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OXFORDSHIRE COUNTY COUNCIL

To: Members of the Cabinet

Notice of a Meeting of the Cabinet

Tuesday, 21 June 2022 at 2.00 pm

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

If you wish to view proceedings online, please click on this Live Stream Link.



Stephen Chandler
Interim Chief Executive

June 2022

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

Membership

Councillors

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

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: 19 July 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.

recycled paper

AGENDA

1. Apologies for Absence

2. Declarations of Interest

- guidance note opposite

3. Minutes (Pages 1 - 16)

To approve the minutes of the meeting held on 24 May 2022 (**CA3**) and to receive information arising from them.

4. Questions from County Councillors (Pages 17 - 18)

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

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

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

5. Petitions and Public Address

Members of the public who wish to speak at this meeting can attend the meeting in person or 'virtually' through an online connection.

To facilitate 'hybrid' meetings we are asking that requests to speak are submitted by no later than 9am four working days before the meeting i.e., 9am on Wednesday 15 June 2021. Requests to speak should be sent to chris.reynolds@oxfordshire.gov.uk

If you are speaking 'virtually', you may submit a written statement of your presentation to ensure that if the technology fails, then your views can still be taken into account. A written copy of your statement can be provided no later than 9am 2 working days before the meeting. Written submissions should be no longer than 1 A4 sheet.

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6. Annual Performance Report 2021-2022 and Provisional Revenue Outturn 2021/22 (Pages 19 - 100)

Cabinet Members: Finance and Corporate Service
Forward Plan Ref: 2022/067
Contact: Louise Tustian, Head of Insight & Corporate Programmes, louise.tustian@oxfordshire.gov.uk; Kathy Wilcox, Head of Financial Strategy, 07788 302163

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

The Cabinet is RECOMMENDED to:-

a. **To note the Annual Report for 2021/22.**
b. **To note the summary of the provisional year - end financial position for 2021/22 along with the year-end position on general balances and earmarked reserves as set out in Annex B.**
c. **To note the virements set out in Annex B-2.**
d. **To agree that the surplus on the On-Street Parking Account at the end of the 2021/22 financial year that has not yet been applied to fund eligible expenditure in accordance with Section 55(4) of the Road Traffic Regulation Act 1984, can be carried forward to the 2022/23 financial year as set out in Annex B-3c.**
e. **To approve the transfer of £4.6m underspends to general balances as set out in paragraph 6.6.**
f. **To approve the updated risk share arrangements for the pooled budgets for Live Well and Age Well services from 1 April 2022 to 31 March 2023 as set out in paragraph 8.1.**
g. **To approve the use of directorate underspends to offset the £1.2m overspend on COVID-19 costs related to High Needs in Children's Services as set out in paragraph 7.1.**

7. Provisional Capital Outturn 2021/22 (Pages 101 - 124)

Cabinet Member: Finance
Forward Plan Ref: 2021/225
Contact: Kathy Wilcox, Head of Financial Strategy Tel: 07788 302163

Report by Director of Finance (**CA7**).

To note the performance against the capital programme for 2021/22 as set out in the report.

The Cabinet is RECOMMENDED to note the performance against the capital programme for 2021/22 as set out in the report.

8. Treasury Management Annual Performance Report (Pages 125 - 138)

Cabinet Member: Finance
Forward Plan Ref: 2022/027
Contact: Tim Chapple, Treasury Manager, 07917 262935

Report by Director of Finance (**CA8**).

To note the report and recommend Council to note the council's treasury management activity in 2021/22.

Cabinet is RECOMMENDED to note the report, and to RECOMMEND Council to note the council's treasury management activity in 2021/22.

9. Workforce Report and Staffing Data - Quarter 4 - January-March 2022 (Pages 139 - 158)

Cabinet Member: Corporate Services
Forward Plan Ref: 2021/220
Contact: Karen Edwards, Director of Human Resources Tel: 07825 521526

Report by Director of Human Resources (**CA9**).

Quarterly staffing report providing details of key people numbers and analysis of main changes since the previous report.

Cabinet is RECOMMENDED to note the report.

10. Report from the Joint Health Overview and Scrutiny Committee: Care Homes/National Covid Enquiry (Pages 159 - 164)

The Cabinet is RECOMMENDED to consider the letter endorsed by the Joint Health Overview and Scrutiny Committee on 09 June 2022 and propose its response.

11. SEND top-up funding for Schools (Pages 165 - 168)

Cabinet Member: Children, Education & Young People's Services
Forward Plan Ref: 2022/064
Contact: Kate Bradley, Head of SEND, 07584 262422

Report by Corporate Director for Children's Service (**CA11**).

To update on the SEND Review:right support, right place, right time and to agree the SEND top-up funding for Schools.

The Cabinet is RECOMMENDED to

a) Agree to continue the current enhancement in Top-Up funding for Early Years settings, mainstream Primary, mainstream Secondary and Special School forecast at approximately £4.1M for academic year 2022-23.

b) Agree an approach that timetables the 2023-24 Top-Up funding decision as part of the Councils annual budget setting process to allow schools more time for planning

12. Cabinet response to Transgender Motion from Council (Pages 169 - 174)

Cabinet Member: Public Health & Equality
Forward Plan Ref: 2022/065
Contact: Emily Schofield, Acting Head of Strategy, 07881 311707

Report by Corporate Director Customers, Organisational Development & Resources (**CA12**).

To agree the recommendations set out in the paper.

The Cabinet is RECOMMENDED to

a) Agree the commissioning of research to provide an evidence base to underpin prioritisation and delivery

b) Agree to update our Including Everyone framework to set out our commitment to transgender and non-binary residents

c) Agree the approach to providing gender inclusive bathrooms through the council's Property Strategy

d) Agree the approach to providing consistent and inclusive language

e) Agree to the development of an LGBTIQA+ guidance document

f) Agree to an annual review of progress

13. Local Transport and Connectivity Plan (LTCP) (Pages 175 - 620)

Cabinet Member: Highway Management/Travel & Development Strategy
Forward Plan Ref: 2021/237
Contact: Joseph Kay, Strategic Transport Lead Tel: 07827 979234 / Melissa Goodacre, Infrastructure Team Leader Tel: 07825 314780

Report by Corporate Director Environment & Place (**CA13**).

To seek agreement of the LTCP document and supporting strategies for adoption by full Council in July 2022.

Cabinet are RECOMMENDED to

a) Approve the content of the LTCP document, and the supporting strategies for adoption by the County Council on 12th July 2022, and

b) Delegate the decision on the final LTCP document, including graphical format to the Corporate Director for Environment and Place in consultation with the Cabinet Member for Travel and Development Strategy.

14. Vision Zero (Pages 621 - 628)

Cabinet Member: Highway Management
Forward Plan Ref: 2022/082
Contact: Paul Fermer, Asst Director Community Operations, 07825 273984 / Caroline Coyne, Assistant Project Manager, caroline.coyne@oxfordshire.gov.uk

Report by Corporate Director Environment & Place (**CA14**).

Approve the County Council Vision Zero commitment.

The Cabinet is RECOMMENDED to

(a) Approve the County Council Vision Zero commitment to: "Eliminate all fatalities and severe injuries on Oxfordshire's roads and streets, to have a safer, healthier, and more equitable mobility for all. Work closely with partners and stakeholders to take a whole system approach, working together on infrastructure, behaviour, technology and legislation to achieve this change"

(b) To note the proposed 'Vision Zero' programme and governance arrangements being assembled as set out within this report.

(c) To note the drawdown of initial funding of £0.25m from the Budget Priorities Reserve to develop and start to progress the implementation of Vision Zero. Required for additional resources and delivery of key infrastructure changes at known areas of concern for road users.

15. National Bus Strategy - Enhanced Partnership (Pages 629 - 710)

Cabinet Member: Highway Management
Forward Plan Ref: 2021/214
Contact: John Disley, Infrastructure Strategy & Policy Manager, 07767006742

Report by Corporate Director Environment & Place (**CA15**).

To seek approval of the Enhanced Partnership.

Cabinet is RECOMMENDED to

a) Approve the draft Oxfordshire Enhanced Partnership Document (attached as Annex 1) for submission to the Department for Transport.

b) Consult on the draft Enhanced Partnership Document with all Oxfordshire Bus Operators, for the statutory 28 objection period.

16. EXEMPT ITEMS

In the event that any Member or Officer wishes to discuss the information set out in Annex 1 to Agenda Item 17 or the Annexes to Agenda Item 18, the Cabinet will be invited to resolve to exclude the public for the consideration of the Annex by passing a resolution in relation in the following terms:

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

NOTE:
The reports do not contain exempt information and are available to the public.

THE EXEMPT ANNEXES TO THE ITEMS NAMED HAVE NOT BEEN MADE PUBLIC AND SHOULD BE REGARDED AS 'CONFIDENTIAL' BY MEMBERS AND OFFICERS ENTITLED TO RECEIVE THEM.

17. HIF1 Grant Determination Agreement (Pages 711 - 722)

Cabinet Member: Travel & Development Strategy
Forward Plan Ref: 2022/045
Contact: Hannah Battye, Head of Infrastructure Delivery, 07808 573 932

Report by Corporate Director Environment & Place (**CA17**).

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

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

and since it is considered that, in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

Annex 1 containing exempt information under the above paragraph is attached.

The Cabinet is RECOMMENDED to:

1. **Approve the amendments to the Grant Determination Agreement (GDA)**

2. **Seek an additional letter of comfort from Homes England and Department of Levelling Up, Housing and Communities (DLUHC).**

3. **Authorise the signing of the Grant Determination Agreement by the Director for Transport and Infrastructure, in consultation with the Director of Law & Governance, Director of Finance, Cabinet Member**

for Travel and Development Strategy and Cabinet Member for Finance.

18. HIF 2 Smart Corridor – Amendment of Grant determination Agreement / Deed of Variation (Pages 723 - 734)

Cabinet Member: Travel & Development Strategy
Forward Plan Ref: 2022/080
Contact: Hannah Battye, Head of Infrastructure Delivery, 07808 573 932

Report by Corporate Director Environment & Place (**CA18**).

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

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

and since it is considered that, in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

Annexes containing exempt information under the above paragraph are attached.

To seek approval for GDA amendment / Deed of Variation.

The Cabinet is RECOMMENDED to

a) Note the draft terms of the proposed Deed of Variation

b) Authorise the Director of Transport & Infrastructure, in consultation with the Director of Law & Governance and Director of Finance, to finalise the terms of, and enter the Deed of Variation to the Grant Determination Agreement.

19. Forward Plan and Future Business (Pages 735 - 738)

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 **CA19.** This includes any updated information relating to the business for those meetings that has already been identified for inclusion in the next Forward Plan update.

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

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

CABINET

MINUTES of the meeting held on Tuesday, 24 May 2022 commencing at 2.00 pm and finishing at 3.00 pm

Present:

Voting Members:	Councillor Liz Leffman – in the Chair Councillor Liz Brighouse OBE (Deputy Chair) Councillor Glynis Phillips Councillor Dr Pete Sudbury Councillor Tim Bearder Councillor Duncan Enright Councillor Calum Miller Councillor Jenny Hannaby Councillor Mark Lygo Councillor Andrew Gant
Other Members in Attendance:	Councillors David Bartholomew, Andy Graham, John Howson, Eddie Reeves, Roz Smith
Officers:	
Whole of meeting	Stephen Chandler, Interim Chief Executive; Steve Jorden, Corporate Director Commercial Development, Assets & Investment; Claire Taylor, Corporate Director Customers & Organisational Development; Kevin Gordon, Corporate Director for Children's Services; Lorna Baxter, Director of Finance; Anita Bradley, Director of Law & Governance and Monitoring Officer; Colm Ó Caomhánaigh, Committee Officer

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

57/22 APOLOGIES FOR ABSENCE

(Agenda Item. 1)

The Chair welcomed Councillor Andrew Gant to his first meeting as a Cabinet Member.

There were no apologies for absence.

58/22 DECLARATIONS OF INTEREST

(Agenda Item. 2)

There were no declarations of interest.

59/22 MINUTES
(Agenda Item. 3)

The minutes of the meeting held on 26 April 2022 were approved and signed.

60/22 QUESTIONS FROM COUNTY COUNCILLORS
(Agenda Item. 4)

See attached Annex.

61/22 PETITIONS AND PUBLIC ADDRESS
(Agenda Item. 5)

The Chair agreed to the following requests to speak:

6: Climate Change Update
Cllr John Howson

8: Local Area SEND Strategy
Cllr John Howson

9: Libraries and Heritage Strategy
District Cllr Julian Cooper
Cllr Andy Graham

62/22 CLIMATE ACTION UPDATE
(Agenda Item. 6)

Cabinet considered a report updating on the delivery of the 2021/22 Climate Action Programme delivery plan and setting out the 2022/23 delivery plan.

Before discussing the report, the Chair had agreed to the following request to speak:

Councillor John Howson asked that the report be circulated to all councillors as climate change was of concern to everyone. He was disappointed that only four maintained primary schools had been helped with energy efficiency. Most primary schools were not yet set up for renewable energy sources although they could play an important part as a community hub. He was pleased to see that £400,000 was to be spent in 2022/23 on the school support programme although there was nothing in the report on how to help academies or private schools.

Cabinet Members noted that the report demonstrated that the team had the knowledge, skills and commitment to make major progress. Determined progress had been made on Scope 1 (direct emissions from fuel use on council estate and fleet) and Scope 2 (indirect emissions from purchased

electricity) and they were not hesitating on going for the full Scope 3 (indirect emissions from staff travel and electricity distribution).

An officer will shortly be appointed to work on decarbonising the Council's supply chain which was much larger that the Council's own carbon footprint. The carbon accounting framework and toolkit referred to on Agenda Page 27 would be of benefit to other organisations in understanding exactly what they were signing up to.

Officers will be asked if there was scope in the school conditions survey to examine energy supply and consumption of the buildings to inform the Council in considering the suggestions Councillor Howson made.

RESOLVED to:

a) Note the annual update on the delivery of the Climate Action Programme (Appendix 1)

b) Approve the Climate Action Programme delivery plan for 2022/23 (Appendix 2)

c) Approve the council's Carbon Management Plan 2022-25 (Appendix 3) and the interim emissions reduction target for 2024/25.

63/22 OXFORDSHIRE FOOD STRATEGY

(Agenda Item. 7)

Cabinet had before it an Oxfordshire-wide food strategy, developed in partnership with the district and city councils and the Voluntary and Community Sector (VCS), supporting a broad range of Council priorities and strategies in particular healthy weight strategies, addressing food poverty, tackling inequalities and the Council's Climate Action Framework.

The Cabinet Members for Public Health & Equalities and Climate Change Delivery & Environment spoke to the report. The strategy addressed the issues of food poverty, climate action, inequalities and the cost of living. The consultation process included farmers, producers, residents, local councillors and officers.

All the partners were required to develop an action plan and for us that will be a cross-council piece of work including input from the People Overview & Scrutiny Committee. It was a whole-system approach which was why there was a recommendation to allocate £250,000 to our district and city partners to support their own action plans. This could be passed on to local community and voluntary groups working in their own local areas.

Most food from Oxfordshire was well-grown, well-reared and good for the planet. The Climate Change Committee had identified the importance of local food production in mitigating against risks of climate change. A survey had shown that only 1% of food consumed in Oxford was grown in

Oxfordshire so there was a lot of work to be done. The National Farms Union strategy fitted in very well with this Council strategy.

Members acknowledged the work of many local organisations and volunteers in distributing food locally that was sourced locally. These organisations have responded very positively to this Council initiative.

RESOLVED to

a) Endorse the Oxfordshire Food Strategy – Part One attached at annexe 1 including the principles and overarching framework

b) Agree that £250,000 grant funding be awarded to District and City council partners to support the delivery of the strategy as set out in paragraph 22 of the report

c) Delegate authority to the Corporate Director Customers and Organisational Development to agree the terms of reference for the grant funding in consultation with the Portfolio Holder for Public Health and Equalities

d) Delegate authority to the Corporate Director Customers and Organisational Development to make minor design and typographical changes to the document pending adoption by District and City partners

64/22 LOCAL AREA SEND STRATEGY

(Agenda Item. 8)

Cabinet considered the Local Area SEND Strategy which was co-drafted by a governance group of representatives from Local Authority Education, Social Care (Children's and Adult), Health, Education Setting and Parent/Carers.

Before discussing the report the Chair agreed to a request to speak.

Councillor John Howson stated that he looked forward to seeing the implementation plans and reminded Cabinet to place Members at the heart of decisions. The national Schools Bill was disappointing with no provision for SEND pupils because a national strategy has yet to be formalised. The government was not doing enough to help local authorities to provide for children with SEND coming into the county.

A recent report noted that the government had laudably raised parental expectations but had not provided the funding to meet those expectations sustainably. He believed that it was wrong that Ofsted reports did not include measures of SEND inclusion.

The Cabinet Member for Children, Education & Young People's Services agreed that central government had not grasped this issue. There was a

White Paper on schools and a Green Paper on SEND but she did not believe that they were working in the same direction.

In the development of this strategy there were fifteen engagement sessions that included children, parents, sector partners and the community and voluntary sectors. Going forward it was agreed that the People Overview & Scrutiny Committee will be consulted on the implementation plan and the intention is to keep up the high level of public engagement.

The Chair emphasised that the recommendation was to approve the document with the list of amendments made following consultation.

RESOLVED to approve publication of the Local Area SEND Strategy.

65/22 LIBRARY AND HERITAGE STRATEGY

(Agenda Item. 9)

A draft Libraries and Heritage Strategy: 2022 - 2027 was approved by Cabinet on 21st December 2021 subject to public consultation. Cabinet considered a report detailing the consultation approach and setting out the key themes arising from the consultation.

Before discussing the report, the Chair agreed to requests to speak.

District Councillor Julian Cooper and Councillor Andy Graham, both representing Woodstock, asked that the provision of a permanent library for Woodstock be prioritised as the library was unable to provide as good a service in its temporary cramped location.

The Cabinet Member for Community Services & Safety agreed that providing a permanent building for Woodstock was a priority. She wished to acknowledge that her predecessor, Councillor Neil Fawcett, had steered this strategy through the engagement process. There had been an extraordinary level of agreement on the strategy.

Libraries should be accessible, interesting places at the hub of the community. Some needed improvement. She intended to ensure that all libraries will have the new services being planned.

RESOLVED:

a) Note the outcome of the public consultation on the Libraries and Heritage Strategy

b) Delegate the responsibility for the adoption and implementation of the strategy to the Portfolio Holder for Community Services and Safety and the Corporate Director for Customer, Organisational Development and Resources and the project team.

c) Agree that an annual review of the actions to deliver the strategy is reported to Cabinet and the Place Overview and Scrutiny Committee.

66/22 APPOINTMENTS 2022/23

(Agenda Item. 10)

Cabinet considered Member appointments to a variety of bodies which in different ways support the discharge of the Council's Executive functions.

The Chair noted that there were two amendments to the list in the Annex which were required to reflect the recent changes in the Cabinet portfolios.

RESOLVED: to agree the appointments to the bodies set out in the Annex to this report with two amendments:

Under Joint Committees – Future Oxfordshire Partnership
Oxfordshire Plan 2050 Group – substitute to be Cllr Andrew Gant
Environment Advisory Group – substitute to be Cllr Andrew Gant

67/22 FORWARD PLAN AND FUTURE BUSINESS

(Agenda Item. 11)

The Cabinet considered a list of items (CA11) for the immediately forthcoming meetings of the Cabinet together with changes and additions set out in the schedule of addenda.

RESOLVED to note the items currently identified for forthcoming meetings.

68/22 EXEMPT ITEM

(Agenda Item. 12)

RESOLVED that the public be excluded for the duration of item 13 since it was likely that if they were present during that item there would be disclosure of exempt information as defined in Part 1 of Schedule 12A to the Local Government Act 1972 (as amended) and specified in relation to the respective items in the Agenda since it was considered that, in all the circumstances of each case, the public interest in maintaining the exemption outweighed the public interest in disclosing the information

69/22 SECTION 101 AGREEMENT WITH LONDON BOROUGH OF BROMLEY

(Agenda Item. 13)

PROCEEDINGS FOLLOWING THE WITHDRAWAL OF THE PRESS AND PUBLIC

The information contained in the report was exempt in that it fell within the following prescribed categories:

1. Information relating to any individual
7. Information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime.

RESOLVED to

(a) Pursuant to section 101 of the Local Government Act 1972 and section 9EA of the Local Government Act 2000, approve the delegation of specific powers from the county council to the London Borough of Bromley in relation to the investigation and prosecution of companies and individuals associated with the investigation known as Operation Argus

(b) Authorise the Head of Legal and/or the Director of Law and Governance to enter the necessary agreements to implement this delegation

…….in the Chair

Date of signing ……..

ANNEX

ITEM 4 – QUESTIONS FROM COUNTY COUNCILLORS

Questions	Cabinet Member
1. COUNCILLOR DAVID BARTHOLOMEW At the last Cabinet meeting you spoke passionately about trees, and Cabinet endorsed the new tree policy, so I know this question is of significance. During 2019 a vast swathe of council-owned trees was removed by Taylor Wimpey from alongside the highway on the A4155 at Shiplake in order to facilitate a housing development at Thames Farm. There was an obligation on the developer to undertake a major tree replanting programme by 2020. However, due to problems with the site, development has not yet commenced (other than the roadworks) and neither has the tree replanting programme. The consequence of this is that what was a pleasant, leafy rural road is now a bare urban landscape. What pressure can be brought to bear on the developer to commence the tree replanting programme regardless of the problems with the site itself?	**COUNCILLOR PETE SUDBURY, CABINET MEMBER FOR CLIMATE CHANGE DELIVERY & ENVIRONMENT** Landscaping proposals for the development known as Thames Farm, Reading Road, Shiplake, have been approved under Reserved Matters planning application by South Oxfordshire District Council. The planning condition that specifically relates to Landscaping requires only that these works are to be carried out in accordance with approved plans and Landscape management Plan; there is no specific trigger date for this landscaping to be delivered by. Enforcement of planning conditions is a matter for the Planning Authority and unfortunately OCC have no jurisdiction over on-site planning matters in this respect. It is however the case that OCC are concerned about lack of progress and will shortly be writing to Taylor Wimpy in this regard, particularly in relation to the newly constructed access that remains un-used, un-finished and un-adopted.

Questions	Cabinet Member
('Before' and 'After' pics supplied.) **Supplementary** Thank you for your response, however I was disappointed with its anodyne tone given the passion you have previously shown when speaking about trees. I thought the photographs showing the destruction of the rural scene that accompanied my question would have had more impact. Your reply states that there is no specific date for the tree replanting to start. This is not the case: it was specified that the tree re-planting would be completed by February 2020 as per the Tree Works Application (reference 13S12-3043) and the Woodland Project Plan. Failure to resolve ground condition problems has caused the delay. I understand planning enforcement is a district council responsibility but are you prepared to press them to get the county trees that were removed from the highway replaced in the coming planting season?	 **Response** Planning enforcement is indeed the responsibility of South Oxfordshire District Council and as far as I know you are a councillor at SODC and could therefore press your own planning department a lot harder than I can but I will surely join you in that.
2. COUNCILLOR FREDDIE VAN MIERLO	**COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT**

Questions	Cabinet Member
Since the county has taken responsibility for on-street parking offences, how many fixed penalties have been issued? Can the cabinet member provide a breakdown of where these penalties have been issued, and where patrols have taken place?	The information requested is set out here
3. COUNCILLOR JOHN HOWSON As part of the bus grant, we are required to find the means of speeding up bus travel. What steps are being taken to ensure the traffic in Frideswide's Square at busy times of day does not prevent buses reaching the Station and the Botley Road from Park End Street due to other vehicles sitting across the non-roundabout circles? **SUPPLEMENTARY** The issue around Frideswide Square takes on new impetus because of the one-way working on the Botley Road for possibly as long as 18 months while Great Western Railways expand the west side of the station and build the new bridge span and deepen the space under the bridge to allow high-sided vehicles to use the Botley Road. That will inevitably cause tailbacks. Can the Cabinet Member reassure me that the buses going to and from both Botley Road and the station will not be badly affected by the	**COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT** Information on our proposals for core schemes that are likely to impact on traffic levels in the area identified to the west of the city centre and across the city as a whole can be found here. The Core Schemes proposed are expected to improve bus flow across the city, as a result of a reduction in through traffic. Further engagement and consultation is expected to be undertaken over the coming months. **RESPONSE** I am aware that the answer does not address the specific point of congestion on Frideswide Square so I will undertake to take that away and investigate with officers what measures, if any, can be taken to address that. More broadly, you are absolutely right to draw attention to the pressures that are going to be added to this already very busy part of the city centre not just from the redevelopment of the station but also from displacement of what is already very heavy traffic heading for Westgate and the Oxpens

Questions	Cabinet Member
consequences of this vital work for our rail network over such a long period of time.	development coming down the track. It is certainly a part of the city that we have to take a close interest in and I will certainly do that with officers.
4. COUNCILLOR ROZ SMITH What steps can the county council take to ensure that inflation doesn't erode the nutritional value or portion size of school meals served in state schools across Oxfordshire?	**COUNCILLOR GLYNIS PHILLIPS, CABINET MEMBER FOR CORPORATE SERVICES** All of the school food provision in Maintained schools and new Academy schools (since 2015) in Oxfordshire, should be subject to the Government Guidelines set out in the School Food Plan, which came into force in January 2015. These standards specify which types of food should be served in schools and how often, and include the directive that 'Government Buying Standards for Food and Catering Services' should be adopted when purchasing ingredients. The School Food Guidelines dictate appropriate portion sizes for all food that can be served in both Primary and Secondary Schools. The Government Buying Standards for Food set out the clear technical specifications for food purchasing and production, covering aspects such as: • Production, processing and manufacturing Production standards, Traceability, Authenticity, Origin of meat and dairy, Animal welfare, Eggs, Higher

Questions	Cabinet Member
	environmental production standards, Palm Oil, Fish and Seasonal produce • Nutrition Reducing salt intake, Increasing salt intake, Meal deals, Reducing Saturated fat, Increasing fibre, Reducing sugar intake, Breakfast cereals, Fish, Savoury snacks, Confectionary, Beverages • Resource Efficiency Water, Reducing landfill, Food waste, Energy management, Catering equipment, Paper products • Social-economic Ethical trading, Inclusion of SME, Equality and diversity The buying standards further include Best Practice standards. I can therefore confirm that for all of the 58 Maintained schools, Nurseries and Academies who are signed up to Oxfordshire County Council's in house catering operation, the rise in inflation will have no impact on either nutritional content or portion sizes. For schools who have their own arrangements with third party suppliers, it might be wise for them to seek a similar

Questions	Cabinet Member
SUPPLEMENTARY I am sure you can agree with me that the government is not doing enough for struggling families that need the assurance that their children will get a decent sized and nutritional meal during the school day and you have confirmed that the 58 schools that we have under the local authority will be continuing with the government guidelines but I would like to ask with prices continuing to rise how long does this guarantee to parents last for on both nutritional content and portion size.	assurance from their current meal provider. **RESPONSE** I do not think there is a time limit on the school food guidelines but I would like to take the opportunity to suggest that governors take the opportunity to ask their schools for similar assurances about the size and nutritional value of their meals
5. COUNCILLOR MARK CHERRY Can the Cabinet Member for Highways Management assure me that he will lobby central government for more funding for highway maintenance for Oxfordshire County Council? As I recently received an email from highway officers that Edmonds Road resurfacing was delayed another year due to high cost of materials and funding for the financial year. This is the second time parts of Edmonds Road have had no road resurfacing since the early 1990s when I attended Drayton school. Furthermore roads like Warwick Road also need further	**COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT** My predecessor wrote to central government on 8th February 2022 making the case for extra funding. Having recently been appointed to Cabinet Member for Highway Management portfolio, I can confirm that I will use this as an opportunity to introduce myself and further make the case for much need additional finding for Highway Maintenance.

Questions	Cabinet Member
road maintenance. This is important for local people cycling and all road users in general.	

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CABINET – 21 JUNE 2022

ITEM 4 – QUESTIONS FROM COUNTY COUNCILLORS

Questions	Cabinet Member
1. COUNCILLOR FREDDIE VAN MIERLO Streetlights around Cuxham Road roundabout, industrial estate and Willow close in Watlington have not been working for 9 months. SSE had been contracted to fix the lights on 06/04/2022 but have failed to do so, despite requests by myself and officers to do so. Will the cabinet member for highways write to SSE to urgently rectify the issue?	**COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT**
2. COUNCILLOR SALLY POVOLOTSKY The Household Support Fund, how much is being requested from government to support our most vulnerable, and increasingly vulnerable families and individuals in the county, what agencies are we working with and how is this funding being distributed into our society given the funding has to be committed between April 2022 and September 2022? Also what % of increase does this council project will need additional help, and how will be resource that assistance, throughout our services and the wider community initiatives that are being created by the week and lifelines to their local residents.	**COUNCILLOR TIM BEARDER, CABINET MEMBER FOR ADULT SOCIAL CARE**

Questions	Cabinet Member
3. COUNCILLOR MARK CHERRY Can the cabinet member for highways management note the current petition by a resident of 59 Edmonds Road , regarding on parking issues, In the Banbury Ruscote locality . Furthermore, seek to undertake a survey with relevant parking officers on Oxfordshire County Council to look to resolve parking problems in Bretch Hill estate and roads like Dover Avenue and Prescott Close in liaison with local residents and possible site visit in the near future.	**COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAYS MANAGEMENT**

CABINET

21 June 2022

BUSINESS MANAGEMENT AND MONITORING REPORT ANNUAL REPORT AND PROVISIONAL REVENUE OUTTURN 2021/22

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

RECOMMENDATION

a. To note the Annual Report for 2021/22.
b. To note the summary of the provisional year - end financial position for 2021/22 along with the year-end position on general balances and earmarked reserves as set out in Annex B.
c. To note the virements set out in Annex B-2.
d. To agree that the surplus on the On-Street Parking Account at the end of the 2021/22 financial year that has not yet been applied to fund eligible expenditure in accordance with Section 55(4) of the Road Traffic Regulation Act 1984, can be carried forward to the 2022/23 financial year as set out in Annex B-3c.
e. To approve the transfer of £4.6m underspends to general balances as set out in paragraph 6.6.
f. To approve the updated risk share arrangements for the pooled budgets for Live Well and Age Well services from 1 April 2022 to 31 March 2023 as set out in paragraph 8.1.
g. To approve the use of directorate underspends to offset the £1.2m overspend on COVID-19 costs related to High Needs in Children's Services as set out in paragraph 7.1.

1. Executive Summary

1.1 This report presents the council's annual performance report and provisional year - end finance position for 2021/22.

1.2 The Council recognises the importance of timely, accurate and accessible performance and budget management information as part of its commitment to both transparency and demonstrating efficiency and effectiveness.

1.3 This annual report reflects the end of year position against the corporate priorities, and budget documents supporting the ambitions and priorities. The Corporate Plan agreed by Council in February 2021 set out the Council's ambitions for 2021/22.

1.4 The Strategic Plan, Medium Term Financial Plan, Outcomes Framework and previous business management reports, can be found on the council's website.

1.5 This report summarises the performance over the last year. Further information is provided in the following annexes:

a. Annex A: Annual report 2021/22
b. Annex B: Provisional revenue outturn 2021/22

2. Performance Overview

2.1 The Outcomes Framework 2021/22 set out the golden thread of key performance indicators and progress measures supporting the overarching strategic priorities.

2.2 The monthly business management and monitoring reports included progress updates supporting the six strategic priorities, 25 overarching indicators which comprised of 90 key performance indicators and progress measures.

3. End of year 2021/22 performance summary:

The end of financial year performance indicators are as follows:

Green	Amber	Red	Total
16	3	6	**25**

3.1 This represents a strong outcome of the measures and indicators supporting the overarching priorities for the financial year with:

- 76% either above target or very close to it
- 24% below target

4. Financial year tracking of performance Indicators

4.1 The table on the next page illustrates the performance progress throughout the year. As part of the collection of key performance indicators and performance measures there are a number of measures that have seasonal variations (eg. waste collection) and that are also reported quarterly and annually as per the variation in numbers.

Month	Green	Amber	Red	Total
April	13	2	6	**21**
May	11	4	7	**22**
June (Q1)	15	6	4	**24**
July	12	5	5	**22**
August	10	6	6	**22**
September (Q2)	15	7	4	**26**
October	14	2	7	**23**
November	14	4	5	**23**
December (Q3)	10	4	9	**23**
January	12	4	7	**23**
February	11	3	7	**21**
March (Q4)	16	3	6	**25**

Figure 2 - Please note that the total number of indicators fluctuates throughout the year due to quarterly measures and increase and closure of some measures, hence the difference in the number of measures in some months.

5.1 The annual report reflects the highlights and achievements over the last 12 months against the priorities of the council. The annual report captures the response to the pandemic; the significant impact on the services we deliver; how we coordinated and supported the delivery of the Covid testing

programme and how we reinforced the communications around vaccinations.

5.2 The report also captures some of the progress supporting **our commitment to the Climate emergency**, launching the pilot for Britain's first zero emission zone in Oxford City centre; 9 School Street trials delivered which restricted motorised traffic during school drop off and pick up times. The installation of air source heat pumps, solar panels and other energy saving improvements as part of the Green Homes Grant. And, with our partners we have installed a number of EV Chargers across 20 council owned car parks across the county.

5.3 As part of our commitment to **tackling inequality across Oxfordshire** the report captures, we were one of the lead sponsors for Oxford's virtual Pride event, we were one of 150 organisations to achieve a Stonewall Bronze Award for our work in promoting LGBTQ+ inclusion in our workplace. We worked with partners to resettle and support Afghan refugees including access to healthcare, education and support with employment. In partnership with the NHS, we delivered home monitoring blood pressure kits to support people in the 10 most deprived wards across Oxfordshire.

5.4 We launched a new Stop Smoking Service to further support residents and Oxfordshire's ambition to become Smoke free by 2025 supporting our **Health and Wellbeing priority**. Oxfordshire's Street Tag, a family-friendly game app that rewards primary school pupils, communities and schools for physical activity, had the highest sign-up rate for Street-Tag in Britain. Our fire and rescue service delivered over 3,000 safe and well visits, supporting some of the country's most vulnerable residents.

5.5 **Supporting carers and the social care system** is another priority which has seen a 44% reduction in the number of people waiting for social care assessments, by working closely with the voluntary sector to deliver a new way of working knows as The Oxfordshire Way. Two of our Shared Lives carers received recognition at the Oxfordshire Care Awards for making an exceptional difference to dignity in care. We invested £5m to increase the supply of supported housing for people with learning difficulties and/or autism with an agreement with Resonance.

5.6 A new vision for transport in Oxfordshire was unveiled with the Local Transport and Connectivity Plan as part of our **Transport** priority. We launched a new initiative offering communities across the county the change to apply to cut local speeds to 20mph. We also supported 905 residents to take part in a range of activities to enable them to cycle or walk more – all part of the wider cycling and walking activation programme.

5.7 **Nature and Green Spaces** has the achieved the following achievements, the delivery of biodiversity initiatives engaging with over 350 people across 20 events and expanding our volunteering programme as part of our Lower Windrush Valley Project. We supported the Oxfordshire Treescapes Project in developing a mapping tool which allows users to understand more about how trees can be used to create benefit in Oxfordshire. And, our countryside access team replaced 83 wooden bridges and repaired a further 40.

5.8 As part of the priority **Creating opportunities for children and young people to reach their full potential,** we have maintained an OFSTED rating of Good for all three of the council's children's homes. We provided 42,000 free holiday activity and food places for children aged 5-16 years and who were eligible for

free school meals. We launched the life-long links programme, enabling children in our care to build strong, long-term connections with family and friends and we also launched a SEND strategy consultation with parents and carers – collecting a view of service needs across the county. We opened a rebuilt and expanded Orion Academy and completed expansions or replacements of temporary accommodation at eight other schools. This provided an additional 385 primary, 140 secondary and 124 SEND places.

5.9 We introduced a new digital and consultation platform – Let's talk Oxfordshire – which now has over 10,000 residents registered as part of our priority **Playing a part in vibrant and participatory local democracy.** A broad range of public and stakeholder engagement informed the development of the new strategic plan, including a residents' survey, public and stakeholder workshops, and five discussion groups with children and young people. The council's scrutiny function was restructured, with the aim of achieving greater public accountability. A trio of new committees has been established - people, place and performance – each of which are chaired by opposition councillors to ensure robust challenge.

5.10 **Working with local businesses and partners** has provided £100,000 to Oxfordshire Community Foundation to top up their loneliness and isolation funding. 25 local voluntary and community sector organisations were supported for the provision of mental health support and support to those self-isolating. Working with Good Food Oxfordshire, local businesses, the voluntary and community sector and local authorities, we developed an Oxfordshire-wide food strategy to address food poverty, inequality and accessibility. Trading standards officers conducted over 1,400 interventions with Oxfordshire businesses, including visits to provide advice and support, along with testing products, procedures and measuring equipment.

6. Financial Management

Summary of the Council's financial position at the end of 2021/22

6.1 This report provides a summary of the provisional year - end financial position for 2021/22.

6.2 The information in this report will be used to compile the Council's Statement of Accounts for 2021/22. Ernst and Young, the Council's external auditor, will carry out their audit over the autumn. It is possible that changes may be made to the accounts during this period which may alter the position presented within this report.

6.3 The statutory deadline for the publication of the audited accounts for 2021/22 is 30 November 2022. The draft accounts are currently expected to be published by the end of June 2022. It is anticipated that the Audit & Governance Committee will be able to approve the audited accounts by the publication deadline of 30 November 2022. Both the draft and final Statement of Accounts will be published on the Council's website.

6.4 As reported to Audit & Governance Committee on 11 May 2022[1], a local government wide technical issue relating to infrastructure assets has led to a moratorium from all external auditors being placed on signing off any accounts still subject to audit at February 2022. This includes Oxfordshire County Council's accounts for 2020/21. It is expected that a solution, which will apply to 2020/21 and future years will be found in time for the audited accounts

[1] Item 7: Accounting Policies for Inclusion in the 2021/22 Statement of Accounts

publication deadline for the 2021/22 accounts of 30 November 2022.

6.5 The table on the next page summarises the final position compared to the Net Operating Budget for 2021/22 agreed by Council in February 2021. There was an underspend of £4.6m or 0.9% compared to the final budget. This was made up of a directorate underspend of £3.0m (0.6%) plus an underspend of £1.6m on budgets held centrally. £1.1m of the directorate variation relates to lower than anticipated expenditure on costs related to COVID-19 in 2021/22.

6.6 The final position for 2021/22 compares to an underspend of £5.9m at the end of 2020/21. The final position for the last five years is summarised in the table below:

	2021/22 £m	2020/21 £m	2019/20 £m	2018/19 £m	2017/18 £m
Underspend (-)/Overspend (+)	-4.6	-5.9	-2.5	-2.3	-1.0

	Final Budget 2021/22 £m	Net Expenditure 2021/22 £m	Variance March 2022 £m	Variance March 2022 %	Variance January 2022 £m
Directorate Budgets:					
Adult Services	200.4	199.6	-0.8	-0.4%	0.0
Children's Services	142.9	144.6	1.7	1.2%	2.2
Public Health	1.8	1.5	-0.3	-19.6%	-0.4
Environment & Place	61.6	61.6	0.0	0.0%	0.6
Commercial Development, Assets and Investments	51.1	48.4	-2.7	-5.3%	-1.2
Customers, Organisational Development & Resources	36.0	35.1	-0.9	-2.6%	0.0
Total Directorate Budgets	**493.8**	**490.8**	**-3.0**	**-0.6%**	**1.2**

Budgets Held Centrally [2]:					
Capital Financing Costs	23.7	23.4	-0.3	-1.3%	0.0
Interest on Balances	-10.8	-11.3	-0.5	-4.6%	0.0
Contingency	2.2	0.0	-2.2	-100.0%	-2.2
Budgeted Contribution from COVID-19 reserve funding additional directorate expenditure agreed during 2021/22	-7.2	-6.1	1.1	-15.3%	0.0
Un-ringfenced Specific Grants	-40.4	-40.6	-0.2	-0.5%	0.0
Other	0.9	1.1	0.2	0.0%	0.0
Contributions to reserves	31.6	31.9	0.3	1.6%	0.0
Total Budgets Held Centrally	**0.0**	**-1.6**	**-1.6**		**-2.2**
Net Operating Budget	**493.8**	**489.2**	**-4.6**	**-0.9%**	**-1.0**
Business Rates & Council Tax Funding	-493.8	-493.8	-0.0		0.0
Total Year End Position	**0.0**	**-4.6**	**-4.6**		**-1.0**

6.7 The Council's general balances were **£39.2m** as at 31 March 2022 after taking account of the underspend of **£4.6m**. £3.0m was agreed to be used to support the capital programme as part of the 2022/23 budget. The remaining £7.3m balance above the **£28.9m** risk assessed level for 2022/23 is available to support one – off expenditure in future years.

6.8 Earmarked reserves totalled **£183.6m** at 31 March 2022. The increase of **£32.1m** compared to the £151.5m balance as at 1 April 2021 consists of **£32.0m** in planned contributions to reserves plus **£0.1m** for other changes during the year. Budgeted contributions included: COVID-19 Reserve (£18.2m), Investment Pump Priming Reserve (£2.2m), Budget Priorities Reserve (£1.8m), Redundancy Reserve (2.0m), Transformation Reserve (£3.0m) Business Rates Reserve (£1.8m), and Demographic Risk Reserve (£3.0m).

6.9 **£6.1m** of the funding held in reserves to support COVID-19 pressures was utilised in 2021/22. **£20.1m** was agreed to be used to fund pressures in future years as part of the 2022/23 budget and Medium Term Financial Strategy. A further **£0.5m** funding for IT equipment slipped into 2022/23 and £0.1m will be used to support additional costs within the Coroner's service in 2022/23. The balance of **£5.5m** is available to support future COVID-19 pressures on a one–off basis.

6.10 The Council received **£189.8m** of government grants during 2021/22 of which, **£103.7m** were un-ringfenced and **£86.1m** were ringfenced. £3.4m of the **£86.1m** ringfenced funding received in 2021/22 will be carried forward for use in 2022/23, in line with terms and conditions of the individual grants.

6.11 The 2021/22 budget agreed by Council in February 2021 included planned directorate savings of £16.1m. 85% of these savings have been delivered in 2021/22. Where savings have not been delivered, these are reflected in the directorate outturn position. Where relevant the ongoing impact has been addressed through the 2022/23 Budget and Business Planning Process.

[2] Strategic Measures and Contributions to/from Reserves

6.12 Further details and commentary explaining both the directorate positions variations on budgets held centrally are provided in Annex B.

7. Costs Related to High Needs

7.1 The Education and Skills Funding Agency (ESFA) have given the council permission to offset £1.2m of COVID-19 costs related to High Needs that would otherwise have been funded through the Dedicated Schools Grant (DSG) from council resources in 2021/22. Based on the position at year end it is recommended that the £1.2m should be met from revenue underspends elsewhere in the council.

8. Pooled Budget Risk Share for 2022/23

8.1 Under Section 75 of the NHS Act 2006 Oxfordshire Clinical Commissioning Group (OCCG) and the Council have pooled health and social care commissioning budgets since April 2013. The arrangements from 1 April 2022 were considered by Cabinet on 15 March 2022 and included the agreement of a single, fully integrated pooled budget and risk share for Live Well and Age Well services. While the other changes are being implemented, further discussions have taken place about the risk share in the context of the current development of the Buckinghamshire, Oxfordshire and Berkshire West Integrated Care System (ICS). As a result, it is proposed that the risk share should continue under the same arrangements as in 2021/22.

CLAIRE TAYLOR Corporate Director for Customers, Organisational Development and Resources	**LORNA BAXTER** Director of Finance

Contact Officers:

Louise Tustian, Head of Insight and Corporate Programmes

Kathy Wilcox, Head of Financial Strategy

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2021 - 2022

Annual Report

Leading positive change by working in partnership to make Oxfordshire a greener, fairer and healthier county.

OXFORDSHIRE COUNTY COUNCIL

Foreword

Welcome to Oxfordshire County Council's annual report, providing an overview of our performance and key achievements, from April 2021 to March 2022.

Following the elections in May 2021, the Oxfordshire Fair Deal Alliance formed to provide new leadership for the county council. We want to make sure that everyone in Oxfordshire can take advantage of the opportunities that our vibrant, diverse and innovative county has to offer. To do this we set out our vision: to lead positive change by working in partnership to make Oxfordshire a greener, fairer and healthier county. To achieve this ambition, we are focused on tackling inequality and disadvantage; working with our partners locally and nationally; investing in people; using our resources wisely; speaking up for Oxfordshire; and being inclusive and open.

Including everyone lies at the heart of our ambitions. This means providing inclusive services with equal access for all, working with communities to tackle disadvantage and providing an inclusive workplace with equality of opportunity.

Tackling climate change underpins all we do. The climate emergency is the biggest challenge the planet faces and we are committed to not only reaching our own net zero target as a council by 2030 but to enabling Oxfordshire to be carbon neutral by 2050 at the latest.

To deliver our vision and these commitments, we have developed a strategic plan 2022 - 2025 that sets out our nine cross-cutting priorities (see page five). We are only at the beginning of delivering against our strategic plan supported by a responsible budget set in February 2022 that will allow us to both invest in our priorities and meet our demand pressures for the year ahead. This annual report provides an insight into our initial progress.

As your council, it is our job to provide services such as fire and rescue, highway maintenance, social care for adults and children, libraries, registration (births, deaths, and marriages), education and trading standards. Social care accounts for around half of our spend at the county council and we continue to work hard to enable older and disabled people to live independently while caring for those in the greatest need. Over the past two years, we have also been working hard to manage local impacts from the COVID-19 pandemic – from creating new services to support vulnerable people to providing public health guidance through the various stages of the pandemic. Our annual report highlights examples of this important work.

Thank you for taking the time to learn more about what we deliver for you and the many ways we have been supporting you, your families and our communities over the past year. We will continue to look forward, and review our strategic plan annually, to ensure that we continue to provide the greatest opportunities possible for every resident to live their best life.



Councillor Liz Leffman
Leader of Oxfordshire County Council

Responding to the pandemic

COVID-19 continued to have a significant impact on the services we delivered and how we delivered them throughout 2021/22. The county council played a key role in co-ordinating and supporting the operational delivery of COVID testing programmes as well as reinforcing partner communications about vaccinations.

We continued to work with the NHS and local authority colleagues to communicate information and guidance as widely as possible, focusing our efforts on those groups less likely to respond to national messages.

- We raised awareness of the benefits of vaccination, which contributed to 1.3 million COVID-19 vaccinations being delivered to people across Oxfordshire. This included ensuring our care home residents were fully vaccinated and receiving their boosters.
- We co-ordinated the vaccination of the health and social care workforce, achieving high levels of compliance prior to the government withdrawal of the legal requirement.
- We supported the care market in ensuring high standards of infection prevention and control, deploying the IPC Grant and working closely with partners across adult social care, public health and the NHS.
- The Oxfordshire Local Contact Tracing service successfully traced 15,379 people during 2021-22.
- 500,000 meals for Oxfordshire pupils, prepared by the county council's catering team, were delivered during the COVID-19 pandemic.
- Working in partnership with the city and district councils, we set up and ran symptom-free testing sites across the county. A self-isolation information pack was developed to help provide individuals who tested positive with advice and sources of support.
- In July 2021, we responded to rapidly rising cases in Oxford by securing three mobile testing units to offer all 18 to 29 year-olds a free PCR test. 4,000 people attended over a two-week period.
- Our cross-county regulatory teams won a Regulatory Excellence Award from the Office for Product Safety and Standards (OPSS) which included recognition for supporting businesses to comply with new regulations and aiding recovery by helping them reopen.
- Working with partners, we awarded £256,000 to 26 local voluntary and community sector organisations who were supporting local communities to minimise the transmission of COVID-19.

Our nine priorities

Our vision:

To lead positive change by working in partnership to make Oxfordshire a greener, fairer and healthier county.

1. Put action to address the climate emergency at the heart of our work

2. Tackle inequalities in Oxfordshire

3. Prioritise the health and wellbeing of residents

4. Support carers and the social care system

5. Invest in an inclusive, integrated and sustainable transport network

6. Preserve and improve access to nature and green spaces

7. Create opportunities for children and young people to reach their full potential

8. Play our part in a vibrant and participatory local democracy

9. Work with local businesses and partners for environmental, economic and social benefit

The climate emergency

Our strategic priority Putting action to address the climate emergency at the heart of our work

- We launched a pilot for Britain's first **zero emission zone** in Oxford city centre. Petrol and diesel vehicles pay a daily charge while electric and exempt vehicles circulate for free.
- Nine **School Street trials** were delivered, restricting motorised traffic at school drop off and pick up times. 518 residents and parents told us about their experience, and 59 per cent supported them.
- We're investing £40 million over six years to convert **streetlighting to LEDs**, resulting in a 70 per cent reduction in CO2e emissions and £75m savings. 45 per cent of lights have been converted to date.
- We helped residents **recycle and compost** 59.5 per cent of all household waste – putting us the top county in England for the eighth year in a row.
- Working with contractor Milestone Infrastructure, we delivered the council's first **diesel-free construction project**, saving 875 tonnes of carbon in one year.
- We worked with partners to install **EV chargers** in 20 council-owned car parks across the county to provide overnight charging for residents without off-street parking.
- Working with local council and university partners, we set out a pathway to a **net zero economy** in Oxfordshire.



The climate emergency

Our strategic priority Putting action to address the climate emergency at the heart of our work

- Insulation, air source heat pumps, solar panels and other energy saving improvements have been made to 142 homes as part of the **Green Homes Grant**. Funding has also been secured for another 330 homes.
- We are investing in **zero emission public transport**, with 159 new electric buses set to serve Oxford and its surrounding areas.
- We made information on flood risk available to the public in our online **flood risk assets toolkit** oxfordshirefloodtoolkit.com
- Our Fire and Safety Service inspectors cover the areas closest to their homes and have access to electric vehicles based at strategically positioned new **hub stations** – therefore reducing the environmental impact of visits.
- We secured £71,000 funding to expand the number of **e-cargo bikes**, managed by Pedal & Post, used to deliver goods in an ultra-low emission way.

Oxfordshire County Council CLIMATE ACTION Carbon neutral by 2030



Inequalities

Our strategic priority: Tackling inequalities in Oxfordshire

- We were one of the lead sponsors for **Oxford's Virtual Pride** in 2021.
- We were one of 150 organisations to achieve a **Stonewall Bronze Award** for our work promoting LGBTIQ+ inclusion in our workplace.
- We launched the **Domestic Abuse Safe Accommodation Strategy**, supported by £1.14 million of funding from the government. This will ensure victim-survivors from any background can access safe accommodation to escape domestic abuse.
- We were nominated in the 2021 **LGC Awards** for the innovative initiatives in our equalities, diversity and inclusion framework.
- We joined the **Sunflower Scheme**, demonstrating our commitment to the promotion of the awareness and acceptance of visible and invisible disabilities.
- We completed a **reverse mentoring scheme** which enabled senior managers and staff from our race equality and cultural heritage network to meet, discuss and find solutions to the challenges that colleagues face in their daily lives.
- We worked with partners to resettle and **support Afghan refugees**, including access to healthcare and education and support with employment. Our fire service also provided safety advice.



Inequalities

Our strategic priority: Tackling inequalities in Oxfordshire

- **Drug and alcohol treatment services** for rough sleepers in Oxford were enhanced, providing additional community based and residential treatment.
- We used money from a **new health inequalities fund** to gather insight in areas of greatest socio-economic deprivation – ensuring residents' views are central to our plans to tackle health inequalities.
- In partnership with the NHS, we delivered **home monitoring blood pressure kits** to support people in the 10 most deprived wards in Oxfordshire.
- We delivered the **Breaking Barriers project**, aimed at increasing the uptake of sexual health services by South Asian, African and Caribbean communities and reducing the stigma associated with HIV (and HIV testing). The project promotes the need to talk about and take care of our sexual and reproductive health.
- We set up a **pilot scheme** to address the housing needs of residents living in poor quality private sector homes and conducted 52 home visits in the first quarter of its operation.
- We launched a new support service, in partnership with the city and district councils, health services and the voluntary and community sector, to reduce and prevent the number of people in fuel poverty. **Better Housing Better Health** completed 749 assessments and delivered £93,410 in lifetime energy savings.



Health and wellbeing

Our strategic priority Prioritise the health and wellbeing of residents

- We launched a new **Stop Smoking Service** to further support residents and Oxfordshire's ambition to become Smokefree by 2025.
- We published a **Mental Wellbeing Health Needs Assessment** and continued leading a partnership that works to improve mental wellbeing in Oxfordshire and prevent deaths from suicide.
- 733 people participated in our **Move Together programme**, which provides support for people to improve their physical and mental health and which is delivered together with Active Oxfordshire and local authority partners.
- A **Lived Experience Advisory Group** was created to enable survivors of domestic abuse to influence the work carried out by the council and its providers and ensure that the services delivered best reflect the needs of those who use them.
- The county's efforts to improve food sustainability were recognised with a **Bronze Sustainable Food Places Award** – the first two tier county to achieve this. This recognised our partnership-led, holistic approach to food and our efforts to change a range of key food issues.
- Our emergency planning and highways teams dealt with the impact of **Storm Eunice** and **Storm Franklin** when high winds caused damage across the county. Crews received more than 260 calls to incidents in one weekend.

Health and wellbeing

Our strategic priority Prioritise the health and wellbeing of residents

- Oxfordshire's **Street Tag**, a family-friendly game app that rewards primary school pupils, communities and schools for physical activity, had the highest sign-up rate for Street Tag in Britain.

- Trading standards participated in **Operation CeCe**, a national initiative to disrupt the illicit tobacco trade.

- Our fire and rescue service delivered over 3,000 **safe and well visits**, supporting some of the county's most vulnerable residents. Over two thirds of these were due to a referral from partner agencies, supporting our collaborative approach.

- We delivered 488 **fire safety audits** of commercial premises, which is 20 per cent higher than any previous year – protecting communities from the risk of fire and ensuring compliance when needed.



Carers and social care

Our strategic priority Support carers and the social care system

- We achieved a 44 per cent reduction in the number of people waiting for social care assessments, by working closely with the voluntary sector to deliver a new way of working known as **The Oxfordshire Way**.
- Our **Live Well at Home services** are supporting adults in their own homes with a new network of four strategic providers and 26 care providers, driving forward our Home First ethos.
- Our hospital teams completed 2,820 assessments to support people with their **discharge from hospital**.
- In partnership with Community Catalysts, who offer an alternative to traditional social care services, we helped **create 77 jobs**, **welcomed 112 volunteers** and supported over 800 people in the community.
- We worked with Age UK to provide support to people immediately after leaving hospital as part of the wider **Home First network.**
- We launched our **new reablement service** ensuring that people leaving hospital or at risk of admission receive the right assessment and support in their own homes.
- 93 per cent of people who experienced an adults **safeguarding** enquiry were able to define their own outcomes, with 98 per cent satisfied or partially satisfied with the outcome achieved.
- Together with partners, we launched the first **Oxfordshire homelessness and rough sleeping strategy 2021-2026**, going beyond homeless legislation to intervene early, whether there is a statutory duty or not.
- Two of our Shared Lives carers received recognition at the **Oxfordshire Care Awards** for making an exceptional difference to dignity in care.

Carers and social care

Our strategic priority Support carers and the social care system

- We recommissioned **care contracts** at 11 existing extra care housing schemes for older people, and set up one new scheme (Willow Gardens).

- County Print Finishers celebrated **75 years of supporting people** into work along with the Oxfordshire Employment Service, and also launched an apprenticeship scheme supporting people aged 16-21 with additional health needs.

- We partnered with homeless agencies, jointly allocating £3.8m a year to **support people who are homeless or at risk of homelessness**. This is with an ambition to end rough sleeping in the county by 2025.

- We ensured that the voices of people who have experienced homelessness are heard, through a successful partnership with the **Lived Experience Advisory Forum** (LEAF).

- Young people (16-25) who previously lived in hotel-type accommodation, can now live in shared houses in the community thanks to our new **young people supported accommodation service**.

- We invested £5m to increase the supply of **supported housing for people with learning difficulties and/or autism** with an agreement with Resonance.



Transport

Our strategic priority Invest in an inclusive, integrated and sustainable transport network

- A new vision for transport in Oxfordshire was unveiled with the **Local Transport and Connectivity Plan**. Amongst other targets, the plan aims to cut a quarter of car journeys by 2030 and by a third by 2040.
- We invested £5.8m in the **Science Vale Cycling Network routes**, which link a number of science and research centres. We were awarded a **Bronze International Green Apple Environmental Award** for route 1 in recognition of its positive environmental impact. Over 34 tonnes of CO2 were saved during construction of the route.
- Our **e-scooter hire scheme** has been used for 210,000 journeys, travelling more than 310,000 miles. These journeys, avoiding the car, have saved 130 tonnes of carbon emissions.
- Our work to improve conditions on the A361 between Banbury and Chipping Norton, previously classed as one of the 50 most dangerous sections of road in the UK, won a **Prince Michael International Road Safety Award**.
- We launched a new initiative offering communities across the county the chance to apply to **cut local speeds to 20mph**. 70 applications have been received so far.



Transport

Our strategic priority Invest in an inclusive, integrated and sustainable transport network

- As part of a pioneering **pilot project**, an app allows parents to see where school transport is and check estimated arrival times. It also records vehicle emissions, helping us put plans in place to make reductions.
- Our transport development control teams consulted on **1,180 large and major planning applications**.
- We added over **50 drivers to our crews of lorry drivers** to keep our gritter lorries moving whenever the freezing weather struck. An extra 15 drivers were trained, in case crews were forced to self-isolate.
- We supported 905 residents to take part in a range of activities to enable them to cycle or walk more – all part of the wider **cycling and walking activation programme.**



Nature and green spaces

Our strategic priority Preserve and improve access to nature and green spaces

- We delivered biodiversity initiatives, engaged over 350 people across 20 events and expanded our volunteering programme as part of our **Lower Windrush Valley Project.**
- We **secured funding from Natural England** to run a community project with teenage girls in East Oxford to understand how we need to improve local parks to make them more attractive and accessible.
- We worked with partners Milestone to clear bankside vegetation on Standlake Common Nature Reserve – **improving habitats for wading birds.**
- We continued to survey, provide advice on and work to **improve the management** of the **32 Road Verge Nature Reserves** in the county. These hold locally or nationally rare plant species.
- We played an active part in the formation of a **new local nature partnership** – a group who will play an important role in informing and monitoring efforts to increase biodiversity.
- We supported the **Oxfordshire Treescapes Project** in developing a mapping tool which allows users to understand more about how trees can be used to create benefit in Oxfordshire.

Nature and green spaces

Our strategic priority Preserve and improve access to nature and green spaces

- Our Thames Valley Environmental Records Centre has now **collected four million species records**, as well as completing one thousand data requests – information vital to protecting and conserving our most sensitive species and habitats.
- The University of Oxford recognised the Thames Valley Environmental Records Centre as a **gold standard micro-internship** host, highlighting the support it gives students interested in the field.
- Our countryside access team **replaced 83 wooden bridges and repaired a further 40**.
- 210 kilometres of vegetation were cleared to **improve access to green spaces.**



Children and young people

Our strategic priority Creating opportunities for children and young people to reach their full potential

- We maintained an **OFSTED rating** of **good** for all three of the council's children's homes.
- We opened three **new properties**, providing 37 unaccompanied asylum-seeking children and young adults with a safe home, education and support.
- We delivered the first year of the **Pause project**, designed to improve the outcome for women who have had repeated removal of children from their care.
- We managed 28,000 enquiries about 16,500 children to the **Multi Agency Safeguarding Hub** (MASH).
- We provided 42,000 **free holiday activity** and **food places** for children aged 5-16 and who were eligible for free school meals.
- We delivered **new interventions** to support parents affected by domestic abuse, mental health issues and drug and alcohol misuse (approx. 350 parents at any time).
- We launched the **Life Long Links programme**, enabling children in our care to build strong, long-term connections with family and friends.
- We **supported Carterton School**, the only council-owned secondary school in the county, to come off special measures and receive a good OFSTED rating.
- Our new **Moving Into Adulthood** team has provided support to 386 16-18 year-olds in Children's Social Care.

Children and young people

Our strategic priority Creating opportunities for children and young people to reach their full potential

- We launched a **SEND strategy consultation** with parents and carers – collecting a view of service need across the county.
- We opened a **new school in Witney**, providing education for 354 local children.
- We **opened a rebuilt** and **expanded Orion Academy** and completed expansions or replacements of temporary accommodation at eight other schools. This provided an additional 385 primary, 140 secondary and 124 SEND places.
- We published a **new interactive dashboard** which brings together data from different sources to help partners involved in early years understand the health needs of children and deliver the services that best support them.
- Our fire service supported Active Oxfordshire with their **bike library**, by providing cycle training to families with children who previously had no access to a bike.



Local democracy

Our strategic priority Play our part in a vibrant and participatory local democracy

- We introduced a new digital engagement and consultation platform - **Let's Talk Oxfordshire** - which now has over 10,000 residents registered.
- We launched a **consultation and engagement strategy** for 2021-2025, which outlines how we will put residents at the heart of decision-making to support strong, active and inclusive communities.
- A broad range of public and stakeholder engagement informed the **development of the new strategic plan**, including a residents' survey, public and stakeholder workshops, and five discussion groups with children and young people.
- Active promotion of the 22/23 budget consultation resulted in 1,390 completed **budget consultation surveys.**
- We partnered with a team of researchers at Oxford University to organise a **Citizens' Jury** to help answer important questions about how people can travel where they need to in Oxford in a climate-friendly way that promotes health.



Local democracy

Our strategic priority Play our part in a vibrant and participatory local democracy

- The **council's scrutiny function was restructured,** with the aim of achieving greater public accountability. A trio of new committees has been established — people, place and performance — each of which is chaired by opposition councillors to ensure robust challenge.



Local businesses and partners

Our strategic priority Work with local businesses and partners for environmental, economic and social benefit

- We provided £100,000 to **Oxfordshire Community Foundation** to top up their loneliness and isolation funding. This helped fund 25 local voluntary and community sector organisations to provide mental health support and offer help to those self-isolating.
- We supported Oxford Brookes University in securing £153,667 of government funding to provide **one-to-one energy support to local businesses.**
- The Westgate Central Library became home to the **face-to-face customer service teams** of both Oxford City Council and Citizens Advice — providing greater convenience for residents and more opportunities for effective coordination between services.
- Working with Good Food Oxfordshire, local businesses, the voluntary and community sector and local authorities, we developed an **Oxfordshire-wide food strategy** to address food poverty, inequality and accessibility.





Local businesses and partners

Our strategic priority Work with local businesses and partners for environmental, economic and social benefit

- In partnership with the voluntary and community sector, we held a range of public and stakeholder workshops to develop a **digital inclusion strategy** and a voluntary and community sector strategy for Oxfordshire.
- We worked with five local communities to explore how technology and new commercial models can create opportunities for a fair local energy marketplace. This is part of **Project LEO**, one of the most ambitious, wide-ranging and innovative smart grid trials in the UK.
- Trading standards officers conducted over 1,400 **interventions with Oxfordshire businesses**, including visits to provide advice and support, along with testing products, procedures and measuring equipment.
- We worked with partners to launch the **Oxfordshire Inclusive Economy Partnership**, a county-wide collaboration which aims to grow prosperity that both reduces inequality and is sustainable.
- Our fire service developed a new approach to engagement with the local business community in order to deliver **preventative safety advice** – with one initiative seeing 130 businesses visited in person by specially trained fire crews.



2021/22 IN FIGURES

We registered **7,897 births,** 6,071 deaths and stillbirths and 2,622 marriages and civil partnerships.

More than **2,560 inspections** of businesses were carried out.

Our **fire service** provided cycle training for over **4,300 children.**

93 per cent of parents were offered their **first choice** of infant and primary school.

Our digital infrastructure team has helped ensure over **98 per cent** of homes and businesses across Oxfordshire have access to **superfast broadband.**

We welcomed **20 new** foster carers.

Oxfordshire's gritters covered more than **1,200 miles** each time they were called out to salt the whole county.

Oxfordshire History Centre had **1,303 visitors** and **9,428 archive** documents were viewed by the public.

6,510 children and young people had access to music services.

Our Customer service centre handled **225,936 customer contacts:** 144,851 calls, 78,754 emails 2,321 social media and webchats

Our libraries loaned **2,827,379** books, DVDs, CDs, e-books and audio books.

Her Majesty, The Queen's Long Service and Good Conduct medals were awarded to **nine firefighters,** who have a combined service total of nearly **600 years.**

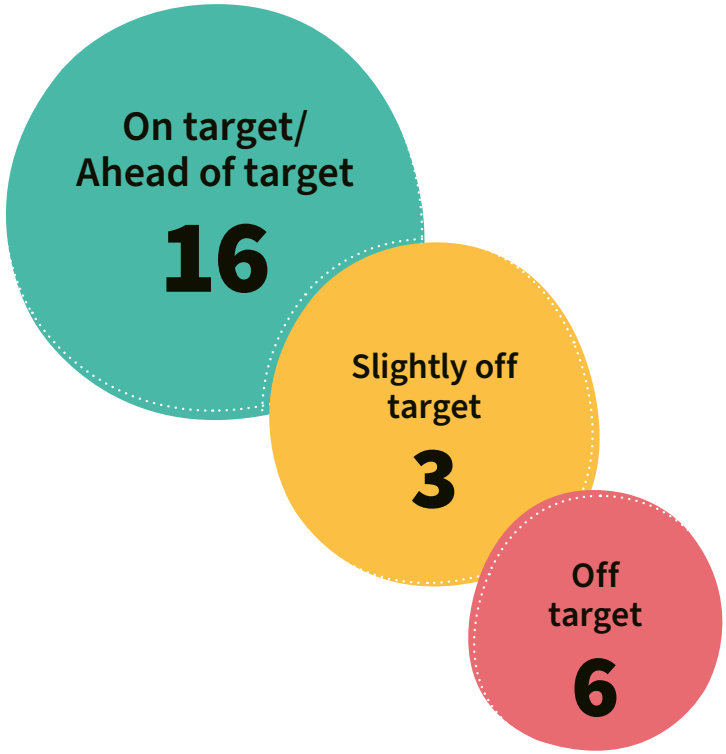
1,019,629 people visited our libraries

We filled **33,541** potholes

Performance and feedback

Performance Summary

This summarises the progress we have made delivering against the activities, tasks and projects outlined in our business plan under each of the nine strategic priorities. We use a red – amber – green system, where green refers to a target wholly met, amber to a target narrowly missed and red to a target missed by 10 per cent or more.



Listening and learning

Throughout the year we provided and continue to provide opportunities to our residents to have their say. Whether it is through customer satisfaction surveys, consultations on budgets, new projects and services, talking to local business organisations or feedback via our website; we are keen to listen to what you like and what needs to be improved.

Contact us

oxfordshire.gov.uk/contact-us

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OX1 1ND

Stay in touch:

- **@oxfordshirecc**
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To find out more about how you can take part in local democracy by asking questions or making statements at council meetings, visit: **oxfordshire.gov.uk/council**

Let's talk

Have your say in consultations about changes to council services or policies at: **letstalk.oxfordshire.gov.uk**

Sign up

For monthly news and updates from across the county, sign up to Your Oxfordshire and get the latest direct to your inbox. **oxfordshire.gov.uk/newsletter**



You can apply, book, find, report and pay for a range of services on the county council's website: **oxfordshire.gov.uk**

OXFORDSHIRE COUNTY COUNCIL

Summary of Financial Position for 2021/22

1. This Annex provides a summary of the financial position for the 2021/22 financial year which ran from 1 April 2021 to 31 March 2022.

2. The information in this report will be used to compile the Council's Statement of Accounts for 2021/22. Ernst and Young, the Council's external auditor, will carry out their audit over the autumn. It is possible that changes may be made to the accounts during this period which may alter the position presented within this report.

3. The statutory deadline for the publication of the audited accounts for 2021/22 is 30 November 2022. The draft accounts are currently expected to be published by the end of June 2022. It is anticipated that the Audit & Governance Committee will be able to approve the audited accounts by the publication deadline of 30 November 2022. Both the draft and final Statement of Accounts will be published on the Council's website.

4. As reported to Audit & Governance Committee on 11 May 2022[1], a local government wide technical issue relating to infrastructure assets has led to a moratorium from all external auditors being placed on signing off any accounts still subject to audit as at February 2022. This includes Oxfordshire County Council's accounts for 2020/21. It is expected that a solution, which will apply to 2020/21 and future years will be found in time for the audited accounts publication deadline for the 2021/22 accounts of 30 November 2022.

5. The following additional information is provided to support the information in this Annex:

Annex B – 1 (a) to (f)	Detail of Directorate Financial Position 2021/22
Annex B – 2	Virements to note
Annex B – 3a	Earmarked Reserves
Annex B – 3b	Maintained School Balances
Annex B – 3c	Parking Account
Annex B – 4	General Balances
Annex B – 5	Government Grants Summary

Introduction

6. The 2021/22 budget was agreed by Council on 9 February 2021. This included £19.1m funding for directorate pressures and new investments and savings totalling £15.5m.

7. This is the final update for 2021/22 and sets out the final expenditure against the agreed budget as well as an update on the achievement of those budget changes. The first Business Management and Monitoring report for 2022/23, based on the forecast position at the end of May, will be considered by Cabinet on 19 July 2022.

[1] Item 7: Accounting Policies for Inclusion in the 2021/22 Statement of Accounts

Overview of Year End Expenditure & Funding

8. At the end of 2021/22, there was a Directorate underspend of £3.0m against the final budget and a net underspend of £1.6m on budgets and funding held centrally. The final position compares to a forecast directorate overspend of £1.2m based on the position as at the end of January 2022 and an overall forecast underspend of £1.0m. The table below summarises the final position compared to the Net Operating Budget for 2021/22 agreed by Council in February 2021. This is made up of directorate spend plus budgets and funding held centrally.

	Final Budget 2021/22 £m	Net Expenditure 2021/22 £m	Variance March 2022 £m	Variance March 2022 %	Variance January 2022 £m
Directorate Budgets:					
Adult Services	200.4	199.6	-0.8	-0.4%	0.0
Children's Services	142.9	144.6	1.7	1.2%	2.2
Public Health	1.8	1.5	-0.3	-19.6%	-0.4
Environment & Place	61.6	61.6	0.0	0.0%	0.6
Commercial Development, Assets and Investments	51.1	48.4	-2.7	-5.3%	-1.2
Customers, Organisational Development & Resources	36.0	35.1	-0.9	-2.6%	0.0
Total Directorate Budgets	**493.8**	**490.8**	**-3.0**	**-0.6%**	**1.2**
Budgets Held Centrally [2]:					
Capital Financing Costs	23.7	23.4	-0.3	-1.3%	0.0
Interest on Balances	-10.8	-11.3	-0.5	-4.6%	0.0
Contingency	2.2	0.0	-2.2	-100.0%	-2.2
Budgeted Contribution from COVID-19 reserve funding additional directorate expenditure agreed during 2021/22	-7.2	-6.1	1.1	-15.3%	0.0
Un-ringfenced Specific Grants	-40.4	-40.6	-0.2	-0.5%	0.0
Other	0.9	1.1	0.2	0.0%	0.0
Contributions to reserves	31.6	31.9	0.3	1.6%	0.0
Total Budgets Held Centrally	**0.0**	**-1.6**	**-1.6**		**-2.2**
Net Operating Budget	**493.8**	**489.2**	**-4.6**	**-0.9%**	**-1.0**
Business Rates & Council Tax Funding	-493.8	-493.8	-0.0		0.0
Total Year End Position	**0.0**	**-4.6**	**-4.6**		**-1.0**

9. The final position for 2021/22 compares to an underspend of £5.9m at the end of 2020/21. The final position for the last five years is summarised in the table below:

[2] Strategic Measures and Contributions to/from Reserves

	2021/22 £m	2020/21 £m	2019/20 £m	2018/19 £m	2017/18 £m
Underspend (-)/Overspend (+)	-4.6	-5.9	-2.5	-2.3	-1.0

Directorate Financial Positions

Adult Services

10. Adult Services underspent by £0.8m against a budget of £200.4m.

Service Area	2021/22 Final Budget £m	2021/22 Final Outturn £m	Variance £m
Better Care Fund Pooled Budget	82.8	83.3	0.5
Adults with Care and Supporting Needs Pooled Budget	97.6	97.4	-0.2
Non-Pool Services	13.5	12.3	-1.2
Commissioning	6.5	6.6	0.1
Total Adult Services	**200.4**	**199.6**	**-0.8**

11. The final directorate position includes £1.1m of costs relating to COVID-19 agreed to be funded from the COVID-19 reserve.

Better Care Fund Pool

12. The pool combines health and social care expenditure on care homes, activities relating to hospital avoidance and prevention, and early support activities for older people and adults with physical disabilities.

13. Budgets within the pool were managed on an aligned basis with the Oxfordshire Clinical Commissioning Group (OCCG) following the agreement of the contributions and risk share arrangements for 2021/22.

14. The council elements of the pool overspent by £0.5m in 2021/22.

15. The council's share of the Better Care Fund held within the pool was £26.3m and increased by 5.3% (£1.3m) compared to 2020/21 in line with the overall national increase to the funding. The proposal agreed by the Joint Commissioning Executive in November 2021 was that the additional funding available to support Adult Social Care services would be used to support the cost of supporting hospital discharges.

16. The Hospital Discharge Scheme continued to provide funding for up to six weeks for anyone who needs to be assessed on discharge from hospital or to avoid admission to hospital up until 30 June 2021. From 1 July 2021 to 31 March 2022 the scheme has funded up to four weeks of care for people discharged from hospital. £3.4m of social care costs relating to 2021/22 have been charged

against the schemes.

17. A £0.3m underspend is reported within care homes in relation to both under and over 65 year old service users.

18. The level of care home placements has remained consistent over the financial year. At the end of 2021/22, the number of placements being made was 1,556, 9.6% lower than in March 2020. The unit cost within the over 65 cohort has increased by 13.9% since March 2020, rising from £809 to £922 per week. However, the unit cost within the under 65 cohort has only increased by 1.2%, rising from £1,176 to £1,202 per week. A 2% increase had been assumed within the budget. The lower than anticipated level of growth in both activity and unit cost has resulted in a £1.3m underspend.

19. The year end position for the pool takes account of the requirement to make provision in the accounts for the risk associated with debt over six months old linked to the collection of adult social care service user income. At the end of the year, the level of bad debt requiring impairment was £1.0m higher than the existing provision.

20. The Hospital Avoidance service overspent by £1.2m. This relates to increased activity levels within the residential short stay service, an initial increase in costs associated with the new Live Well at Home contracts that started in October 2021, and an increase in the short stay hub beds contracts.

21. Reflecting the positive outcomes achieved through on-going joint working across health and social care, OCCG increased its Better Care Fund contribution to support adult social care expenditure by a further £3.4m late in 2021/22, leaving a balance of £5.5m. The council budget released as a result has been transferred to the Budget Prioritisation Reserve and will be used to support on-going costs relating to hospital discharges and other system pressures in 2022/23.

COVID-19 Impact

22. Additional costs arising because of the pandemic in 2021/22 have been met through ringfenced government grants. Further detail is provided in paragraph 38.

Adults with Care and Support Needs (ACSN) Pool

23. The pool supports a mix of health and social care needs for adults of working age with learning disabilities, acquired brain injury or mental health needs. The council elements of the pool underspent by £0.2m.

24. The OCCG contribution to the pool was £19.2m, including a £0.9m increase in the contribution allowing council funding to be moved into reserves to meet service pressures in 2022/23. The contribution covers the cost of a learning disability block contract held with Oxford Health Foundation NHS Trust (OHFT), health costs associated with acquired brain injury service users, the OCCG contribution to the cost of transactional processing, and a contribution to the health element of Learning Disability personalisation costs. Under the risk share arrangements agreed for 2021/22, the council is responsible for any variation against budgets

for learning disabilities within the pool.

25. Learning Disabilities overspent by £0.4m.

26. A £0.2m overspend relates to the cost of people with mental health needs falling outside the scope of the Outcome Based Contract with Oxford Health Foundation NHS Trust. As per the agreed risk share in this area, the council is responsible for all of this overspend.

27. The cost of care for people with High Functioning Autism was by £0.9m lower than the budget.

28. The cost of social care costs for service users with an acquired brain injury were lower than budgeted, resulting in a £0.1m underspend.

29. £0.2m of Mental Health transformation costs have been met by reserves during 2021/22.

30. A provision of £1.8m has been created for OHFT's request for the council to contribute to increased social care costs linked to the Outcome Based Contract within Mental Health. The council has been in discussion about the additional costs during the year. Since agreement had not been reached by the end of the financial year, a provision has been created. £1.6m of the cost of creating this has been met from Adult Social Care funding held in reserves with the balance of £0.2m being met from the underspend within the pool.

COVID-19 Impact

31. Additional costs arising because of the pandemic have been met through additional government grants. Further detail is provided in paragraph 38.

Non-Pool Budgets

32. Non-Pool budgets underspent by £1.2m.

33. Within provider and support services, there was an underspend of £0.5m linked to staff vacancies within the money management, direct payments and community support services teams, plus reduced spend in the community support innovation and sustainability funds arising as a result of the pandemic.

34. A £0.7m underspend within the Responsible Localities teams was due to unfilled vacant positions and on-going challenges with recruitment.

35. £1.1m of expenditure related to costs arising from the COVID-19 pandemic has been met from the COVID-19 reserve. These include additional front line staffing costs and pressure arising within the print unit linked to a loss of income.

Commissioning

36. The Commissioning service overspent by £0.1m. This was made up of a £0.3m underspend linked to vacant posts and the utilisation of COVID-19 grants, offset by one–off transformation costs of £0.4m.

Government Grants

37. As set out in Annex 4 ring-fenced government grants received by the directorate in 2021/22 total £26.6m. This includes £0.1m that will be paid back to the Department for Health and Social Care (DHSC).

COVID-19 Ringfenced Grants

38. The council received three tranches of Infection Control Testing Fund in 2021/22 totalling £12.0m (having previously received two tranches in 2020/21). The funding was aimed at enabling adult social care providers to put in place key measures to prevent the transmission of COVID-19 within and between care settings, including restricting staff movement between settings, ensuring that staff were paid full wages when required to self-isolate and any costs associated with rapid testing. The fifth tranche also provided support to care providers and social care staff with costs associated with accessing COVID-19 and influenza vaccinations. The use of the funding is set out in the table below:

Period Covered	Grant	Care Homes £m	Domiciliary Care £m	Other Support £m	Returned to DHSC £m	Total £m
April 2021 -June 2021	Infection Prevention & Control	1.18	0.96	0.26	0.06	2.46
	Rapid Testing	0.93	0.72		0.01	1.66
Total	**Tranche 3**	**2.11**	**1.68**	**0.26**	**0.07**	**4.12**
July 2021 – September 2021	Infection Prevention & Control	1.01	0.51	0.22	0.00	1.74
	Rapid Testing	1.09	0.23		0.02	1.34
Total	**Tranche 4**	**2.1**	**0.74**	**0.22**	**0.02**	**3.08**
October 2021 – March 2022	Infection Prevention & Control	1.54	0.96	0.41	0.04	2.95
	Rapid Testing	1.28	0.26	0.02	0.00	1.56
	Vaccine	0.15	0.10	0.04	0.01	0.30
Total	**Tranche 5**	**2.97**	**1.32**	**0.47**	**0.05**	**4.81**
Overall Total		**7.18**	**3.74**	**0.95**	**0.14**	**12.01**

39. The council also received £4.4m of the Workforce Recruitment and Retention Fund (WRRF) from the Department of Health & Social Care (DHSC). The aim of this grant was to support local authorities to address the growing shortage of staff in the care sector especially during the COVID-19 emergency over the winter period. The grant was allocated to enable care providers to retain and recruit staff by implementing a range of initiatives such as overseas recruitment campaigns, bringing forward the April 2022 increase to the National Living Wage, introducing new shift arrangements to extend cover and introducing new transport arrangements to support carers to move between service users more effectively. There was a small balance of the grant, £0.14m, which was not allocated and will be returned to the DHSC in line with the grant conditions.

40. £0.2m DHSC grant was intended to facilitate timely discharges into the community

to reduce the number of people with learning disabilities who are inpatients, which was used to help fund housing modification within the service.

Children's Services

41. Children's Services overspent by £1.7m against a budget of £142.9m. The directorate position includes £3.7m of costs relating to COVID-19 which were funded from reserves as well as £1.2m High Needs costs related to COVID-19 that are recommended to be met from council resources in line with a disapplication request agreed by the Education & Skills Funding Agency in 2021/22.

42. There was an overspend of £11.7m on the High Needs Dedicated Schools Grant (DSG), against a budget of £65.2m. The School and Early Years Finance (England) Regulations 2020 stipulate that a deficit on the DSG must be carried forward to be funded from future DSG income unless permission is sought and received from the Secretary of State for Education to fund the deficit from general resources. These regulations, which require the negative balance to be held in an unusable reserve, will come to an end on 1 April 2023.

Service Area	2021/22 Final Budget £m	2021/22 Final Outturn £m	Variance £m
Education & Learning	33.3	32.4	-0.9
Children's Social Care	37.8	37.4	-0.4
Children's Social Care Countywide	66.6	69.9	3.3
Schools*	0.7	0.6	-0.1
Children's Services Central Costs	4.5	4.3	-0.2
Total Children's Services	**142.9**	**144.6**	**1.7**

*Maintained Schools are funded by Dedicated Schools Grant

Education & Learning

43. Education and Learning underspent by £0.9m against a budget of £33.3m.

44. The outturn position includes the inclusion of £1.2m for High Needs costs, referred to in the DSG section below. The overall underspend in Education and Learning reduced from £1.6m in January 2022 to £0.9m at the year end.

45. There was a net underspend of £1.5m on Home to School Transport. Savings arose as a result of stringent eligibility checks, savings arising from contract reviews and increased direct payments to families where those were more cost-efficient. These savings were offset by increased SEN pupil usage arising from Education Health and Care Plans (EHCPs).

46. Other areas of underspend amounted to £0.6m. These included: Psychology Services (£0.1m) due to slippage in processing EHCP assessments; Academies and New Schools service (£0.1m) due to the reduced numbers of conversions during the year; and various other Special Educational Needs services (£0.3m).

47. As reported previously, the Education and Skills Funding Agency (ESFA) have given the council permission to offset £1.2m of COVID-19 costs related to High Needs that would otherwise have been funded through the Dedicated Schools Grant (DSG) from council resources. It was originally anticipated that this cost would be met from the COVID-19 reserve. After taking account of the overall position for the council, as well as feedback from the ESFA on the use of the COVID-19 grant funding for this purpose, it is recommended that the £1.2m should be met from revenue underspends elsewhere in the council on a one - off basis in 2021/22.

COVID-19 Impact – Education & Learning

48. Spend on COVID-19, funded from reserves was £0.8m. This included:
    - £0.3m for additional staff to deal with EHCP backlogs.
    - £0.2m to meet pressures within paediatric therapy services due to increased waiting lists; and
    - £0.3m for other services - attendance, elective home education, SEN casework and admissions pressures, loss of traded income.

Social Care

49. Children's Social Care underspent by £0.4m against a budget of £37.8m. Within this service, there have been considerable pressures on staffing, offset by additional one-off funding and savings.

50. Recruitment and retention of front-line children's social workers is an issue in most local authorities and represents an increasing challenge in Oxfordshire. COVID-19 has amplified these pressures with workers dealing with higher levels of need and complexity of cases.

51. The use of agency social workers to fill vacancies has resulted in an overspend within the front-line social care teams of £1.2m. Work is ongoing to address all recruitment and retention issues, including a reduced reliance on agency staff. Whilst there is some additional funding in 2022/23 to meet ongoing pressures, the priority remains to manage down these pressures as much as possible.

52. Within the Family Solutions Plus (FSP) service, the use of additional temporary 'managed teams' is helping to address the significant workloads. These have been funded using the COVID-19 reserve, continuing into 2022/23.

53. During the pandemic, the national crisis in supply of social workers has deepened, making the agency market more competitive. The regional Memorandum of Cooperation, which aims to control the cost of agency staff, was 'suspended' during the year as it was unable to continue to operate due to service demand regionally. This created increased competition for available experienced social workers, which in turn led to increased hourly rates across the region. In addition, the high agency rates of experienced temporary staff had an impact on the ability of Oxfordshire to recruit and retain permanent experienced social workers, although recruitment of newly qualified social workers remains stable. The updated Memorandum of Co-operation restarted from 1 April 2022. A three-month independent review of the recruitment and retention strategy for social workers

started in December 2021 with a view to medium to long term recommendations to address the workforce challenges.

54. The final position on Education and Learning improved by £0.9m from January to the year end. One of the reasons for this change was the £0.4m underspend on the Leaving Care Service which had not previously been reported in year.

55. Within the Leaving Care Service, there was an underspend of £0.4m. A number of factors contributed to this, mainly the impact of COVID-19, which reduced the need for financial support during periods of lockdown. The government's 20% uplift to Universal Credit also provided extra funding for most of that period.

56. Within Youth Services, unanticipated government grant income for Holiday Activities and Food Programme has contributed to an underspend of £0.9m against the base budget. This is £0.2m more than previously estimated due to recruitment to the new service being later than planned. As some posts will be filled during the first half of 2022/23, this underspend has offset other staffing pressures elsewhere.

COVID-19 Impact

57. Spend on COVID-19 for Children's Social Care funded from reserves was £2.0m in 2021/22, primarily to support front-line services in the Multi Agency Safeguarding Hub (MASH) (£0.4m) and Family Solutions Plus (£1.4m).

Social Care Countywide

58. Social Care Countywide overspent by £3.3m and within this the most significant pressure was placement costs. This overspend (£2.6m on mainstream placements and £0.7m on children with disabilities placements) has been caused by two main factors. Firstly, a substantial increase in the average residential unit cost since 2020/21. Secondly, a rise in spend on increased placement staff to child ratios, to manage significantly acute complex needs and risks for a very small number of high risk children.

59. The number of Children We Care For (CWCF) has increased by 54 since March 2021 – from 784 to 838 as of March 2022. This includes 59 children with disabilities and 57 unaccompanied asylum-seeking children (of which 31 have been accommodated as part of the National Transfer Scheme). Excluding these, the total has increased by 36 since March 2021, from 686 to 722 as at 31 March 2022. Whilst the number of children in mainstream residential care has remained at about 80, there are more placements in other higher cost arrangements. Within foster care, the number of children placed with County Council foster carers and in kinship arrangements has reduced by nine – from 287 at 31 March 2021 to 278 at 31 March 2022. However, the number of children placed via Independent Foster Agencies (IFAs) has increased by 59 (from 186 to 245) over the same period.

60. The variance also reflects an increased reliance on specialist agency staff within placements. In addition to this, the staff to child ratio and subsequent ratio of agency to core staff fluctuates considerably in response to the needs and risks for each child. Changes in staff to child ratios are unpredictable, making it difficult to forecast accurately; an increase in staffing for one child can result in an

unexpected and steep increase in costs.

61. The national increase in demand and complexity of need presents a challenge in identifying appropriate placements to meet children's needs in a timely way. On average there are over 50 children nationally waiting for a welfare secure bed every day. In September 2021 there were 21 eligible children in the South East waiting for a tier 4 mental health bed. In the absence of specialist secure and tier 4 beds children with the most complex needs and risks are being cared for in mainstream settings requiring increased and specialist staffing as outlined above.

62. An overspend of £0.5m within Services for Disabled Children was mainly due to an increase in the number of placements resulting from care proceedings. There has been a net increase of 12 placements since March 2021 – from 47 to 59 at March 2022.

63. There was a £0.2m overspend within the Youth and Exploitation service, primarily as a result of using agency staff and a reduction in grant from the Police and Crime Commissioner. Other net savings of £0.2m account for the balance.

COVID-19 Impact

64. Spend on COVID-19 for Children's Social Care Countywide was £0.6m in 2021/22, primarily to support placement costs (£0.4m).

65. The effect of COVID-19 on spend within Children's Social Care continues to be monitored. There is likely to be a longer-term impact on children and families due to the social and economic impacts of the pandemic. This is seen both in terms of increased demand and one-off costs, and the complexity of cases that front-line teams are experiencing. This is reflected in authorities across the country.

66. The most significant increase in demand to date has been seen within social care contacts which have been much higher over the last 12 months. Although there is evidence that Family Solutions Plus is having an impact on slowing down the rate of new child protection plans and entries to care, there is still significant pressure due to a decrease in case closures, delays in court timescales, and increased complexity. This has led to increased pressures on social workers. At this stage, there is no certainty on how long or how significant this increased demand will be.

Schools (excluding DSG)

COVID-19 Impact - Schools

67. The underspend of £0.1m related to the Early Years' Service. COVID-19 funding from reserves of £0.4m was approved for grants to support sustainability where permanent closure was a risk and early years settings were in an area of shortage of available places. Of the £0.4m funding, only £0.3m was required.

Children's Services Central Costs

68. The year end underspend of £0.2m related to staff vacancies and project savings.

High Needs DSG

69. The outturn for High Needs was a deficit of £11.7m against the County Council's agreed deficit budget for 2021/22 of £11.7m.

70. As reported previously, the Education and Skills Funding Agency (ESFA) has given the council permission to offset £1.2m of COVID-19 costs incurred in 2021/22, that would otherwise have been met from DSG, from council resources. The variance is a direct result of the growth in demand for Education, Health and Care Plans, and support for the current year against the high needs dedicated schools grant funding. There has been a 16% increase in the number of Education, Health and Care Plans (EHCP) and there were 1,300 requests made for assessment in the last twelve months.

71. Throughout the year, the forecast has fluctuated with notification of increases in high needs learners within colleges and those placed within Independent and Non-Maintained Special Schools (INMSS). A number of expected starts were delayed resulting in a reduction to the previous forecast spend.

Early Years DSG

72. The year end figure includes an assumption that the final 2021/22 grant income will be £0.5m higher than that currently notified, which has resulted in a net underspend of £0.3m. This reflects DSG funding being updated from January 2021 to January 2022 census data, for part of the year. The final 2021/22 grant will not be published by the Department for Education (DfE) until July 2022. The increased funding reflects the recovery in child numbers from the pandemic impact in January 2021. Increased child numbers also resulted in increased expenditure.

73. A net underspend of £0.1m, within the £0.3m underspend, relates to ringfenced areas of funding and will be carried forward for use in 2022/23. A decision will need to be made on the remaining funding once the 2021/22 Early Years DSG grant is finalised by the DfE in July 2022. Balances are moved to the Unusable Reserve at the end of the financial year.

74. Within the overall Early Years DSG block, the funding received for 2-year-olds was insufficient to cover the payments made in 2021/22. In addition, there were significant pressures on the SEN Inclusion Fund and Deprivation funding, which were partially offset by Retained salary variances. Similar pressures were raised with Schools Forum regarding the 2022/23 budget.

DSG Reserve

75. The total deficit transferred to the unusable DSG reserve is £12.1m and increases the negative balance to £23.5m. This consists of the £11.7m High Needs overspend, plus the transfer to the reserve for the New Schools Set Up Fund of £0.7m and reduced by £0.3m underspend on Early Years.

Maintained School Balances

76. Maintained schools' balances were £11.8m at 1 April 2021 and increased to £14.5m at 31 March 2022. As set out in Annex B-3b, 124 schools had surplus balances at 31 March 2022, while 13 had deficits. This is in comparison to 31 March 2021 when 123 schools were in surplus and 14 in deficit.

77. The net decrease of one maintained school with a deficit is due to three maintained schools moving to a surplus position and two maintained schools moving to a deficit position. Total surplus balances were £16.5m at 1 April 2022, an increase of £2.7m from £13.8m. Total deficit balances were £2.0m at 1 April 2022, a decrease of £0.1m. All schools with deficit budgets are subject to a strategy intervention.

78. There were no conversions to academy status during the year. The number of maintained schools remained at 137 on 31 March 2022. Under the transfer of Balances Regulations, the local authority must transfer the school balances to the successor academy once the closed school accounts have been finalised and agreed.

Contain Outbreak Management Fund (COMF)

79. In 2020/21 Children's Services was allocated £1.0m of COMF funding, with £0.4m spent by the end of the 2020/21 financial year, leaving a balance of £0.6m to be spent during 2021/22. Significant programmes include £0.3m to provide additional support to young people in supported accommodation and £0.2m to support children at risk of exploitation to access education. Due to delayed implementation, some schemes have commitments going into 2022/23, and these will be funded by the carry forward of unspent balances (approximately £75,000).

Public Health

80. Public Health underspent by £2.5m. £2.2m ringfenced grant funding has been transferred to the Public Health reserve leaving a £0.3m underspend against council funded budgets.

Service Area	2021/22 Final Budget £m	2021/22 Final Outturn £m	Variance £m
Public Health Functions	35.2	32.7	-2.5
Public Health Recharges	0.6	0.6	0.0
Grant Income	-34.0	-34.0	0.0
Transfer to Public Health Reserve		2.2	2.2
Total Public Health	**1.8**	**1.5**	**-0.3**

81. A £0.7m underspend was due to activity in sexual health services being lower than expected and an increase use of self-sampling services, which has a lower unit cost. A £0.3m underspend on NHS health checks is linked to lower activity levels due to the continued impact of the pandemic with all communications and marketing plans being paused during 2021/22. There was also a £0.2m underspend relating to staff vacancies and a £0.1m underspend within smoking and tobacco control.

82. A £0.8m underspend has occurred due to a reduction in capacity within the public health team because of the pandemic. This caused delays in targeted actions to address health inequalities, plus a £0.1m underspend within Drugs and Alcohol

service as the reduction in capacity affected the development of new programmes of work.

83. £1.1m of un-ringfenced grant allocated to the Council has been used to support the delivery of the council's duties under the Domestic Abuse Act 2021. This includes having a strategic partnership board, undertaking a safe accommodation needs assessment and publishing a safe accommodation strategy. The grant was also used to provide enhance provision of domestic abuse services in the community. £0.1m of this funding will be spent in 2022/23 and is being held in the Council's reserves.

84. The council funded element of the Domestic Abuse service was £0.3m underspent at year end after ensuring all available grant funding for Domestic Abuse was utilised.

85. £1.6m remaining funding in relation to the Test and Trace Service Support Grant, received in 2020/21 was used to support the mitigation against and management of local outbreaks of COVID-19. All of this remaining funding has been spent during 2021/22.

Government Grants

86. As set out in Annex 4 ringfenced government grants received by the directorate total £33.8m for 2021/22.

87. The Public Health grant was £31.7m and increased by £0.5m compared to 2020/21. The grant was used to support appropriate Public Health activities throughout 2021/22 with unutilised grant transferred to reserves for use in future years. The Public Health Directorate is working through detailed proposals for how some of the Public Health Reserve can be used for one-off projects in 2022/23 to enable catch up for services impacted by COVID-19 (for example, NHS Health Checks), and to tackle additional impacts from COVID-19 on population health and inequalities (for example, mental wellbeing).

88. The Council was awarded £0.2m grant funding from Public Health England in relation to Adult Weight Management. This has been used to support additional weight management programmes addressing dietary intake, physical activity, and behaviour change for adults who are overweight or living with obesity.

89. The Community Testing Programme grant (CTP) aimed to accelerate a reduction in prevalence of COVID-19 by identifying asymptomatic cases through local testing. The county council worked in collaboration with the district councils and testing in Oxfordshire began in early February 2021. The four Community Testing Sites closed at the end of June 2021. The total cost of the four sites from April to July 2021, which was met by grant funding, was £0.6m.

90. From August 2021, home test kits were available for collection from 38 libraries in Oxfordshire. In addition, there was an ongoing expression of interest process to identify community-based projects who could assist in handing out home test kits to disproportionately affected and underrepresented Groups. The cost of these arrangements was met by grant funding totalling £0.1m.

91. The Rough Sleeping Drug and Alcohol Treatment Grant (£0.9m) has been used to fund specialist support for individuals to engage with drug and alcohol treatment and move towards longer-term accommodation.

92. The Drug Treatment, Crime and Harm Reduction Grant (£0.4m) has been used to enhance support for criminal justice clients including additional harm reduction interventions such as needle exchange and Naloxone, additional residential treatment capacity, dedicated workers for the Criminal Justice pathway, and a further community-based Refresh Café recovery project. £0.1m of this funding will be spent in 2022/23 and is being held in the Council's reserves.

Environment & Place

93. Environment & Place broke even at year end against a budget of £61.6m.

Service Area	2021/22 Final Budget £m	2021/22 Final Outturn £m	Variance £m
Planning & Place	3.1	2.7	-0.4
Community Operations	59.5	57.1	-2.4
Communities Management	-1.1	0.5	1.6
Growth & Economy	0.1	1.3	1.2
Total Environment & Place	**61.6**	**61.6**	**0.0**

Planning & Place

94. The Planning and Place service area underspent by £0.4m. This is primarily attributable to staffing vacancies in Strategic Infrastructure & Planning.

Community Operations

95. Community Operations underspent by £2.4m. The area had a mix of over achievement of income and some expected risks did not materialise.

96. This service area anticipated and was reporting significant challenges on income throughout the year due to the COVID-19 pandemic. The parking income level ended the year higher than anticipated, with Street works Permits and Traffic Regulation Orders income being higher than budgeted.

97. Further underspends were achieved in the operational budgets primarily through contract and performance management and smaller underspends in various other areas. Moreover, anticipated risk of a substantial overspend in cyclical and routine maintenance was avoided due to the mild winter and lesser adverse weather conditions.

98. Waste Management underspent by £1.2m due to a reduction in tonnages during the first half of the year. Towards the end of the year waste tonnages started to return to pre COVID-19 levels. Each household produces approximately one tonne of waste per year. Due to the impact of housing growth in the county the level of waste is now higher than pre COVID-19 levels. Significant inflationary cost

increases together with the impact of housing growth will likely mean that this underspend is not expected to be repeated in 2022/23.

Communities Management

99. Communities Management overspent by £1.6m due to the service redesign saving that has not been achieved in year as a result of a planned restructure being delayed to 2022/23. This has been managed and mitigated through underspends elsewhere within the directorate. Work is now underway on the service redesign with planned savings to be achieved in the 2022/23 financial year.

Growth & Economy

100. Growth & Economy overspent by £1.2m due to staffing pressures in the Infrastructure team which provides project management and other support for the delivery of the Growth Deal, Housing Infrastructure Fund and other major projects. Because the work does not relate to specific schemes these costs cannot be funded through the capital programme. The ongoing impact of this has been addressed through the 2022/23 Budget and Business Planning Process.

Grants

101. Total budgeted grants and contributions were £1.0m. Within the year the directorate received £2.9m of additional funding from various central government bodies including the Department for Transport, Department for Education and Homes England.

Commercial Development, Assets & Investment

102. The Commercial Development, Assets and Investment Directorate underspent by £2.7m against a budget of £51.1m.

Service Area	2021/22 Final Budget £m	2021/22 Final Outturn £m	Variance £m
Property, Investment & Facilities Management	18.5	16.2	-2.3
Law & Governance	6.8	6.7	-0.1
Fire & Rescue and Community Safety	25.0	25.0	0.0
CDAI Management Costs	0.8	0.5	-0.3
Total Commercial Development, Assets & Investments	**51.1**	**48.4**	**-2.7**

Property, Investment & Facilities Management

103. The final position for the service area was an underspend of £2.3m. This is attributed primarily to the operational and financial impact of COVID-19 on Council services and properties. The late completion of the restructure in the Property, Investment and Facilities Management team also contributed to the underspend.

104. An underspend of £0.8m for Estates, Assets & Investments was due to the negotiation of lower rent and service charges together with lower utilities costs from the milder winter. Planned repair and maintenance of Joint Use Sports properties have been rescheduled to future years with funding held in reserves to meet this.

105. Facilities Management underspent by £1.2m. This includes an underspend of £1m on hard facilities management (services relating to the physical structure of the building) and £0.2m on soft facilities management (landscaping, ground maintenance and decoration). This was due to planned repair and maintenance work that was not carried out in 2021/22 as a result of the challenges of recruitment after restructuring, and the delays related to the commissioning of external contractors in a post COVID-19 environment.

106. The overall increase in the underspend compared to the previously reported position is due to underspends associated with utilities calculations, repair and maintenance projects not able to start/complete and the overachievement of income targets.

107. Significant savings to this service area were agreed as part of the 2022/23 Budget & Business Planning process so this level of underspend is not expected to recur.

Law and Governance, and Procurement

108. The final position for the service area is an underspend of £0.1m. Legal Services overspent by £0.4m due to higher legal counsel costs required to address the increased complexity and number of childcare cases as result of COVID-19. This overspend was offset by underspends in Governance and Procurement.

Fire & Rescue, and Community Safety

109. The service operated within budget and broke even while delivering services to the community and supporting the wider COVID-19 response.

CDAI Management Costs

110. The final position for the service area is an underspend of £0.3m. £0.1m relates to an underspend in management costs. A further £0.2m related to a successful claim to a security company for breach of contract, and reduced cleaning costs after the lifting of COVID-19 restrictions.

Government Grants

111. As set out in Annex 4 government grants held and spent by the directorate total £1.4m as at 31 March 2022. These relate to the Fire & Rescue Service for Pension Fund Grant, Covid Contingency Grant and New Dimensions Grant.

Customers, Organisational Development & Resources

112. The Customers, Organisational Development and Resources Directorate outturn position was an underspend of £0.9m against a budget of £36.0m.

Service Area	2021/22 Final Budget £m	2021/22 Final Outturn £m	Variance £m
Corporate Services	3.7	3.4	-0.3
Human Resources & Organisational Development	3.3	3.2	-0.1
Communications, Strategy & Insight	2.6	2.2	-0.4
ICT & Digital	11.1	11.0	-0.1
Culture & Customer Experience	9.1	9.0	-0.1
Finance	6.2	6.3	0.1
Total Customers, Organisational Development & Resources	**36.0**	**35.1**	**-0.9**

Corporate Services

113. An underspend of £0.3m includes £0.5m slippage against budgets agreed for COVID-19 costs. IT equipment was not received by year end and costs have instead been incurred in early 2022/23. This is offset by £0.2m overspend on staffing.

Human Resources and Organisational Development

114. An underspend of £0.1m relates to vacancies as result of the challenging recruitment market.

Communications, Strategy and Insight

115. The final position for the service area is an underspend of £0.4m. Recruitment challenges have resulted in unfilled vacancies and a senior role was seconded to be the Director of Covid Response.

ICT and Digital

116. An underspend of £0.1m relates to a one-off refund from legacy IT agreements.

Culture and Customer Experience

117. An underspend of £0.1m reflects a significant increase in income in Registration and Heritage services. Customer demand grew in the last quarter of the financial year after previous stringent COVID-19 related restrictions were lifted.

Finance

118. An overspend of £0.1m relates to development work by the Hampshire Partnership (IBC).

Government Grants

119. As set out in Annex 4 government grants received by the directorate total £3.6m for 2021/22. This consists of: Arts Council £0.8m; Innovate UK £1.2m; Department for Transport £1.3m; and Department for Business, Energy & Industrial Strategy £0.3m.

Medium Term Financial Plan Savings

120. The 2021/22 budget agreed by Council in February 2021, included planned directorate savings of £16.1m. 85% of these savings have been delivered compared to the target of 95% set out in the budget agreed by Council in February 2021. The 15% of savings not delivered include:

- £1.2m savings for implementing the transformation programme in Growth & Economy. The ongoing impact of this has been addressed through the 2022/23 Budget and Business Planning Process.
- £0.5m related to the Property Strategy in Commercial Development, Assets & Investments. This saving relates to the exiting of the lease on a property being used by the council. This has been delayed and is now planned for completion in 2023/24.
- £0.5m savings for the review of the ICT strategy will now be delivered in 2023/24.

121. Where savings have not been delivered, these have been offset by other underspends to form part of the Directorate positions reported above.

Debt Management

Corporate Debtors

122. The final 120-day invoice collection rate, for invoices collected within 120 days, was 97.94% in March 2022. The average for the year was 95.63%. This was above the 95% target and 98.46% on invoice value.

123. The target level for debt requiring impairment at the end of 2021/22 was £0.3m. The actual level of debt requiring impairment was £0.33m as at 31 March 2022. The largest two cases account for 40% of the total bad debt. Mediation has concluded on the top value debt case previously reported and this is expected to be resolved in 2022/23.

124. 220 corporate write-offs were processed in 2021/22 with a combined value of £0.06m. This is 0.01% of the value of invoices raised and is in line with the expected collection performance.

Adult Social Care Debtors

125. The 120-day invoice collection rate was 89.7% in March 2022, below the 92% target. However, more positively the proportion of invoices collected by direct debit has continued to increase through 2021/22 and has risen to 61% compared to 58% in the first quarter of the year. This is expected to have an on-going positive impact on collection rates in 2022/23.

126. The final balance of bad debt requiring impairment in the council's accounts was £3.7m. This is £1.0m above the current balance and as noted in paragraph 19 the increase is included in the position for Adult Services. This reflects the trailing impact of COVID-19 which has impacted resources, volumes of work and individuals who pay for care.

127. Adult Services have produced a plan to address the current bad debt levels. Additional resource has been brought into the Social Care Finance teams and a multi - skilled task group is being assembled to ring-fence and clear the bad debt cases over the next 12 to 18 months. This has been identified as a priority ahead of legislation changes to social care charging.

128. There were 137 Adult Social care write offs processed this year with a value of £0.2m or 0.5% of the value of invoices raised; the target for the year was less than 0.6% of the value of invoices raised.

Budgets Held Centrally

129. There was a combined underspend of £1.6m against budgets held centrally (Strategic Measures and budgeted contributions to/from reserves). As reported previously this includes a £2.2m underspend on budget held as contingency which was not required to meet pressures in 2021/22 and remains available to support on-going pressures in 2022/23.

130. The budget included a £7.2m budgeted drawdown from the COVID-19 reserve to fund additions to directorate budgets agreed during the year to meet the cost of additional expenditure relating to COVID-19. As noted in paragraph 137 the final spend by directorates was £6.1m. The £1.1m variance compared to the anticipated contribution from the reserve offsets the equivalent underspend against directorate budgets.

131. £25m of new external borrowing was originally forecast to be taken during 2021/22. Owing to higher cash balances at year end, no new external borrowing was taken during 2021/22. As a result, interest payable on debt was £14.7m compared to the original budget of £15.1m, giving an underspend of £0.4m.

132. The borrowing costs and minimum revenue provision for capital projects funded by Prudential Borrowing are either recharged to directorates where savings arising from the scheme are expected to meet them or met corporately from the budget for capital financing costs. The underspend of £0.2m compared to the budget for capital financing arises from delays to the delivery of schemes funded by prudential borrowing and the ability to defer borrowing and fund schemes temporarily from other funding sources within the capital programme.

Reserves

133. On 1 April 2021, earmarked reserves totalled £151.5m. As set out in Annex B-3a this increased to £183.6m as at 31 March 2022. The increase of £32.1m includes planned contributions to reserves totalling £31.9m plus other net changes during the year, totalling £0.1m from both Corporate and Directorates budgets.

134. The DSG unusable reserve held a deficit balance of £11.5m on 1 April 2021. As set out in paragraph 75 the net High Needs deficit added to the reserve in 2021/22 was £12.1m so after taking this into account the closing deficit balance is £23.6m as at 31 March 2022.

135. Reserves held by the council, including planned contributions agreed as part of the 2021/22 budget are summarised in the table below:

Reserves	Balance at 1 April 2021 £m	Planned Contributions to Reserves £m	Other Changes to Reserves £m	Balance at 31 March 2022 £m
Schools' Reserves	11.8		2.8	14.6
Vehicle and Equipment Reserve	2.1		0.6	2.7
Grants and Contributions Reserve	20.8		3.9	24.7
Government Initiatives Reserve	2.1		1.3	3.4
Trading Accounts	0.5		-0.1	0.4
Council Elections	0.7		-0.6	0.1
Partnership Reserves	3.0		-0.6	2.4
On-Street Car Parking Reserve	3.2		0.8	4.0
Transformation Reserve	1.1	3.0	-1.9	2.2
Demographic Risk Reserve	6.0	3.0		9.0
Youth Provision Reserve	0.7		-0.5	0.2
Budget Priorities Reserve	14.6	1.8	2.1	18.5
Insurance Reserve	12.5		-0.7	11.8
Business Rates Reserve	1.0	1.8	1.3	4.1
Capital Reserves	47.4		0.5	47.9
Investment Pump Priming Reserve	2.0	2.2	-2.2	2.0
Council Tax Collection Fund Reserve	6.0			6.0
Redundancy Reserve	1.8	2.0	-0.5	3.3
Covid-19 Reserve	14.2	18.2	-6.1	26.3
Total Usable Earmarked Reserves	**151.5**	**32.0**	**0.1**	**183.6**
DSG Unusable Reserve	-11.5		-12.1	-23.6
Total Reserves	**140.0**	**32.0**	**-12.0**	**160.0**

COVID-19 Reserve

136. The opening balance on the COVID-19 reserve as at 1 April 2021 was £14.2m. After taking account of the budgeted contribution of £18.1m agreed as part of the 2021/22 budget the balance available to support on-going pressures was £32.3m.

137. COVID-19 costs totalling £7.2m were agreed during 2021/22 and expected to be funded through the reserve. As set out in the table below actual spend by directorates was £6.1m resulting in an underspend of £1.1m against these additional budgets. £0.5m of this total relates to planned spend on IT equipment that slipped into April 2022.

Directorate	COVID-19 Funding agreed in 2021/22 £m	Actual Spend in 2021/22 £m	Variance £m
Children's Services	3.8	3.7	-0.1
Adult Services	1.1	1.1	0.0
Environment & Place	0.4	0.1	-0.3
Commercial Development, Assets & Investment	0.6	0.4	-0.2
Customers, Organisational Development & Resources	1.3	0.8	-0.5
Total	**7.2**	**6.1**	**-1.1**

138. The balance held in the reserve as at 31 of March 2022 is £26.2m. £20.1m has been agreed to be used to fund COVID-19 related pressures in future years as part of the 2022/23 budget and Medium Term Financial Strategy. £0.5m funding for IT equipment slipped into 2022/23 and £0.1m has been committed for additional costs within the Coroner's service. The balance of £5.5m is available to support further COVID-19 pressures on a one–off basis.

139. **Budget Priorities Reserve** - The net contribution to this reserve in 2021/22 was £3.9m increasing the total held to £18.5m. This included a contribution of £1.8m agreed as part of the 2021/22 budget and Medium Term Financial Strategy.

140. A contribution of £3.4m made in 2021/22 relates to council funding released as a result of additional health contributions to the pooled budgets within Adult Social Care, the short-term continuation of the hospital discharge scheme and other one-off initiatives and system pressures in 2022/23. £3.2m has been drawn down to fund Adult Social Care and Mental Health expenditure in 2021/22. Total funding for Adult Social Care held in the reserve increased from £10.4m at 1 April 2021 to £10.6m at 31 March 2022.

141. Other contributions to the reserve include £0.5m of one-off funding for planned repair and maintenance work as part of the Joint Use Agreement with Leisure Centres for sports centre maintenance agreed by Cabinet in December 2021, £0.6m on-going funding for the Councillor Priority Fund, £0.3m of SEN Early intervention funding to enable greater support to schools and learners who may require an Education, Health & Care Plan and £0.5m for the Youth Acceleration programme.

142. **Business Rates Reserve** – This reserve is held to manage fluctuations in Business Rate income that the Council receives. Aside from a planned contribution of £1.8m, an additional £1.3m has been added to the reserve. This includes £0.5m Business Rate Pooling income, £0.6m relating to the Tax Income Guarantee Scheme for Business Rate losses in 2021/22 and £0.2m unbudgeted additional Section 31 grant related to deficits for 2020/21.

143. **On-Street Parking Account** - Expenditure and income relating to parking is required to be transacted through the parking account. In accordance with Section 55(4) of the Road Traffic Regulation Act 1984, the Cabinet is required to approve that any surplus from the parking account can be carried forward to support infrastructure and maintenance in future years. After taking into account net income of £2.5m and a £1.7m contribution to the revenue budget a net contribution of £0.8m has been made to the reserve. This contribution is primarily to be held for the benefit of the Highways Infrastructure and Parking Account to fund future drawdowns.

144. **Government Initiatives Reserve** – This reserve is used to hold underspends on directorate budgets funded by unringfenced grants held within Corporate Measures so that the funding remains available for use to support the specified purpose of the grant in future years.

145. **Grants and Contributions Reserve** – This reserve holds underspends on ringfenced grant funding which needs to be used in accordance with the grant conditions. As set out in Annex B-5a government grants totalling £438.6m have been received by the Council during 2021/22. Funding held at the end of 2021/22 includes the remaining balance of the Contain Outbreak Management Fund and Extremely Clinically Vulnerable Grant as well as unspent Public Health Grant.

146. Contributions to and from the reserve in 2021/22 are summarised below and set out in detail in Annex B-3a to this report.

- The net drawdown from this reserve to **Children's Services** is £0.3m. This is made up of £0.8m drawdown from Adoption Support Fund, PAUSE Project and Children Education and Family Contain Outbreak Management Fund. Total contribution of £0.6m grant for the Unaccompanied Asylum Seeking Children (UCAS) to help mitigate against the reduction in grant funding in 2022/23, Hong Kong Community grant to support British National (Overseas) status holder, Virtual School Head Role Extension funding to support the needs of children with a social worker and Care Leavers Rough Sleeping grant which support care leavers at risk of homelessness/rough sleeping.

- The net contribution from the 2021/22 **Public Health** grant is £1.7m. This will be spent in future years in line with the grant determination.

- Contributions to this reserve from **Environment and Place directorate** include £0.8m added to the Public Transport reserve and £0.2m to the Countryside Services reserve. This funding is ringfenced to be used to support countryside and transport activity in future years.

- £5.0m relating to the BT Openreach Broadband Gainshare that was received in 2021/22 has been transferred to this reserve. This will need to be used to fund future ICT related capital expenditure in accordance with the gainshare agreement.

- The remaining balance of the Contain Outbreak and Management Fund

(COMF) grant was £4.6m as at 31 March 2022. £3.2m has been committed for use in 2022/23 leaving an uncommitted balance of £1.4m that can be used to fund measures needed to respond to future outbreaks.

- In 2021/22 the Council received £1.0m COVID-19 related grant funding to support people who are Clinically Extremely Vulnerable. £0.7m has been spent during the year and £0.3m placed in the Grants and Contributions Reserve for use in 2022/23.

- £0.4m unspent Fire Protection Uplift grant from the Home Office has been contributed to the reserve by the Commercial Development, Assets and Investment directorate.

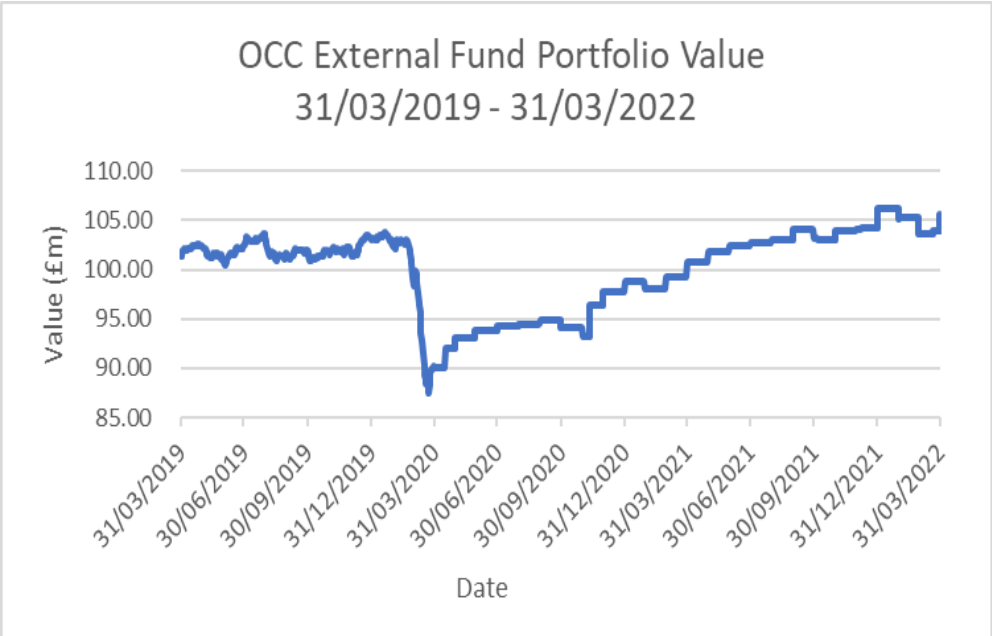
147. An unusable reserve was created in 2020/21 to hold negative High Needs DSG balances in line with a change to the CIPFA code of practice on DSG High Needs deficits. A net deficit totalling £12.1m has been added to this reserve in 2021/22 bringing the total deficit to £23.6m. These regulations, which require the negative balance to be held in an unusable reserve, will come to an end on 1 April 2023.

Treasury Management

148. The table in Annex B - 4 sets out average in-house cash balances and average rates of return for March 2022. The provisional outturn position for in house interest receivable was £2.2m, which was £0.2m above budget. This was achieved by increasing the long-term lending limit and arranging longer term loans which attract a higher rate of interest.

149. External Fund dividends are paid quarterly. The provisional outturn position for external fund returns was £3.8m. This was in line with the budget.

150. The value of external funds increased by £4.8m in March 2022 to a value of £105.5 as at 31 March 2022, which is above the original purchase cost of £100.5m, and above pre COVID-19 pandemic levels.



151. Interest payable outturn was £14.7m. This was below the budget of £15.1m, due to a lower level of external debt at year end.

General balances

152. As set out in Annex B-4 general balances at 1 April 2021 were £34.6m as at 1 April 2021 and have increased to £39.2m as at 31 March 2022 after the proposed addition of the of the underspend of £4.6m. £3.0m was agreed to be used to support the capital programme as part of the 2022/23 budget. The remaining £7.3m balance above the **£28.9m** risk assessed level for 2022/23 will be available to support one – off expenditure in future years.

Business Management & Monitoring Report
Position to the end of March 2022
Budget Monitoring

Directorate	Final Net Budget	Total Spend	Year End Variance underspend- overspend+	Year End Variance	Variance January 2022	Change in Variance	Year End Traffic Light Red > 1.5% Amber >1.1% <1.5% Green on track
	£000	£000	£000	%	£000	£000	
Adults Services	200,431	199,615	-816	-0.4%	0	-816	G
						0	
Children's Services	142,912	144,627	1,715	1.2%	2,200	-485	A
						0	
Public Health	1,776	1,428	-348	-19.6%	-400	52	G
						0	
Environment and Place	61,625	61,630	5	0.0%	600	-595	G
						0	
Commerical Development, Assets and Investments	51,036	48,311	-2,725	-5.3%	-1,240	-1,485	G
						0	
Customers, Organisational Development and Resources	36,014	35,088	-926	-2.6%	21	-947	G
Directorate Total Net	**493,794**	**490,699**	**-3,095**	**-0.6%**	**1,181**	**-4,276**	G

Business Management & Monitoring Report
Position to the end of March 2022
Budget Monitoring

Directorate	Final Net Budget	Total Spend	Year End Variance underspend- overspend+	Year End Variance	Variance January 2022	Change in Variance	Year End Traffic Light Red > 1.5% Amber >1.1% <1.5% Green on track
	£000	£000	£000	%	£000	£000	
Budget Held Centrally							
Capital Financing Costs	23,705	23,385	-320	-1.3%		-320	
Interest on Balances	-10,846	-11,281	-435	4.0%		-435	
Contingency	2,251	9	-2,242	-99.6%	-2,242	0	
Budgeted Contribution from COVID-19 reserve funding additional directorate expenditure agreed during 2021/22	-7,248	-6,120	1,128	-15.6%		1,128	
Un-ringfenced Specific Grants	-40,375	-40,590	-215	0.5%		-215	
Others	856	1,105	249	29.1%		249	
Contributions to (+)/from (-)reserves	31,657	31,935	278	0.9%		278	
Total Budgets Held centrally	0	-1,557	-1,557	0.0%	-2,242	685	
Net Operating Budget	**493,794**	**489,142**	**-4,652**	**-0.9%**	**-1,061**	**-3,591**	
Business Rates & Council Tax Funding	**-493,794**	**-493,794**					
Total Year End Position	0	-4,652	-4,652	-0.9%	-1,061	-3,591	

Business Management and Monitoring Report: Adult Services
Position to the end of March 2022
Revenue Budget Monitoring

		Final Net Budget	Total Spend	Year End Variance	Year End Variance	Variance January 2022	Change in Variance
				underspend- overspend+			
		£000	£000	£000	%	£000	£000
SCS1	**Adult Social Care**						
SCS1-1A	**Better Care Fund Pool Contribution**	**82,792**	**83,268**	**476**	**0.6%**	**200**	**276**
SCS1-1B	**Adults with Care and Support Needs Pool Contribution**	**97,600**	**97,446**	**-154**	**-0.2%**	**-200**	**46**
SCS1-2 to 9	**Other Adult Social Care Services**						
SCS1-2	Adult Protection & Mental Capacity	4,036	4,064	28	0.7%	0	28
SCS1-3	Provider & Support Services	3,661	3,203	-458	-12.5%	0	-458
SCS1-4	Domestic Violence & Abuse Support Service	0	0	0	0.0%	0	0
SCS1-5	Housing Related Support	1,133	1,092	-41	-3.6%	0	-41
SCS1-6	Other Funding	-9,851	-9,818	33	-0.3%	0	33
SCS1-8	Adult Social Care Recharges	4	-3	-7	-175.0%	0	-7
SCS1-9	Adult Social Care Staffing & Infrastructure	14,512	13,768	-744	-5.1%	0	-744
	Total Other ASC Services	**13,495**	**12,306**	**-1,189**	**-8.8%**	**0**	**-1,189**
	Total Adult Social Care	**193,887**	**193,020**	**-867**	**-0.4%**	**0**	**-867**
SCS2	**Commissioning**	**6,544**	**6,595**	**51**	**0.8%**	**0**	**51**
	Total Adult Services	**200,431**	**199,615**	**-816**	**-0.4%**	**0**	**-816**

Business Management & Monitoring Report: Children's Services
Position to the end of March 2022
Revenue Budget Monitoring

		Final Net Budget	Total Spend	Year End Variance underspend- overspend+	Year End Variance	Variance January 2022	Change in Variance
		£000	£000	£000	%	£000	£000
CEF1	**Education & Learning**						
CEF1-1	Management & Central Costs	1,007	1,226	219	21.7%	0	219
CEF1-2	SEND	5,050	5,974	924	18.3%	0	924
CEF1-3	Learning & School Improvement	1,259	1,112	-147	-11.7%	0	-147
CEF1-4	Access to Learning	25,636	23,777	-1,859	-7.3%	-1,600	-259
CEF1-5	Learner Engagement Service	364	364	0	0.0%	0	0
	Total Education & Learning	**33,316**	**32,453**	**-863**	**-2.6%**	**-1,600**	**737**
CEF2	**Children's Social Care**						
CEF2-1	Management & Central Costs	6,382	6,269	-113	-1.8%	0	-113
CEF2-2	Social Care	31,425	31,104	-321	-1.0%	500	-821
	Total Children's Social Care	**37,807**	**37,373**	**-434**	**-1.1%**	**500**	**-934**

Business Management & Monitoring Report: Children's Services
Position to the end of March 2022
Revenue Budget Monitoring

		Final Net Budget	Total Spend	Year End Variance underspend- overspend+	Year End Variance	Variance January 2022	Change in Variance
		£000	£000	£000	%	£000	£000
CEF3	**Children's Social Care Countywide Services**						
CEF3-1	Corporate Parenting	53,089	55,443	2,354	4.4%	2,900	-546
CEF3-2	Safeguarding	3,573	3,604	31	0.9%	0	31
CEF3-3	Services for Disabled Children	9,121	9,804	683	7.5%	500	183
CEF3-4	Youth Offending Service	844	1,031	187	22.2%	100	87
	Total Children's Social Care Countywide Services	**66,627**	**69,882**	**3,255**	**4.9%**	**3,500**	**-245**
CEF4	**Schools**						
CEF4-1	Delegated Budgets	0	0	0		0	0
CEF4-2	Nursery Education Funding (EY)	427	336	-91	-21.3%	0	-91
CEF4-3	Non-Delegated School Costs	216	216	0	0.0%	0	0
CEF4-4	School Support Non-Negotiable Recharges	0	0	0		0	0
CEF4-5	Capitalised Repairs & Maintenance	0	0	0		0	0
	Total Schools	**643**	**552**	**-91**	**-14.2%**	**0**	**-91**

Business Management & Monitoring Report: Children's Services
Position to the end of March 2022
Revenue Budget Monitoring

		Final Net Budget	Total Spend	Year End Variance underspend- overspend+	Year End Variance	Variance January 2022	Change in Variance
		£000	£000	£000	%	£000	£000
CEF5	**Children's Services Central Costs**						
CEF5-1	Management & Administration	676	548	-128	-18.9%	-200	72
CEF5-2	Premature Retirement Compensation	3,243	3,219	-24	-0.7%	0	-24
CEF5-3	Commissioning Recharge	600	600	0	0.0%	0	0
	Total Children's Services Central Costs	**4,519**	**4,367**	**-152**	**-3.4%**	**-200**	**48**
	Total Children's Services	**142,912**	**144,627**	**1,715**	**1.2%**	**2,200**	**-485**
MEMORANDUM: DEDICATED SCHOOLS GRANT - DSG Funded Expenditure (Gross)							
	Schools DSG	123,115	123,115	0	0	0	0
	High Needs DSG	65,238	81,873	16,635	0	16,300	335
	Early Years DSG	39,277	39,977	700	0	700	0
	Central DSG	4,616	4,616	0	0	0	0
	Total DSG Funded Expenditure	**232,246**	**249,581**	**17,335**	**7.5%**	**17,000**	**335**

Business Management & Monitoring Report : Public Health
Position to the end of March 2022
Revenue Budget Monitoring

		Final Net Budget	Total Spend	Year End Variance	Year End Variance	Variance January 2022	Change in Variance
				underspend- overspend+			
		£000	£000	£000	%	£000	£000
PH 1 & 2	**Public Health Functions**						
PH1-1	Sexual Health	6,440	5,794	-646	-10.0%	-500	-146
PH1-2	NHS Health Check Programme	645	374	-271	-42.0%	-300	29
PH1-3	Health Protection	8	8	0	0.0%	0	0
PH1-4	National Child Measurement Programme	154	114	-40	-26.0%	0	-40
PH1-5	Public Health Advice	150	150	0	0.0%	0	0
PH1-6	0 - 5 year olds	8,848	8,848	0	0.0%	0	0
PH2-1	Obesity	802	792	-10	-1.2%	0	-10
PH2-2	Physical Activity	90	50	-40	-44.4%	0	-40
PH2-3	Public Health General	2,161	1,916	-245	-11.3%	-200	-45
PH2-4	Smoking and Tobacco Control	615	506	-109	-17.7%	-100	-9
PH2-5	Children's 5-19 Public Health Programmes	2,302	2,267	-35	-1.5%	0	-35
PH2-6	Other Public Health Services	1,274	498	-776	-60.9%	-500	-276
PH2-7	Drugs and Alcohol	7,733	7,675	-58	-0.8%	-100	42
PH2-8	Domestic Violence	459	111	-348	-75.8%	-400	52
	Total Public Health Functions	**31,681**	**29,103**	**-2,578**	**-291.8%**	**-2,100**	**-478**
PH3	**Public Health Recharges**	**633**	**637**	**4**	**0.6%**	**0**	**4**
PH4	**Grant Income**	**-30,538**	**-30,538**	**0**	**0.0%**	**0**	**0**
	Transfer to Public Health Reserve	**0**	**2,226**	**2,226**	**0.0%**	**1,700**	**526**
	Total Public Health	**1,776**	**1,428**	**-348**	**-19.6%**	**-400**	**0**

Business Management & Monitoring Report: Environment and Place
Position to the end of March 2022
Revenue Budget Monitoring

		Final Net Budget	Total Spend	Year End Variance underspend- overspend+	Year End Variance	Variance January 2022	Change in Variance
		£000	£000	£000	%	£000	£000
PG2	Planning & Place	3,198	2,752	-446	-13.9%	0	-446
PG3	Growth & Economy	104	1,330	1,226	1178.8%	1,000	226
COM1	Communities Management	-1,060	488	1,548	-146.0%	0	1,548
COM2	Community Operations	59,383	57,060	-2,323	-3.9%	-400	-1,923
	TOTAL ENVIRONMENT AND PLACE	**61,625**	**61,630**	**5**	**0.0%**	**600**	**-595**

Business Management & Monitoring Report: Commercial Development, Assets & Investment
Position to the end of March 2022
Revenue Budget Monitoring

		Final Net Budget	Total Spend	Year End Variance	Year End Variance	Variance January 2022	Change in Variance
				underspend- overspend+			
		£000	£000	£000	%	£000	£000
CDAI1	Property, Investment & FM	18,368	16,100	-2,268	-12.3%	-1,800	-468
CDAI2	Law & Governance	6,836	6,678	-158	-2.3%	560	-718
EE4	Fire & Rescue and Community Safety	25,068	25,065	-3	0.0%	0	-3
CDAI4	CDAI Management Costs	764	468	-296	-38.7%	0	-296
	Total Commercial Development, Assets & Investment	**51,036**	**48,311**	**-2,725**	**-5.3%**	**-1,240**	**-1,485**

Business Management & Monitoring Report: Customers, Organisational Development & Resources
Position to the end of March 2022
Revenue Budget Monitoring

		Final Net Budget	Total Spend	Year End Variance	Year End Variance	Variance January 2022	Change in Variance
				underspend- overspend+			
		£000	£000	£000	%	£000	£000
COD1	Corporate Services	3,652	3,367	-285	-7.8%	0	-285
COD2	Human Resources & Organisational Development	3,278	3,155	-123	-3.8%	0	-123
COD3	Communications, Strategy & Insight	2,642	2,256	-386	-14.6%	-372	-14
COD4	ICT & Digital	11,050	10,941	-109	-1.0%	0	-109
COD5	Culture & Customer Experience	9,112	8,947	-165	-1.8%	143	-308
COD6	Finance	6,279	6,421	142	2.3%	250	-108
	Total Customers, Organisational Development & Resources	**36,013**	**35,087**	**-926**	**-2.6%**	**21**	**-947**

Business Management Report
Position to the end of March 2022

NEW VIREMENTS THAT HAVE BEEN ACTIONED FOR CABINET TO NOTE

Directorate (CD = Cross Directorate)	Month of Cabinet Meeting	Month of Directorate MMR	Narration	Budget Book Line	Service Area	Permanent / Temporary	Expenditure + increase / - decrease £000	Income - increase / + decrease £000
CD	Jun	Mar	Air Quality Funding Transfer	PG2	Planning & Place	T	25	0
				PH1 & 2	Public Health Functions	T	-25	0
			Healthy Place Shaping - Air Quality	PG2	Planning & Place	T	-50	0
				PH1 & 2	Public Health Functions	T	50	0
CS	Jun	Mar	March Update of COMF budgets	CEF1-3	Learning & School Improvement	T	0	0
				CEF2-1	Management & Central Costs	T	0	0
				CEF3-1	Corporate Parenting	T	0	0
				CEF5-1	Management & Admin	T	0	0
PH	Jun	Mar	Rough sleeping and alcohol treatment correction	PH1 & 2	Public Health Functions	T	-246	246
			Rough sleeping grant update	PH1 & 2	Public Health Functions	T	117	-117
Grand Total							-129	129

Business Management & Monitoring Report - March 2022
Cabinet - July 2022
Earmarked Reserves

	2021/22					
	Balance at 1 April 2021 £m	Movement £m	Balance at 31 March 2022 £m	Last reported forecast as at 31 March 2022 £m	Change in closing balance to last forecast £m	Commentary
Schools' Reserves	11.8	2.8	14.6	11.8	3	In accordance with the Education Reform Act 1988, the scheme of Local Management of Schools provides for the carry forward of individual schools surpluses and deficits. These reserves are committed to be spent on schools. Other School Reserves cover a number of miscellaneous education activities, including amounts loaned to individual schools against school reserves, and School Partnership Accounts which are operated in respect of inter-school activities.
Vehicle and Equipment Reserve	2.1	0.6	2.7	2.0	0.7	This reserve is to fund future replacements of vehicles and equipment.
Grants and Contributions Reserve	20.8	3.9	24.7	19.5	5.2	This reserve has been set up to hold unspent grants and contributions committed to be spent in future years. This includes the Public Health Grant
Government Initiatives	2.1	1.3	3.4	1.4	2.0	This reserve is used to hold underspends on budgets funded by unringfenced grants held that relate to specific agreed outcomes or the implementation of Government initiatives.
Trading Accounts	0.5	-0.1	0.4	0.4	0.0	This reserve holds funds relating to traded activities to help manage investment.
Council Elections	0.7	-0.6	0.1	0.8	-0.7	This will be used to fund future elections. In years where no County Elections take place any underspend on the Council Elections budget will be transferred to this reserve.
Partnership Reserves	3.0	-0.6	2.4	1.5	0.9	This relates to funding for the Growth Deal
On Street Car Parking	3.2	0.8	4.0	1.9	2.1	This surplus has arisen under the operation of the Road Traffic Regulation Act 1984 (section 55). The purposes for which these monies can be used are defined by statute.

Business Management & Monitoring Report - March 2022
Cabinet - July 2022
Earmarked Reserves

	2021/22					
	Balance at 1 April 2021	Movement	Balance at 31 March 2022	Last reported forecast as at 31 March 2022	Change in closing balance to last forecast	Commentary
	£m	£m	£m	£m	£m	
Transformation Reserve	1.1	1.1	2.2	2.8	-0.6	This reserve is needed to fund the implementation costs of the Council's Transformation programme.
Demographic Risk Reserve	6.0	3.0	9.0	9.0	0.0	Held in respect of pressures relating to High Needs DSG and other budgets with demographic volatility. This reserve will help to manage demographic risk.
Youth Provision Reserve	0.7	-0.5	0.2	0.0	0.2	£1.0m allocated over 2019/20 and 2020/21 to provide seed funding for locality based youth provision
Budget Priorities Reserve	14.6	3.9	18.5	11.6	6.9	This reserve is being used to support the implementation of the Council's priorities and the Medium Term Financial Strategy.
Insurance Reserve	12.5	-0.7	11.8	12.5	-0.7	This reserve covers the County Council for insurance claims that, based on the previous claims experience of the County Council, are likely to be received, as well as a number of insurance related issues.
Business Rates Reserve	1.0	3.1	4.1	3.0	1.1	This reserve is to smooth any volatility in Business Rates income.
Capital Reserves	47.4	0.5	47.9	48.5	-0.6	This reserve has been established for the purpose of financing capital expenditure in future years.
Investment Pump Priming Reserve	2.0	0.0	2.0	2.0	0.0	
Council Tax Collection Fund Reserve	6.0		6.0	6.0	0.0	This reserve holds any surplus/ deficit as a result of income from council tax being more or less than originally estimated
Redundancy Reserve	1.8	1.5	3.3	2.7	0.6	This reserve is available to fund redundancy costs arising from the Medium Term Financial Strategy
Covid-19 Reserve	14.2	12.1	26.3	23.4	2.9	This reserve is set up to meet ungoing and emerging presures and longer term service demands arising from the COVID-19 Pandemic. £20.2m funding from the reserve is built into the council's Medium Term Financial Plan agreed in February 2022.
Total Reserves	**151.5**	**32.1**	**183.6**	**160.8**	**22.8**	

Business Management Report: Children's Services
Summary of Financial Position for 2021/2022
MAINTAINED SCHOOL BALANCES

1. Number of Schools with Deficit/Surplus Budgets

	Number of Schools 31 March 2021		Number of Schools 31 March 2022	
	Deficit Balance	Surplus Balance	Deficit Balance	Surplus Balance
Primary	13	118	12	119
Secondary	1	0	1	0
Special	0	5	0	5
Total	**14**	**123**	**13**	**124**

2. Balances as at 31 March 2021 and 31 March 2022

	Balances at 31 March 2021			Balances at 31 March 2022		
	Deficit Balance	Surplus Balance	Total Balance	Deficit Balance	Surplus Balance	Total Balance
	£m	£m	£m	£m	£m	£m
Primary	0.805	-12.337	-11.532	0.876	-14.595	-13.720
Secondary	1.257	0.000	1.257	1.126	0.000	1.126
Special	0.000	-1.483	-1.483	0.000	-1.920	-1.920
Total	**2.062**	**-13.820**	**-11.758**	**2.002**	**-16.515**	**-14.514**
Schools Contingency, Closed Schools and Other Balances			-0.002			-0.004
School Loans and Other School Related Reserves			-0.048			0.000
Schools Balance as shown in Annex 3a			**-11.808**			**-14.518**

	Balances 31 March 2022	
	Largest Individual Surplus	Largest Individual Deficit
	£m	£m
Primary	- 0.425	0.218
Secondary	-	1.126
Special	- 0.499	-

Business Management Report: Communities
Provisional Outturn 2021/2022
ON/OFF-STREET CAR PARKING 2021/22 - ACTUAL INCOME / EXPENDITURE AND IMPACT ON PARKING RESERVE

	ON - STREET PARKING									OFF - STREET PARKING			
	OXFORD CITY Pay & Display	OXFORD CITY Parking Contraventions	OXFORD CITY Designated Parking Places	ABINGDON	HENLEY	WALLINGFORD & FARINGDON	SUBTOTAL a	BUS LANE CAMERA ENFORCEMENT b	TOTAL ON - STREET PARKING a+b	WATER EATON PARK AND RIDE c	THORNHILL PARK AND RIDE d	BICESTER PARK AND RIDE e	TOTAL OFF-STREET PARKING c+d+e
	£	£	£	£	£		£	£	£	£	£	£	£
EXPENDITURE													
PURCHASE EQUIPMENT							0		**0**				**0**
MANAGEMENT CONTRACT	266,808	891,989	241,732	26,313	17,827		1,444,669	178,693	**1,623,361**	153,493	153,641		**307,134**
STAFF COSTS	92,288	86,637	86,693	11,303	11,303		288,224	220,407	**508,631**	28,257	28,257		**56,515**
PARKING SHOP	15,090	30,179	235,398	0	0		280,667	15,090	**295,757**	3,018	3,018		**6,036**
OTHER	133,814	420,694	187,001	118,853	22,880	49,584	932,825	105,460	**1,038,285**	153,998	171,788	78,622	**404,408**
TOTAL EXPENDITURE	**507,999**	**1,429,499**	**750,824**	**156,469**	**52,010**	**49,584**	**2,946,385**	**519,649**	**3,466,034**	**338,766**	**356,705**	**78,622**	**774,093**
INCOME													
TOTAL	-2,901,424	-709,497	-1,533,666	-80,855	-161,485	-31,186	-5,418,113	-1,399,067	**-6,817,180**	-134,153	-283,109		**-417,261**
TOTAL INCOME	**-2,901,424**	**-709,497**	**-1,533,666**	**-80,855**	**-161,485**	**-31,186**	**-5,418,113**	**-1,399,067**	**-6,817,180**	**-134,153**	**-283,109**	**0**	**-417,261**
NET SURPLUS (-) or DEFICIT (+)	**-2,393,425**	**720,001**	**-782,841**	**75,614**	**-109,475**	**18,398**	**-2,471,728**	**-879,419**	**-3,351,146**	**204,613**	**73,596**	**78,622**	**356,831**
		-62,840											

Balance on Parking Reserve as at 1 April 2021	**3,149,006**	
On-Street Parking	2,471,728	(a)
Less Net Parking Budget	-476,900	not included in the table above
Surplus from Camera Enforcement	879,419	(b)
Deficit from Thornhill P&R	-73,596	(d)
TOTAL CONTRIBUTION TO PARKING RESERVE	**2,800,650**	
Deficit from Water Eaton	-204,613	(c)
Deficit from Bicester	-78,622	(e)
TOTAL CONTRIBUTION FROM PARKING RESERVE	**-283,235**	
Contribution to 2021/22 revenue budget	**-1,696,487**	
Balance on Parking Reserve as at 31 March 2022	**3,969,934**	

Designated parking places refer to any bay designated to a class of vehicle or specific purpose and include pay & display bays (some enforcement of rather than income from parking charges), resident's bays, business bays, disabled bays, loading bays, doctors bays, ambulance bays, etc. whether they are inside of outside of a controlled parking zone.

Parking contraventions are any other contraventions whether they be inside or outside of controlled parking zones.

General Balances

	£m
General Balances at 31 March 2021	34.6
Planned contribution as per MTFS in 2021/22	
General Balances at 1 April 2021	**34.6**
Directorate and Strategic Measures Underspend	4.6
General Balances at 31 March 2022	**39.2**
Risked Assessed Level of General Balances 2021/22	28.8

Strategic Measures

Month	Average cash balance	Average rate of return
March 2022	£381.61	0.65%

Performance Indicator	Actual	Target
Average interest rate achieved in-house compared to treasury Management Budgeted Rate	0.45%	>=0.58%
Average Annualised Return achieved compared to Benchmark Rate* (Pooled Fund)	3.83%	>=3.75%

Business Management Report
Government Grants 2021/22

Ringfenced	Directorate	Issued by	Esimate 2021/22 £000	In year Adjustments / New Allocations reported previously reported £000	In year Adjustments/ New Allocations reported this time £000	Latest Allocation £000	Total Spent 2021/22 £000	Carried Forward for use in future years £000	Returned/To be Returned to Issuer £000
	Adult Services								
R	Improved Better Care Fund	DHSC	10,391	0	0	10,391	10,391	0	
R	Infection Control Grant 3	DHSC	0	4,123	0	4,123	4,052	71	
R	Infection Control Grant 4	DHSC	0	3,081	0	3,081	3,066	15	
R	Infection Control Grant 5	DHSC	0	4,813	0	4,813	4,761	52	
R	Workforce Resilience Grant	DHSC	0	1,551	0	1,551	1,551	0	
R	Workforce Recruitment and Retention Fund	DHSC	0	2,864	0	2,864	2,826	38	
U	Community Discharge Fund	DHSC	0	204	0	204	204	0	
	TOTAL ADULT SERVICES		**10,391**	**16,636**	**0**	**27,027**	**26,851**	**176**	**0**
	Children's Services								
	Dedicated School Grants								
R	Dedicated Schools Grant (DSG) - Schools Block	DfE	123,115	0	0	123,115	123,115	0	
R	Dedicated Schools Grant (DSG) - Central Block	DfE	4,616	0	0	4,616	4,581	34	
R	Dedicated Schools Grant (DSG) - Early Years Block	DfE	39,277	0	0	39,277	38,976	301	
R	Dedicated Schools Grant (DSG) - High Needs Block	DfE	65,530	0	0	65,530	77,221	-11,691	
R	Dedicated Schools Grant (DSG) - Schools Forum	DfE	0	0	77	77	81	-3	
R	Dedicated Schools Grant (DSG) - New Schools set up Fund	DfE	0	0	5,417	5,417	6,159	-742	
	Subtotal DSG Grants		**232,538**	**0**	**5,494**	**238,032**	**250,133**	**-12,101**	
	School Grants								
R	Pupil Premium	DfE	6,871	114	-24	6,961	6,961	0	
R	Education Funding Agency - Sixth Form Funding and Threshold	DfE	224	-38	63	249	249	0	
R	PE and Sport Grant	DfE	2,265	0	0	2,265	2,265	0	
R	Universal Infant Free School Meals	DfE	3,973	-106	0	3,867	3,867	0	
R	Teacher's Pay Grant	DfE	0	98	0	98	98	0	
R	Teacher's Pension Grant	DfE	0	278	0	278	278	0	
R	Coronavirus (COVID-19) Workforce Fund	DfE	0	3	0	3	3	0	
R	Coronavirus (COVID-19) Catch Up Premium	DfE	0	2,329	0	2,329	2,329	0	
R	Coronavirus (COVID-19) Recovery Premium	DfE	0	350	0	350	350	0	
R	Coronavirus (COVID-19) National Testing Programme	DfE	0	112	0	112	112	0	
R	Coronavirus (COVID-19) Free School Meals Additional Costs	DfE	0	66	0	66	66	0	
R	Coronavirus (COVID-19) School Let Tutoring Grant	DfE	0	310	0	310	310	0	
R	Coronavirus (Covid-19) Schools Fund	DfE	0	0	0	0	0	0	
	Subtotal School Grants		**13,333**	**3,516**	**39**	**16,888**	**16,888**	**0**	

Business Management Report
Government Grants 2021/22

Ringfenced	Directorate	Issued by	Esimate 2021/22 £000	In year Adjustments / New Allocations reported previously reported £000	In year Adjustments/ New Allocations reported this time £000	Latest Allocation £000	Total Spent 2021/22 £000	Carried Forward for use in future years £000	Returned/To be Returned to Issuer £000
	Other Children's Services Grants								
R	School Improvement Monitoring & Brokering Grant	DfE		90	280	370	170	200	
R	Youth Justice Board	YJB	548	0	65	613	613	0	
R	Asylum (USAC and Post 18)	HO	1,844	0	1,571	3,415	3,310	105	
R	Afghan Resettlement Education Grant	DfE	0	134	158	292	292	0	
R	Role of the Virtual School Head	DfE	0	66	0	66	66	0	
R	Extension of Virtual School Heads to children with a social worker	DfE	0	135	0	135	48	87	
R	Extended Personal Adviser Duty Grant	DfE	103	0	0	103	103	0	
R	Staying Put Implementation Grant	DfE	271	0	0	271	271	0	
R	Remand Framework	YJB	77	0	-40	37	37	0	
R	Reducing Parental Conflict Workforce Development Grant	DWP	0	28	0	28	28	0	
R	Holiday Activities and Food Programme	DfE	0	636	208	844	844	0	
R	Hong Kong BNO Local Community Fund	DLUHC	0	19	0	19	3	16	
	Subtotal Other Children's Services Grants		**2,843**	**1,108**	**2,242**	**6,193**	**5,785**	**408**	
	TOTAL CHILDREN'S SERVICES		**248,714**	**4,624**	**7,775**	**261,112**	**272,806**	**-11,693**	
	Public Health								
R	Public Health Grant	DHSC	31,240	439	0	31,679	29,453	2,226	
R	Adult Weight Management	DHSC	0	180	0	180	180	0	
R	Drug Treatment, Crime and Harm Reduction Grant	DHSC	0	416	0	416	356	60	
R	Rough Sleeping Grant	DLUHC	0	931	0	931	931	0	
R	Community Testing	DHSC	0	657	0	657	625	32	
	TOTAL PUBLIC HEALTH		**31,240**	**2,623**	**0**	**33,863**	**31,545**	**2,318**	**0**
	Environment & Place								
R	Bus Service Operators Grant	DfT	795	0	-16	779	779	0	
R	School Transport	DfE	0	0	357	357	357	0	
R	Active travel	DfT	0	0	454	454	454	0	
R	School Travel Demand Grant	DfT	0	0	137	137	137	0	
R	Covid Bus Support Grant	DfT	0	0	237	237	237	0	
R	Housing Infrastructure Fund	DLUHC	0	0	465	465	465	0	
R	Energy Solutions	DLUHC	0	0	97	97	97	0	
R	Public Transport Grant	DFT	0	0	379	379	379	0	

Business Management Report
Government Grants 2021/22

Ringfenced	Directorate	Issued by	Esimate 2021/22 £000	In year Adjustments / New Allocations reported previously reported £000	In year Adjustments/ New Allocations reported this time £000	Latest Allocation £000	Total Spent 2021/22 £000	Carried Forward for use in future years £000	Returned/To be Returned to Issuer £000
R	Homes England Grant	HE	0	0	440	440	440	0	
R	Innovate Uk	Innovate UK	0	0	216	216	216	0	
R	Natural England	DEFRA	227	0	31	258	243	15	
	TOTAL ENVIRONMENT & PLACE		**1,022**	**0**	**2,797**	**3,819**	**3,804**	**15**	**0**
	Customers, Organisational Development & Resources								
R	Music Service	AC	837	0	2	839	839	0	
R	MaaS:CAV	Innovate UK	313	0	-34	279	279	0	
R	OmniCAV	Innovate UK	1	0	51	52	52	0	
R	Park & Charge	Innovate UK	206	0	72	278	278	0	
R	Virgin Park & Charge	Innovate UK	7	0	1	8	8	0	
R	Data Driven Safety Tool	Innovate UK	91	0	1	92	92	0	
R	Quantum Gravitometer	Innovate UK	69	0	-9	60	60	0	
R	Resilient CAV	Innovate UK	25	0	-25	0	0	0	
R	Heart Park Project	DFT	90	0	-19	71	9	62	
R	GTC DfT Congestion Tool	DFT	59	0	-59	0	0	0	
R	CAVL4R	DFT	11	0	-11	0	0	0	
R	Ox Gul-e Cost Centre	Innovate UK	0	0	86	86	86	0	
R	Modernising Energy Data Applications	Innovate UK	0	0	26	26	26	0	
R	A34 Catenary Project	Innovate UK	0	0	36	36	36	0	
R	DoorSTEP Project	Innovate UK	0	0	47	47	47	0	
R	GovTech (NM2)	DFT	0	0	1,000	1,000	790	210	
R	AQ Transition Network	DFT	0	0	9	9	9	0	
R	UAV delivery Pharmacy to Care Home	DFT	0	0	38	38	38	0	
R	FoF PH2 uav	Innovate UK	0	0	17	17	17	0	
R	Endeavour CAV 4 project	Innovate UK	0	0	113	113	113	0	
R	Schemes Monitoring Cost iHUB	DFT	0	0	125	125	13	112	
R	RPF AirTek Project	BEIS	0	0	160	160	160	0	
R	CAV SD Project	Innovate UK	0	0	35	35	35	0	
R	HySPERT Project	Innovate UK	0	0	59	59	59	0	
R	Health & Care Innovation	Innovate UK	0	0	20	20	20	0	
R	Moddest	BEIS	0	0	154	154	154	0	
R	V2GO	Innovate UK	0	0	28	28	28	0	

Business Management Report
Government Grants 2021/22

Ringfenced	Directorate	Issued by	Esimate 2021/22 £000	In year Adjustments / New Allocations reported previously reported £000	In year Adjustments/ New Allocations reported this time £000	Latest Allocation £000	Total Spent 2021/22 £000	Carried Forward for use in future years £000	Returned/To be Returned to Issuer £000
R	Contain Outbreak Management Fund	DHSC	0	3,070	0	3,070	3,070	0	
R	Support for Clinically Extremely Vulnerable	DHSC	0	978	0	978	670	308	
R	Household Support Grant	DWP	0	3,500	-139	3,361	3,361	0	
R	Covid Local Support Scheme (formerly Winter Support Grant)	DLUHC	0	1,608	0	1,608	1,608	0	
R	Pratical Support for those Self-Isolating	DHSC	0	378	645	1,023	1,023	0	
	TOTAL CUSTOMERS, ORGANISATIONAL DEVELOPMENT & RESOURCES		**1,709**	**9,534**	**2,429**	**13,672**	**12,980**	**692**	**0**
	Commercial Development, Assets & Investment								
R	Fire Fighter's Pension Fund Grant	DLUHC	1,361	0	0	1,361	1,361	0	
R	Fire Service Covid-19 Contingency Grant	DLUHC	0	47	0	47	47	0	
R	Fire Fighter's New Dimensons Grant	DLUHC	40	0	0	40	40	0	
	TOTAL COMMERCIAL DEVELOPMENT, ASSETS & INVESTMENT		**1,401**	**47**	**0**	**1,448**	**1,448**	**0**	**0**
	Strategic Measures								
U	Lead Local Flood Authority	DEFRA	45	-45	0	0	0	0	
U	Extended Rights to Free Travel	DfE	278	0	322	600	600	0	
U	Fire Revenue Grant	DLUHC	213	0	-12	201	201	0	
U	Troubled Families - Service Transformation Grant	DLUHC	685	0	0	685	685	0	
U	New Homes Bonus	DLUHC	3,589	0	0	3,589	3,589	0	
U	Local Reform & Community Voices Grant	DfE	515	0	-187	328	328	0	
U	Independent Living Fund	DfE	3,454	0	0	3,454	3,454	0	
U	School Improvement and Brokering Grant	DfE	548	-90	-323	135	135	0	
U	Social Care Support Grant	DLUHC	12,031	0	0	12,031	12,031	0	
U	COVID-19	DLUHC	11,896	0	0	11,896	0	11,896	
U	New Social Care Grant	DLUHC	572	0	0	572	0	572	
U	Local Council Tax Support Grant	DLUHC	4,925	0	0	4,925	0	4,925	
U	Sales Fees and Charges	DLUHC	0	0	135	135	0	135	
U	Key Stage 2 Moderation and Key Stage 1 Phonics Grant	DfE	0	21	0	21	21	0	

Business Management Report
Government Grants 2021/22

Ringfenced	Directorate	Issued by	Esimate 2021/22 £000	In year Adjustments / New Allocations reported previously reported £000	In year Adjustments/ New Allocations reported this time £000	Latest Allocation £000	Total Spent 2021/22 £000	Carried Forward for use in future years £000	Returned/To be Returned to Issuer £000
U	Support for Care Leavers at Risk of Rough Sleeping Grant	DfE	0	95	0	95	38	57	
U	Financial Transparancy Grant	DfE	0	9	0	9	9	0	
U	Tax Income Guarantee Scheme for Business Rate Losses	DLUHC	0	545	0	545	0	545	
U	Section 31 Grant for Business Rate Compensation	DLUHC	21,908	0	0	21,908	21,908	0	
U	Business Rates Top-Up	DLUHC	40,546	0	0	40,546	40,546	0	
U	Domestic Abuse	DLUHC	0	1,141	0	1,141	1,141	0	
U	Omicron Support Fund	DLUHC	0	573	0	573	0	573	
U	Social Care Pension Grant	DLUHC	0	0	208	208	208	0	
U	War Pensions Disregard Grant	DLUHC	0	0	103	103	103	0	
	Subtotal Strategic Measures		**101,205**	**2,249**	**246**	**103,700**	**84,997**	**18,703**	**0**
	Grants held on behalf of Local Enterprise Partnership								
R	Oxford Innovation Business Support	BEIS	205	0	0	205	205	0	
R	European Regional Development Fund		900	0	0	900	900	0	
R	DCLG (Local Enterprise Partnership Funding)	DLUHC	500	0	0	500	500	0	
	Subtotal Grants held on behalf of Local Enterprise Partnership		**1,605**	**0**	**0**	**1,605**	**1,605**	**0**	**0**
	TOTAL STRATEGIC MEASURES		**102,810**	**2,249**	**246**	**105,305**	**86,602**	**18,703**	**0**
	Total All Grants		**397,287**	**35,713**	**13,247**	**446,247**	**436,036**	**10,211**	**0**

Ringfenced

R Ringfenced
U Un-ringfenced

Issued by

HO Home Office
DHSC Department of Health & Social Care
DfT Department for Transport
DfE Department for Education
YJB Youth Justice Board
DLUHC Department for Levelling Up, Housing and Communities
BEIS Department for Business, Energy & Industrial Strategy
DEFRA Department for Environment, Food and Rural Affairs
AC Arts Council
SE Sports England

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CABINET – 21 June 2022

CAPITAL PROGRAMME REPORT 2021/22

Report by Director of Finance

Recommendation

1. The Cabinet is RECOMMENDED to note the performance against the capital programme for 2021/22 as set out in the report.

Executive Summary

2. The ten-year Capital Programme sets out the agreed capital investment to deliver the priorities identified in the council's Capital and Investment Strategy. This report sets out the performance against the programme shown in the latest monitoring report for 2021/22 and also compares back to the capital programme agreed by Council in February 2021. Figures shown reflect those to be included in the Council's Statement of Accounts for 2021/22.

3. The capital programme is updated throughout the year to reflect the latest delivery profiles and cost estimates for each programme. The last update was in January 2022 and this was agreed by Cabinet in March 2022. Expected spend for the year totalled £191.4m. Actual capital programme expenditure was £173.4m in 2021/22. The variation between the latest programme and the actual expenditure is -£18.1m (-9%). This spend is now expected to take place in 2022/23.

4. The capital programme expenditure of £173.4m was funded by £100.8m of capital grants and other external contributions, £21.4m of developer contributions, £0.6m of revenue contributions, and £50.6m of prudential borrowing.

5. The availability of workforce and materials and inflationary increases in contract prices are increasing the risk to the deliverability and cost of capital schemes. The combined impact of these factors has affected delivery in 2021/22 and is expected to have a more significant impact in 2022/23 and future years.

Introduction

6. Capital expenditure is defined as spending that creates an asset for the council (e.g. buildings, vehicles and equipment), and spending which meets the definition in regulations specified under the Local Government Act 2003 which includes spend on non-current assets that are not owned by the Council such as academy schools and the award of capital grants and funding agreements.

7. The council's ten-year capital programme sets out the agreed capital investment to deliver the priorities identified in the Capital and Investment Strategy. This is

agreed annually by Council alongside the revenue budget and Medium Term Financial Strategy.

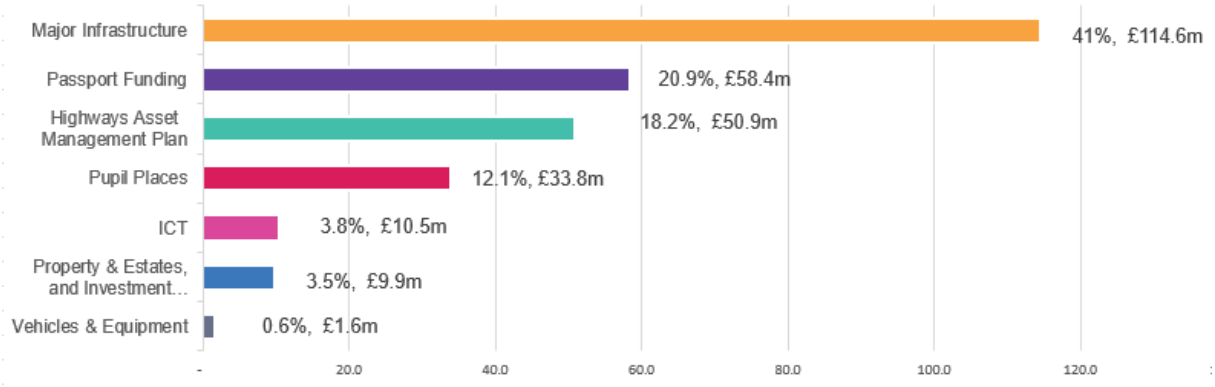
8. The capital programme is currently structured as follows:

- **Pupil Place Plan:** including basic need (new schools and expansion), maintenance, health and safety and improvements
- **Major Infrastructure:** including Growth Deal Infrastructure programme
- **Highways and structural maintenance:** including street lighting, and bridges
- **Property and Estates:** including health & safety, maintenance, improvements and the Investment Strategy
- **ICT Strategy:** including broadband and equipment
- **Passported Funds:** including Disabled Facilities Grant and Devolved Schools Capital
- **Vehicles and Equipment:** including fire and rescue vehicles and equipment

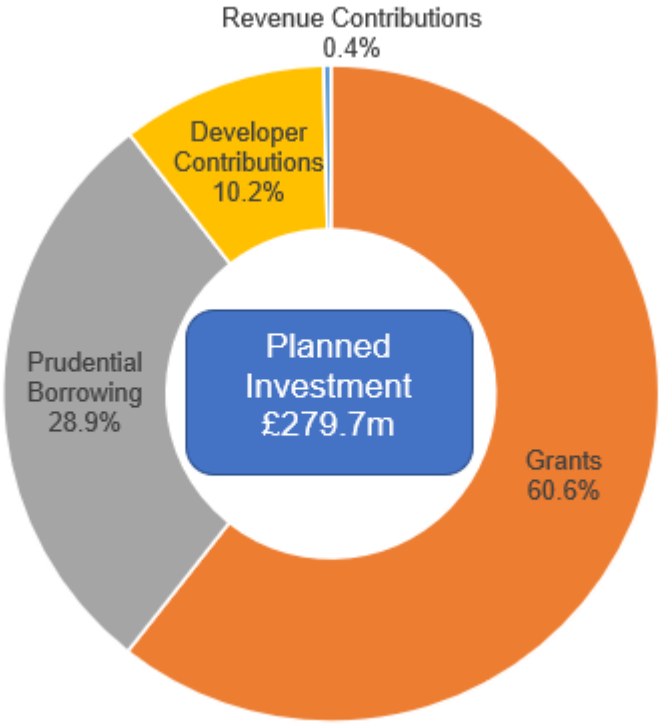
9. Each strand of the programme is underpinned by supporting strategies which set out the need for capital investment and the contribution of that planned investment towards the council's priorities. These include:

- Pupil Place Plan and Special Educational Needs and Disability (SEND) Sufficiency Plan
- Oxfordshire Infrastructure Strategy (OxIS)
- Highways Asset Management Plan
- Investment Strategy for Property Investment and Property Strategy
- ICT Strategy

10. The original capital programme for 2021/22 was agreed by Council in February 2021 as part of the Capital and Investment Strategy. This set out an expected programme of spend of £279.7m. This included £33.8m (12.1% of the overall programme) for the provision of additional school places and new schools in housing developments and £165.5m (59.2% of the overall programme) planned expenditure on major infrastructure projects, including large road improvement schemes, and road maintenance. Funding required to be passported to other organisations was £58.4m and spend on Property, Estates and Investment £9.9m. The chart below shows the planned spend and the proportion of the overall programme by programme area.



11. As shown in the chart below it was planned to fund the planned investment of £279.7m from grants and contributions £169.6m (60.6% of the planned investment), developer contributions £28.4m (10.2%), prudential borrowing £80.7m (28.9%) and revenue contributions of £1.0m (0.4%).



12. The capital programme is updated four times each year to reflect the latest forecast profile of expenditure. The latest updated programme was agreed by Cabinet in March 2022. This included planned investment of £191.4m in 2021/22.

13. Annex 1a sets out a summary of actual expenditure for 2021/22 by strategy area compared to both the original budget and latest budget.

Performance Summary 2021/22

14. A summary of actual expenditure compared to the latest capital programme update is set out in the table below.

Strategy Programmes	Jan' 2022 Capital Monitoring (Cabinet March 2022) £m	Actual Capital Expenditure 2021/22 £m	Variation to Latest Capital Programme £m	Variation to Latest Capital Programme %
Pupil Places	38,735	31,786	-6,949	-18
Major Infrastructure	61,570	56,444	-5,126	-8
Highways Asset Management Plan	42,700	39,978	-2,722	-6
Property & Investment Strategy	10,519	8,368	-2,151	-20
ICT	7,660	7,249	-411	-5
Passport Funding	29,460	29,410	-50	0
Vehicles & Equipment	800	142	-658	-82
Total Strategy Programmes Expenditure	**191,444**	**173,377**	**-18,067**	**-9**

15. Actual capital programme expenditure for 2021/22 was £173.4m compared with £153.5m in 2020/21 an increase of £19.9m (13%).

Pupil Places

16. Actual expenditure on pupil places was £31.8m in 2021/22. This is £6.9m lower than the last monitoring report. The Pupil Place Strategy includes 3 main programmes:

- Basic Need - these are usually school expansion projects that are funded by central government grant and/or Section 106 developer funding to ensure there are enough school places for children within Oxfordshire.

- Growth Portfolio – these are usually new school projects within large housing sites allocated in local plans that are funded from contributions sought from developers via a Section 106 agreement towards the costs of providing community and social infrastructure.

- Schools Annual Programmes – this includes the School Structural Maintenance Programme (SSMP) which addresses the highest condition-based priorities within the school estate enhancing the school stock condition and reducing the backlog maintenance, and the School Access Programme which ensure that mainstream buildings are accessible for pupils with Special Educational Needs and Disabilities.

17. Projects in the basic need and growth portfolio programmes are either delivered directly by the Council, delivered by a housing developer or by a third party (usually an Academy Trust or Diocese) via a funding agreement. Regardless of how they are delivered, each project brings benefits to residents living in Oxfordshire by improving the quality and facilities at existing schools; providing additional pupil places allowing greater parental choice and ensuring that housing developments have the infrastructure necessary for them to become thriving communities.

18. The Basic Needs Programme invested £17.5m during 2021/22. This has created 500 additional pupil places and 28 additional Special Education Needs (SEN) places. Two temporary classrooms have also been replaced. Completed schemes include

- Cholsey Primary School – this has been expanded to create an additional 105 primary pupil places and the onsite preschool has also been expanded.
- Hanborough Manor CE Primary School – has been expanded to create an additional 105 primary pupil places.
- St Blaise, Milton CE Primary School – has been expanded to provide an additional 105 pupil places.
- Five Acres Primary School, Ambrosden – two temporary classrooms were replaced with a new teaching block.
- Stanton Harcourt CE Primary School – has been expanded to provide an additional 35 pupil places and was delivered by Eynsham Partnership Academy via a funding agreement.
- Bardwell Special School, Bicester – this has been expanded to create an additional 16 SEN places and a new school hall and was delivered by The Gallery Trust via a funding agreement.
- Southwold Primary School, Bicester – new 12 place resource base for pupils with SEN, this was delivered by The White Horse Federation.
- Icknield Community College – this has been expanded to create an additional 150 pupil places and was delivered by The Acer Trust.

19. A further seven projects are currently in construction and are due to be completed by September 2022 creating further additional pupil places in readiness for the 2022/23 academic year. The £2.6m variation from the latest capital programme relates mainly to these expansions.

20. The Growth Portfolio programme invested £11.6m during the year. Two new schools opened to pupils in readiness for the start of the 2021/22 academic year:

- Windrush CofE Primary School (Witney) – this is a new school which has created 315 primary pupil places, 39 full-time equivalent nursery places and an 8 place resource base for pupils with Special Educational Needs & Disabilities (SEND). This was delivered by the developer.

- Orion School, Oxford – (the former Northfield Special School) which has been re-built and expanded by 32 places to accommodate 108 pupils.

21. A further new school is in construction; Folly View Primary School, Faringdon. This supports the expansion and relocation of Faringdon Infants School and is due to be completed by September 2022 creating further additional pupil places in readiness for the 2022/23 academic year.

22. The -£3.8m variation from the latest monitoring report relates mainly to the new primary school at Faringdon. The spend to date is £2.0m lower than the planned spend profile, however the new school building remains forecast to complete in time for the start of the 2022/23 academic year and within the expected project cost.

23. Schools Annual Programmes invested £2.7m, mainly through the Schools Structural Maintenance (SSM) Programme, delivering 26 of the 44 planned key projects. Five projects are aligned with the Public Sector De-Carbonisation Grant Programme (PSDG) that will enable carbon reduced solutions and 13 projects will be carried forward to be delivered in 2022/23. The remaining projects are planned to be completed by the summer of 2022. The final expenditure in 2021/22 was £0.4m lower than the latest forecast.

24. A school condition survey is being planned to be carried out during the summer holiday period 2022. Each maintained school will have a detailed building and asset condition report complied and to compliment this it is planned that an energy audit will also be carried out as part of this process. It is envisaged the reports will be ready for end of September 2022 and each school will be provided with their individual copy. The condition report will provide a more detailed view of the condition of the school stock and help inform the schools structural maintenance program and also feed the carbon neutral agenda identifying opportunities to improve the council's carbon footprint.

Major Infrastructure

25. Total capital expenditure for 2021/22 was £56.4m compared to the latest forecast of £61.6m. The programme is divided into 5 sub-programme areas as shown in the table on the next page.

Major Infrastructure	Latest Monitoring	Actual	Variation
	£'000	**£'000**	**£'000**
Housing Infrastructure Fund 1 (HIF1)	8,900	8,529	-371
Housing Infrastructure Fund 2 (HIF2) & A40	23,650	21,616	-2,034
Banbury & Bicester	9,168	9,030	-138
Oxford	11,975	10,753	-1,222
South & Vale	4,600	3,998	-602
Major Infrastructure Sub-total	**58,293**	**53,926**	**-4,367**
Other Programmes	3,277	2,518	-759
Major Infrastructure – Total	**61,570**	**56,444**	**-5,126**

26. The main reasons for the in-year variation for the HIF2 & A40 programme relate to a longer than anticipated period to obtain Department for Transport (DfT) approval of the Full Business Case for the Oxford Science Transit Phase 2 and the completion of the A40 Oxford North works slipping into Quarter 1 of 2022/23.

27. The main reduction with the Oxford programme is due to delays in both the Woodstock Road and Banbury Road improvement programmes.

28. Though the overall programmes remain on track, delays resulting from cost pressures and changes in some projects scope requiring further funding partner negotiations and funding approvals have meant that stages originally expected to be completed in 2021/22 will now fall into 2022/23.

29. The majority of the Major Infrastructure programme comprises three main funding areas:

HIF1 Programme

30. The HIF1 programme is in design stage and spent £8.5m in 2021/22. In total, this programme is expected to invest £296.2m in infrastructure around Didcot Garden Town to facilitate housing and employment growth in South and Vale districts and includes:

- Widening the A4130 from A34 Milton Interchange towards Didcot from single to dual carriageway,
- New Science Bridge over the A4130, Great Western railway Line and Milton Road,
- New Didcot to Culham bridge between the A4130 and A415 including a new crossing of the River Thames river.
- Clifton Hampden bypass.

HIF2 & A40

31. HIF2 & A40 Locality programme spent £21.4m. In total, the HIF2 and Oxford Science Transit programmes will invest £158.3m in infrastructure along the A40 corridor. These include:

- Extension of the A40 dual carriageway from Witney to the proposed Eynsham Park & Ride,
- Extension of the A40 westbound bus lane from west of Duke's Cut canal and railway bridges to the proposed Eynsham Park & Ride,
- A40 capacity and connectivity improvements to widen access at Duke's Cut canal and railway bridges, extending bus priority lane.

32. The A40 Oxford North scheme is nearing completion and incurred a further £5.3m expenditure in 2021/22. This scheme will upgrade the A40 west of the Wolvercote roundabout with a new eastbound bus lane, dedicated cycle lanes and widened footpaths.

Growth Deal Programme and Other Funding

33. 2021/22 is the fourth year of the five year Capital Growth Deal totalling £142.7m[1] agreed with the Department for Levelling Up, Housing and Communities (DLUHC) and Homes England. The majority of schemes are now progressing through the pre-construction phases with the expectation that construction will begin in 2022/23 for most schemes.

34. The A4095 Underbridge and Underpass scheme, Phase 1-3 of the Botley Road Corridor, A361 Improvements and the Bicester & Witney Active Travel programme were completed in 2021/22.

35. Within the Growth Deal Programme, a decision was made, endorsed by the Future Oxfordshire Partnership (FOP), to cease work on the A4095 re-alignment project, with its funding being re-allocated to other Growth Deal projects.

36. A delay in the construction stage of the A4095 Banbury Road Roundabout scheme (NW Bicester) reflects forecast cost pressures being reviewed through a value engineering exercise and additional funding being identified.

37. The design contracts for the A423 Improvements Programme (including Kennington Bridge) are now in place and the work is progressing.

38. As part of the Active Travel Phase 2 project, a range of cycling and walking infrastructure improvements have been introduced in Bicester between Middleton Stoney Road and the Town Centre in Bicester. Similar measures have been introduced along the 1.6-mile corridor running from the Tower Hill cycle track, through the town centre and onto Madley Park in the east of Witney. A range of schemes will be introduced in Oxford City in 2022/23.

Highways Asset Management Plan

39. Total capital expenditure was £40.0m in 2021/22. This was £2.7m lower than forecast in the last monitoring report.

[1] Total Growth Deal infrastructure grant funding is £150m allocated as £142.7m capital & £7.3m revenue.

40. The annual planned target total surfacing programme (excluding patching) for 2021/22, was calculated at 3% of the network. The expectation was that this would enable the council to maintain the 4,656km of network that it is responsible for in as close as possible to a 'steady state' within the funding available. By the year end, 3.09% of the network had been resurfaced as follows:

    a) Over 140km of the network was, either wholly or in part, reconstructed or resurfaced,
    b) Approximately 25km of the network was renewed to an 'as new' condition,
    c) Approximately 120km of the network's surface was treated in order to slow down deterioration, delaying the need for more extensive repairs, often by well over ten years,
    d) Approximately 2.5km of the network prone to road traffic accidents were prioritised for works to improve and enhance the likelihood of future collisions,
    e) One road/rail level crossing was refurbished,

41. Like all Highways Authorities, additional funding is needed to appropriately maintain the network; the cost of getting the network into a 'Green' condition is estimated to be in excess of £60m. The last Road Condition surveys of the highway network showed the most critical Road Condition Indictor (RCI) range 'Red' increased from 10.3% to 12.1% from 2016 to 2021.

42. The annual Structural Maintenance Programme invested £31.7m in line with previous forecasts. This includes additional funding of £16m in 2021/22 as part of the third year of a five year programme to invest an additional £80m on the highway network. The key structural maintenance deliverables in 2021/22 are shown in the table on the next page:

Project	Schemes/ Units Planned	Schemes/ Units Delivered	Comments on actual compared to planned delivery
Surface Treatments (schemes)	155	142	Higher than anticipated site ancillary costs on the Micro Asphalt programme meant less schemes could be delivered within the funding available
Carriageways (schemes)	17	19	Acceleration of one future scheme, and one unplanned scheme to renew a road/rail level crossing
Structural Highways Improvements (schemes)	24 0	25 142	Acceleration of one future scheme Delivered additional 'planned-reactive' minor patching schemes throughout the year
Footways (schemes)	17 63	20 52	Footways resurfaced/reconstructed 6 slurry seal schemes deferred due to road space conflicts, 5 schemes deferred due to supply chain availability
Drainage (schemes)	0	139	Delivered as 'planned-reactive' improvement schemes throughout the year
Bridges (schemes)	8 0	8 27	2 planned schemes currently on site, 2 unplanned schemes incorporated. Delivered as 'planned-reactive' Minor Structural Repairs throughout the year
Public Rights of Way	0 0	120 30	New/ Refurbished Kit Bridges (delivered as 'planned-reactive) Improved Pedestrian Access Points (delivered as 'planned-reactive)
Electrical	13,340 18	7,611 20	LED Replacements - various supply chain issues Traffic Signal scheme
Section 42 contributions (schemes)	22	22	Oxford City Council delivered schemes

43. The annual Improvement Programme invested £3m in line with latest forecasts. This includes 62 Road safety and traffic improvements including road markings, cycle provision improvements, pedestrian crossings, footway improvements and speed limit alterations. The programme also includes enhancement to support journey time reliability which also aid bus movements, and traffic signal improvement schemes.

44. Further expenditure of £1.2m was incurred on the A423 Kennington Railway Bridge maintenance project during 2021/22 to support the interim stabilisation work before the commencement of the A423 Improvement Programme that is part of the Major Infrastructure programme.

45. The Street Lighting LED replacement programme completed a further £3m of works, this takes the spend to date to £7.5m within the overall £40.8m

programme total. This was £2.7m lower than forecasted in the last report. 7,610 lanterns were fitted compared to 13,340 planned. The remaining 5,730 are expected to be converted early in 2022/23 and it is anticipated that the programme will still meet its original expectations within the original timeframe set.

46. The total number of assets fitted with LED lanterns at the end of March 2022 was 27,080. 45% of the streetlights within the County are now fitted with efficient LED equipment compared to the target of 55% as at the end of March 2022. Delays in the procurement process, contract mobilisation and material shortages have impacted on the programme.

47. Although the number of conversions completed in 2021/22 was lower than the target, the in-year energy savings to date show an improvement of 25% against the baseline so energy and carbon savings targets have been met.

Property & Estates, Investment Strategy

48. The total capital expenditure in 2021/22 was £8.5m, £2.0m lower than the latest monitoring report. The majority of this relates to the Defect Liability Programme and the Public Sector De-Carbonisation Programme. Expenditure during the year relates to the following areas:

49. Grant funding of £1.5m was awarded from the Department for Business, Energy and Industrial Strategy (BEIS) towards the targeting of 150 homes with energy ratings below a D, experiencing fuel poverty for energy efficiency retrofit measures. Expenditure in 2021/22 totalled £1.3m. The delivery period runs until end of May 2022. The council has also received an additional £1.1m and £2.2m under the Home Upgrade Grant and Sustainable Warmth Funds respectively for delivery in 2022/23.

50. Grant funding of £1.2m was awarded from the Office for Zero Emission Vehicles (OZEV) towards installing 238 electric vehicle charging points (119 charging units) in 19 District Council car parks across Oxfordshire. To date 64 electric vehicle charging points (32 charging units) are operational with expenditure of £0.7m incurred. The remaining work is expected to be completed by end of June 2022.

51. Grant funding of £2.135m was awarded from Department for Business, Energy & Investment Strategy (BEIS) under the Public Sector Decarbonisation Scheme (PSDS) as an opportunity for the public sector to implement property decarbonisation measures. Eleven sites are included within the programme; four maintained schools, two fire stations, two children & family centres, a library and other corporate buildings. The completion date for these projects has been extended by BEIS to 30 June 2022 and all projects are currently being delivered to meet this timescale. To date expenditure of £1m has been incurred.

52. The Defect Liability programme completed a further £2.1m works, the majority across various schools within the 2021/22 programme. This takes the overall programme expenditure to £7.2m.

Investment in the Resonance Supported Homes Fund

53. As set out in the report to Cabinet in June 2021, the council will invest £5m in the Resonance Supported Homes Fund to deliver supported living accommodation for up to 25 people with learning disabilities and autism. £2m was invested in 2021/22. Resonance's procurement team has been set up and an approved framework of registered providers established in Oxfordshire. The framework includes agreement for the service to have nomination rights to rent the accommodation. The service has completed a review and update of the mix, and type of accommodation, the current market price, scale of adaptations and the plan is to procure the 25 housing units over the next 18 months. This will be achieved through a blended approach of new clustered own front door flats or bungalows and new shared accommodation. The intention is that this will enable individuals to live closer to their family, networks of support and embedded within local communities thus supporting positive quality of life outcomes.

ICT

54. The total capital expenditure on ICT schemes in 2021/22 was £7.3m compared to the forecast of £7.7m noted in the March report.

55. A further £0.8m was spent on the Children Education Systems project (overall programme budget £3.3m) and is on track to deliver the replacement of the main case management line of business systems. This encompasses the delivery of phase 1 (Education & Health Care Plan) in 2021/22, with phase 2 (Early Years & Education System) and phase 3 (Admissions) being implemented in 2022/23.

56. The Broadband for Businesses in Rural Oxfordshire (BiRO) programme which started delivery in 2020/21 is planned to be completed in 2022/23. The full grant funded £6.3m programme, incurred expenditure of £3.3m in 2021/22. This project is on track to complete in June 2022. It has currently enabled nearly 900 very rural businesses and residential properties to access full fibre broadband and which by contract completion will rise to almost 1,500. These premises previously had very poor broadband and the project meets a number of corporate priorities – tackling rural inequalities, improving access for children to online educational content, helping small businesses, and addressing the climate emergency by enabling people to avoid work travel.

57. The Rural Gigabit Hub Sites programme which commenced during 2021/22 incurred expenditure of £0.6m for build work completed in the initial phase of the programme. This will enable fibre infrastructure to be built for county council buildings (where gigabit broadband infrastructure does not exist), other public buildings such as schools and GP practices, and a range of community-based buildings like village halls. This project is funded partly by Department for

Culture, Media and Sport (DCMS), and partly out of the first Gainshare payment now received from BT under the completed Better Broadband for Oxfordshire project (£5m). This will reduce the cost of connections required for OCC's buildings, help tackle inequalities in Oxfordshire (a number of schools in socially deprived areas are included in the project), and by connecting a number of Community Centres will help provide a platform for local delivery of health and social care, facilitate a reduction in isolation, and provide the means for these important local assets to be at the heart of the community. The Better Broadband for Oxfordshire programme physical build phase finished in 2020 and £0.4m is capitalised programme team costs relating to work relating to the formal contractual closure which took place in 2021/22.

58. The digital infrastructure programme (to deliver the outcomes of the ICT Strategy) incurred expenditure of £2.1m. This included:

- £0.9m on the purchase of approximately 1,550 laptops to support agile and hybrid working for council staff providing better performance for staff when working with large amounts of data, images, maps etc.

- Over £0.5m to support various packages including network connectivity project which will ensure staff can work agilely from multiple locations, not just council sites. The bulk of the costs will start in 2022/23 as equipment is purchased. Developing the Digital Presence and Customer Service Centre Systems, on how the council should present and transact with residents through a wider variety of channels appropriate to the audience and service. The implementation of these recommendations from 2022/23 will lead to an improved customer experience for residents

- Other costs have been spent on rolling out the lone work service to 600+ staff in Children's Services to ensure they can set alerts and alarms when working in vulnerable situations; on specialist services to help develop IT Services processes and ways of working to ensure the service aligns with customer expectations; and on project management to work on new strategic projects for property services management system, and for a One Fleet transport asset management system both of which to be implemented in 2022/23.

Passported Funding

59. The total capital expenditure for passported funding in 2021/22 was £29.4m compared to £29.5m forecasted in the latest monitoring report.

60. Disabled Facilities Grant of £6.7m, was passed to the City and District Councils in accordance with the Better Care Fund grant determination. Households are eligible to apply for the grant for home adaptations if a child or adult in the household has a substantial and permanent disability. Types of adaptations funded by the grant include stairlifts, level access showers, ground floor extensions designed around a person's needs and kitchens designed for a wheelchair user.

61. Schools Devolved Formula Capital expenditure was £0.4m higher than the original programme and totalled £1.1m. The additional expenditure was funded through a combination of carry forward balances, revenue contributions, and donations.

62. The Affordable Housing element of the Housing & Growth Deal is received by the County Council as the Accountable Body for the Deal and passported to the District and City Councils for the delivery of Affordable Housing as agreed with Homes England. The original programme, as set out in the Housing & Growth Deal Delivery Document agreed in February 2018, was expected to be £60m over the three-year life of the programme.

63. The programme was extended by a further year into 2021/22. During 2021/22, £10m was invested in 213 affordable homes that satisfied the contractual start conditions of the funding as of 31 March 2022. The overall programme total is £35.6m which supported 876 units of affordable housing.

64. A further £11.4m was spent against a forecast of £11.6m between the Local Growth Fund and the Getting Building Fund through the issue of grants to third party schemes from the OxLEP programme. Grant funding is received by the Council on behalf of OxLEP in the Council's role as Accountable Body. Only a few remining schemes remain to be completed, which are forecasting completion in the early part of 2022/23.

65. The Getting Building Fund was announced by the Government in August 2020 and aims to help kick-start the UK's economic recovery from the pandemic, OxLEP secured £8.4m for Oxfordshire of which £7.3m has been spent. Much of this investment will support a number of emerging clean energy projects and contribute to job creation in the county.

Vehicles and Equipment

66. At year end, vehicles and equipment costing over £20,000 purchased for use by the Fire & Rescue Service and in-house Transport Service and are added to the Council's asset register under proper accounting practices. The value of vehicles and equipment purchased and funded by revenue budgets in 2021/22 was £0.1m. For the Fire & Rescue Service, the remaining revenue provision for 2021/22 of £0.7m was transferred into reserves. This has increased the balance available for future purchase of vehicles to £1.5m.

Comparison with Original Financial Plans

67. The capital programme and monitoring report is submitted to Cabinet four times during the financial year. The table in Annex 1c sets out at programme level for each strategy area comparing the reporting information at each stage form the original budget to actual expenditure for 2021/22.

68. The original budget plans for 2021/22 was £279.7m. The various monitoring reports during the financial year reduced the expected outturn position to £191.4m compared to actual expenditure of £173.4m for 2021/22. This represents delivery of 62% on the original financial plan for the year.

69. The variations during the year were explained within the monitoring reports and can be identified within three main areas:

a) Major Infrastructure: Variation to original plan £58m

The report to Cabinet in October 2021 identified a £44m reprofile of the programme with extended design stages across HIF 1, HIF 2, Growth Deal schemes and A423 Improvements Programme (including Kennington Bridge).

During the year changes to forecasted spend plans were identified in the HIF1 programme. These resulted in extensive in-year negotiations with Homes England and other bodies to identify and agree how to address these pressures. Although key milestones were delivered within the programmes, progression to further stages could not proceed until full funding was agreed through Homes England and the council's Budget & Business Planning process with revised timeframes of the funding availability period.

b) Highways Asset Management Plan - Major Projects: Variation to original plan £11m

The latest position regarding the delivery of the Street Lighting LED replacement programme was reported through the Capital Investment Strategy to Cabinet in January 2022 and the capital monitoring report in March 2022. A further update is contained above within the Highways Asset Management Plan section of the report. Also, a new salt store and accommodation project has been temporarily deferred pending the resolution of outstanding planning consents.

c) Passported Funding: Variation to original plan of £29m

The report to Cabinet in December 2021 identified a budget reduction in the funding from the Housing & Growth Deal towards the Oxfordshire Affordable Housing programme of £24.4m and is explained within the Passported Funding section of the report.

Capital Programme Financing

70. The table in Annex 1b summarises the financing of the 2021/22 capital programme and compares it to the financing planned in the original and latest capital programme.

71. Various capital grants totalling £100.8m have been used towards the funding capital investment during 2021/22. These include the various funding streams to support the major infrastructure programme including £20.3m of Housing Infrastructure Funds towards the Didcot Garden Town and A40 programmes, £21.8m on the Growth Deal infrastructure programme and a further £10m to support the Affordable Housing Programme.

72. Capital funding received from developer contributions amounted to £33.6m in 2021/22. Total developer contributions of £21.4m was used in 2021/22 to finance various capital projects with the majority of this towards the delivery of the Pupil Places programme. The balance of capital developer contributions held has increased to £219.8m as of 31 March 2022.

73. The level of the un-ringfenced grant balance in the Capital Grants Reserve has increased by £81.9m during the year to £125.3m. The increase includes £34.1m towards the Oxford Science Transit scheme that is expected to commence construction in 2022/23 and £10.4m for the Active Travel Phase 3 programme expected to be delivered later in 2022/23. These grants do not have conditions and are not time limited so can be used flexibly across the Capital Programme. Therefore, where available, other funding sources are used to fund capital expenditure before un-ringfenced grants. The balance of un-ringfenced grants is forecast to be spent over the ten-year capital programme period.

74. The balance of unapplied ringfenced Capital Grants held by the Council has reduced by £10.5m to £14.9m. The balance includes the remaining sum of £1.2m towards the Public Sector Carbonisation agenda and the next phase of £1.2m towards the Green Homes / Sustain Warmth fund, climate change agenda.

75. The capital receipts and capital reserve balances are £30.0m and £29.1m respectively. The capital receipts and reserve balances are forecast to be spent over the ten-year capital programme period.

Key performance Indicator

76. A Key Performance Indicator (KPI) for capital projects requires that 80% or more of projects completed in year should be delivered on time and within budget. The baseline for the budget is set when the Outline Business Case is approved, and this is compared to the latest approved budget in the year the scheme is completed to calculate the measure.

77. During the year, 14 individual construction schemes were completed. Of these, five were completed within the baseline budget set out in the Outline Business Case. As shown in the table on the next page there was a mix of increases and decreases compared to the original baseline budgets. The combined change compared to the Outline Business Case was -£1.9m or -1.9%.

Ref	Completed Schemes / Programmes 2021/22	Number of Schemes	Stage 1 OBC £'000	Latest Approved Budget £'000	Change £'000	Change %
1)	New Schools	2	13,650	13,824	174	1.3
2)	School Expansions	8	13,161	14,933	1,772	13.5
3)	Major Infrastructure	4	35,260	31,187	-4,073	-11.6
4)	Annual Programmes		34,634	34,910	276	0.8
	Total	**14**	**96,705**	**94,854**	**-1,851**	**-1.9**

78. Approximately 67% of the additional costs identified for school expansions incurred on the St Blaise project. The Outline Business Case for this scheme was originally completed in 2016 and the budget increase reflects a combination of factors including inflation, increased scope of internal alterations, abnormals from access and other site restrictions. The build cost identified in the next stage was in line with current market rates using British Institute of Chartered Surveyors (BICS) indicators.

79. Major Infrastructure schemes completed in 2021/22 include the A4095 Underbridge scheme which required two bridges to be placed under the Aynho-Marylebone railway line. The nature of the scheme meant a significant risk and contingency allowance was required at the gateway position. As the design and engineering approach matured these risks reduced and ultimately works were successfully completed in early 2021/22 without requiring all of these provisions.

Risk Management

80. There are a number of factors increasing the risk to the future deliverability and cost of capital schemes and the latest estimates indicate that construction inflation is expected to be around 11% in 2022/23. Factors contributing to this include:

Global Price of Energy	Increases in the price of gas and electricity affect all materials, especially those with high energy intensity involved in their manufacture i.e. cement, concrete, copper, plastic etc.
COVID-19	The legacy of COVID-19 as global demand increases; supply remains problematic leading to supply chain bottlenecks, slower delivery times, container shortages, port delays etc.
Brexit Trade Deals	Steep rises in shipping costs, surcharges, increased administration at UK ports and slower delivery times have affected imports.

Labour Market	A shortage in the labour markets including construction and building trade supervisors, general labourers, civil engineers, bricklayers, carpenters, plant and machine operatives.
Red Diesel Rebate	The removal of the tax discount on diesel used in construction plant from 1 April 2022 (Red Diesel) will have a significant effect on the cost of construction.

81. The combined impact of these factors has affected delivery across three key areas in 2021/22 and is expected to have a more significant impact on scheme delivery in 2022/23 and future years:

1. Workforce – both skilled and unskilled
2. Availability of materials
3. Contract price (value and ability to maintain an agreed price)

82. These risks are continuing to be managed at both project and programme level and up to the new Strategic Capital Board led by senior officers with the relevant cabinet portfolio holder being informed. Cabinet will be involved through the quarterly Capital Programme Update and Monitoring Report and the annual capital budget setting process. Capital governance within the council has been reviewed with a view to creating a more systematic and robust process. Funding for additional on-going staffing capacity to strengthen the co-ordination and oversight of the capital programme and the associated risks was agreed as part of the budget for 2022/23 and the new governance arrangements will be operational from May 2022 onwards.

Staff Implications

83. There are no staffing implications arising directly from the report.

Equality & Inclusion Implications

84. There are no equality and inclusion implications arising directly from this report.

Financial Implications

85. This report is mostly concerned with finance and the implications are set out in the main body of the report.

Comments checked by:
Lorna Baxter, Director of Finance

Legal Implications

86. In year changes to the capital programme must be approved by Cabinet in accordance with Financial Regulation and in particular paragraph 5.1.1(IV) permitting Cabinet to agree resource inclusion into the capital programme via a periodic Capital Report to Cabinet, based on the recommendation of the Director of Commercial Development, Assets, and Investment and the S.151 Officer. Changes to the capital programme required as a result of the year end position will be agreed through the report to Cabinet in July 2022.

Comments checked by:
Sukdave Ghuman, Head of Legal Services

LORNA BAXTER
Director of Finance

Contact Officer: Kathy Wilcox, Head of Financial Strategy. Tel: 07788302163

June 2022

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Capital Programme Provisional Outturn 2021/22 **Annex 1a**

Summary outturn position compared to the original capital programme and latest updated capital programme

Capital Expenditure	Original Capital Programme (Council Feb 2021) £'000	Latest Forecast Position (as at end of Jan 2022) £'000	Actual Expenditure 2021/22 £'000	Variation to Original Capital Programme £'000	%	Variation to Latest Reported Position £'000	%
Strategy Programmes							
Pupil Places	33,752	38,735	31,786	-1,966	-6%	-6,949	-18%
Major Infrastructure	114,624	61,570	56,444	-58,180	-51%	-5,126	-8%
Highways Asset Management Plan	50,924	42,700	39,978	-10,946	-21%	-2,722	-6%
Property & Investment Strategy	9,845	10,519	8,368	-1,477	-15%	-2,151	-20%
ICT	10,538	7,660	7,249	-3,289	-31%	-411	-5%
Passport Funding	58,385	29,460	29,410	-28,975	-50%	-50	0%
Vehicles & Equipment	1,603	800	142	-1,461	-91%	-658	-82%
Total Strategy Programmes Expenditure	**279,671**	**191,444**	**173,377**	**-106,294**	**-38%**	**-18,067**	**-9%**
Earmarked Reserves	0	0	0	0	100%	0	0%
Total Capital Programme Expenditure	**279,671**	**191,444**	**173,377**	**-106,294**	**-38%**	**-18,067**	**-9%**

Capital Programme Provisional Outturn 2021/22 **Annex 1b**

Summary Capital Financing Position

Capital Financing	Original Capital Programme (Council Feb 2021) £'000	Latest Forecast Position (as at end of Jan 2022) £'000	Actual Financing 2021/22 £000	Variation to Original Capital Programme £'000	Variation to Latest Reported Position £'000
Unringfenced grants	99,886	47,752	35,633	-64,253	-12,119
Devolved Formula Capital - Grant	750	750	849	99	99
Other Grants	68,693	51,313	64,186	-4,507	12,873
Developer Contributions	28,418	24,975	21,360	-7,058	-3,615
Other External Contributions	309	36	121	-188	85
Schools Contributions	0	28	0	0	-28
Revenue Funding	950	1,000	610	-340	-390
Prudential Borrowing	80,665	65,590	50,618	-30,047	-14,972
Capital Receipts/Reserves	0	0	0	0	0
Total Capital Programme Financing	**279,671**	**191,444**	**173,377**	**-106,294**	**-18,067**

Capital Balances	Balance brought forward at 1 April 2022 £'000	Latest Forecast Position (as at end of Jan 2022) £'000	Actual balance carried forward at 31 Mar 2022 £'000	Variation to Original Capital Programme £'000	Variation to Latest Reported Position £'000
Capital Reserve	29,099	29,099	29,107	8	8
Capital Receipts Unapplied	25,101	29,229	30,009	4,908	780
Capital Grants Reserve	43,433	70,335	125,321	81,888	54,986
Total	**97,633**	**128,663**	**184,437**	**86,804**	**55,774**

Capital Grants (excluding school local balances)	Balance brought forward at 1 April 2021 £'000	Balance carried forward at 31 Mar 2022 £'000
Receipts in Advance (ringfenced/eligible spend not yet incurred)	25,445	14,880
Total	**25,445**	**14,880**

Capital Programme Provisional Outturn 2021/22 - Programme Level **Annex 1c**

Strategy / Programme	Budget Council (Feb 21) For 21/22 £'000	Monitoring May 21 - Cabinet (July 21) £'000	Monitoring Aug 21 - Cabinet (Oct 21) £'000	Monitoring Oct 21 - Cabinet (Dec 21) £'000	Budget Council (Feb 22) 21/22 £'000	Monitoring Jan 22 - Cabinet (Mar 22) £'000	21/22 Outturn £'000
Pupil Places							
Basic Need	18,000	18,000	18,800	18,800	19,500	20,150	17,547
Growth Portfolio	11,975	12,475	14,675	14,675	14,725	15,375	11,554
Annual Programmes	3,300	4,500	4,100	4,100	3,500	3,100	2,671
Early Years	250	250	110	110	110	110	14
Retentions	227	75	0	0	0	0	0
Pupil Places Capital Programme Total	**33,752**	**35,300**	**37,685**	**37,685**	**37,835**	**38,735**	**31,786**
Major Infrastructure							
HIF 1	19,300	19,300	7,700	7,700	7,700	8,900	8,529
HIF 2 & A40	26,150	26,150	24,650	24,850	24,850	23,650	21,616
Banbury & Bicester	34,904	34,825	14,298	10,337	9,937	9,168	9,030
Oxford	25,450	25,960	15,425	13,675	12,075	11,975	10,753
South & Vale	7,025	7,768	7,600	7,500	7,250	4,600	3,998
Major Infrastructure Sub-total	**112,829**	**114,003**	**69,673**	**64,062**	**61,812**	**58,293**	**53,926**
Other Programmes	1,795	1,737	2,327	3,577	3,577	3,277	2,518
Major Infrastructure Capital Programme Total	**114,624**	**115,740**	**72,000**	**67,639**	**65,389**	**61,570**	**56,444**
Highways AMP							
Structural Maintenance Programme	31,334	31,334	31,334	31,585	31,585	31,435	31,690
Improvement Programme	3,000	3,000	2,920	2,870	2,738	2,731	3,043
SM Major Schemes	15,790	15,781	13,491	12,683	7,708	7,425	4,373
Other Programmes	800	867	920	970	1,102	1,109	872
Highways AMP Capital Programme Total	**50,924**	**50,982**	**48,665**	**48,108**	**43,133**	**42,700**	**39,978**
Property & Assets							
Corporate Estate Programme	2,874	2,374	2,125	875	1,038	1,038	807
Climate Action	664	2,160	1,660	2,859	2,759	2,260	1,957
Structural Maintenance	5,075	7,425	7,403	7,403	6,525	6,525	3,276
Investment Strategy	1,000	1,000	1,000	1,000	500	500	2,134
Waste Management Programme	232	196	196	196	196	196	185
Retentions	0	0	0	0	0	0	9
Property & Assets Capital Programme Total	**9,845**	**13,155**	**12,384**	**12,333**	**11,018**	**10,519**	**8,368**

Strategy / Programme	Budget Council (Feb 21) For 21/22 £'000	Monitoring May 21 - Cabinet (July 21) £'000	Monitoring Aug 21 - Cabinet (Oct 21) £'000	Monitoring Oct 21 - Cabinet (Dec 21) £'000	Budget Council (Feb 22) 21/22 £'000	Monitoring Jan 22 - Cabinet (Mar 22) £'000	21/22 Outturn £'000
ICT							
Broadband	6,423	5,964	1,984	1,984	1,500	2,400	4,326
Digital Infrastructure	4,115	4,995	5,643	5,643	6,160	5,260	2,923
ICT Capital Programme Total	**10,538**	**10,959**	**7,627**	**7,627**	**7,660**	**7,660**	**7,249**
Passported Funded							
Third Party Growth (OxLEP) & Housing Deal	51,417	47,590	47,590	23,311	23,311	21,615	21,531
Passported Funding	6,618	7,460	7,460	7,460	7,460	7,460	7,787
Specialist Housing & Financial Assistance	350	350	350	350	385	385	92
Passported Funded Capital Programme Total	**58,385**	**55,400**	**55,400**	**31,121**	**31,156**	**29,460**	**29,410**
Vehicles & Equipment							
Vehicles & Equipment	1,603	1,603	800	800	800	800	142
Vehicles & Equipment Capital Programme Total	**1,603**	**1,603**	**800**	**800**	**800**	**800**	**142**
Capital Programme Total	**279,671**	**283,139**	**234,561**	**205,313**	**196,991**	**191,444**	**173,377**

Agenda Item 8

Division(s): N/A

CABINET – 21 JUNE 2022

TREASURY MANAGEMENT ANNUAL PERFORMANCE 2021/22

Report by Director of Finance

RECOMMENDATION

1. **Cabinet is RECOMMENDED to note the report, and to RECOMMEND Council to note the council's treasury management activity in 2021/22.**

Executive Summary

2. Treasury management is defined as: "The management of the organisation's borrowing, investments and cash flows, including its banking, money market and capital market transactions, the effective control of the risks associated with those activities, and the pursuit of optimum performance consistent with those risks."

3. The Chartered Institute of Public Finance and Accountancy's (CIPFA's) 'Code of Practice on Treasury Management 2021' requires that the Council and Audit & Governance Committee receives an updated report on Treasury Management activities at least four times per year. This report is the final report for the financial year 2021/22 and sets out the position at 31 March 2022.

4. Throughout this report performance for the 2021/22 financial year is measured against the original budget agreed by Council in February 2021.

5. At 31 March 2022, outstanding debt totalled £313m and average interest paid on long-term debt was 4.39%. The council repaid £22m of maturing Public Works Loan Board (PWLB) loans during the year. No new borrowing was arranged during 2021/22. The Council's debt financing position for 2021/22 is shown in Annex 1.

6. The Treasury Management Strategy for 2021/22 was based on an average base rate forecast of 0.10%. The budget for interest receivable assumed that an average interest rate of 0.58% would be achieved. The average daily balance of temporary surplus cash invested in-house was expected to be £327m in 2021/22.

7. The Council achieved an average in-house return for the year of 0.47% on average cash balances of £455.915m, producing gross interest receivable of £2.155m. In relation to external funds, the return for the year was 3.83% producing gross distributions totalling £3.834m, bringing total investment income to £5.989m. This compares to budgeted investment income of £5.753m, giving a net overachievement of £0.237m.

8. At 31 March 2022, the council's investment portfolio of £553.821m comprised £409.000m of fixed term deposits, £39.296m at short term notice in money market funds and £105.525m in

pooled funds with a variable net asset value. Annex 4 provides an analysis of the investment portfolio at 31 March 2022.

Treasury Management Activity

Debt Financing & Maturing Debt

9. The Strategy for Long Term Borrowing included the option to fund new or replacement borrowing up to the value of £100m through internal borrowing to reduce the Council's exposure to credit risk and reduce the cost of carry (difference between borrowing costs and investment returns) whilst debt rates remained higher than investment interest rates.

10. The council is able to borrow from the Public Works Loan Board (PWLB) or through the money markets. However, as the council was able to undertake internal borrowing no new external borrowing was arranged during 2021/22.

11. As at 31 March 2022, the authority had 50 PWLB loans totalling £263.383m, 9 LOBO[1] loans totalling £45m and one £5m money market loan. The average rate of interest paid on PWLB debt was 4.47% and the average cost of LOBO debt in 2021/22 was 3.94%. The cost of debt on the money market loan was 3.95%. The combined weighted average for interest paid on long-term debt was 4.39%. The Council's debt portfolio as at 31 March 2022 is shown in Annex 1.

12. The Council repaid £22m of maturing PWLB loans during the year. The weighted average interest rate payable on the matured loans was 4.75%. The outturn for Interest Payable in 2021/22 was £14.7m which was below the budgeted figure of £15.1m. The details are set out in Annex 2.

Investment Strategy

13. In line with the CIPFA Code of Practice on Treasury Management, the council prioritised security and liquidity of cash above the requirement to maximise returns during 2021/22. Fixed deposits, call accounts, notice accounts, money market funds and pooled funds were utilised to deposit the council's in-house cash surpluses during 2021/22. Credit quality information regarding the institutions on the council's approved Lending List was continuously monitored to reduce risk.

14. Because of continued volatility in financial markets during 2021/22, exposure to banks was limited by lending to local authorities in the United Kingdom. At 31 March 2022 the council had £79.5m of long-term fixed deposits (deposits over 364 days), all of which were placed with local authorities. The aim was to maintain a high level of security and manage exposure to interest rate and counterparty risk.

15. The 2021/22 Treasury Management Strategy allowed for 50% of the total portfolio to be held in Strategic Pooled funds and this policy was maintained throughout the year, although the value held in these funds was consistently well-below that maximum.

[1] LOBO (Lender's Option/Borrower's Option) Loans are long-term loans which include a re-pricing option for the bank at predetermined intervals.

16. The weighted average maturity of all deposits at 31 March 2022, including money deposited in short-term notice accounts, was 259 days (compared with 225 days during 2020/21). The increase in weighted average maturity was to take advantage of higher interest rates for longer dated deposits.

The Council's Lending List

17. In-house cash balances are deposited with institutions that meet the council's approved credit rating criteria. The approved Lending List, which sets out those institutions, is updated to reflect changes in bank and building society credit ratings. Changes are reported to Cabinet as part of the Business Management & Monitoring Report. The approved lending list may also be further restricted by officers, in response to changing conditions and perceived risk. There were no changes to the Lending List in 2021/22.

Investment Income Received in 2021/22

18. Temporary surplus cash balances include: developer contributions; council reserves and balances; and various other funds to which the Council pays interest at each financial year end. The budgeted return on these in-house balances for 2021/22 was 0.58%, and assumed an average in-house cash balance of £327.026m.

19. The actual average daily balance of temporary surplus cash invested in-house was £455.915 in 2021/22 and the average in-house return was 0.47%, producing gross interest receivable of £2.155m. Gross distributions from pooled funds totalling £3.834m were also realised in year, bringing total investment income to £5.989m. This compares to budgeted investment income of £5.753m, giving a net overachievement of £0.237m. This reflects a combination of higher than forecast average cash balances, offset by lower returns resulting from the Bank of England base rate remaining at 0.10% for longer than expected, and higher than forecast distributions from pooled funds.

20. The Council operates a number of instant access call accounts and money market funds to deposit short-term cash surpluses. During 2021/22 the average balance held on instant access was £118.470m.

21. At 31 March 2022 the total value of pooled fund investments was £105.525m, which is above pre pandemic levels. The values as at 31 March 2022 represented a book value gain of £4.839m compared to the value at 31 March 2021.

22. At 31 March 2022, the Council's investment portfolio of £553.821m comprised £409.000m of fixed term deposits, £39.296m at short term notice in money market funds and £105.525m in pooled funds with a variable net asset value. Annex 4 provides an analysis of the investment portfolio at 31 March 2022.

23. During 2021/22 the Council extended two Revolving Credit Facilities of £10.000m each to Network Homes Ltd and Yorkshire Housing Ltd. Neither facility was utilised during the year. Non utilisation fees for the facilities produced £0.070m interest for the year.

24. The Council's Treasury Management Strategy Team regularly monitors the risk profile of the Council's investment portfolio. An analysis of the credit and maturity position of the portfolio at 31 March 2022 is shown in Annex 3.

Prudential Indicators for Treasury Management

25. During the financial year, the Council operated within the treasury limits and Prudential Indicators set out in the Council's Treasury Management Strategy for 2021/22. The outturn for the Prudential Indicators is shown in Annex 4.

External Performance Indicators and Statistics

26. The Council's treasury management advisors Link Treasury Services benchmark the Council's investment performance against its other clients on a quarterly basis. The results of the quarter 4 benchmarking to 31 March 2022 are included in Annex 5.

27. The benchmarking results show that the Council was achieving higher than average interest on deposits at 31 March 2022 compared to the benchmark group. This has been achieved by placing deposits over a longer than average duration with institutions that are of higher than average credit quality, coupled with the Treasury Management officers negotiating higher than market average returns.

Financial Implications

28. This report is mostly concerned with finance and the implications are set out in the main body of the report.

Comments checked by:

Ian Dyson, Assistant Director of Finance, ian.dyson@oxfordshire.gov.uk

Legal Implications

29. There are no direct legal implications arising from this report save for the need for ongoing collaborative working between the S151 Officer and the Monitoring Officer. CIPFA guidance promotes the need for consultative working and collaboration between these respective roles to promote good organisational governance.

Comments checked by:

Sukdave Ghuman, Deputy Monitoring Officer, Sukdave.ghuman@oxfordshire.gov.uk

Lorna Baxter
Director of Finance

Contact officer: Tim Chapple
Telephone Number: 07917 262935
May 2022

Annex 1

OXFORDSHIRE COUNTY COUNCIL DEBT PROFILE 31 MARCH 2022

LOAN No	£m	RATE %	Start Date	End Date	LOAN No	£m	RATE %	Start Date	End Date
479915	1.684	6.625	30/11/1995	26/03/2023	492376	10.000	4.200	01/11/2006	31/03/2037
479916	0.316	6.625	30/11/1995	26/03/2023	492386	2.000	4.350	03/11/2006	01/04/2027
480364	1.000	6.250	29/12/1997	31/12/2022	492535	10.000	4.200	29/11/2006	30/06/2037
480867	2.000	5.625	23/04/1998	30/04/2023	492561	6.000	4.250	07/12/2006	30/06/2032
480915	2.000	5.625	30/04/1998	22/05/2023	492598	8.000	4.500	18/12/2006	30/04/2027
483469	3.000	4.250	12/11/1999	22/11/2024	492599	6.000	4.500	18/12/2006	31/05/2027
483659	2.000	4.250	25/11/1999	30/04/2025	492789	6.000	4.500	24/01/2007	31/01/2032
487777	4.000	4.650	16/05/2003	01/05/2028	492990	6.000	4.450	06/03/2007	31/03/2032
488204	8.000	5.000	27/10/2003	01/11/2023	492807	4.000	4.250	25/01/2007	30/06/2053
488562	7.650	4.700	19/03/2004	16/03/2030	493378	4.000	4.900	11/06/2007	30/06/2032
488563	1.733	4.700	19/03/2004	16/03/2030	493638	6.000	4.550	02/08/2007	30/09/2052
488989	6.000	4.850	16/08/2004	13/07/2030	493803	4.000	4.650	23/08/2007	20/09/2032
489168	6.000	4.700	22/10/2004	01/03/2030	493822	6.000	4.450	23/08/2007	30/09/2053
489287	6.000	4.600	22/11/2004	01/04/2032	493960	4.000	5.050	03/10/2007	31/10/2022
489429	6.000	4.550	02/12/2004	01/06/2032	494069	6.000	4.500	21/11/2007	30/09/2052
489856	5.000	4.600	06/05/2005	01/05/2033	494171	6.000	4.480	27/12/2007	31/03/2052
490105	5.000	4.450	23/05/2005	01/12/2033	494200	6.000	4.420	04/01/2008	31/03/2057
491669	4.000	4.450	23/05/2006	14/06/2026	494703	6.000	4.460	04/08/2008	13/07/2058
491948	5.000	4.650	16/08/2006	31/12/2026	494747	10.000	4.390	15/08/2008	26/03/2058
491957	4.000	4.500	18/08/2006	31/12/2031	497549	5.000	4.190	08/07/2010	14/06/2054
491958	4.000	4.500	18/08/2006	30/09/2031	LOBO 06	5.000	4.290	27/04/2005	27/04/2022
491959	2.000	4.600	21/08/2006	30/04/2027	LOBO 07	5.000	4.500	27/04/2005	27/04/2022
491960	10.000	4.600	21/08/2006	30/09/2026	LOBO 08	5.000	3.950	31/05/2005	29/05/2065
492021	5.000	4.350	25/08/2006	22/11/2031	LOBO 09	5.000	3.680	23/11/2005	24/11/2025
492063	5.000	4.450	31/08/2006	31/03/2028	LOBO 10	5.000	3.800	31/07/2006	31/10/2022
492064	5.000	4.450	31/08/2006	30/04/2027	LOBO 11	5.000	3.840	31/07/2006	29/07/2026
492088	4.000	4.350	04/09/2006	02/03/2032	LOBO 12	5.000	3.825	02/10/2006	02/10/2022
492117	4.000	4.450	07/09/2006	02/03/2037	LOBO 13	5.000	4.010	02/10/2006	02/10/2024
492371	13.000	4.500	31/10/2006	31/12/2026	LOBO 14	5.000	3.820	31/08/2006	31/08/2023
492375	10.000	4.200	01/11/2006	31/12/2036	LOBO 15	5.000	3.720	21/09/2006	13/10/2022
					TOTAL	313.383			

Annex 2

Long-term debt Maturing 2021/22

Public Works Loan Board: Loans Maturing in 2021/22

Date	Amount £m	Rate %	Repayment Type
31/12/2021	2.0	4.70	Maturity
31/12/2021	10.0	4.65	Maturity
31/07/2020	10.0	4.85	Maturity
Total	**22.0**		

Repayment Types

Maturity – Full amount of principal is repaid at the final maturity date
EIP – Equal Instalments of Principal are repaid every 6 months until the final maturity date

Annex 3

OXFORDSHIRE COUNTY COUNCIL INVESTMENT PORTFOLIO 31/03/2022

Fixed term deposits held at 31/03/2022

Counterparty	Principal Deposited	Maturity Date
Northumberland County Council	£5,000,000.00	30/01/2023
Cambridgeshire County Council	£5,000,000.00	09/01/2023
Dudley Metropolitan Borough Council	£5,000,000.00	03/01/2023
Dudley Metropolitan Borough Council	£10,000,000.00	01/07/2022
Dudley Metropolitan Borough Council	£5,000,000.00	12/10/2022
Peterborough City Council	£5,000,000.00	29/04/2022
Dudley Metropolitan Borough Council	£5,000,000.00	08/11/2022
Worcestershire County Council	£7,500,000.00	03/03/2023
Cherwell District Council	£5,000,000.00	15/07/2022
Wokingham Borough Council	£5,000,000.00	13/04/2022
Wokingham Borough Council	£5,000,000.00	13/04/2022
Sandwell Metropolitan Borough Council	£10,000,000.00	27/04/2022
Doncaster Metropolitan Borough Council	£5,000,000.00	04/05/2022
Doncaster Metropolitan Borough Council	£5,000,000.00	05/05/2022
Basildon Borough Council	£5,000,000.00	07/06/2022
Surrey County Council	£5,000,000.00	13/04/2022
Blackpool Council	£3,000,000.00	03/05/2022
Lancashire County Council	£5,000,000.00	10/05/2022
Lancashire County Council	£5,000,000.00	24/05/2022
Lancashire County Council	£5,000,000.00	13/06/2022
West Dunbartonshire Council	£6,000,000.00	17/06/2022
London Borough of Southwark Council	£5,000,000.00	21/06/2022
Plymouth City Council	£5,000,000.00	16/06/2022
Blackpool Council	£5,000,000.00	03/05/2022
Blackpool Council	£5,000,000.00	04/05/2022
Guildford Borough Council	£10,000,000.00	13/05/2022
West Dunbartonshire Council	£5,000,000.00	18/07/2022
Blackpool Council	£5,000,000.00	31/05/2022
Aberdeenshire Council	£5,000,000.00	26/05/2022
Canterbury City Council	£5,000,000.00	24/08/2022
Plymouth City Council	£5,000,000.00	14/09/2022
Surrey County Council	£5,000,000.00	15/06/2022
London Borough of Southwark Council	£5,000,000.00	20/09/2022
Lancashire County Council	£5,000,000.00	23/09/2022
Kingston Upon Hull City Council	£5,000,000.00	13/09/2022
Plymouth City Council	£5,000,000.00	28/09/2022
Surrey County Council	£5,000,000.00	30/09/2022
Monmouthshire County Council	£5,000,000.00	07/06/2022
London Borough of Brent Council	£5,000,000.00	10/08/2022
Basildon Borough Council	£5,000,000.00	20/06/2022

Counterparty	Principal Deposited	Maturity Date
South Ayrshire Council	£5,000,000.00	11/10/2022
North Lanarkshire Council	£5,000,000.00	01/09/2022
London Borough of Brent Council	£5,000,000.00	14/09/2022
Woking Borough Council	£5,000,000.00	24/10/2022
Police and Crime Commissioner for Merseyside	£5,000,000.00	08/07/2022
Kingston Upon Hull City Council	£5,000,000.00	30/09/2022
Ashford Borough Council	£5,000,000.00	17/10/2022
West Lindsey District Council	£5,000,000.00	17/10/2022
North Lanarkshire Council	£5,000,000.00	25/01/2023
London Borough of Haringey Council	£5,000,000.00	29/12/2022
East Dunbartonshire Council	£5,000,000.00	15/02/2023
North Lanarkshire Council	£5,000,000.00	06/02/2023
West Dunbartonshire Council	£5,000,000.00	23/11/2022
Medway Council	£5,000,000.00	28/11/2022
Warrington Borough Council	£8,000,000.00	02/09/2022
Guildford Borough Council	£5,000,000.00	05/12/2022
East Dunbartonshire Council	£5,000,000.00	02/03/2023
Oxford City Council	£5,000,000.00	08/09/2022
Australia and New Zealand Banking Group	£10,000,000.00	11/04/2022
London Borough of Southwark Council	£5,000,000.00	31/08/2022
Kirklees Council	£5,000,000.00	22/09/2022
Short Term Deposit Total	**£329,500,000.00**	
Counterparty	**Principal Deposited**	**Maturity Date**
Uttlesford District Council	£5,000,000.00	19/06/2023
Blaenau Gwent County Borough Council	£3,000,000.00	10/07/2023
Staffordshire Moorlands District Council	£3,000,000.00	31/07/2023
South Ayrshire Council	£3,000,000.00	22/02/2024
Gravesham Borough Council	£5,800,000.00	15/03/2024
Rotherham Metropolitan Borough Council	£5,000,000.00	26/04/2024
Rotherham Metropolitan Borough Council	£5,000,000.00	26/04/2024
South Ayrshire Council	£5,000,000.00	24/05/2024
Gravesham Borough Council	£2,500,000.00	26/04/2024
Gravesham Borough Council	£1,800,000.00	26/04/2024
Gravesham Borough Council	£2,400,000.00	26/04/2024
Rotherham Metropolitan Borough Council	£5,000,000.00	30/09/2024
Worthing Borough Council	£3,000,000.00	19/11/2024
Cambridgeshire County Council	£10,000,000.00	22/11/2023
Falkirk Council	£5,000,000.00	03/01/2025
Police and Crime Commissioner for Lancashire	£5,000,000.00	06/01/2025
Falkirk Council	£5,000,000.00	31/01/2025
Kirklees Council	£5,000,000.00	15/02/2024
Long Term Deposit Total	**£79,500,000.00**	
Total Deposits	**£409,000,000.00**	

Money Market Funds

Counterparty	Balance at 31/03/22 (£)	Notice period
Aberdeen Liquidity Fund	3,880,000.00	Same day
Goldman Sachs Sterling Liquid Fund	500,000.00	Same day
Deutsche Sterling Liquid Fund	0.00	Same day
Federated Sterling Liquidity Funds	6,040.93	Same day
Legal & General Sterling Liquidity Fund	25,000,000.00	Same day
CCLA Public Sector Deposit Fund	0	Same day
Morgan Stanley Sterling Liquid Fund	5,003,979.23	Same day
Total	**34,390,020.16**	

Notice / Call Accounts

Counterparty	Balance at 31/03/22 (£)	Notice period
Santander Call Account	3,606.21	Same day
Barclays Current	9,325.51	Same day
Handlesbanken	2,308.34	Same day
Total	**15,312.06**	

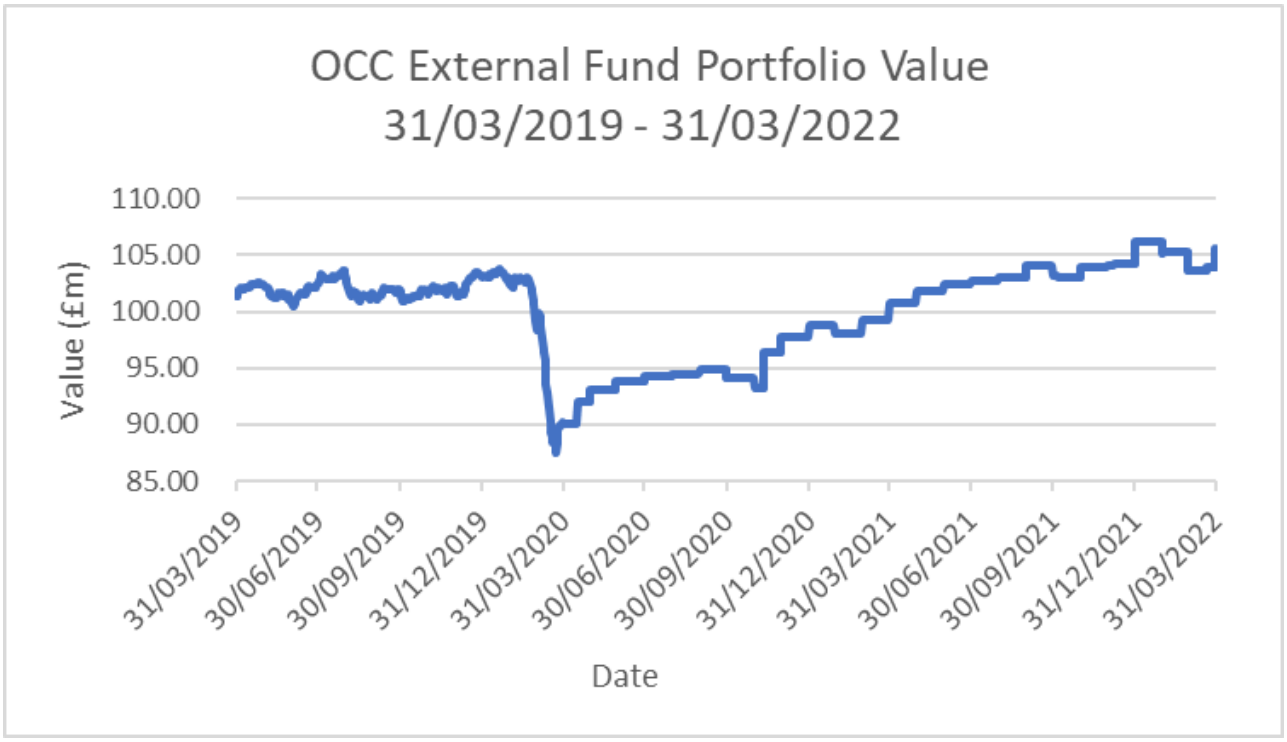
Strategic Bond Funds

Fund	Balance at 31/03/22 (£)	Notice period
Threadneedle strategic bond fund (income)	13,145,796.06	4 days
Threadneedle Global Equity Income Fund	15,505,725.99	4 days
Kames Diversified Income	10,142,352.07	4 days
Ninety One Diversified Income	9,485,305.75	4 days
M&G Strategic Corporate Bond Fund	12,160,077.87	4 days
Schroder Income Maximiser	11,410,377.43	4 days
CCLA Diversified Income Fund	4,924,380.30 5,152,585.72	4 days
Total	**77,002,220.89**	

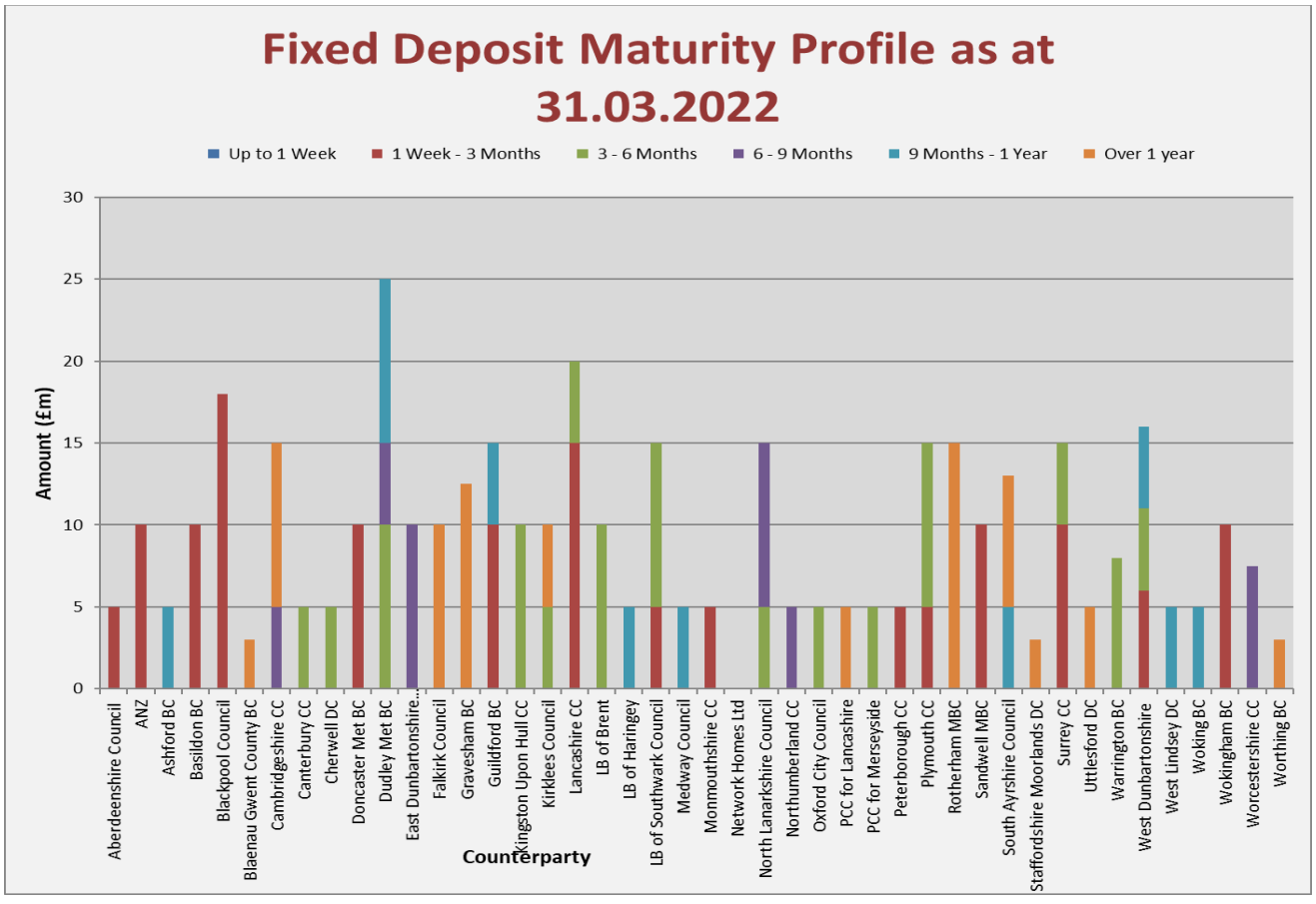
Property Funds

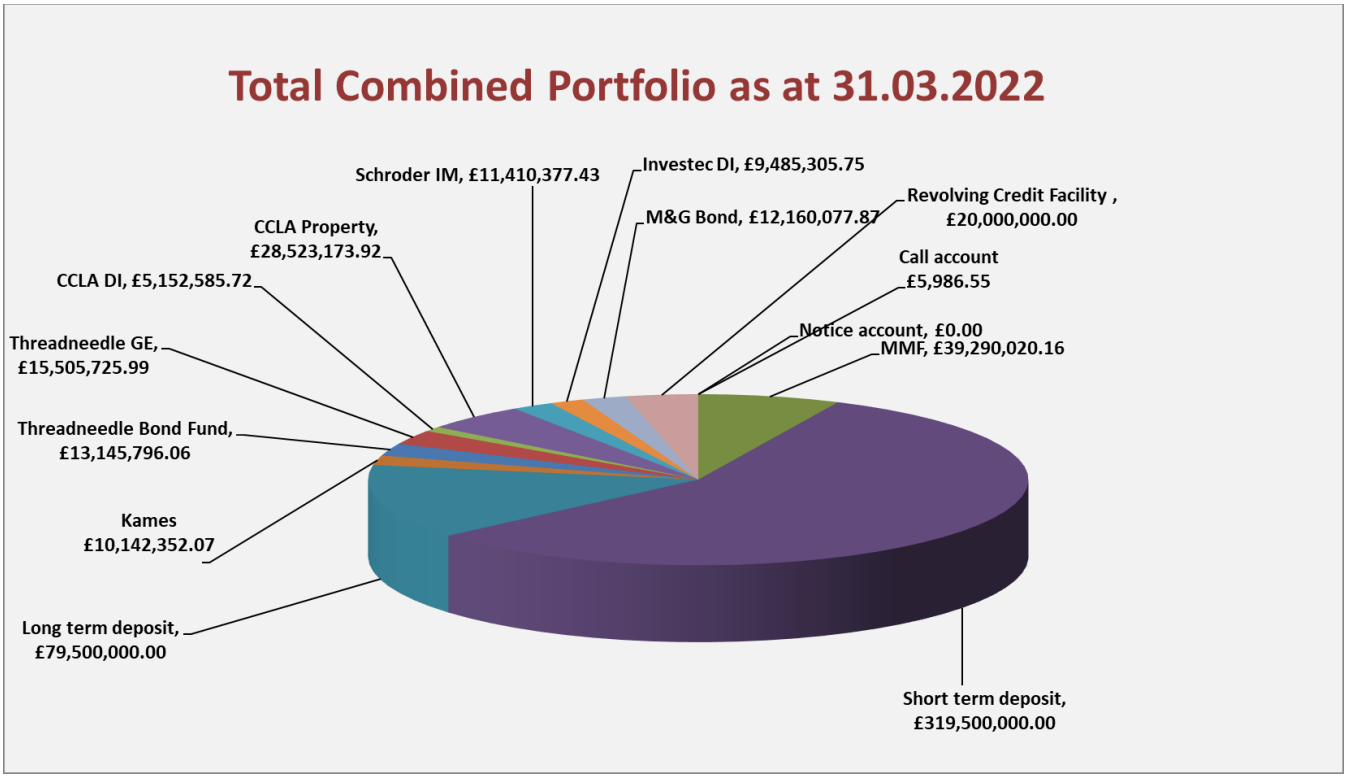
Fund	Balance at 31/03/22 (£)	Notice period
CCLA Local Authorities Property Fund	28,523,173.92	Monthly
Total	**28,523,173.92**	

Strategic Pooled Fund Portfolio Value Over Time



Investment portfolio risk profile at 31/03/22




Total Combined Portfolio as at 31.03.2022
Schroder IM, £11,410,377.43
Investec DI, £9,485,305.75
Revolving Credit Facility , £20,000,000.00
M&G Bond, £12,160,077.87
CCLA Property, £28,523,173.92
Call account £5,986.55
CCLA DI, £5,152,585.72
Notice account, £0.00
MMF, £39,290,020.16
Threadneedle GE, £15,505,725.99
Threadneedle Bond Fund, £13,145,796.06
Kames £10,142,352.07
Long term deposit, £79,500,000.00
Short term deposit, £319,500,000.00

Annex 4

Prudential Indicators Outturn 31 March 2022

Authorised and Operational Limit for External Debt

Authorised Limit for External Debt	£445,000,000
Operational Limit for External Debt	£420,000,000
Actual External Debt at 31 March 2022	£313,382,618

Fixed Interest Rate Exposure

Fixed Interest Net Borrowing limit	£350,000,000
Actual at 31 March 2022	-£75,117,382

Variable Interest Rate Exposure

Variable Interest Net Borrowing limit	0
Actual at 31 March 2022	- £26,397,331

Sums Invested over 364 days

Total sums invested for more than 364 days maximum limit	£215,000,000
Actual sums invested for more than 364 days at 31 March 2022	£79,500,000

Maturity Structure of Borrowing at 31/03/20

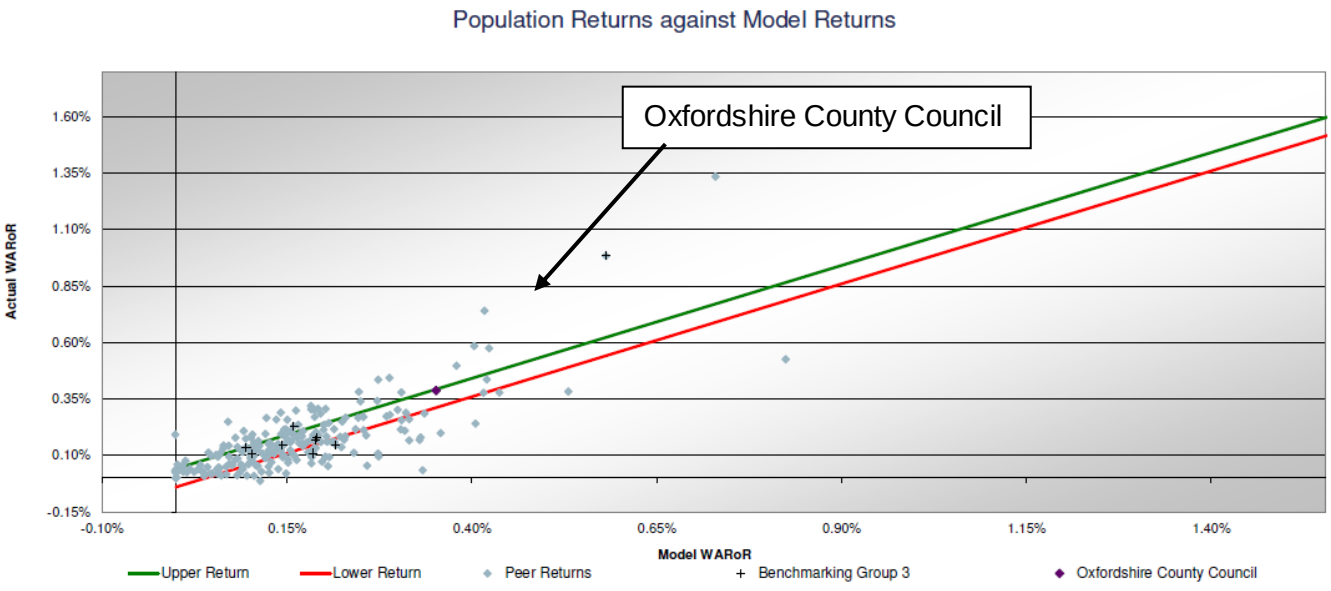
	Limit %	Actual %
From 01/04/21		
Under 12 months	0 - 20	17.00
12 – 24 months	0 - 25	5.07
24 months – 5 years	0 - 35	5.07
5 years – 10 years	5 - 40	25.46
10 years +	45 - 95	47.41

The Prudential Indictors for maturity structure are set with reference to the start of the financial year. The actual % shown above relates to the maturity period remaining at 01/04/21 on loans still outstanding at 31/03/22.

Annex 5

Benchmarking

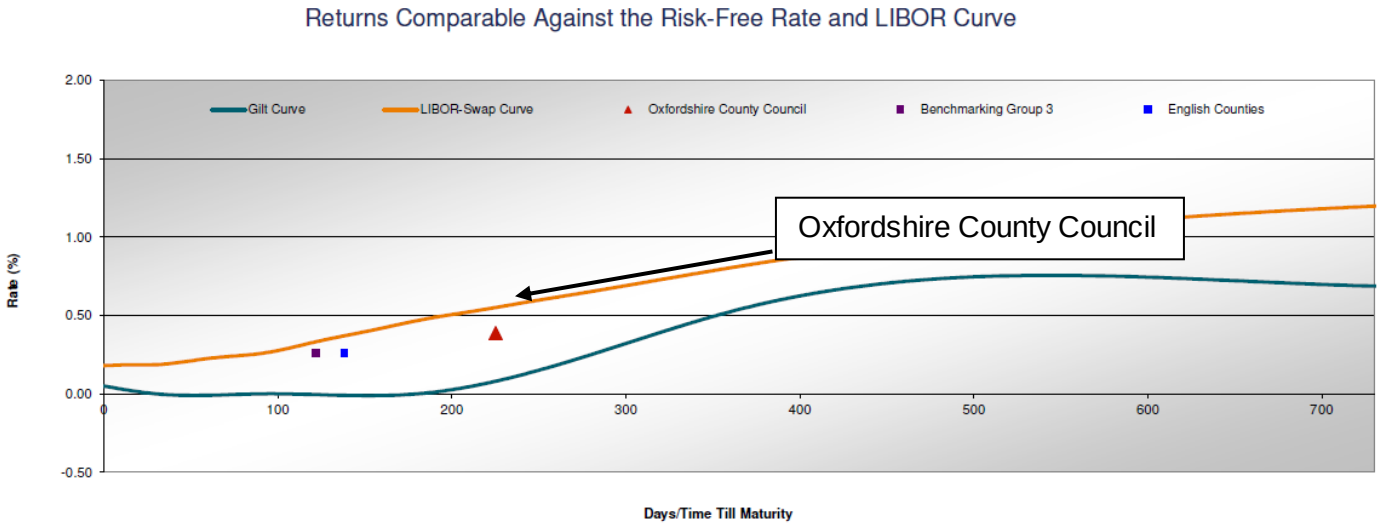
Weighted Average Return



	Actual WARoR	Model WARoR	Difference	Lower Bound	Upper Bound	Performance
Oxfordshire County Council	0.39%	0.35%	0.04%	0.31%	0.39%	Inline

Oxfordshire County Council was in line with the upper interest rate return compared to the average achieved by Link Treasury Services clients, as at 31/03/2022.

Return Compared to Risk Free Rate



Oxfordshire County Council achieved a higher interest rate compared to the average achieved by Link Treasury Services clients, as at 31/03/2022, by increasing the weighted average duration of deposits.

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CABINET REPORT

DATE 21 June 2022

WORKFORCE REPORT AND STAFFING DATA Q4 2021/2022 JANUARY TO MARCH 2022

Report by Corporate Director

Customers, Organisational Development and Resources

RECOMMENDATION

1. The Cabinet is RECOMMENDED to note the report.

Executive Summary

2. Our workforce is the most valuable asset the council deploys. It is our people that make a difference to our residents and our communities. The very nature of the work, and the services we provide, is people intensive. Our residents and communities are reliant on the professionalism of our workforce to deliver high quality services and the future ambitions of the Council.

3. During Q4 the Government removed the workplace restrictions put in place to safeguard against further spread of the Omicron variant and the offices were returned to accommodate business as usual activities. Agile and hybrid working continues, and during Q4 staff and teams recommenced their utilisation of offices both for business as usual activities and for team collaboration events.

4. This report provides an update for Quarter 4 on key HR activities along with a refreshed workforce profile at Appendix 1.

Quarter 4 overview of activity.

General Overview of the HR, OD and Corporate Health and Safety Team

Organisational Development Activities:

- Equalities, Diversity and Inclusion
- Managing for Performance 12:3:2
- Apprenticeships
- Delivering the Future Together Programme

Corporate Health, Safety and Wellbeing

Resourcing

Homes for Ukraine

Organisational Change and Redundancies

Q4 Staffing Data (1st January 2022 – 31st March 2022)

General Overview of the HR, OD and Corporate Health and Safety Team

5. The HR, OD and Corporate Health and Safety team is a team of professionals with a range of people expertise including HR Business Partnering, Employee Relations, Resourcing, HR Business Systems, Reward, Organisational Development, Learning and Development and Health, Safety and Wellbeing

6. The team regularly work from the office but continue to work in an agile manner relevant to the work being carried out. Some team members regularly work across a range of sites and this continues as part of their normal working routine as necessary.

7. The team continues to respond to both strategic and business as usual activities across the breadth of the employment relationship. A weekly manager's briefing is produced with a wealth of information and top tips, including supporting the workforce to adjust to the 'new normal' alongside the work being undertaken in the agile workstream of Delivering the Future Together

8. Informal meetings continue to take place every 4-6 weeks with the trade unions offering the opportunity for a regular dialogue on any matters that are of concern. Whilst initially focussed on the impact of Covid on our workforce, all parties recognise the value in continuing with these to work together to discuss and put in place plans to support any emerging issues whilst sharing information, maintaining good communication and enabling positive collaboration across Oxfordshire.

Organisational Development Activities:

Equalities, Diversity and Inclusion

9. The team has worked with colleagues from the Corporate Policy team to review the Workforce Equalities, Diversity and Inclusion (EDI) action plan for 2022-2023 and determined a range of actions to support the Council's work. Further updates will be provided as we report in the coming quarters.

10. Following a comprehensive review of the full EDI suite of training materials, work has commenced to develop a refreshed comprehensive EDI training suite for all staff with more extensive training available for managers and staff who have additional duties such as recruitment.

11. Phase 2 of the reciprocal mentoring scheme will be scoped. This will extend the opportunity for members of the LGBT+ network and the Disability and Wellbeing network to be matched with a reciprocal mentor

from SLT, ELT or members of the Senior Managers Forum. The programme will continue to be open to Race, Equality and Cultural Heritage (REACH) network members to continue with the programme or to get involved for the first time.

12. Level 2 English and maths (equivalent to GSCE) - The 2021 gender pay gap report indicates that the proportion of males to females remains constant in the four pay quartiles with about one third male to two thirds female. However, the proportion of males to females in the lower quartile – 29.7% male to 70.3% female does not reflect the proportion of the total workforce which is 34.1% male to 65.9% female, suggesting an imbalance of a larger number of females in lower paid jobs. In the lower quartile the roles occupied by females are mainly cleaning, administration, school crossing patrol, catering and customer service. For some of these functions there is no obvious career progression route to higher earning levels. However, the council is progressing plans to promote opportunities for staff to undertake apprenticeships whilst in employment with the Council. The lack of English and maths qualifications is often a barrier to career progression; whilst apprenticeship standards include English and maths as part of the programme of study, this is often a psychological barrier to commencing such a course of study. To reduce these barriers, the council has introduced the opportunity for staff to complete Level 2 English and maths as a stand-alone development opportunity or to gain the qualification ahead of starting an apprenticeship.

13. To date 68 employees have completed, remain on programme or have expressed an interest in undertaking English and maths qualifications of which 56 are female and 12 male. Many of these 68 are completing both English and maths with 113 programmes of study either in place or completed. Of these 113 programmes, 91 are being undertaken by women.

L2 English and maths programmes	male	female	total
Completed programme	4	18	22
On Programme	3	16	19
Withdrawn	4	14	18
Due to Start / completing initial assessment	10	29	39
unsuccessful	0	1	1
recently expressed interest	1	13	14

14. A monthly meeting was implemented in Q4 with the inclusion network leads to engage and inform of progress on the Delivering the Future Together (DTFT) programme. The purpose is to ensure the DTFT projects have fully embedded EDI needs and to identify any hidden barriers in actions and proposed outcomes. To date three meetings have

taken place to give a full overview of the programme, to review the DTFT Champions' role and to look at the Recruitment and Onboarding project actions. Communications will be discussed at the next meeting.

Managing for Performance – 12.3.2.

15. Phase 2 of the management development programme completed in March 2022. To date 400 managers have undertaken 3 modules on 12.3.2. – our framework for managing for performance. Feedback continues to be consistently positive with the opportunity to have peer to peer discussions with colleagues from across the organisation being a valuable component of the training. Managers are reporting the changes they are making to how they approach their 1:1s between modules; comments include improved planning, building better relationships and providing more clarity around objectives and tasks.

16. A video for all staff has been launched in Q4 to provide continued support and awareness of 12.3.2. and is available on the intranet entitled *12.3.2.- your manager and you*.

17. Looking forward to Q1 2022-23:

- The final phase of manager training will launch in April 2022 with a completion date of November 2022. 350 managers are included in this cohort bringing the total trained by November to 750.
- Another video will be developed on best practice within 1:1s.
- A toolkit will be developed for managers who have remote and very part-time teams, for example catering and cleaning, school crossing patrols, supported transport, retained fire and library assistants. Training and support will be developed for this cohort of managers (approx. 150) on how to use the framework proportionately within their areas of responsibility.

Apprenticeships

18. At the end of Q4 there were 267 Apprentices on programme, 63 of these were in schools. 86% of these are permanent staff undertaking an apprenticeship as CPD or career progression.

19. During Q1-Q4 2021/22 there were a total of 163 new apprenticeship enrolments compared to 93 in 2020/21 which is growth of 70 new enrolments in 2021/22

20. The committed spend for 2021/22 for new enrolments is £1,318,890 which exceeded estimated enrolments and spend from the previous quarterly data. Actual spend for 2021/22 was £770,488. For 2022/23 we estimate a further improvement in both enrolments and committed spend. To note that committed spend on enrolments is across the duration of the apprenticeship and these range from 1 - 5 years in duration subject to the apprenticeship standard. Committed spend is usually at its highest in

September each year as this is a key enrolment period for higher level and degree apprenticeships which cost on average between £18,000 – 27,000 per candidate.

21. During 2020/21 there were 63 completions and 5 withdrawals. For 2021/22 there were 61 completions and 27 withdrawals. The Apprenticeship Hub is currently reviewing all withdrawal data to assess where trends are occurring and how the strategy for 2022/23 can help minimise withdrawals. In Q4 the Apprenticeship Hub has commenced monthly reviews with all training providers and the managers of those staff who are on an Apprenticeship programme to manage and support more effectively on programme progression of learners, to minimise withdrawals with early intervention.

22. The work with Oxfordshire Fire and Rescue Service (OFRS) has continued with its development to prepare an internal Operational Fire Fighter Apprenticeship delivered directly by the OFRS. If this work is approved, this will enable the Council to be an accredited apprenticeship provider with the ability to draw down levy payments.

23. The firefighter apprenticeship is a Level 3 qualification equivalent to an A level. The ability to offer this qualification to potential employees could improve the attraction for the On-Call duty system.

24. The Apprenticeship Hub has worked hard to introduce Supported Apprenticeships into OCC which have been designed for individuals who have a recognised learning difficulty and/or disability and an Education, Health and Care Plan (EHCP) in place. In Q4 we have enrolled our first two Supported Apprenticeships, one in Facilities Management and the other in the Communities Support Service (Adults). This was one of the features we promoted through news items on the intranet during National Apprenticeship Week.

25. In Q4 of 2021/22 we will be submitting final applications for incentive funding allocated to any new apprenticeship which commenced between 1st Oct 2021 – 31st March 2022. Total funding received for COVID-19 incentive payments will be finalised and reported in Q1 2022/23

26. In Q4, staff appointments to the Apprenticeship Hub were finalised and the Apprenticeship Hub is now fully resourced. The team are aligned to Directorates to advise, assess and support teams to further embed and develop apprenticeships at the Council and will work in conjunction with HR Business Partners and the Resourcing team to support work to 'grow our own' and wider workforce planning.

Delivering the Future Together (DTFT) Programme

27. The Delivering the Future Together (DTFT) programme is our internal organisational development programme for change. The programme is about supporting, engaging, enabling and developing our people. The

bedrock of the programme is the organisational values that were launched on 9 June 2021. The values are: (1) Always learning; (2) Be kind and care; (3) Equality and Integrity in all we do; (4) Taking responsibility; and (5) Daring to do it differently.

28. DTFT is fully recognisable across the organisation and the launch of Phase 2, through virtual information sessions to colleagues, on 31 January 2022 and 9 February 2022 continued with the full engagement and collaboration at all levels across the council.

Phase 2 consists of five key projects:

29. Agile – creating effective ways of working between home, office and mobile that put the communities of Oxfordshire at the heart of our business, creating a work-life balance and doing work differently focussing on performance and outcomes. On 30 and 31 March 2022 PricewaterhouseCoopers (PWC) facilitated co-creation/visioning events, with a group of senior leaders, and DTFT champions, from across the council to draw out a set of agile and property principles that will underpin the deliverables of this project stream. These deliverables will be across three core workstreams of (1) property, (2) people, and (3) technology. During Q1 2022/23 further design and planning will be undertaken on these three workstreams.

30. Leadership & Management – growing our leadership and management approach, across all levels, that develops an individual's ability to influence, motivate, and enable others to contribute towards the success of OCC.

31. A priority deliverable for this project is to clearly define the role of managers and leaders at the council and a first draft has been shared with senior leaders and managers. Following feedback, a further iteration will be developed and introduced as part of a wider leadership and management presentation at the 9 June 2022 managers' conference (circa 400 managers). Following on from the managers' conference more detailed information will be shared

32. Recognising great people – instilling a culture and approach where great examples of living OCC values are regularly commented on and celebrated, together with life and career events.

33. A recognition 'toolkit' will be developed for all colleagues to use and take advantage of. Currently under review and consideration are both existing and new ideas, including (but not limited to):

- Digital application to recognise and embed our values
- Review and refresh of long service awards/extra day off
- Direct thank you from CEO/Leader of the Council
- Appreciative feedback and thanks from managers

- Celebratory team meals, e.g., upon completion of a significant project
- Wellbeing days
- Team away days
- External and internal awards nomination and celebration
- Success stories as part of news headlines
- Development/progression opportunities
- Celebrating professional qualifications
- Apprenticeship week

34. These ideas are being explored more fully for a final set of recommendations to be put forward to the DTFT Programme Board.

35. Recruitment and Onboarding – recruiting great people, effectively and efficiently, who understand and align with OCC values and setting them up for success to thrive and flourish.

36. The level of current recruitment activity across the council, coupled with the 'war for talent' that we, and many other organisations are facing has led to a decision to temporarily pause this project pending a rescoping activity.

37. However, work is underway and partially completed to build the council's values and behaviours into recruitment templates, including the development of value-based interview questions, job description templates and job advertisements.

38. Communications and Engagement – reviewing and developing OCC's approach to regular two-way feedback through a variety of channels to improve engagement and understanding, including regular temperature checks through employee surveys with consideration to an employer accreditation scheme.

39. A communication survey to all staff has been completed, resulting in nearly 1,000 responses. This will now be analysed in more detail to help identify and provide clarity on which communication channels are being used to their fullest effect and others that are not. This will help to steer the direction of travel and ensure that communication content and channels is having the required impact.

40. Taking each of the above areas in isolation can sometimes lose the wider impact of the outcomes of phase 2 of DTFT. However, when you bring all elements together, we are continuing to develop an organisation that improves across a wide range of activities that drive forward the overarching aim of DTFT, which is to make Oxfordshire County Council a great place where people want to work and supports the delivering of great services and outcomes to the people and communities of Oxford.

Corporate Health, Safety and Wellbeing

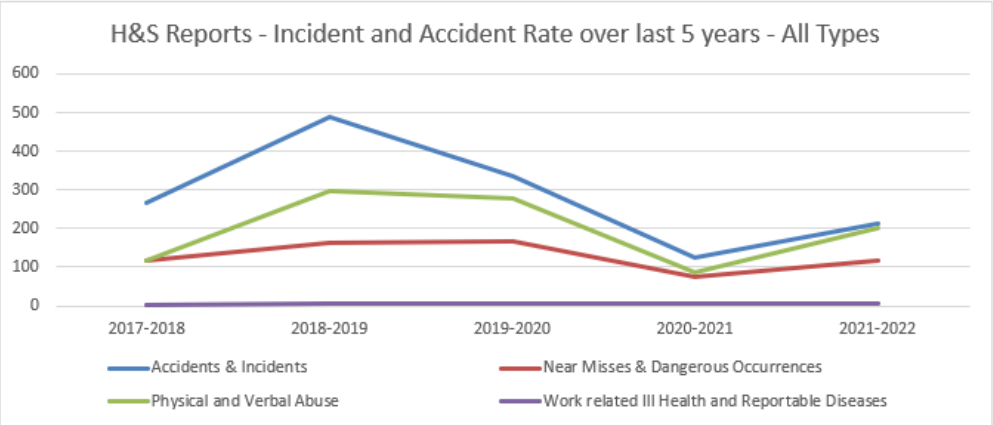
COVID-19 Update

41. From a peak of cases late December into early January, Q4 did see cases fall overall although there was a smaller peak during March (1st Jan 2022 UK 7day average 214,662.1st to 31st March 2022 UK 7day average 61,249.6. The health risks to the population from COVID-19 are now significantly reduced, which is primarily due to the success of the vaccination programme. In line with the governments Living with Covid Plan, the future approach to managing the risk of COVID-19 will broadly be the same as for other respiratory diseases. Staff will be expected to follow public health advice and sickness absence policies, whilst maintaining standard infection prevention control measures at work. There is no longer a requirement to undertake specific risk assessments for COVID-19 and workplace asymptomatic testing has ended, other than for a few specified circumstances in health and adult social care.

Accidents and Incidents end of year summary

42. The Council has seen a reduction in accidents and incidents over the last 2 years. A major factor in this trend is likely due to the COVID-19 pandemic which resulted in lockdowns and restrictions on services. Management response to the pandemic was effective and has had a positive effect by increasing general awareness of health and safety and risk management across the workforce.

43. 2021/22 has seen a slight increase in the incident rates which may be due to restrictions ending and service activity returning to normal. Children's Social Care Residential, Adult Community Support Services and Libraries account for most of the reports, with a large proportion of these associated with frontline work. We will continue to monitor this closely to develop and improve risk management strategies. It is important that as an organisation we continue to build on the successful COVID-19 response and lessons learned to ensure continuous improvement.



Personal Safety and Lone working

44. We have reviewed our corporate lone working policy in consultation with the trade unions and key service areas. The updated policy provides clear and consistent communication to staff about our approach to managing the risk of lone working giving proportionate and practical steps to ensure the safety of our staff.

45. To improve safety in higher risk roles in Q4 we have successfully onboarded 750 Children's Services staff to our new mobile safety app with a further 200-300 being planned in Adult Services over the coming months.

Occupational Health

46. A total of 314 referrals were made to PAM Occupational Health in Q4. Of these there were 295 management referrals and 19 wellbeing referrals. The highest proportion of referrals were in the 51-60 years age range.

47. The top three reasons for referral to Occupational Health in Q4 account for 166 (53%) of all referrals of which 54 (33%) were from Schools.

1. Anxiety, Stress, Depression and Other Psychiatric illnesses	
Stress	41
Anxiety	28
Depression	22
Bipolar and Post Traumatic Stress Disorder	10
Total	**111**
2. Other/Miscellaneous	
Health surveillance (includes long term absence)	19
Ill Health Retirements	13
Pre-employment health assessment/clearance	5
Total	**37**
3. Musculoskeletal	
Lower back	10
Other musculoskeletal	8
Total	**18**

Employee Assistance Programme

48. A total of 108 calls were made to the Employee Assistance Programme in Q4, 9.6% of which were linked to work related stress. Reasons for the calls can be categorised as follows:

- Emotional support – 78
- Information and advice – 17
- Legal and information – 4
- Management support – 3

Wellbeing

49. The Council provides a range of wellbeing initiatives and the following webinars took place during Q4.

- Promoting Good sleep
- Managing and alleviating isolation and loneliness
- Managing anger, worry and burnout
- Back care
- Supporting mental wellbeing at work – managers course X 2
- 2 Steps to happiness
- Financial Fitness
- Dry January
- Time to talk Day
- Eating Disorder Awareness
- Employee Assistance Programme (EAP) Awareness

Sickness Absence

50. New ways of reporting and recording absence at the Council has resulted in improvements to the accuracy of the absence data and may have been in part attributable to the increasing rates of sickness absences evident during the first three quarters of 2021-2022. During Q4, the data seems to have stablised with sickness absence reducing compared to the previous quarters in the year

51. This quarter's reduction of sickness absence may also be due to the initiation of an absence management project where HR Advisers have worked closely with managers to improve their skills and understanding of absence management processes and the support available to both managers and employees. The data would indicate there are early signs of a positive impact of this project and further work is continuing.

52. The aims and objectives of the project include reducing absence throughout the organisation (with a particular focus on short term absence), refreshing policy and procedure and upskilling managers knowledge of both the process and resources available to them to support

employees. The project has identified the need for the absence management policy and procedure to be updated and the need for management training specifically on 'return to work' meetings and absence review to ensure employee support is optimised and processes which are known to reduce absence levels are fully embedded. The project lead will provide regular updates and briefings to the Trade Unions and regular dialogue and consultation will take place regarding any policy or procedural changes considered necessary.

Resourcing

53. The Council has a small in-house resourcing team who advise and lead on specific resourcing campaigns across the Directorates. The system used for recruitment and transactional recruitment services is provided by the Hampshire Partnership.

54. There are increasing levels of recruitment activity which has caused pressure within the system whilst managing an increasingly competitive labour market with candidates often having multiple job offers to consider.

55. Resourcing capacity has been reviewed and a HR resourcing helpdesk has been introduced to answer routine queries and support to managers to help with initiating recruitment.

56. The Council has recruited an interim Resourcing Transformation Lead due to commence in Q1 who will support the development of a Resourcing Strategy for the Council. This will include areas such as improved opportunities for digital recruitment, development of the OCC employer brand, the Employee Value Proposition, the candidate journey and recruitment models to focus on increasing direct hire in order to reduce the need and reliance on agency staff and spend.

57. Working alongside the HR Business Partner for Children's Services, the Resourcing team have worked with the service to procure a managed services team to support the work to reduce the levels of Children's social care caseloads in the Family Safeguarding Plus(FSP) team as well as supporting the recruitment to interim Children's social worker roles. The resourcing team's focus has subsequently shifted to supporting the work to fill permanent Children's social work vacancies and to try and convert current agency social workers to permanent council employment.

Homes for Ukraine Project

58. As part of the Council's commitment to providing support to the displaced people of Ukraine and welcoming Ukrainian families into Host families in Oxfordshire, both Adult Social Care and Children's Social Care are

completing welfare checks.HR have been working with both services to ensure systems are in place to enable these checks to be carried out.

Organisational Change and Redundancies

59. During Q4 the HR Business Partners and Advisory team have continued to support several organisational change programmes.

60. Commercial Development, Assets and Development The Property Infrastructure and Facilities Management team (PIFM) is part of the Directorate of Commercial Development, Assets and Investment. PIFM has been undergoing a transformation programme consisting of three phases. Phases 1 and 2 of the programme took place during Quarters 2 and 3. Phase 3 of the programme resulted in a total of nine redundancies taking effect in Quarter 4.

61. Adult Services A review of Business Support services took place within the Directorate of Adults and Housing during Quarters 3 and 4. Further to the two redundancies in Q3, there was a further redundancy which took effect in Quarter 4.

62. Public Health The new structure for Public Health went live on 31st January 2022. The primary objective was to re-align workstreams to the Health Education and Social Care (HESC) joint commissioning structure and to better meet the business requirements of Public Health. The strategic importance of tackling inequalities and promoting healthy place shaping are emphasised through posts reporting directly to the Director of Public Health. There were no staff reductions as a consequence of the changes.

63. Health Education and Social Care (HESC) Quality Improvement Realignment – a consultation on changes to this structure, which is part of the HESC joint commissioning structure closed on 31st March 2022. The proposals realigned staffing to a Start Well, Live Well, Age Well structure, to better align with teams within Commissioning, the Corporate Procurement Hub and social care operational teams. Staff welcomed the changes, there were no staff reductions and the new structure goes live on 18th April 2022.

64. Environment and Place Phase 1 of consultation and restructuring commenced in Quarter 4 which focussed on the review of the structure relating to the senior management team. Selection and appointment processes will take place in Q1 2022/23 and the new management structure will go live with effect from 1st June 2022.

Redundancies

65. The total number of redundancies, together with the number of redeployments throughout 2021/22 are detailed below.

2021/2022	Number of Redundancies	Number of Redeployments
Q1	13	5
Q2	2	0
Q3	5	1
Q4	10	1
Total	28	7

Q4 Staffing Data (1st January– 31st March 2022)

66. Appendix 1 of this report provides staffing data relating to the workforce profile including sickness absence, turnover, apprenticeship numbers and agency spend.

67. Workforce data and trends are published in more detail on the Council's intranet. This includes a breakdown of staffing numbers and trends over the past five quarters by Directorates and Schools, including temporary and part time employees, turnover and sickness rates along with diversity and salary profiles. This data provides information by service and includes the spend and use of agency workers.

Equality and Inclusion Implications

68. Equality and inclusion implications are considered across all our workstreams as identified in the section above.

Sustainability Implications

69. There are no sustainability implications arising from this report.

Risk Management

70. There are no risk management issues arising from this report.

CLAIRE TAYLOR
Corporate Director Customers, Organisational Development and Resources

Annex: Appendix 1 - Workforce Profile Q4

Background papers: Nil

Contact Officer: Karen Edwards, Director Human Resources

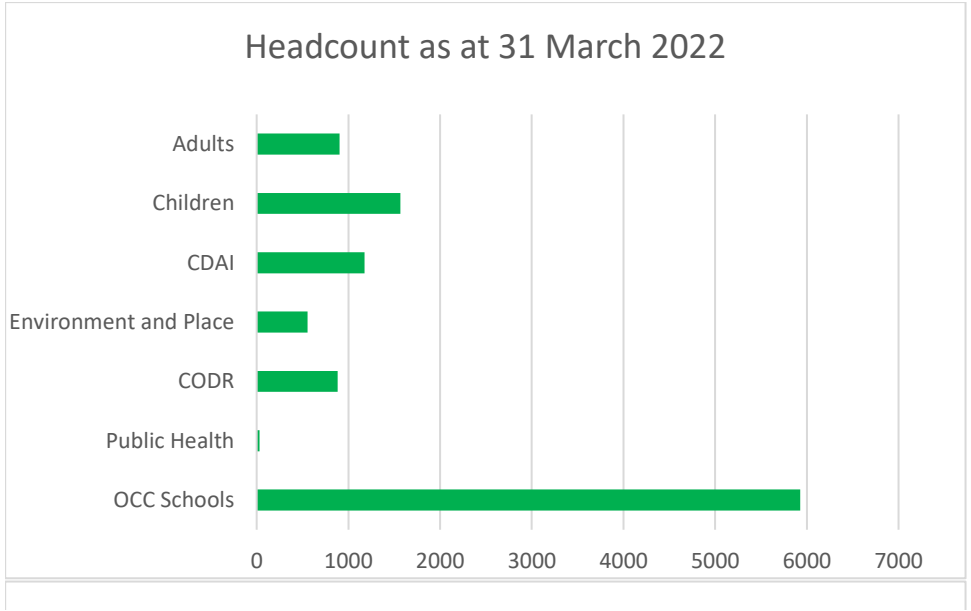
May 2022

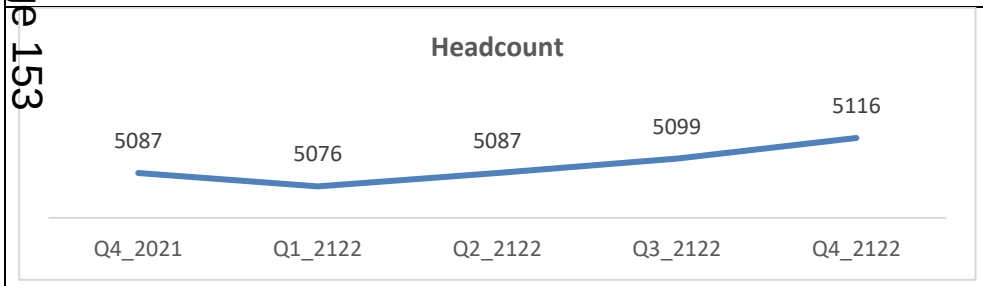
Headcount and Full Time Equivalent (FTE) comparison

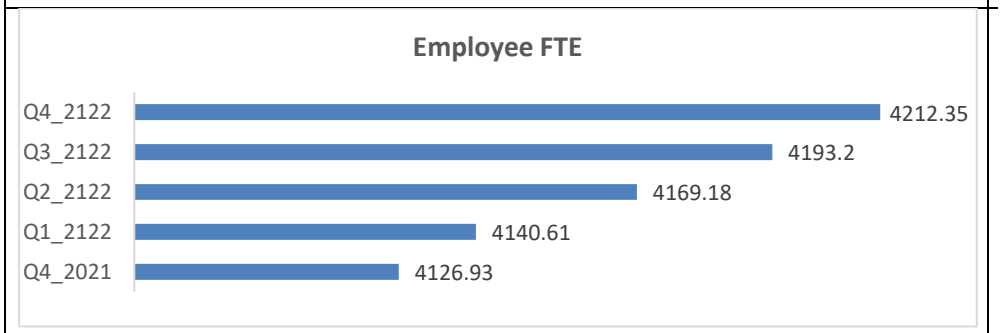
Overall, the headcount has remained relatively stable in the last year with some minor fluctuations between quarters which are likely to be caused by the normal rhythm of starters and leavers and the end of fixed term contracts.

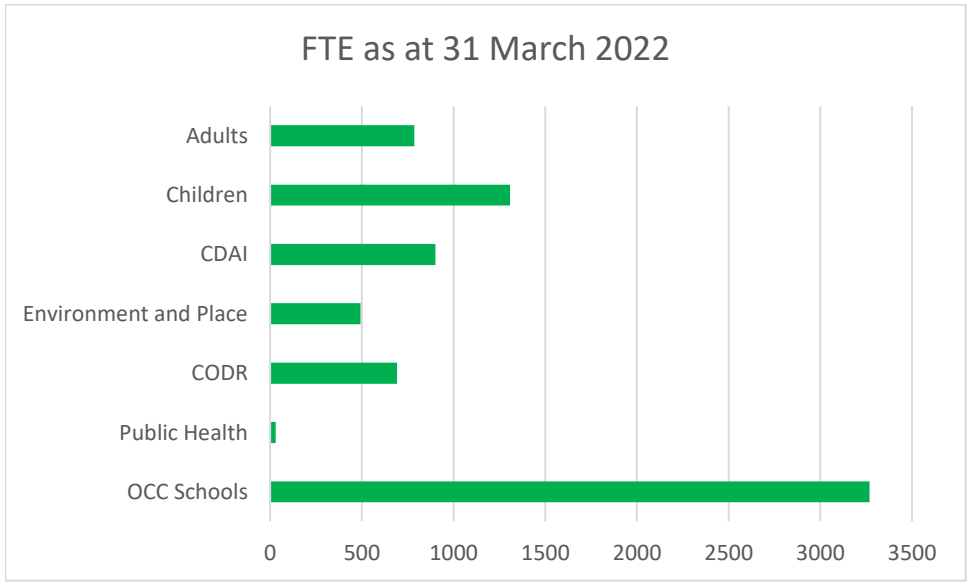
Headcount and FTE at the end of Q4 (2021/22) is 5116 and 4212.35 respectively, a marginal increase on Q4 last year. The overall increase in headcount from Q3 to Q4 is minimal.

A detailed workforce profile showing a 5-quarter trend for each Directorate and Service area is available on the intranet on the Workforce Data webpages.





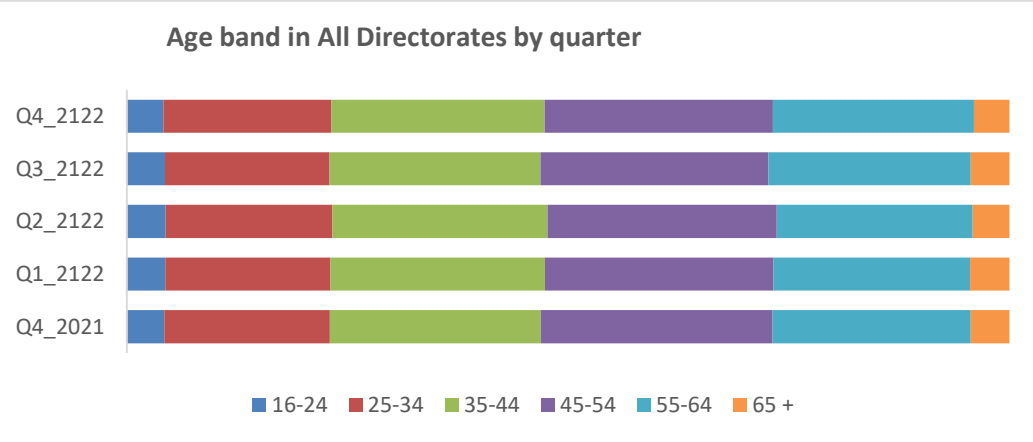




Age and Gender

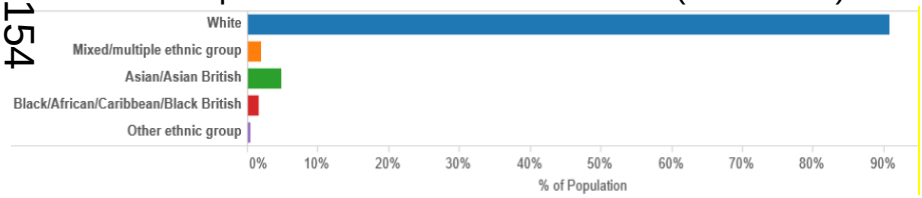
The directorate workforce gender split remains consistent with two thirds women and one third men. The full time/part time split is more even across genders. 43.53% of the OCC workforce (excluding schools) are part time. The workforce age profile also remains stable and highlights a slightly older workforce with 53% of the workforce aged 45 years and over.

Of the 5116 staff employed across the Directorates, 369 (7%) have temporary contracts. The profile of these staff continues to be slightly different from the above in that there is a slightly higher percentage (73%) of female employees in this group and a much higher proportion of employees aged under 45 (68%). 8% of these temporary contracts can be attributed to apprenticeships.



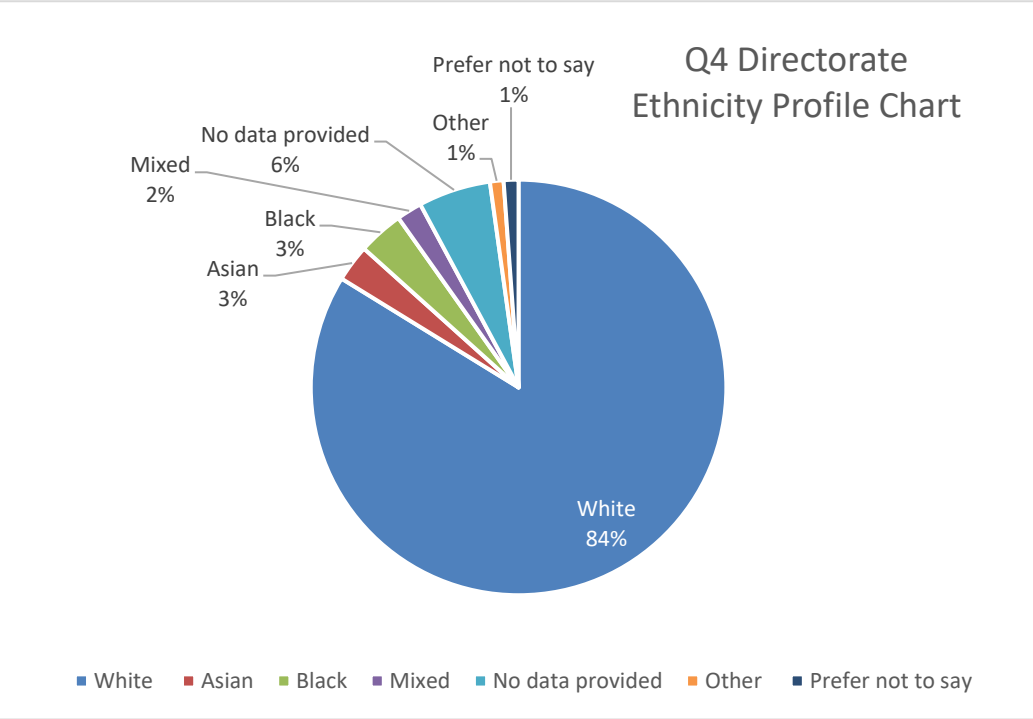
Ethnicity and Disability

The working population of Black, Asian and minority ethnic (BAME) in Oxfordshire per the 2011 census was 9.2%. (See below)



At OCC 9.44% of the directorate workforce are recorded as BAME. 83.78% are white (77.07% white British, and 6.7% white other), and 6.78% remain undeclared. The proportion of BAME employees remains higher within our social care workforce at 13.3%. 1.15% of the workforce have selected 'Prefer not to say' and there is no data held for 5.59% of the directorate workforce.

Disability: 5.47% of the directorate workforce are recorded as having a disability. We are continuing to promote the changes in the recording of all equality and diversity data in order to reduce the number of 'not known' entries. This work has resulted in a slight reduction in 'not known' entries over the last two quarters.



Apprenticeships

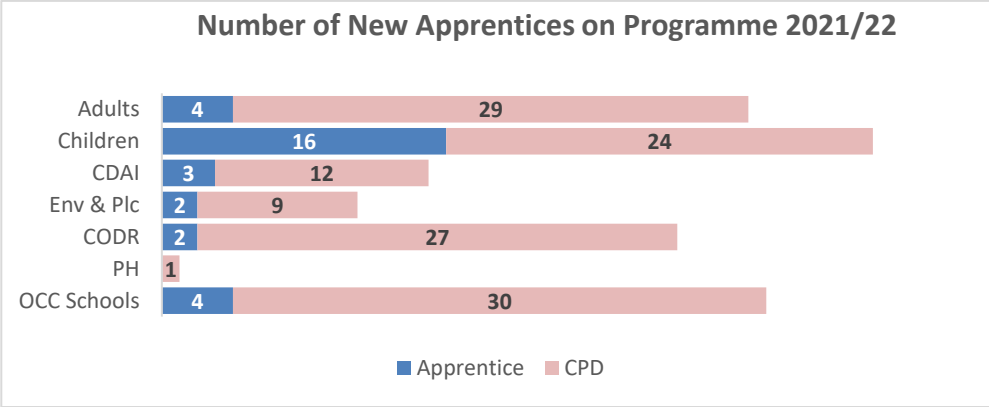
At the end of Q4 21/22 there were 267 Apprentices on programme with 63 being in schools. Approximately 80% of these are permanent staff undertaking an apprenticeship as CPD or career progression.

During 21/22 there were a total of 163 new apprenticeship enrolments compared to 93 for the same period in 2020/21 which is a growth of 70 enrolments this year.

During Q4 Supported Apprenticeships were introduced, designed for individuals who have a recognised learning difficulty and/or disability and two apprentices have successfully enrolled into these.

A total of 35 new apprenticeships commenced during Q4 with a committed spend of approximately £326,000 across the duration of the apprenticeships which could be between 1 and 5 years. 86% of these new starters relate to permanent staff undertaking an apprenticeship as CPD. This is an increase on Q3 when there were 29 new enrolments and a committed spend of £215,000.

Directorate	Q1	Q2	Q3	Q4
Adults	44,500	47,000	28,000	44,046
Childrens	57,486	63,486	33,500	72,844
CDAI	19,000	55,000	18,000	9,000
CODR	55,000	44,000	63,000	91,612
E&P	44,500	9,500	5,000	14,617
Schools	17,000	193,800	36,000	79,499
Total	**237,486**	**412,786**	**183,500**	**325,618**



Number of new apprentices per year:

Fiscal Period	17/18	18/19	19/20	20/21	21/22
Jan - Mar	11	15	25	23	35
Oct - Dec	6	44	17	28	29
Jul - Sep	16	46	33	37	58
Apr - Jun		6	43	5	41
Total	**33**	**111**	**118**	**93**	**163**

Committed spend on new apprentices per year:

Fiscal Year	17/18	18/19	19/20	20/21	21/22
Apr - Jun		17,500	214,600	31,000	237,486
Jul - Sep	106,000	472,100	344,500	448,851	540,786
Oct - Dec	14,000	222,916	72,427	309,885	215,000
Jan - Mar	25,000	69,500	142,000	172,454	325,618
Total	**145,000**	**782,016**	**773,527**	**962,190**	**1,318,890**

Sickness Absence

It is more than 12 months since we changed the way sickness absence is recorded which has significantly improved our data quality. As a result, we have a full year of stabilised absence data from which we can provide a more accurate analysis of sickness trends and working hours lost going forward.

Recorded sickness absence decreased slightly during Q4 but remains significantly higher than for Q4 2020/21. Sickness absence has decreased across all directorates and continues to be monitored along with referral rates to Occupational Health and usage rates of the Employee Assistance Programme.

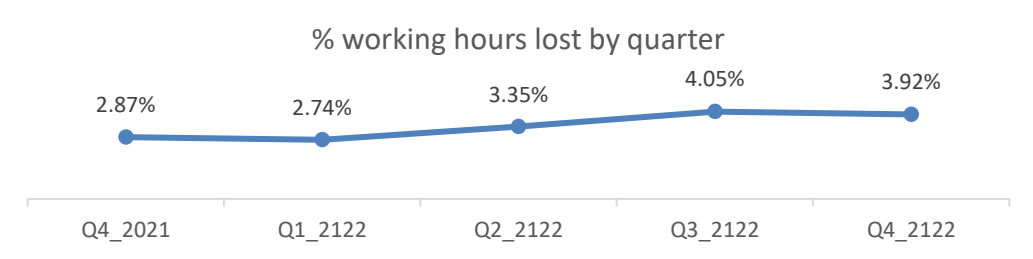
The percentage of stress related absence has slightly reduced quarter on quarter since Q2 and is now comparable to Q4 20/21. Stress related absence has reduced from 29.03% of all absence in Q2, 22.8% in Q3, to 22.2% during Q4. The number of directorate-based staff reporting sick due to a stress related absence has decreased from 181 in Q2, 165 in Q3 to 139 in Q4.

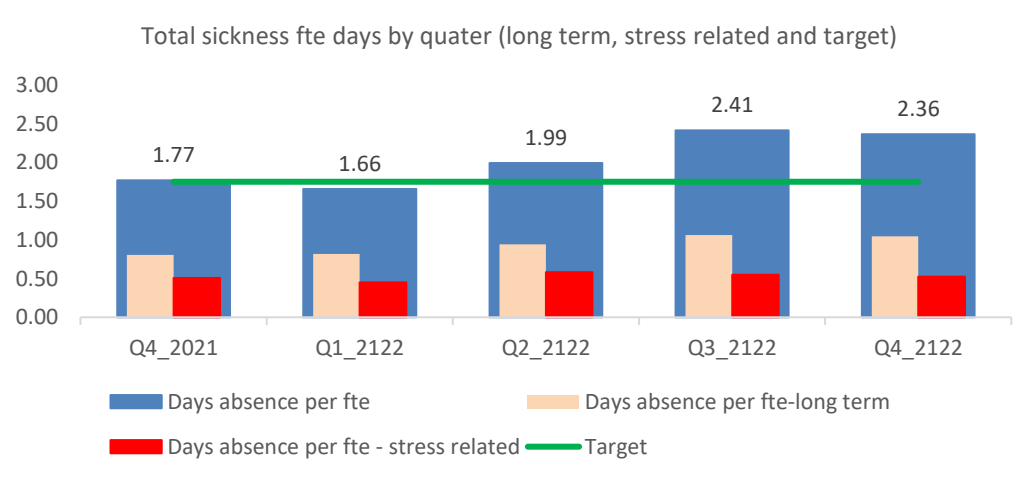
621 of 5116 staff (12.14%) reported an absence due to Covid during Q4 which is an increase on quarters 1-3. The increase in covid cases mirrors the national position. However, of these, 375 (60%) were absent for between 1-3 days which is likely to have been directly linked to a reduced level of illness.

There were 134 employees on long term sickness (20 days or more) in Q4, a decrease of 16 on Q3. 22% of those on long term sick in Q3 continued their absence in Q4, 59% returned to work, 19% left. There were 85 new cases of long term absence in Q4.

The rolling absence over the last 12 months is 8.46 days absence per fte which is higher than the target rate of 7 days per fte.

The top reason for absence in Q4 was Covid at 27.35% (13.84% in Q3), with stress, anxiety and depression now as the second at 21.44% (21.88% in Q3). This is a significant change on previous quarters. The other top 5 reasons identified were operation/post op (6.44%), gastrointestinal problems (4.9%) and. ear, nose and throat (4.88%)

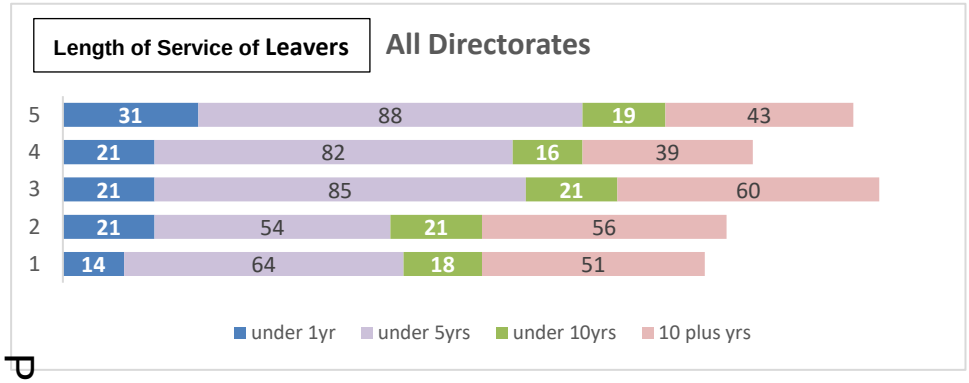


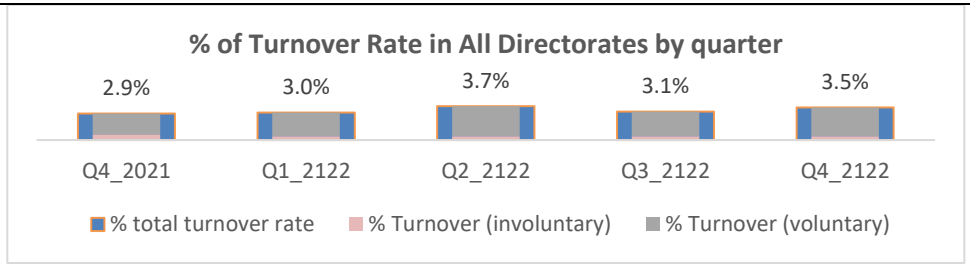


Short Term Sickness by Directorate for Q4	Headcount at end of Q4	No of staff on short term sickness Q4	% of staff on short term sickness Q3
Children	1566	644	41.12%
Adults	904	431	47.68%
Environment and Place	554	130	23.47%
CODR	882	338	38.32%
CDAI	1175	434	36.94%
Public Health	32	8	25.00%
Grand Total	**5116**	**1985**	38.80%

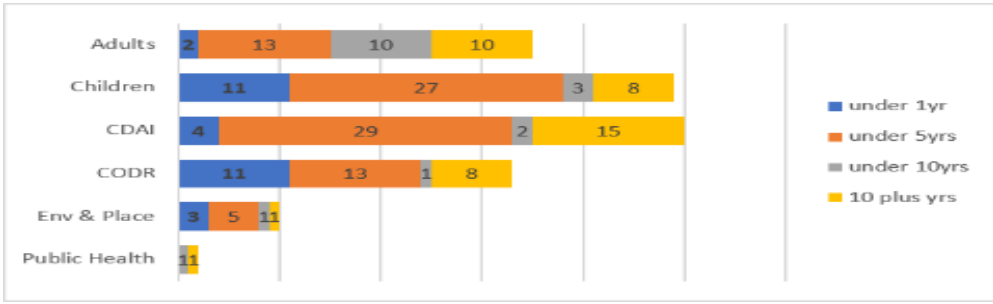
Turnover

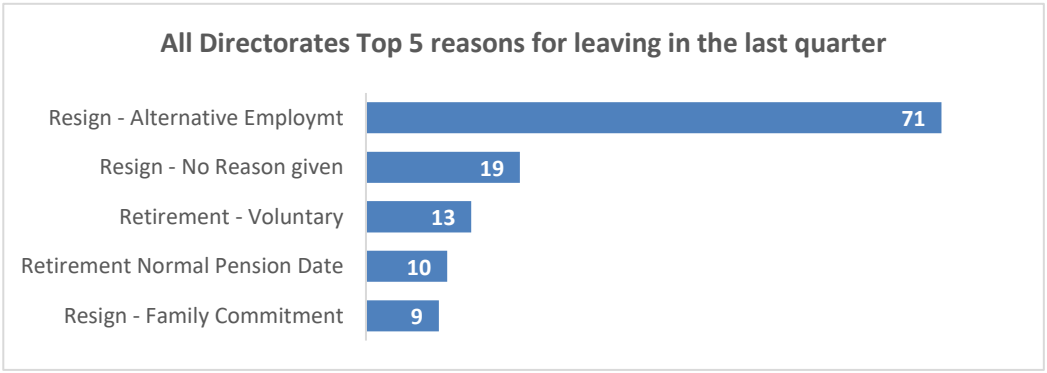
Turnover for Q4 for Directorates was 3.5% which is a slight increase on Q3. Turnover for the rolling 12-month period was 13.3% for all Directorates, increasing to 16.2% when including schools. There were no Academy conversions during Q4.





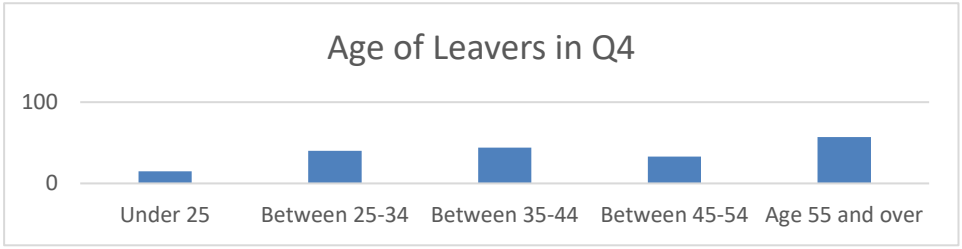
Length of Service of Leavers by Directorate





Page 191

87.32% of leavers during Q4 left with less than 1 year's service, 48.6% had between 1-5 years' service, and 34% had more than 10 years' service. A significantly high proportion of employees leave having completed less than 5 years' service – a trend apparent across all directorates, but at a level of 75% of all turnover within Childrens' Services.



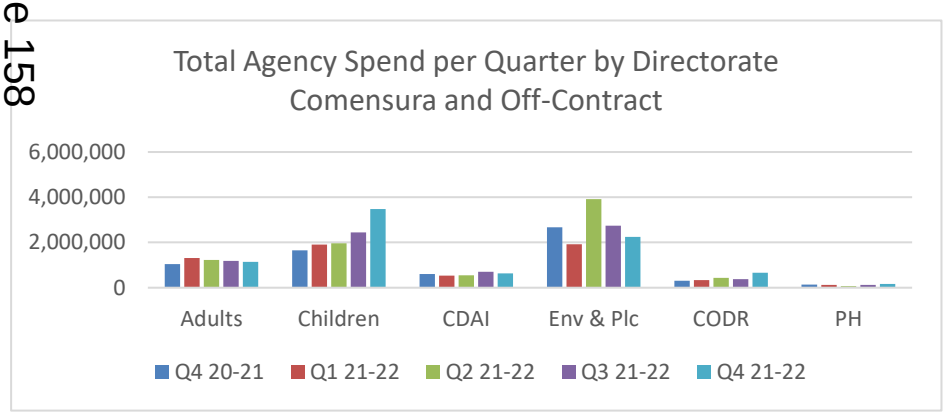
30% (57) leavers in Q4 were in the 55+ age group, of which 22 retired (voluntary, normal and over retirement age),11 were made redundant, and 7 left to go to alternative employment. The average length of service of our employees is relatively stable at 9.6 years, with the average length of service of leavers for Q4 at 7.6 years.

Of the top 5 reasons for leaving, 37.57% took up alternative employment. 10.05% gave no reason, 12.17% retired and 4.76% resigned due to family commitments. We are currently working towards improving our exit data with a revised questionnaire that went live during Q4. We continue to prompt managers and employees to engage in the exit review process to help us understand why employees leave the Council.

Agency Spend (Comensura and Off Contract)

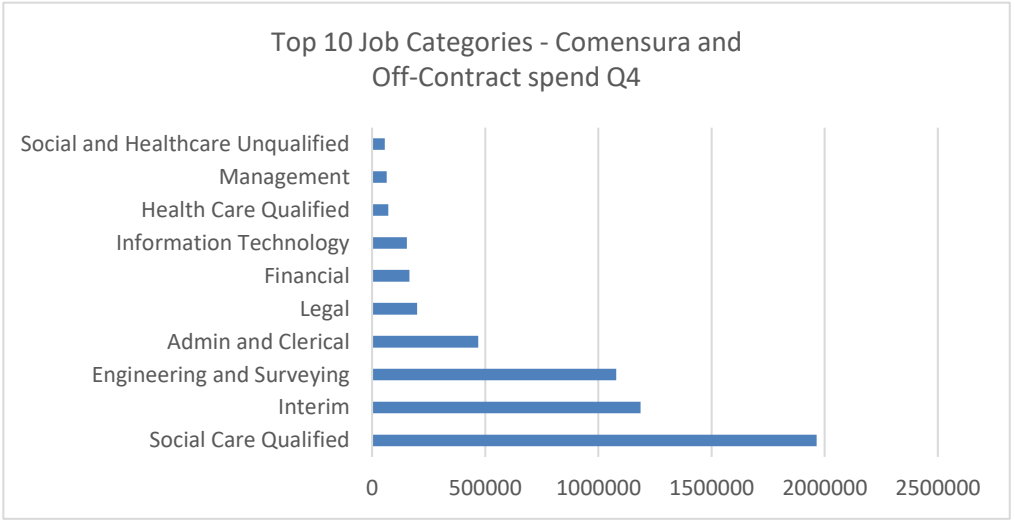
Agency staff expenditure (**Comensura contract only**) has increased this quarter to £5,474,370 (an increase of £43,381). There were 153 new bookings this quarter (an increase of 24 on Q3). 59.5% (91) were to cover a vacancy, 18.3% (28) to cover project work and 12.4% (19) for unplanned demand. 5.9% (9) of the new bookings were to cover Covid related absences, which is a decrease on previous quarters. At the end of Q4 there were 363 active bookings, an increase (of 13) on Q3.

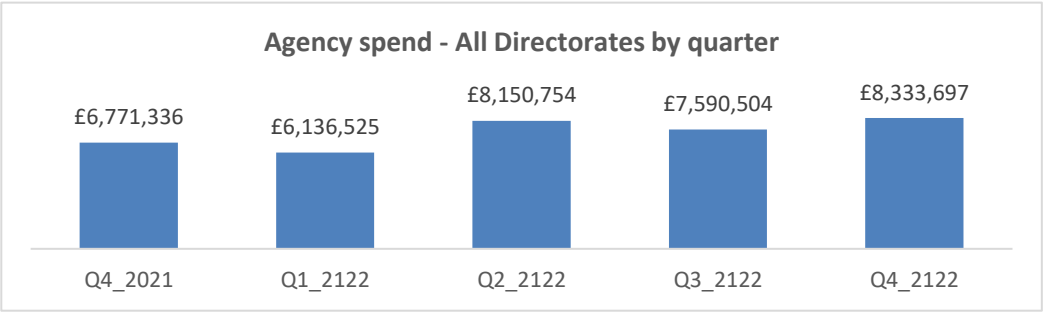
Off contract spend (agency usage outside of the Comensura contract) has increased this quarter from £2,159,516 (Q3) to £2,829,327(Q4). £1,630,842 (57%) of off contract spend relates to Childrens' Directorate which has increased its spend by £928,595 on last quarter. Off contract spend within E&P has reduced by a further £242,790 in Q4 and is 37% of the total off contract spend.



Order Justification Comensura and Off-Contract	Total Spend Q4	vs Q3
Covering A Vacancy	£3,002,151.64	↑
Project Work	£1,109,626.32	↓
Unplanned Demand	£468,656.91	↑
Covid-19	£373,636.21	↓
Current Temp Load	£163,217.76	↓

Approximately 36% of all agency spend in Q4 continues to relate to the need for qualified Social Care staff, although the data is continuing to show high levels of spend against the use of Interims (22%) and Engineering & Surveying workers (20%).





The total spend in Q4 for all agency expenditure (**Comensura and Off Contract**) was £8,333,697– an overall increase on last quarter of £743,193. This is the result of a significant increase in off-contract spend within Childrens' Directorate in Q4 and despite a continued reduction of off-contract and Comensura spend within Environment and Place.

Divisions Affected – Adult Social Care, Public Health, (Also external bodies)

REPORT OF THE JOINT HEALTH OVERVIEW AND SCRUTINY COMMITTEE: CARE HOMES / NATIONAL COVID ENQUIRY

CABINET

21 JUNE 2022

Report by DIRECTOR OF LAW AND GOVERNANCE

RECOMMENDATION

The Cabinet is RECOMMENDED to:-

1. Consider the letter endorsed by the Joint Health Overview and Scrutiny Committee on 09 June 2022 and propose its response.

Executive Summary

2. The Joint Health Overview and Scrutiny Committee have had a close interest in the Covid-19 pandemic, receiving reports and undertaking in-depth reviews.

3. One of those reviews was titled 'The First Thirty Days' and the report, recommendations arising from that report and a response to it were provided to the Joint Health Scrutiny Committee in November 2021.

4. As part of Overview and Scrutiny's role in tracking recommendations, and against the backdrop of the recent High Court judgement in respect of discharges of patients to care homes with Covid-19, the Committee is seeking to revisit a recommendation made.

5. The letter enclosed at **Appendix 1** provides the requisite background and the request of the HOSC in respect of not missing any opportunities to learn the lessons of Covid-19 across Oxfordshire and the concerns of Members of waiting for the national inquiry to commence.

Next Steps

6. That Cabinet considers the appended letter of the HOSC and agrees to make its response within 28 days of the request.

Corporate Policies and Priorities

7. The import of this letter links to the Council's priorities to i) prioritise the health and wellbeing of residents, and ii) support carers and the social care system.

Legal Implications

8. To facilitate familiarity with the process and the legal framework through which this report is being presented to Cabinet, details are provided below.

9. Health Scrutiny powers set out in the Health and Social Care Act 2012 and the Local Authority (Public Health, Health and Wellbeing Boards and Health Scrutiny) Regulations 2013 provide:
   - Power to scrutinise health bodies and authorities in the local area
   - Power to require members or officers of local health bodies to provide information and to attend health scrutiny meetings to answer questions
   - Duty of NHS to consult scrutiny on major service changes and provide feedback on consultations.

10. Under Part 6.2 (13) (a) of the Constitution Scrutiny has the following power: 'Once a Scrutiny Committee has completed its deliberations on any matter a formal report may be prepared on behalf of the Committee and when agreed by them the Proper Officer will normally refer it to the Cabinet for consideration.'

11. The HOSC has its own specific Constitutional powers also. Under Part 2 Article 8 s. 13 'After the Committee has completed its deliberations on any matter, a formal report will be prepared on its behalf and, when agreed, the authorised officer will refer it and any recommendations to the relevant body or National Health Service body or health service provider as appropriate and to any other body specified by the Committee. At the same time, the report and its findings shall also be made public.' As an issue spanning both health and social care, functions of the NHS and the Council respectively, it is being submitted to Cabinet and copied to the relevant NHS bodies.

12. Under the 2013 Regulations, where a Scrutiny Committee requests a response from a responsible person to whom it has made a report or recommendation, that person must respond in writing within 28 days of the request.

13. It is a requirement that requests made using this power include a list of the participants involved in determining the recommendation. The members who agreed to the current recommendation are duly provided here:

    - Cllr Jane Hanna
    - Cllr Nigel Champken-Woods
    - Cllr Imade Edosomwan
    - Cllr Damian Haywood
    - Cllr Nick Leverton

- Cllr Nathan Ley
- Cllr Richard Webber

- Cllr Paul Barrow
- Cllr Elizabeth Poskitt
- Cllr Jo Robb

- Jean Bradlow
- Alan Cohen
- Barbara Shaw

Comments checked by:

Anita Bradley, Director – Law and Governance
Anita.bradley@oxfordshire.gov.uk

Risk Management

14. The risk associated with not responding to the Health Overview and Scrutiny Committee is a perceived demonstration of poor governance and a lack of regard for local democratic accountability.

Anita Bradley
Director of Law and Governance

Annex:	Letter from HOSC to Cllr T Bearder, Executive Member: Adult Social Care
Background papers:	None
Other Documents:	None
Contact Officer:	Helen Mitchell Helen.mitchell@oxfordshire.gov.uk

June 2022

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OXFORDSHIRE COUNTY COUNCIL

Cllr Jane Hanna OBE

Chair

Oxfordshire Joint Health Overview and Scrutiny Committee

Cllr Tim Bearder
Cabinet Member, Adult Social Care

By email
Tim.bearder@oxfordshire.gov.uk

13 June 2022

Dear Cllr Bearder

Re: Oxfordshire Joint Health Overview and Scrutiny Committee – Care Home Response / National Covid Inquiry

Firstly, can I share my congratulations with you on your move to the Adult Social Care portfolio. The Committee had a good relationship with your predecessor, Cllr Jenny Hannaby, and I look forward to such relationships going forward.

You may be aware that in November 2021, the Committee considered a review by co-opted members Dr Alan Cohen and Barbara Shaw on 'The First Thirty Days' of the Covid-19 pandemic. This report is available here and the response to that report, from the now Interim Chief Executive and Director of Public Health is here.

You will be aware that on 27 April 2022, the High Court determined that the policy not to isolate people discharged from hospitals to care homes in the first weeks of the pandemic, without testing, was 'irrational'. You may also be aware that one of the litigants, whose father died in an Oxfordshire care home, is also an Oxfordshire resident. This has placed into sharp focus for the Committee their previous work on this subject and as such it was discussed at our Committee meeting on 10 May. Specifically recommendation four,

'*That Senior Officers are able to re-affirm a commitment to a review of the response of the system partners to the pandemic, in so far as this would provide a plan of what would be included* and a reasonable time scale, given the unpredictability of the current situation'.

You will see from the full response given by The Interim Chief Executive and the Director of Public Health that,

'We expect that any local review in Oxfordshire will be aligned with a national review of the UK-wide response, which we anticipate the Government will undertake in due course'.

We were grateful to have our Interim Chief Executive in attendance at our meeting on 10 May. He shared with us the challenges of undertaking a local review whilst we awaited the plans associated with the national one. The Committee recognised the challenge, specifically in relation to resourcing such a review, and the need to engage thoroughly with the national one; but it would appear that there are no concrete timescales for the national review that we are aware of. Furthermore, the Committee does not want to see system partners across Oxfordshire miss any opportunities to learn from the pandemic and especially the conditions which led to so many elderly Oxfordshire residents losing their lives in our care homes. The Interim Chief Executive did express sympathy with the Committee's

position. To that end, we are seeking an updated response to the recommendation above to be considered formally by the HOSC at a future meeting which we will confirm with you in due course.

In accordance with The Local Authority (Public Health, Health and Wellbeing Boards and Health Scrutiny) Regulations 2013, could you please treat this correspondence as a recommendation and that you must respond in writing within 28 days of the request dated above – 11 July 2022. As is reasonable, I will present this letter to Cabinet on 21 June and, given the timescales, the Committee expects to receive shortly after. If there are any issues with meeting this deadline, do correspond with me.

I share this letter with the Board Secretaries of the BOB Integrated Care Board, Oxford Health NHS FT and Oxford University Hospitals NHS FT for it to be duly considered but given a 'system response' is likely required in this space, the Committee would be grateful for a single response to this letter. I trust that officers will handle appropriate arrangements in respect of coordinating that response.

Yours sincerely

Cllr Jane Hanna OBE
Chair, Oxfordshire Joint Health Scrutiny Committee

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Email: helen.mitchell@oxfordshire.gov.uk

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Board Secretary Oxford University Hospitals NHS FT

Catherine.mountford@nhs.net
Catherine Mountford, Board Secretary BOB Integrated Care Board

Divisions Affected - ALL

CABINET

21 June 2022

SEND Top Up Funding for Academic Year 2022-23

Report by Corporate Director of Children's Services/Education

RECOMMENDATIONS

The Cabinet is RECOMMENDED to

a) Agree to continue the current enhancement in Top-Up funding for Early Years settings, mainstream Primary, mainstream Secondary and Special School forecast at approximately £4.1M for academic year 2022-23.

b) Agree an approach that timetables the 2023-24 Top-Up funding decision as part of the Councils annual budget setting process to allow schools more time for planning

Executive Summary

1. Top-Up funding is the additional funding allocated to a setting or school to support them in making the necessary special educational provision for a child or young person with an Education, Health and Care (EHC) Plan.

2. We have more children with EHC Plans moving from Year 6 to Year 7 than in previous years. In September 2022, a higher proportion of children than previously will appropriately transfer from their local mainstream Primary school to their local mainstream Secondary school.

3. In late May 2022, Cabinet approved the Local Area SEND Strategy. We consulted on this strategy and received a mandate to continue to develop opportunities locally for our children and young people with SEND.

4. Top-Up funding is from the High Needs Block (HNB), part of the Dedicated Schools Grant.

5. For the past two academic years, Cabinet agreed enhancement to the amount of Top-Up funding for Early Years, Primary and Secondary schools and Special Schools.

6. The majority of children with an EHC Plan are educated in a mainstream school. A key strategic approach is, where appropriate, for children to be educated in their local community. Although not agreeing to the continued Top-

Up enhancement for a further academic year would lead to an initial decrease in pressure on the HNB, there is a risk that more mainstream schools feel under resourced to meet the needs of children and young people with an EHC Plan driving further placements in the specialist and non-maintained sector with the consequent significant additional cost.

7. This report recommends that the enhanced Top-Up arrangements of the past two years are repeated for Academic Years 2022-23 and 2023-24.

Background

8. The outcomes for children and young people with SEND in Oxfordshire are not good enough. In addition, for the past five years, spending in Oxfordshire on children and young people with SEND has exceeded the available budget.

9. The population of Oxfordshire is changing, with increasing demand and complexity of needs of some of our most vulnerable residents. It is essential that we have high-quality, locally available provision to deliver successful outcomes for children and young people with SEND in Oxfordshire.

10. To address these issues, broad reforms to SEND provision and arrangements in Oxfordshire are needed. This will mean doing things differently, changing culture and practice.

11. Following a positive response to the recent SEND public consultation, detailed plans to deliver the required changes are being developed. However, by their very nature, these changes cannot be delivered overnight.

12. In addition, on 29th March 2022 (after the local public consultation had closed), the Government published the long-awaited Green Paper, the SEND Review: Right support, right place, right time. This is open for national consultation.

13. The overall direction of travel set out in the Green Paper is consistent with proposed developments that we consulted on.

14. One of the Green Paper proposals is for a new national approach to Top Up funding. The details of this and the timeframe for implementation are unclear. Therefore, we have reconsidered making significant changes to the local arrangements at this point. However, the principle of funding following the child is consistent with the consultation in Oxfordshire, the Green Paper and this proposal to continue current arrangements in the interim.

15. Cabinet approved enhanced Top-Ups for the Academic Year 2020-21 and 2021-22. This request is for these arrangements to continue for two another academic years. This will allow for the national response to the Green Paper to be understood, for the development of the necessary system reforms for SEND and provide certainty and minimise disruption for schools and settings.

16. Schools and educational settings have indicated that they would support these interim arrangements as the funding will follow the child and will be in line with the consultation responses.

Financial Implications

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

18. The Dedicated Schools Grant High Needs Block (HNB) consists of all funding or education provision for high needs learners from ages 0 to 25. The High Needs funding for Oxfordshire is £88.7m.

19. The forecast for High Needs was included in the Budget and Business Planning 2022/3 papers to Cabinet in January 2022. The High Needs deficit was reported to Cabinet as £20.3m. This deficit assumed the continuation of the Top-Ups at the same rate as last year.

20. For 2022-23, Schools Forum considered and agreed an option that delivered the National Funding Formula to schools in full and agreed a transfer from the Schools block to the High Needs Block of £0.6m to contribute to the continuation of the enhancement to High Needs Top-Up rates agreed for 2020-21.

21. The continuation of the Top-Up arrangements is expected to cost £4.1m for the Academic Year 2022-23. This is included in the forecast.

22. Oxfordshire is forecasting increasing annual deficits driven by the growth in number and complexity of the learners supported. The strategic work continues in order to ensure that services are better targeted to meet demand; despite this, it is unlikely that the deficit can be eradicated in the face of increasing numbers of children requiring support, parental preference and the dominant provider market.

    Comments checked by Sarah Fogden, Finance Business Partner
    Sarah.Fogden@Oxfordshire.gov.uk

Legal Implications

21. Section 45 – 53 of the School Standards and Framework Act 1998 detail the funding framework governing Schools' finance.

22. The Children and Families Act 2014 detailed extensive education reforms for children and young people with special educational needs. The Children and Families Act 2014 sets out local authority statutory obligations and is supported by a SEND Code of Practice.

23. The High Needs Funding 2022 to 2023 Operational Guidance is a guide published by the Department for Education. This guide describes how the 2022 to 2023 financial and academic year high needs funding system will work for all types of provision. It is primarily for local authorities, schools and colleges but will also be

useful to anyone with an interest in high needs funding. The 2023 to 2024 operational guidance will be published this Summer 2022.

24. Further regard is required of the Equality Act 2010 and the Public Sector Equality Duty (PSED). There being a requirement when taking a decision for due regard to the need to advance equality of opportunity for people with protected characteristics, foster good relations between such groups and eliminate unlawful discrimination. The analysis of the impact of High Needs funding requires further account to be taken of equality impact considerations.

Comments checked by Sukdave Ghuman, Head of Legal Services
sukdave.ghuman@oxfordshire.gov.uk

Equality & Inclusion Implications

24. The continued payments to schools and settings will support the education of children and young people with Special Educational Needs and Disabilities. They face significantly greater challenges in learning than their peers or have a disability which hinders their access to the teaching, curriculum and facilities typically found in mainstream educational settings.

Kevin Gordon, Corporate Director of Children's Services

Contact Officer: Hayley Good, Deputy Director of Children's Services/ Education, 07551 680562, Hayley.Good@Oxfordshire.gov.uk

1st June 2022

Divisions Affected – All

Cabinet

21 June 2022

Cabinet Response to Transgender Motion

Report by Corporate Director – Customers, Organisational Development and Resources

RECOMMENDATION

1. **The Cabinet is RECOMMENDED to**

   a) Agree the commissioning of research to provide an evidence base to underpin prioritisation and delivery

   b) Agree to update our Including Everyone framework to set out our commitment to transgender and non-binary residents

   c) Agree the approach to providing gender inclusive bathrooms through the council's Property Strategy

   d) Agree the approach to providing consistent and inclusive language

   e) Agree to the development of an LGBTIQA+ guidance document

   f) Agree to an annual review of progress

Executive Summary

2. In December 2021, a motion was put forward to Council requesting action to support our transgender and non-binary residents. The motion was agreed at Council in April 2022.

3. The ambitions of the motion cross a range of service areas and partnerships and form a long-term commitment to equality in Oxfordshire. This paper sets out the key areas of focus and recommendations for the Cabinet.

Background

4. The motion by Councillor Sally Povolotsky reads as follows:

"Transgender and non-binary people face significant disadvantage in society, vulnerable to violence, isolation, homelessness, and lack of access to suitable healthcare provision.

Council believes that:

- All UK law should clearly recognise that trans rights are human rights.
- Transgender and non-binary people deserve respect and autonomy.
- It's therefore our duty as community leaders who seek to create an open and tolerant society to speak out against transphobia and discrimination in all its forms.

Council therefore resolves to:

- Ensure that all Council services, both directly provided and through partners, are fully accessible, regardless of their sexuality or gender identity.
- State publicly that trans rights are human rights and affirm the legal rights of all protected groups under the 2010 equality act.
- To work with healthcare providers to remove barriers transgender and non-binary people face when accessing medical care.
- Work to provide at least one gender inclusive bathroom (accessible) where possible in every public building owned or operated by the Council.
- Ensure that the Council's constitution, policies, forms, and all internal and external communications are;
- Reducing the amount of gender information collected unless absolutely necessary,
- Respecting the pronouns individuals use for themselves,
- Providing opportunities for self-identification beyond the binary "man" and "woman".
- Encourage and support a network of informal LGBTQIA+ allies across officers and councillors.
- Support and embrace the development of a LGBTQIA+ guidance within OCC for employees and contractors."

Response

Supporting fully accessible services and access to medical and clinical care

5. To achieve fully accessible services, we need to ascertain where there are barriers in accessing our services and where limitations exist, in order to use an evidence-based approach in addressing issues.

6. For services run and commissioned by the council, we propose programming focused engagement with residents, utilising methods such as Lived Experience conversations, youth forums and our annual residents' survey, to gather insight that will support the development of a delivery framework. Any

health related feedback will be shared with Healthwatch to include in their report.

7. To understand barriers in accessing medical and clinical care, we propose commissioning research led by Healthwatch Oxfordshire to engage transgender and non-binary residents and capture their experiences. As the results from the Healthwatch research will be relevant to all system partners, the recommendations should be shared with the Joint Health Overview and Scrutiny Committee for consideration.

Outwardly supporting the rights of transgender residents

8. We are committed to adhering to the Equality Act 2010 which identifies gender reassignment as a protected characteristic.

9. We propose to update our Including Everyone framework to incorporate a clearer commitment to supporting our transgender and non-binary communities and to work with services to consider suitable actions to be included in the accompanying action plan.

Providing gender inclusive bathrooms

10. We will complete a review of the bathroom facilities available in our buildings as part the council's Property Strategy, which is currently in development.

Providing consistent and inclusive language and capturing relevant data

11. The council's best practice consultation and engagement guidance has been refreshed and includes consistent guidance on when to collect data on sex and the appropriate questions to ask residents when required, which is in line with the National Census questions.

12. Colleagues across the organisation are supported to include the use of pronouns in their email signatures and we will continue to encourage respect and understanding of people's choice to include their pronouns in this way.

13. For new documents and policies published by the council, we propose introducing guidance that requests use of non-binary language including 'they' and 'them' except in cases where 'she/her' and 'he/him' are necessary. In these cases, we will be led by national legislation and guidance.

14. The council will review update and review any existing policies and documents, in line with agreed policy review dates.

LGBTQIA+ allyship and guidance

15. To support an inclusive organisation, we will establish LGBTQIA+ guidance document for officers and councillors, building on the outcomes of the research (Para 6), and which will be developed and led by representatives of

the community through our internal staff network, to ensure the guidance is relevant and informed.

16. This best practice guidance will be a supporting document to improve inclusive service delivery, for example by improving Equality Impact Assessments

Annual review

17. Following implementation of any of the recommendations set out in this paper, we will complete an annual review to appraise progress and consider any future actions required.

Corporate Policies and Priorities

18. The recommendations in this paper will support the council's priority to tackle inequalities in Oxfordshire and our Including Everyone Framework.

Financial Implications

19. The proposals set out in this paper are recommended to be a long-term approach to be delivered in line with established strategies and existing budgets.

Comments checked by:

Bick Nguyen-McBride, Assistant Finance Business Partner, bick.nguyen-mcbride@Oxfordshire.gov.uk

Legal Implications

20. Under the Equality Act 2010, there is a public sector Equality Duty that means the council has to consider all individuals when shaping policy, delivering services and in relation to their own employees. It also requires that the council has due regard in the need to:
    (a) eliminate discrimination
    (b) advance equality of opportunity
    (c) foster good relations between different people when carrying out their activities

21. The recommendations set out in this paper, and our use of Equality Impact Assessments, enables our enactment of these responsibilities.

Comments checked by:

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

Equality & Inclusion Implications

22. The majority of the recommendations seek to lead on inclusivity and bring equality for our transgender and non-binary colleagues and residents, supporting the gender reassignment protected characteristic.

Sustainability Implications

23. There are no sustainability implications in line with this paper but any changes to council buildings will be subject to a full Climate Impact Assessment.

Risk Management

24. The development of an evidence base is to ensure that all actions meet the needs of the transgender population and avoids the risk of actions being irrelevant or inconsistent

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

Contact Officer: Emily Schofield, Acting Head of Strategy, emily.schofield@oxfordshire.gov.uk, 07881 311707

[June 2022]

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Divisions Affected - All

Cabinet – 21st June 2022

Local Transport and Connectivity Plan

Report by Corporate Director for Environment and Place

RECOMMENDATION

1. **Cabinet are RECOMMENDED to**

   a) Approve the content of the LTCP document, and the supporting strategies for adoption by the County Council on 12th July 2022, and
   b) Delegate the decision on the final LTCP document, including graphical format to the Corporate Director for Environment and Place in consultation with the Cabinet Member for Travel and Development Strategy.

Executive Summary

2. This report updates Cabinet on the Local Transport and Connectivity Plan (LTCP). It summarises the results of the LTCP consultation and outlines the key changes to the final LTCP. It also includes information about changes to the supporting strategies for Freight and Logistics, Innovation Framework and Active Travel. It is proposed that the final documents found in appendixes 2-5 are all adopted by the council in July 2022.

Background

3. Local Transport Plans are statutory documents, required under the Transport Act 2008. We are calling the new Oxfordshire document the Local Transport and Connectivity Plan (LTCP), to better reflect our strategy both for digital infrastructure and for better connectivity across the whole county.

4. The LTCP has been developed to align with and help achieve the county council's strategic priorities. It is critical to delivering the following four:
   - Put action to address the climate emergency at the heart of our work
   - Tackle inequalities in Oxfordshire
   - Prioritise the health and wellbeing of residents
   - Invest in an inclusive, integrated and sustainable transport network

5. We have developed and consulted upon the LTCP in 3 stages. This process has allowed for ongoing public engagement at each stage of the project. We have therefore been able to refine proposals before final inclusion in the LTCP. We have also engaged with the LTCP Steering Group throughout the development of the LTCP.

6. The stages of development that we have conducted are:
   - Stage 1 – Topic Paper Engagement
   - Stage 2 – Development of Vision Document
   - Stage 3 – Development of LTCP and supporting strategies

7. In support of the overall LTCP, we have developed three initial supporting strategies for Freight and Logistics, Active Travel and Innovation. These build upon the high level policies in the LTCP but provide more detail about our proposals and how they are proposed to be delivered. These documents, as well as an Integrated Sustainability Appraisal (ISA) were endorsed for public consultation by Cabinet on the 19th October 2021.

LTCP consultation

8. Following cabinet approval consultation commenced on the draft LTCP and supporting strategies on 5th January 2022. The consultation ran for 10 weeks closing on the 16th March 2022.

9. The LTCP consultation was hosted on the council's Let's Talk Oxfordshire webpage. There was one survey covering the LTCP and all supporting strategies. Due to the broad range of topics covered in the LTCP and supporting documents the questionnaire was structured in a way that enabled respondents to select the topics they are interested in. The 'skip logic' on the Let's Talk Oxfordshire webpage then displayed the relevant questions and passed those that are not relevant - this means that the number of people responding to individual question varies throughout the survey.

10. The questionnaire contained summary information about the topic or policy in question. This was to help respondents understand the question and make an informed choice, without having to open the corresponding document.

11. We also utilised the 'idea boards' function on Let's Talk Oxfordshire. These enabled respondents to provide free text responses to questions on key topics. Topics chosen were rural areas and freight. These were different to the traditional survey format and allowed respondents to engage with the consultation in an alternative way.

12. To ensure that all residents could take part in the consultation, we offered the option to request a hard copy of any documentation, return surveys by post or give comments over the phone by contacting the council's helpline.

13. Whilst this is proposed to be the last consultation on the LTCP and part 1 supporting documents before adoption as council policy, there will be further consultation on part 2, including the area transport strategies. This will build on

the LTCP consultation and provide residents with an opportunity to feedback on proposals for their local area.

LTCP consultation engagement

14. The LTCP consultation was promoted in a range of ways. We also conducted various engagement exercises to promote the consultation and help with understanding of the documents. These activities are summarised in the following sections.

Public and external stakeholders

15. The following activities have been conducted with the public and external stakeholders:
    - Stakeholder contacts emailed in December 2021 to notify them of upcoming consultation and share a link to the October cabinet papers
    - Stakeholder contacts emailed in January 2022 to notify them of the consultation start and share a link to the consultation webpage
    - Engaged with LTCP Steering Group throughout the development process
    - Hosted 6 webinars to introduce the LTCP and supporting strategies and conduct a question and answer session:
        - Parish and Town councils (24th January and 1st February)
        - General public (25th January and 7th February)
        - Businesses (26th January)
        - Transport stakeholders (20th January)
    - Presentation and discussion at meetings of:
        - Oxfordshire Active Travel Roundtable (10th January)
        - Oxfordshire Transport and Access group (19th January)
        - Parish Transport Representatives (9th February)
        - Unlimited Oxfordshire (23rd February)
        - Oxfordshire Association of Local Councils (7th March)
    - Individual meetings with:
        - Oxfordshire Pedestrians Association
        - Road Haulage Association
    - Active Travel Strategy shared with Active Travel Co-Production Group and workshop to discuss key issues
    - Ongoing social media communications using Facebook, Twitter, Nextdoor and Your Oxfordshire
    - Posters in libraries
    - Press release

16. In order to target harder to reach audiences, the communications budget was weighted to target under-represented demographics. The demographic data of respondents was reviewed at the consultation mid-point and the targeted advert spending adjusted accordingly. 25% of the budget was spent promoting the consultation specifically to women, 10% to rural audiences and 15% on targeting recipients from under-represented districts – West Oxfordshire and Cherwell in particular. To prevent possible discriminatory use, it is no longer possible to target specific ethnicities via digital advertising.

Oxfordshire County Council Members

17. The following activities have been conducted with county council members:
    - Notification of upcoming consultation on member newsletter in December 2021
    - Notification of consultation live and link to consultation on member newsletter in January 2022
    - Presentation and Q&A at all January 2022 member locality meetings
    - Provided with 'member toolkit' on virtual resource centre. This included FAQs, a short introductory presentation and key questions
    - All member briefing (1st March)

City and District Councils

18. The following activities have been conducted with the City and District Councils:
    - District officer webinar (1st February)
    - All member briefing for each district:
        - Oxford City (14th February)
        - Cherwell (16th February)
        - West Oxfordshire (1st March)
        - South & Vale (7th March)

LTCP consultation results

19. The full LTCP consultation report can be found in Annex 1. A summary of key points is provided in this section for ease. In total 1178 responses to the consultation were received. This met the overall campaign objective to achieve 1000 completed consultations.

20. 1058 responded using the online web-form and 120 written submissions were received. Of those that responded, 1086 were on behalf of individuals and 92 were on behalf of organisations.

21. Beyond the formal responses received, the consultation was successful in raising awareness about the LTCP and council's future transport proposals. In total 303,146 people were reached using social media. This means 303,146 individual accounts read information about the consultation posted by the county council. There were also 18,000 visits to the consultation webpage, of these 7,100 were informed participants meaning they downloaded a document, visited multiple pages or contributed.

22. There were responses from all age groups apart from the under 16 category. The largest number of responses comes from residents aged 55-64 and 65-74 (both received 22% of all responses). There was a higher number of males responding (51%), than females (43%).

23. Whilst there were fewer responses to the LTCP consultation from young people, we have drawn on a range of data from other work to inform development of the LTCP. For example, during development of the strategic plan, stakeholder engagement sessions were held with young people where they identified 'Investing in an inclusive, integrated, and sustainable transport network' as the number one priority. This has been reflected in our vision, targets and policy

focus on walking, cycling and public transport. 45% of our social media reach was also to people under 35, meaning approximately 136,000 people under 35 read information about the consultation.

24. The majority of respondents were white (84%). This is in line with the county as a whole (90% white British or other white). Ethnic Groups that were underrepresented are Asian/Asian British (1% of responses vs 4% of county residents) and Black or Black British (0% of responses vs 2% of county residents). 11% of respondents preferred not to say.

25. There were responses from residents in all Districts. The highest proportion of respondents was from Oxford City (39%) and the lowest from West Oxfordshire (13%).

26. Respondents were asked whether their day to day activities are limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months. The majority of respondents (79%) stated that they are not limited, 16% of respondents said they are limited, with 13% stating they are limited a little and 3% limited a lot. The remaining 5% selected prefer not to say.

27. A summary of headline results is provided in the following sections. As all sections in the survey are optional, the number of responses to each section varies.

LTCP survey

28. In total 1020 people responded to the LTCP survey. Overall, there was support for the vision (76% support), key themes (74% support) and targets (67% agree). There was also support for the policies identified, on average there was:
    - 85% support for walking and cycling policies
    - 78% support for healthy place shaping policies
    - 77% support for road safety policies
    - 73% support for public transport policies
    - 83% support for digital connectivity policies
    - 83% support for environment, carbon and air quality policies
    - 58% support for network, parking and congestion management policies
    - 49% support for innovation policies
    - 66% support for data policies
    - 71% support for freight and logistics policies
    - 71% support for regional connectivity and cross-boundary working policies
    - 77% support for local connectivity policies

29. Policies with particularly high levels of support were:
    - Cycle and walking network (88% support)
    - Road safety (88% support)
    - Bus strategy (86% support)
    - Digital infrastructure (88% support)

- Green Infrastructure (90% support)

30. Policies that had relatively lower levels of support were:
    - Air travel and connectivity (49% support vs 22% oppose)
    - Demand management (51% support vs 33% oppose)
    - Road schemes (53% support vs 29% oppose)
    - Connected and Autonomous Vehicles (46% support vs 29% oppose)

31. The only policy that was not supported was Unmanned Aerial Vehicles (31% support vs 36% oppose). Opposition to this policy was for a range of reasons including privacy concerns, questions about feasibility and concerns about the impact on the environment. It is proposed the policy is updated to provide more information and clarify that it is about using policy to harness the benefits of UAVs and protect residents from negative impacts of unregulated deployment.

32. Key issues identified by respondents included:
    - Challenge about how the overall LTCP outcomes and targets will be achieved.
    - Rural areas not sufficiently considered and provided for by current policies.
    - Disabled residents transport needs not considered or provided for by current policies.
    - Question / challenge around how both the overall document will be delivered but also how each section will be delivered.
    - Question how the document will be monitored, particularly the headline targets.

33. Disabled residents transport needs was highlighted as a key issue throughout the consultation. As outlined in section 15, we conducted engagement with several disability and equality groups. A summary of key feedback from these groups is provided below:
    - Disabled residents transport needs not considered or provided for by current policies and a greater emphasis on inclusivity is required.
    - Document does not include images of disabled people.
    - Suggestions to recognise the importance of asset management for disabled people.
    - Need to improve engagement with disabled and vulnerable people during scheme design.
    - Suggestions to support/re-introduce demand responsive transport schemes.
    - Support for mobility hubs.

Freight and Logistics Strategy survey

34. In total 83 people responded to the Freight and Logistics Strategy survey. Overall, there was support for the key principles (85% support). There was also support for the actions identified, on average there was:
    - 86% support for appropriate movement actions
    - 78% support for efficient movement actions

- 75% support for zero-tailpipe emission, zero-carbon movement actions
- 78% support for reducing local air pollutants actions
- 82% support for safe movement actions
- 86% support for monitoring movement actions
- 86% support for partnership working actions

35. Actions with particularly high levels of support were:
    - Action 8 – consider the establishment of area based weight restrictions (91% support).
    - Action 13 – Seek to influence the location and design of new development so that there is appropriate freight access (91% support).
    - Action 14 – Ask developers of major sites to prepare Construction Logistics Plans (91% support).
    - Action 16 – Promote the shift of freight from road to rail (88% support).
    - Action 41 – Analyse HGV data by axles and weight (89% support).

36. The lowest level of support recorded is for Action 26 – consider future technology requirements (47% support vs 31% oppose). There are no actions with majority opposition.

37. Comments largely focused on the need to keep HGVs on appropriate routes and the need for funding/delivery of the actions. There were also a number of comments questioning how the document will be delivered and the deliverability of the strategy.

Active Travel Strategy survey

38. In total 322 people responded to the Active Travel Strategy survey. Overall, there was support for the vision (83% support) and targets (67% agree). There was also support for the policies and actions identified, on average there was:
    - 76% support for commitment and governance policies/actions
    - 79% support for cycle network policies/actions
    - 81% support for managing car use policies/actions
    - 86% support for cycling culture policies/actions
    - 81% support for urban realm policies/actions
    - 83% support for designing for walking policies/actions

39. Policies / actions with particularly high levels of support were:
    - Policy 33 - OCC will ensure that it provides high quality cycle parking at all its own premises such as libraries (89% support).
    - Policy 37 - OCC will encourage active travel to schools (90% support).
    - Policy 38 - OCC in partnership with district authorities will seek to ensure there are safe places for young children to learn to cycle (91% support).
    - Policy 47 - OCC will design all new and review all cycle routes to be accessible to most types of cycles (89% support).

40. Policies / actions that had relatively lower levels of support were:

- Policy 13 - Where it is impossible to design adequately for both confident and cautious cyclists, a dual choice network should be introduced (62% support vs 30% oppose).
- Policy 14 - It is essential that the needs of confident cyclists are adequately met in support of LCWIP cycling targets (67% support vs 24% oppose).

41. It is noted that whilst the overall majority of respondents support policies 13 and 14 about the 'dual choice network' this support largely came from the general public. The majority of stakeholders, such as local cycling and walking groups, were opposed to the policies.

42. Comments largely focused on the need for safe infrastructure and segregation, the need for cycle parking, opposition to the dual choice network and questions about the deliverability of the strategy.

Innovation Framework survey

43. In total 50 people responded to the Innovation Framework survey. Overall, there was support for the key principles identified:
    - 63% support for accessibility & connectivity for all, minimising the need for travel
    - 74% support for supporting the zero-carbon economy
    - 83% support for supporting local economy
    - 76% support for using & gathering data transparently
    - 86% support for embedding circular economy practices
    - 79% support for integrating flexibility & resilience
    - 81% support for supporting healthy, thriving, safe, connected, diverse & inclusive communities
    - 88% support for ensuring appropriate solutions/technologies are put in place
    - 85% support for ensuring innovation is responsibly undertaken

44. There were a lower number of responses to the Innovation Framework survey and few key areas identified in comments. Comments that were received generally focused on matters to do with delivery of the strategy.

Proposed changes to documents

45. Based on the feedback received in the consultation to date and developments since publication of the documents, it is proposed that a number of key changes are made. A summary of the proposed key changes is provided below.

<u>LTCP document</u>

- 'Vision zero' road safety policy is added
- Changes to the vision, targets and themes to reflect 'vision zero' and a greater emphasis on inclusivity.

- Additional detail is added to outline how policies will be tailored to rural areas and cater for rural transport needs, including greater emphasis on and explanation of new approaches, e.g. mobility hubs.
- References to disability are strengthened and further detail is provided within existing policies about how they provide for disabled residents transport needs.
- Further detail is provided about how the LTCP will be implemented.
- Further detail is provided about how the document and its targets and outcomes are proposed to be achieved and monitored.
- Decarbonisation and what is meant by 'net-zero' emissions are better explained. References to 'zero-carbon' will be changed to 'net-zero'.
- New policies are added on:
    - Integrated planning
    - Public rights of way
    - Travel to schools and work
    - Long distance, local and last-mile movement (to reflect updated Freight and Logistics Strategy).
- Policy wording is strengthened throughout the document.
- Embodied carbon policy is strengthened, and commitments made to follow the embodied carbon reduction hierarchy in our decisions about transport infrastructure
- Innovation policies amended to enhance the focus on future proofing, better explain why the policies are needed and new policies added to address the publics privacy and safety concerns.
- Low Traffic Neighbourhood policy renamed and amended to focus on the outcome of delivering safe streets.
- Removal of air travel policy.
- LTP4 review and lessons learned summary is added.

<u>Freight and Logistics Strategy</u>

- Document is restructured around 'long distance', 'local' and 'last-mile' to recognise that different modes and solutions are required for each.
- Action 6, the proposed process for deciding environmental weight restrictions, is removed following the decision to end the Burford weight restriction and explore a countywide area-based solution.
- Action 8 is amended to reflect that countywide area restrictions will be explored in the short term, outline high level principles and the next steps.
- Additionally, it is proposed that a commitment is made to provide future funding and resource for the evidence gathering, development and delivery of the area weight restriction programme.
- Revisions are made to the appropriate HGV route map.
- Further detail is provided about how the strategy will be delivered.

<u>Active Travel Strategy</u>

- Simplified name of the strategy.
- Simplified document structure.
- Increased focus on walking, inclusivity and rural areas.
- Policies moved to the LTCP or turned into actions.
- Repeated sections from the LTCP deleted.

- Expand reach beyond Active Travel Hub's policy remit (to include comms, activation, asset management, etc).
- Dual-choice network label removed.
- Some narrative and detail moved to Local Cycling & Walking Infrastructure Plan (LCWIP) guidance or new walking and cycling design standards.
- Action plan included.
- Actions more specific and measurable.
- Added links to external resources.

Innovation Framework

- No key changes proposed at this stage.

Integrated Sustainability Appraisal

46. In support of the LTCP we commissioned the specialist consultants AECOM to conduct an Integrated Sustainability Appraisal (ISA). The ISA was conducted to ensure that the LTCP protects the environment, human health and allows equal access for all residents.

47. The ISA achieved this by subjecting the LTCP to a series of assessments. These assessments include a Strategic Environmental Assessment (SEA), Health Impact Assessment (HIA), Equalities Impact Assessment (EqIA), Community Safety Assessment (CSA) and Habitats Regulation Assessment (HRA). The full ISA report was included alongside the LTCP for consultation.

48. We received some comments on the ISA, these were primarily in relation to equality and disability. Our consultants AECOM have made revisions to the ISA report and will issue us with an adoption statement to go alongside the LTCP.

LTCP 'Part 2'

49. Following adoption of the LTCP, work will commence on developing the 'Part 2' LTCP, which includes the remaining supporting strategies. These will include the area and corridor transport strategies, bus strategy, rail strategy, and digital strategy. The Active Travel Strategy will also be supported by updated walking and cycling design guidance and more Local Cycling and Walking Infrastructure Plans (LCWIPs). The Oxford and Bicester LCWIPs which were part of the Part 1 consultation are being reviewed and updated, for adoption alongside the Area Strategies.

LTCP Part 1 (2021/22)	**LTCP Part 2 (2022/23)**
Bus service improvement plan	Area strategies
Freight and Logistics strategy	Corridor strategies
Active Travel strategy	Bus strategy
Innovation Framework	Local Cycling and Walking Infrastructure Plans
	Walking and cycling design guidance
	Rail strategy
	Digital Strategy

50. Information about the area and corridor strategies for development was included in the LTCP where 73% of respondents supported the proposals. The strategies will outline how the LTCP vision and outcomes are delivered across the county.

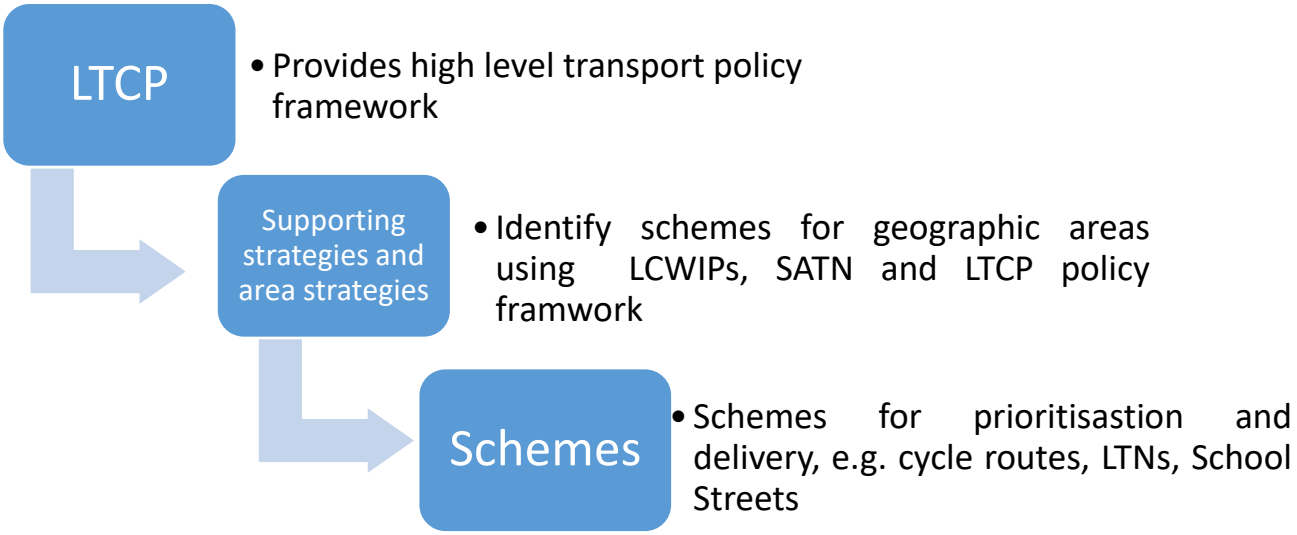
51. Each area strategy will cover district-wide matters such as the Strategic Active Travel Network, rural connectivity (with case studies) and freight. They will also include corridor strategies and urban focus areas. The proposed strategies for development are:

- Central Oxfordshire Travel Strategy – including Oxford, Kidlington, Eynsham, Botley, Cumnor, Kennington and Wheatley
- Cherwell Area Strategy – including urban focus areas of Banbury, Bicester and Heyford and surrounding villages.
- South Oxfordshire and Vale of White Horse Area Strategy – including urban focus areas of Henley, Wallingford, Didcot, Wantage, Abingdon, Thame and Faringdon.
- West Oxfordshire Area Strategy – including urban focus areas of Chipping Norton, Woodstock and surrounding parishes, Carterton and Witney.

52. Work is currently ongoing to develop the strategies. This work is being led by a separate project team made up of officers from across the Environment and Place directorate. The project team are targeting finalisation of the transport strategy for central Oxfordshire in Q3 of 2022/23 and the other strategies during Q1 of 2023/2024. Work to develop detailed programmes for the other supporting strategies is ongoing.

53. The supporting strategies and area transport strategies will reflect the LTCP priorities and provide an indication of how LTCP policies might be applied in different geographic areas. They will create more detailed plans to guide future scheme development, funding bids, responses to planning applications, developer negotiations and joint working with the district and city councils on local plan reviews and the Oxfordshire Plan 2050.

54. Some schemes will then be assessed via the Oxfordshire Infrastructure Strategy framework. This will ensure proposals are meeting broader council policy and help with prioritisation. They will then progress through the development pipeline as suitable funding arises and be included in relevant strategies such as local plans and their associated infrastructure delivery plan. This process is summarised on the diagram below.



Corporate Policies and Priorities

55. The County Council's strategic plan, 2022-25, sets out a vision to lead positive change by working in partnership to make Oxfordshire a greener, fairer and healthier county. The LTCP will help to deliver all aspects of this vision.

56. The LTCP builds on the 9 strategic priorities of the county council and will be key to delivering the following four:

- Put action to address the climate emergency at the heart of our work
- Tackle inequalities in Oxfordshire
- Prioritise the health and wellbeing of residents
- Invest in an inclusive, integrated and sustainable transport network.

57. The LTCP will help to make Oxfordshire greener, fairer and healthier due the relationship between transport, quality of life, health and the environment. The LTCP directly seeks to reduce carbon emissions and aims for a net-zero transport system by 2040. It also has a strong focus on healthy place shaping and encouraging active lives. This will help to improve health and wellbeing by providing safer walking and cycling routes to school and improving air quality.

58. The LTCP will also help to tackle inequalities and improve health and wellbeing because transport can play a significant role in enabling older and disabled people to live independently. The LTCP seeks to improve connectivity for all residents and there are policies that will specifically help to achieve this.

59. The LTCP aims to reduce private car use and encourage modal shift to walking, cycling, public and shared transport. This will be central to addressing the climate emergency and improving health and wellbeing.

Financial Implications

60. The LTCP is the councils transport policy framework and so does not have any direct implications for transport infrastructure investment.

61. The LTCP and supporting strategies have been produced by staff from across the Environment and Place directorate, and hence covered by the staffing budget in this area. In addition, revenue costs of £33,715 were required for production of the ISA, £1,896 to produce the graphically designed documents for public consultation and £2,000 to support the communications plan. These were all funded from existing team budget.

62. The further work to produce the 'Part 2' supporting area and corridor strategies will be led by the project team. Backfilling for these roles was covered by existing staffing budget. Some additional resource will also be required with funding for this to be confirmed.

63. It is anticipated that the other 'Part 2' supporting strategies will not require additional resource. They will be produced by Environment and Place staff and hence covered by the staffing budget in this area.

Comments checked by:

Rob Finlayson, Finance Business Partner (Environment & Place), rob.finlayson@oxfordshire.gov.uk (Finance)

Legal Implications

64. The LTCP will be the county's statutory Local Transport Plan. The requirement for local transport authorities to produce a Local Transport Plan is set out in the Transport Act 2000, as amended by the Local Transport Act 2008. Under the 2008 amendment, Local Authorities may replace their plans as they see fit. Once adopted by the County Council, the LTCP will replace the current Local Transport Plan (LTP4), adopted in 2016.

65. The Local Transport Act also requires local transport authorities to undertake a certain level of consultation when developing policies and plans. It is considered that this has been met by the Vision Document consultation conducted in February-March 2021 and the LTCP consultation conducted in January-March 2022.

Comments checked by:

Jennifer Crouch, Principal Solicitor (Environment Team), Jennifer.Crouch@Oxfordshire.gov.uk (Legal)

Staff Implications

66. Development of the LTCP and supporting strategies has been undertaken by officer resource in the Infrastructure Strategy and Policy Team, with input from officers across the Environment and Place directorate. An OCC Officer Task and Finish Group was set up to achieve this. Officers in the group contributed significantly to identifying policies and drafting relevant parts of the document.

67. Once adopted, delivery of the LTCP will be undertaken by officers from across the Environment and Place directorate, as well as external stakeholders such as the district councils. Officers from the Infrastructure Strategy and Policy Team will oversee coordination of this process. Delivery of the LTCP is not expected to require any significant additional officer resources but will require some changes to existing working practices and decision making processes.

68. As noted, development of the 'Part 2' supporting strategies will be undertaken by officers within the Environment and Place directorate. An area strategy project team has been established to lead on development of the area and corridor transport strategies. The need for additional resource to backfill officer roles was factored into our Budget Strategy proposals for 2022/23.

Equality & Inclusion Implications

69. We have undertaken engagement and consultation exercises during development of the LTCP to help shape its content and understand the needs of different residents. As outlined previously, this has included targeted social media adverts and engagement with both Oxfordshire Transport and Access Group and Unlimited Oxfordshire.

70. To ensure that we have assessed equalities implications in a fair and thorough manner an Equalities Impact Assessment was conducted as part of the Integrated Sustainability Appraisal (ISA). This has ensured that any equality matters have been identified and acted upon during development of the LTCP.

71. We also produced an Equalities and Climate Impact Assessment (ECIA) for the draft LTCP in October 2021. The ECIA has identified that the LTCP could have positive impacts on older residents, disabled residents, rural areas and areas of deprivation.

Sustainability Implications

72. The LTCP will be central delivering the County Council's Climate Action Framework. Transport produces the majority of emissions in the county. The LTCP recognises this and sets out the target for a net-zero transport network by 2040. The LTCP outlines the policies which will help to achieve this, focusing on reducing the need to travel, reducing journeys by car and the promotion of walking, cycling, public and shared transport.

73. The LTCP also recognises the need to improve biodiversity and protect the natural environment. Again, the policies in the LTCP will help contribute to this by seeking to reduce private car use. There are also several policies that have direct benefits in this area such as Green Infrastructure.

74. The ISA included a Strategic Environmental Assessment to ensure the environmental impacts of policies have been considered and assessed in a systematic way.

Risk Management

75. A comprehensive risk register has been kept as part of the LTCP project. Key risks associated with the LTCP moving forward have been summarised below.

76. *Risk*: The LTCP and policies are not implemented

    Mitigation: The LTCP policies have been developed with input from the relevant council teams, partners and stakeholders. We will continue to work with these partners and stakeholders via existing mechanisms such as the LTCP Task and Finish Group and LTCP Steering Group to ensure the LTCP is implemented, and the changes required are understood. Similarly, there will be ongoing work to ensure alignment with related policy documents such as the Oxfordshire Plan 2050.

77. *Risk*: The LTCP supporting strategies and/or area strategies will not be delivered to time/budget

    Mitigation: A dedicated project team has been established to oversee development of the area transport strategies. The Infrastructure Policy and Strategy Team will oversee project management of the other supporting strategies. The supporting strategies are currently meeting timescales set out in the project plan.

Consultations

Public consultation

78. There have been 3 rounds of public engagement on the LTCP. An engagement exercise was undertaken in Spring 2020, with the public and stakeholders asked to comment on a series of topic papers focused on different transport and connectivity topics.

79. Following this, public consultation was conducted on the vision document in February-March 2021. This included seeking feedback on the draft vision, key themes and proposed policies. Feedback from this consultation has been used to refine the vision, key themes and policies in the LTCP.

80. The subsequent public consultation on the draft LTCP and supporting strategies between January – March 2022 has directly informed this report.

County councillor engagement

81. During development of the LTCP, engagement with County Councillors was primarily through the cross-party Transport Cabinet Advisory Group (CAG) and Locality Meetings. Transport CAG provided a political steer to development of the LTCP work, including the engagement exercise in Spring 2020, development of the draft vision and refinement of the LTCP document.

82. Engagement activities conducted as part of the current consultation are outlined in paragraph 15 of this report. It will be particularly important that we continue to engage with county councillors as the area strategies are developed.

Stakeholder engagement

83. The LTCP Steering Group has been engaged with throughout the development of the LTCP. The Steering Group includes representatives from transport operators, transport user groups, the Local Enterprise Partnership, and the key employers of Oxford University and Oxford Brookes.

84. The engagement activities conducted as part of the current consultation are outlined in paragraph 13 of this report.

Bill Cotton, Corporate Director for Environment and Place

Annex:	**Annex 1**: LTCP consultation report **Annex 2**: LTCP document **Annex 3**: Freight and Logistics Strategy **Annex 4**: Innovation Framework **Annex 5**: Active Travel Strategy **Annex 6**: Equalities and Climate Impact Assessment **Annex 7**: Climate Impact Assessment
Background papers:	Nil
Contact Officer:	John Disley, Infrastructure Strategy & Policy Manager, 07767 006742

June 2022

Local Transport and Connectivity Plan – consultation report

July 2022

Table of Contents

1. Summary 3
2. Introduction 4
3. How we engaged 5
4. Who responded to the consultation 7
5. LTCP Survey 10
6. Freight and Logistics Strategy Survey 39
7. Active and Healthy Travel Strategy Survey 52
8. Innovation Framework survey 69
9. Conclusions and next Steps 79
Appendix 1 – Stakeholder responses 81

1. Summary

Consultation on the Local Transport and Connectivity Plan (LTCP) and supporting strategies for Freight, Active Travel and Innovation commenced on 5 January 2022 and closed on 16 March 2022. Respondents were invited to provide feedback on the LTCP document Freight and Logistics Strategy, Active and Healthy Travel Strategy and Innovation Framework. A summary of key headlines is provided below.

LTCP headlines

- Overall support for the proposals and policies.
- Challenge about how the overall LTCP outcomes and targets will be achieved.
- Rural areas not sufficiently considered and provided for by current policies.
- Disabled residents transport needs not considered or provided for by current policies and a greater emphasis on inclusivity is required.
- Question / challenge around how the LTCP will be delivered.
- Question how the document will be monitored, particularly the headline targets.
- Suggestion to adopt 'vision zero' approach to road safety and
- Need to better explain is meant by decarbonisation and 'net-zero'.
- Policy wording needs to be strengthened throughout the document.
- Suggestion to include LTP4 review and lessons learned.

Freight and Logistics Strategy headlines

- Generally, proposals were well supported.
- Need to review the proposed approach for deciding environmental weight restrictions and what weight limit is applied.
- Need for action to address inappropriate HGV movement with several local issues identified.
- Further detail is needed about how the strategy will be delivered.
- Need to engage with the freight and industry as work is progressed.

Active and Healthy Travel Strategy headlines

- Generally strong support for the policies and actions proposed.
- Questions about the deliverability of the strategy.
- Whilst supported overall, stakeholders opposed the dual choice network.
- Need for a greater emphasis on walking and inclusivity.
- General stakeholder opposition to proposals to develop an Oxfordshire cycle design guide.
- Suggestions to adopt the Vision Zero approach to road safety.

Innovation Framework headlines

- High levels of support for most principles.
- Few comments and clear themes.
- Various comments about the delivery of the framework to consider.
- Reiterated public concerns about the safety and privacy of innovative technology.

2. Introduction

Local Transport Plans (LTP) are statutory documents, required under the Transport Act 2008. We are calling our LTP the Local Transport and Connectivity Plan (LTCP), to better reflect our strategy both for digital infrastructure and for connecting the whole county.

We have developed and consulted upon the LTCP in 3 stages. This process began in March 2020 and has allowed for ongoing public engagement at each stage of the project. The stages of development that we have conducted are:

- Stage 1 – Topic Paper Engagement
- Stage 2 – Development of Vision Document
- Stage 3 – Development of LTCP and supporting documents

Prior to the LTCP consultation, we engaged with the public and key stakeholders on 2 occasions: topic paper engagement in March 2020 and the vision document consultation in February 2021. In total we received 1044 responses to the engagement exercises, both from individuals and organisations. Analysis of these responses helped to shape the content of the LTCP.

The purpose of this report is to document the LTCP consultation process, provide information on the number of responses received and provide a summary of the themes identified in the responses.

The responses received as part of this consultation will be used to refine the LTCP and supporting strategies before they are adopted by the council in July 2022.

3. How we engaged

Consultation on the LTCP document and supporting strategies commenced on 5 January 2022 and closed on the 16 March 2022. Respondents were invited to comment on the LTCP document as well as the supporting strategies for freight, active travel and innovation.

The LTCP consultation was hosted on the council's Let's Talk Oxfordshire webpage. There was one survey covering the LTCP and all supporting strategies. Due to the broad range of topics covered in the LTCP and supporting documents the questionnaire was structured in a way that enabled respondents to select the topics they are interested in. The 'skip logic' on the Let's Talk Oxfordshire webpage then displayed the relevant questions and passed those that are not relevant.

The questionnaire contained summary information about the topic or policy in question. This was to help respondents understand the question and make an informed choice, without having to open the corresponding document.

We also utilised the 'idea boards' function on Let's Talk Oxfordshire. These enabled respondents to provide free text responses to questions on key topics. Topics chosen were rural areas and freight. These were different to the traditional survey format and allowed respondents to engage with the consultation in an alternative way.

To ensure that all residents could take part in the consultation, we offered the option to request a hard copy of any documentation, return surveys by post or give comments over the phone by contacting the council's helpline.

The LTCP consultation was promoted in a range of ways. We also conducted various engagement exercises to promote the consultation and help with understanding of the documents. These activities are summarised in the following sections.

Public and external stakeholders

The following activities have been conducted with the public and external stakeholders:

- Stakeholder contacts emailed in December 2021 to notify them of upcoming consultation and share a link to the October cabinet papers
- Stakeholder contacts emailed in January 2022 to notify them of the consultation start and share a link to the consultation webpage
- Engaged with LTCP Steering Group throughout the development process
- Hosted 6 webinars to introduce the LTCP and supporting strategies and conduct a question and answer session:
    - Parish and Town councils (24th January and 1st February)
    - General public (25th January and 7th February)
    - Businesses (26th January)
    - Transport stakeholders (20th January)
- Presentation and discussion at meetings of:
    - Oxfordshire Active Travel Roundtable (10th January)
    - Oxfordshire Transport and Access group (19th January)
    - Parish Transport Representatives (9th February)

    - Unlimited Oxfordshire (23rd February)
    - Oxfordshire Association of Local Councils (7th March)
- Individual meetings with:
    - Oxfordshire Pedestrians Association
    - Road Haulage Association
- Active and Healthy Travel Strategy shared with Active Travel Co-Production Group and workshop to discuss key issues
- Ongoing social media communications using Facebook, Twitter, Nextdoor and Your Oxfordshire
- Posters in libraries
- Press release

In order to target harder to reach audiences, the communications budget was weighted to target under-represented demographics. The demographic data of respondents was reviewed at the consultation mid-point and the targeted advert spending adjusted accordingly.

Oxfordshire County Council Members

The following activities have been conducted with county council members:

- Notification of upcoming consultation on member newsletter in December 2021
- Notification of consultation live and link to consultation on member newsletter in January 2022
- Presentation and Q&A at all January 2022 member locality meetings
- Provided with 'member toolkit' on virtual resource centre. This included FAQs, a short introductory presentation and key questions
- All member briefing (1st March)

City and District Councils

The following activities have been conducted with the City and District Councils:

- District officer webinar (1st February)
- All member briefing for each district:
    - Oxford City (14th February)
    - Cherwell (16th February)
    - West Oxfordshire (1st March)
    - South & Vale (7th March)

4. Who responded to the consultation

When responses were submitted via the online form, some demographic information was also recorded. However, it was not a requirement for participants to answer these questions, therefore this section may not be fully representative. This section provides an overview of the demographic information collected to understand who responded to the consultation.

This information helps us to understand how we should use the information, particularly where groups may be under or over-represented. It also helps us to understand how effective our engagement was.

Type of respondent

In total 1178 responses to the consultation were received. This met the overall campaign objective to achieve 1000 completed consultations.

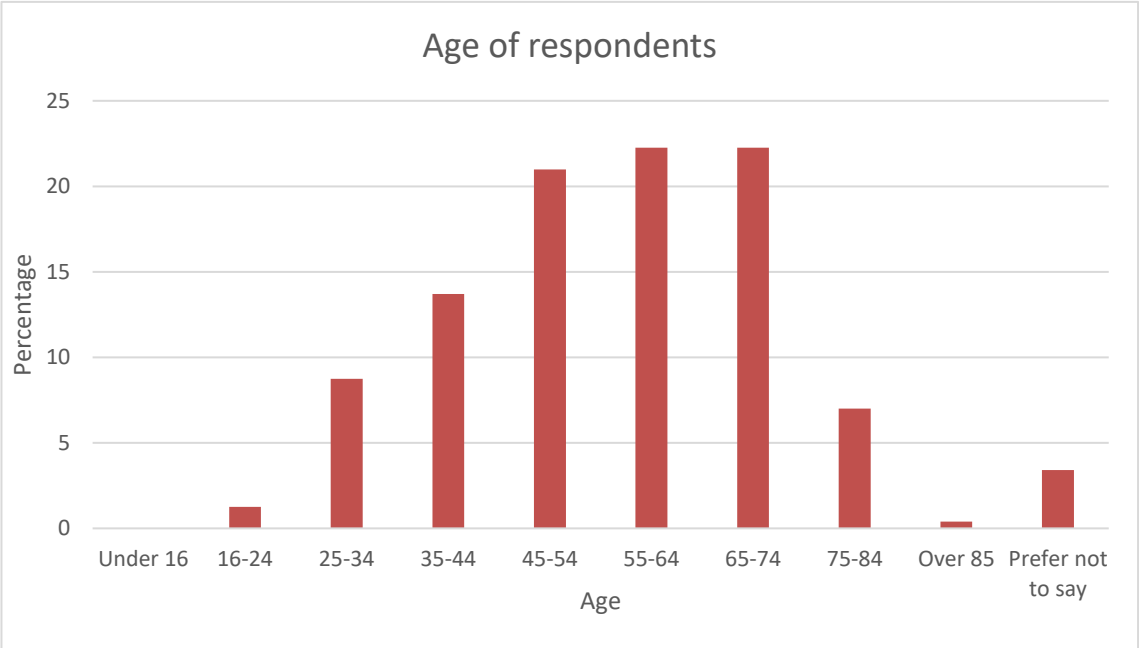
1058 responded using the online web-form and 120 written submissions were received. Of those that responded, 1086 were on behalf of individuals and 92 were on behalf of organisations. The full list of organisations that responded can be found in appendix 1 of this report.

Beyond the formal responses received, the consultation was successful in raising awareness about the LTCP and council's future transport proposals. In total 230,737 people were reached using social media. This means 230,737 individual people read information about the consultation posted by the county council. There were also 18,000 visits to the consultation webpage, of these 7,100 were informed participants meaning they downloaded a document, visited multiple pages or contributed.

Age of respondents

There were responses from all age groups apart from the under 16 category. The largest number of responses comes from residents aged 55-64 and 65-74 (both received 22% of all responses).

Whilst there were fewer responses to the LTCP consultation from young people, we have drawn on a range of data from other work. For example, during development of the council's strategic plan, stakeholder engagement sessions were held with young people where they identified 'Investing in an inclusive, integrated, and sustainable transport network' as the number one priority.



Gender of respondents

There was a higher number of males responding (51%), than females (43%). The remainder of respondents preferred not to say (5%).

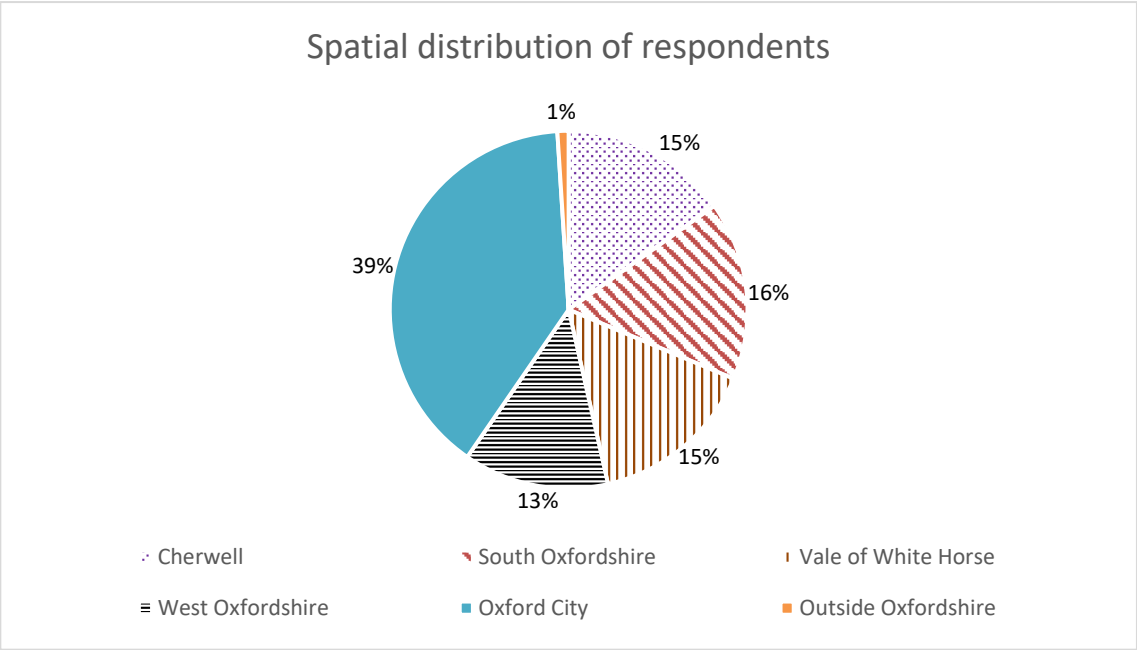
Ethnicity of respondents

The majority of respondents were white (84%). This is in line with the county as a whole (90% white British or other white). 2% of respondents were of mixed ethnicity and 1% were of other ethnicities. This is in line with county averages.

Ethnic Groups that were underrepresented were Asian/Asian British (1% of responses vs 4% of county residents) and Black or Black British (0% of responses vs 2% of county residents). 11% of respondents preferred not to say.

Spatial distribution of respondents

There were respondents from all Oxfordshire districts. The highest proportion of respondents was from Oxford City (39%). There was a fairly equal distribution of residents from the other districts with the lowest proportion of respondents being from West Oxfordshire (13%).



Health and disability

Respondents were asked whether their day to day activities are limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months.

The majority of respondents (79%) stated that they are not limited, 16% of respondents said they are limited, with 13% stating they are limited a little and 3% limited a lot. The remaining 5% selected prefer not to say.

5. LTCP survey

In total 1020 people responded to the LTCP survey. As previously highlighted, the LTCP consultation asked residents to select the sections they wished to answer and did not require respondents to answer every question. Respondents were free to respond to as many, or as few questions as they wanted. This means that the number of responses to each section varies.

LTCP vision

To what extent do you support the vision?
Overall, the majority of respondents supported the vision with 55% selecting 'strongly support' and 21% selecting 'partially support'. This is compared to 11% of respondents selecting 'strongly oppose' and 9% selecting 'partially oppose'.

Therefore overall, 76% of respondents supported the vision, compared to 20% opposed.

Do you have any further comments on the vision?
Respondents identified a very wide range of additional considerations in response to this question. In total 16 different topics were identified, with a range of specific suggestions within each of these. The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Total	Percentage
	P	M	N		
Cars	3	80	25	108	10
Delivery	0	69	23	92	9
Public transport	2	68	16	86	8
Active travel	7	45	19	71	7
Opposition	0	0	71	71	7
Rural	0	44	17	61	6
Road safety	0	59	1	60	6
Accessibility	0	36	23	59	6
Cost	0	28	9	37	4
Support	30	0	0	30	3
Growth	0	14	16	30	3
Other	1	17	0	18	2
Freight	0	8	0	8	1
Digital connectivity	0	6	2	8	1
Connectivity	0	3	1	4	0
Health	0	2	0	2	0

Cars
Comments about 'cars' were varied and included both support and opposition to car use. The most common comment about 'cars' was highlighting that car use will still be

required in the future, particularly for residents in rural areas (27% of 'cars' comments). 15% of 'cars' comments suggested a greater focus on Electric Vehicles and 10% opposed restrictions on cars. However, 9% of 'cars' comments supported restrictions on car use and 6% opposed support for Electric Vehicles highlighting the varied views on this topic.

Other comments about 'cars' included suggested measures to reduce car ownership (4%), questions about the definition of unnecessary individual private vehicle use (4%) and support for zero emission zones (3%).

Delivery

Comments about 'delivery' were a recurring theme through all of the LTCP survey. On this question comments largely questioned the deliverability of the document (45% of 'delivery' comments). Similarly, 15% of 'delivery' comments highlighted the need for a delivery plan. 17% of 'delivery' comments suggested that the LTCP delivery timescales should be sooner.

Other comments about 'delivery' included the need for delivery across the county (4%), the need for engagement with residents (2%) and the need for enforcement (2%).

Public transport

Comments about 'public transport' were another recurring theme through all of the LTCP survey. On this question comments highlighted the need to improve the bus network (28% of 'public transport' comments). Similarly, 22% of comments made bus service suggestions.

Other comments about 'public transport' highlighted the need for reliability (11%), the need to improve rural services (11%) and the need for integration (5%).

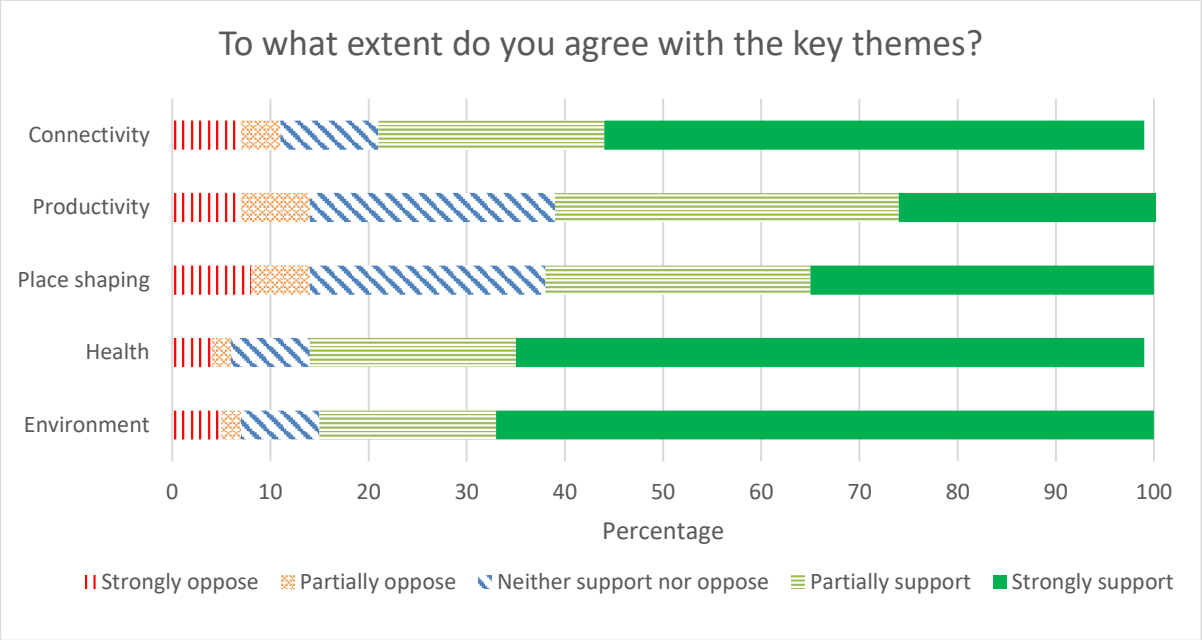
Key themes

To what extent do you agree with the key themes?

The majority of respondents agreed with the key themes with an average support of 74%. The 'environment' and 'health' key themes were strongly supported with 67% and 64% of respondents selecting strongly support respectively.

There was less support for the 'productivity' and 'place shaping' key themes but this can largely be attributed to a high percentage of 'neither support nor oppose' due to confusion about the meaning of the terms.

Theme	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Environment	5	2	8	18	67
Health	4	2	8	21	64
Place shaping	8	6	24	27	35
Productivity	7	7	25	35	27
Connectivity	7	4	10	23	55



Do you have any further comments on the key themes?
Respondents again identified a very wide range of additional considerations in response to this question. In total 18 different topics were identified, with a range of specific suggestions within each of these. The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Place shaping	0	63	12	75	7
Delivery	0	35	16	51	5
Opposition	0	0	50	50	5
Productivity	0	32	10	42	4
Connectivity	0	22	3	25	2
Accessibility	0	17	4	21	2
Road safety	0	19	0	19	2
Other	0	16	1	17	2
Environment	0	14	1	15	1
Public transport	1	10	1	12	1
Active travel	1	9	1	11	1
Cars	0	6	3	9	1
Growth	0	0	9	9	1
Rural	0	6	2	8	1
Cost	0	8	0	8	1
Digital connectivity	0	2	5	7	1
Support	7	0	0	7	1
Health	0	4	0	4	0

Place shaping

The majority of comments about 'place shaping' were questioning what the term meant (70% of 'place shaping' comments). Similarly, other comments questioned its deliverability (5%) and suggested changing the name to 'healthy place shaping' (4%).

Delivery

Comments about delivery again focused on the need for a delivery plan (29% of 'delivery' comments) and questions about deliverability of the key themes (25%)

Other 'delivery' comments highlighted the need to improve current delivery (18%), the need to reflect the key themes in planning (8%) and highlighting that current work does not match the key themes (8%).

Opposition

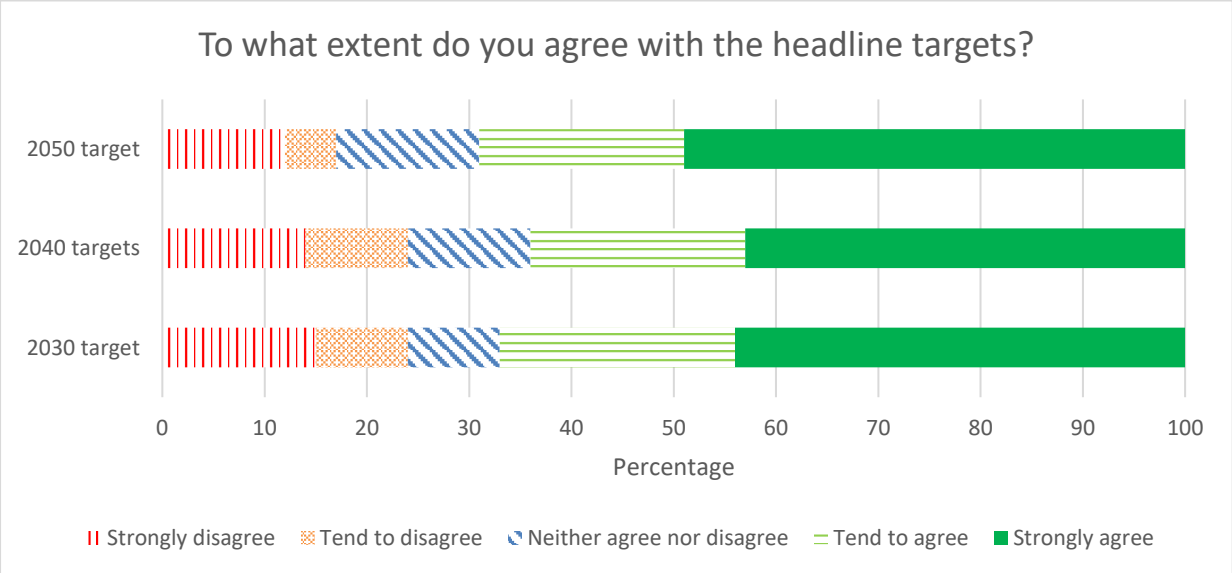
'Opposition' comments largely expressed general opposition to the key themes without providing further detail (46% of 'opposition' comments). 34% of comments opposed the key themes because they were too vague and 16% opposed because the key themes restrict freedom of movement.

Headline targets

To what extent do you agree with the headline targets?

Overall, the majority of respondents agreed with the headline targets with an average of 67% selecting 'strongly agree' or 'tend to agree'. Support was fairly consistent across the 3 headline targets.

Target	Strongly disagree (%)	Tend to disagree (%)	Neither agree nor disagree (%)	Tend to agree (%)	Strongly agree (%)
2030 target	15	9	9	23	44
2040 targets	14	10	12	21	43
2050 target	12	5	14	20	49



Do you have any further comments on the headline targets?
Respondents comments were generally focused on the ambition of the headline targets and the deliverability of them. In total 8 different topics were identified, with a range of specific suggestions within each of these. The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Ambition	0	182	17	199	20
Delivery	0	84	30	114	11
Public Transport	0	50	1	51	5
Cars	0	42	6	48	5
Other	0	35	0	35	3
Rural	0	16	5	21	2
Support	14	0	0	14	1
Road safety	0	11	0	11	1
Freight	0	4	0	4	0

Ambition
All of the 'ambition' comments were about the need for the targets to be more ambitious. These comments particularly highlighted the climate emergency and the need for more action in the next 10 years.

Delivery
Comments about 'delivery' covered a range of topics but largely focused on the need for a clear delivery plan about how the targets will be delivered (24% of 'delivery' comments). There were also a number of comments that questioned the deliverability of the targets (20%).

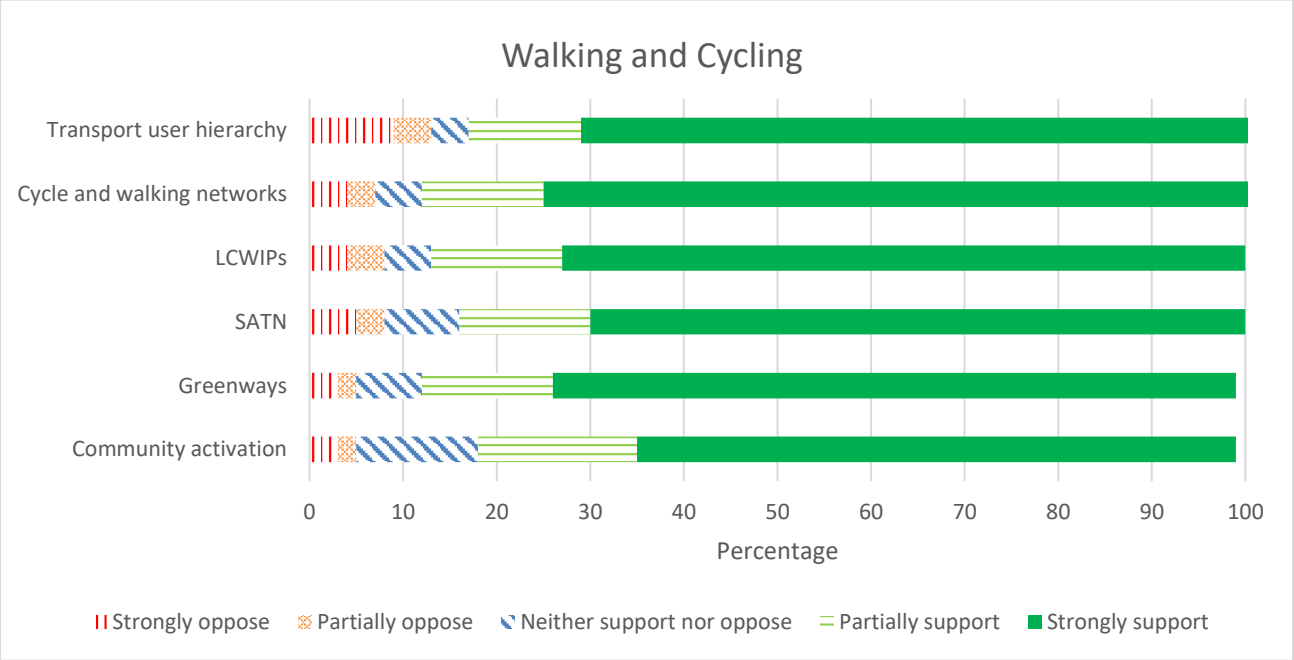
Public transport
Comments about 'public transport' largely highlighted the need for the public transport network to be improved if the targets are to be met (80% of 'public transport' comments).

Walking and cycling

To what extent do you support the policies set out in the 'Walking and Cycling' chapter?
Overall, there was strong support for the policies set out in the walking and cycling chapter with the policies in this chapter averaging 85% 'strongly support' or 'partially support'.

All policies had over 80% support. The policies with the highest levels of support were 'cycling and walking networks' (88% support), LCWIPs and Greenways (both 87% support). None of the policies had mixed levels of support or were not supported.

Policy	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Transport user hierarchy	9	4	4	12	72
Cycle and walking networks	4	3	5	13	76
LCWIPs	4	4	5	14	73
SATN	5	3	8	14	70
Greenways	3	2	7	14	73
Community activation	3	2	13	17	64



Do you have any further comments on the 'Walking and Cycling' policies?
There were a large number of comments on the 'walking and cycling' policies, particularly in relation to cycling. There were some clear themes within the topics however these were generally related to walking and cycling more generally rather than what was proposed by the policies.

In total 11 different topics were identified, with a range of specific suggestions within each of these. The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Cycling	0	112	5	117	19
Delivery	0	46	4	50	8
Opposition	0	0	37	37	6
Support	28	0	0	28	4
Vision zero	0	28	0	28	4

Accessibility	0	19	8	27	4
Rural	0	25	0	25	4
Cars	0	12	6	18	3
Maintenance	0	12	0	12	2
Equestrians	0	4	3	7	1
Walking	0	5	0	5	1

Cycling

Comments about 'cycling' primarily made general comments about what changes are required to encourage cycling or current issues. The 3 main areas were the need to improve safety (31% of 'cycling' comments), local issues (27%) and the need for segregated cycle paths (21%).

Other comments highlighted the need for better cyclist education (8%) and improved cycle parking (7%).

Delivery

Comments about 'delivery' largely highlighted the need for action to deliver more walking and cycling infrastructure (30% of 'delivery' comments) and the need to improve the quality of infrastructure that is delivered (28%).

Other comments highlighted the need for enforcement (14%), the need to engage with stakeholders during delivery (14%) and the need for a more detailed delivery plan (6%).

Opposition

The majority of 'opposition' comments expressed opposition to the dual choice network (57% of 'opposition' comments). The dual choice network is not referenced in the LTCP, this is a policy in the Active and Healthy Travel Strategy. Further analysis of reasons for this opposition is provided there.

Other 'opposition' comments were primarily expressing general opposition to the proposals (32%).

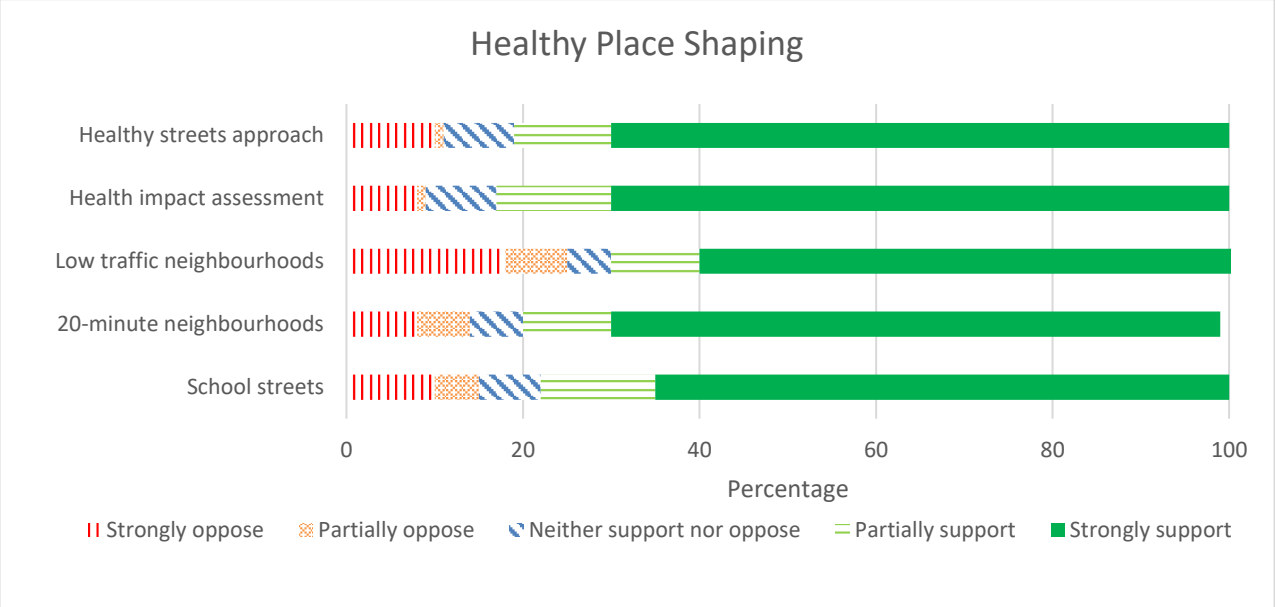
Healthy place shaping

To what extent do you support the policies set out in the 'Healthy Place Shaping' chapter?

Overall, there was strong support for the policies set out in the 'healthy place shaping' chapter with the policies in this chapter averaging 78% 'strongly support' or 'partially support'.

All policies had over 70% support. The policies with the highest levels of support were 'health impact assessments' (83% support) and 'healthy streets approach' (18% support). 'Low Traffic Neighbourhoods' had a higher level of 'strongly oppose' (18%) but still had strong support overall with 61% strongly supporting. None of the policies had mixed levels of support or were not supported.

Policy	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Healthy streets approach	10	1	8	11	70
Health impact assessment	8	1	8	13	70
Low traffic neighbourhoods	18	7	5	10	61
20-minute neighbourhoods	8	6	6	10	69
School streets	10	5	7	13	65



Do you have any further comments on the 'Healthy place shaping policies?
There were a lower number of comments on the 'healthy place shaping' policies. There were few clear themes with the most comments expressing support for the policies, with the second top category being opposition to the policies. In total 10 different topics were identified, with a range of specific suggestions within each of these. The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Support	18	0	0	18	8
Opposition	0	0	15	15	7
Delivery	0	14	0	14	6
Active Travel	1	5	3	9	4
Cars	0	7	0	7	3
Growth	0	7	0	7	3
Rural	0	6	0	6	3
Road Safety	0	2	1	3	1
Accessibility	0	1	1	2	1

Other	0	1	0	1	0

Support

The majority of 'support' comments were expressing general support for the healthy place shaping approach (61% of 'support' comments). Other comments expressed support for LTNs (28%) and School Streets (11%).

Opposition

The majority of 'opposition' comments were expressing opposition to LTNs (73% of 'opposition' comments). The remainder of 'opposition' comments expressed general opposition.

Delivery

As with other areas of the LTCP survey, there were a number of comments questioning the deliverability of the policies (43% of 'delivery' comments). The deliverability of 20-minute neighbourhoods was a particular area highlighted. Other comments included the need for a joined up network (21%), the need for enforcement (7%) and the need for bus gates (7%).

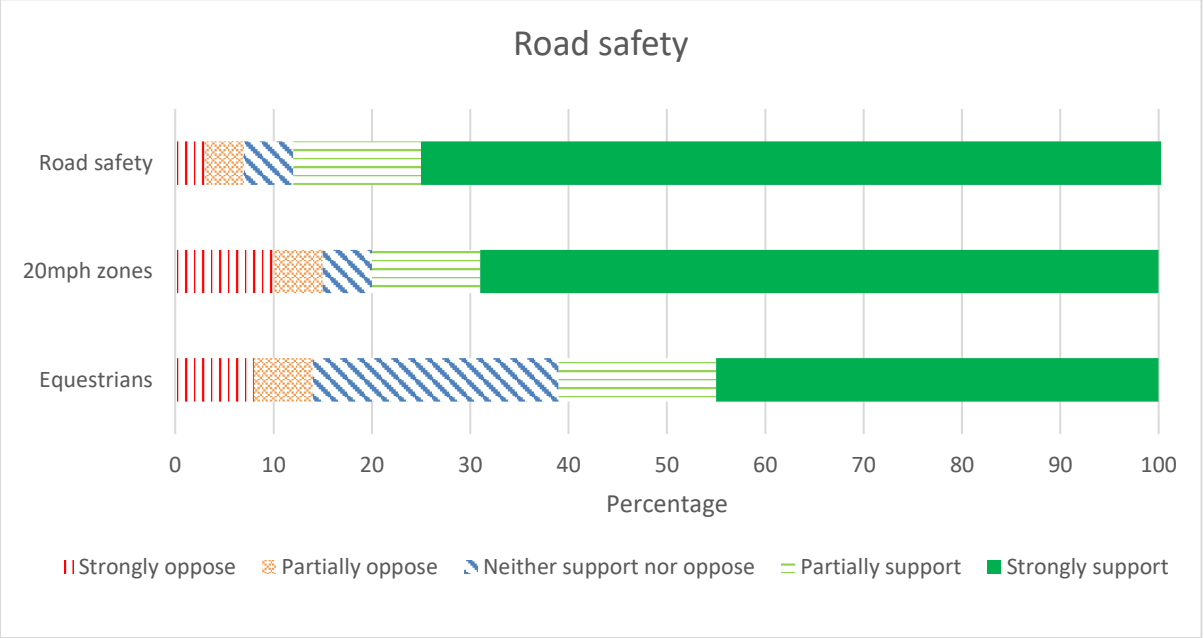
Road safety

To what extent do you support the policies set out in the 'Road Safety' chapter?

The majority of respondents supported the policies set out in the 'road safety' chapter with policies in this chapter averaging 77% 'strongly support' or 'partially support'. The 'road safety' policy was particularly well supported with 76% of respondents 'strongly supporting' the policy.

The 'equestrians' policy had a lower level of support however this can largely be attributed to the high proportion of 'neither support nor oppose' (25%). This is likely due to the specialist nature of the policy.

Policy	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Road safety	3	4	5	13	76
20mph zones	10	5	5	11	69
Equestrians	8	6	25	16	45



Do you have any further comments on the 'Road Safety' policies?
Respondents comments generally focused on suggested ways to improve road safety. In total 8 different topics were identified, with a range of specific suggestions within each of these. The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Road Safety	0	54	2	56	17
Delivery	0	31	1	32	9
Other	0	23	0	23	7
Active Travel	0	18	0	18	5
Opposition	0	0	14	14	4
Support	12	0	0	12	4
Rural	0	5	0	5	1
Accessibility	0	3	0	3	1

<u>Road safety</u>
The majority of 'road safety' comments suggested that the county council adopt a vision zero approach to road safety (59% of 'road safety' comments). It was highlighted that this approach should be reflected in the LTCPs overall vision.

The other key areas mentioned were the need to improve road maintenance to protect cyclists (16% of comments) and the need to address HGVs, particularly in rural areas (14% of comments).

Delivery

Comments about delivery largely highlighted the need for enforcement to improve road safety (56% of 'delivery' comments). The need to enforce 20mph zones and pavement parking were specifically highlighted by a number of respondents.

Other 'delivery' comments highlighted the need for a delivery plan (16%), the need for action (6%) and raised questions about the deliverability of the 20mph zone proposals (6%).

Other

'Other' comments were largely local road safety issues. These are not applicable to this stage of the LTCP and will be passed onto relevant teams.

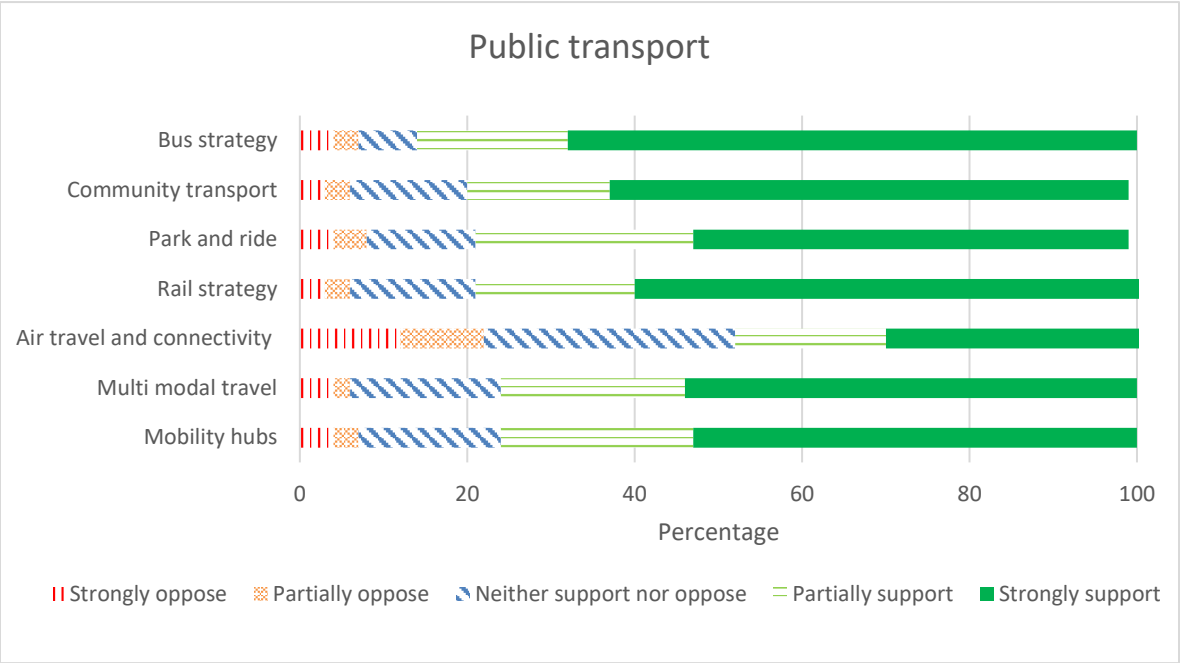
Public transport

To what extent do you support the policies set out in the 'Public Transport' chapter?

Overall, the policies in 'public transport' chapter were well supported with policies in this chapter averaging 75% 'strongly support' or 'partially support'. The 'bus strategy' policy was particularly well supported with 86% of respondents 'strongly' or 'partially' supporting the policy. The importance of buses and the need to improve the public transport system to meet the LTCPs goals was a recuring comment throughout the questionnaire.

The 'air travel and connectivity' policy had significantly less support than the other policies with 49% support vs 22% oppose. This was largely due to questions about whether air travel should be promoted due to its carbon emissions. There were also questions about the inclusivity of the policy.

Policy	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Bus strategy	4	3	7	18	68
Community transport	3	3	14	17	62
Park and ride	4	4	13	26	52
Rail strategy	3	3	15	19	61
Air travel and connectivity	12	10	30	18	31
Multi modal travel	4	2	18	22	54
Mobility hubs	4	3	17	23	53



Do you have any further comments on the 'Public Transport' policies?
Respondents identified a very wide range of additional considerations in response to this question. Whilst there was a large number of comments, there were few dominant themes reflecting the wide range of topics covered. In total 11 different topics were identified, with a range of specific suggestions within each of these. The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Public Transport	0	28	32	60	13
Cost	0	26	23	49	10
Opposition	0	0	37	37	8
Other	1	27	7	35	7
Rural	0	11	13	24	5
Delivery	0	2	6	8	2
Accessibility	0	5	2	7	1
Active travel	0	3	4	7	1
Support	5	0	0	5	1
Park and Ride	0	1	2	3	1
Ticketing	0	1	2	3	1

<u>Public transport</u>
General comments about 'public transport' were wide ranging and included a range of suggested ways to improve the bus system in Oxfordshire or complaints about the current system.

The most comments were around the need for more bus services (37% of public transport comments), the need to stop cuts to bus services (28%) and the need for reliable bus services (12%).

Cost

Comments about 'cost' were all related to the need to make bus services cheaper in Oxfordshire. This included suggestions to make bus services free for young people, free park and ride and subsidised bus fares.

Opposition

'Opposition' comments largely focused on opposition to the 'air travel and connectivity' policy (89% or 'opposition' comments). This reflects the lower levels of support for this policy in the previous question. Comments highlighted air travels contribution to emissions and questioned how this could fit with the LTCPs ambitions.

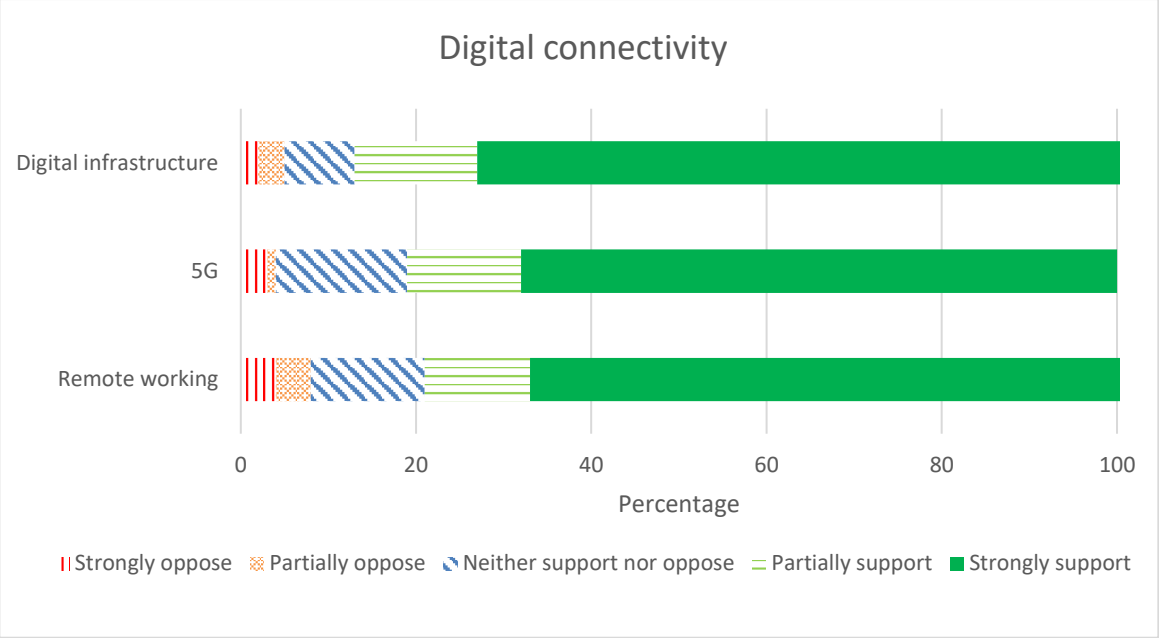
Other 'opposition' comments expressed opposition to park and rides due to the fact they encourage driving and general opposition to the proposals.

Digital connectivity

To what extent do you support the policies set out in the 'Digital connectivity' chapter?

There were high levels of support for all of the 'digital connectivity' policies with policies in this chapter averaging 83% 'strongly support' or 'partially support'. The 'digital infrastructure' policy was particularly well supported with 74% of respondents strongly supporting the policy. There was not any mixed levels of support or opposition to the policies in this section.

Policy	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Digital infrastructure	2	3	8	14	74
5G	3	1	15	13	68
Remote working	4	4	13	12	68



Do you have any further comments on the 'Digital Connectivity' policies?
Respondents identified a wide range of additional considerations, with few clear themes arising within each broad category. In total 9 different topics were identified, with a very wide range of specific suggestions within each of these. The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Digital Connectivity	2	7	16	25	14
Rural	1	5	8	14	8
Health	0	2	9	11	6
Accessibility	0	2	8	10	6
Growth	0	1	6	7	4
Other	0	1	6	7	4
Delivery	0	1	4	5	3
Environment	0	1	1	2	1
Public Transport	0	1	0	1	1

<u>Digital Connectivity</u>
Comments about 'digital connectivity' were a broad range of comments, personal views or suggestions. These included both support for the approach as well as concerns about the focus on reducing the need to travel and how improvements would be delivered. There were no clear themes arising within the category.

<u>Rural</u>
Comments about rural areas largely highlighted the need to improve rural digital infrastructure (46% of 'rural' comments) and consider rural areas during digital infrastructure work (31%). Other comments highlighted the need to ensure

infrastructure in rural areas is sensitive to the environment and suggested the establishment of local hubs for remote working.

Health

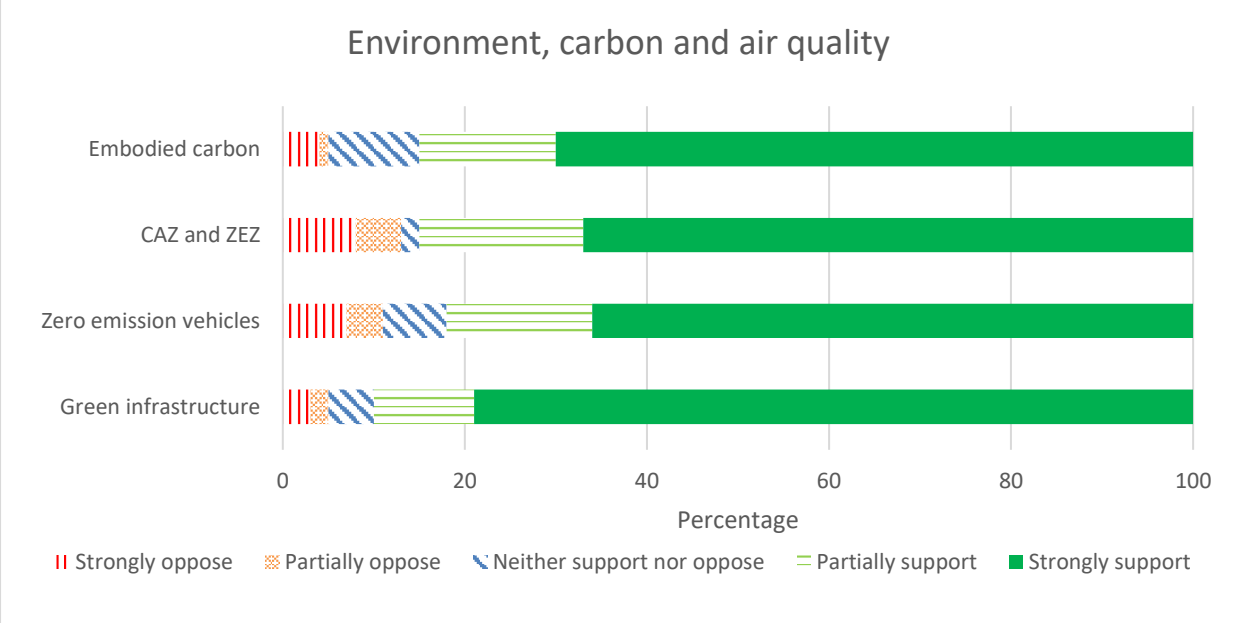
Comments about 'health' covered 2 main areas. These were comments about remote working not being good for mental health and the need to ensure face to face meetings are still possible. Comments in this area were closely related and largely highlighted the ongoing importance of travel and interaction.

Environment, carbon and air quality

To what extent do you support the policies set out in the 'Environment, carbon and air quality' chapter?

Policies in the 'environment, carbon and air quality' chapter were very strongly supported with policies in this chapter averaging 85% 'strongly support' or 'partially support'. The 'Green Infrastructure' policy was particularly well supported with 79% of respondents strongly supporting. There was not any mixed levels of support or opposition to the policies in this section.

Policy	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Embodied carbon	4	1	10	15	70
CAZ and ZEZ	8	5	2	18	67
Zero emission vehicles	7	4	7	16	66
Green infrastructure	3	2	5	11	79



Do you have any further comments on the 'Environment, carbon and air quality' policies?

Respondents identified a wide range of additional considerations in response to this question. The majority of comments were about cars and specifically the role of Electric Vehicles. In total 16 different topics were identified, with a very wide range of

specific suggestions within each of these. The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Cars	0	12	44	56	17
Delivery	0	8	20	28	9
Environment	0	7	8	15	5
Growth	1	4	9	14	4
Active Travel	1	2	9	12	4
Emissions	0	2	10	12	4
Cost	0	3	7	10	3
Public Transport	0	5	4	9	3
Connectivity	0	5	3	8	2
Other	3	3	2	8	2
ZEZ	0	5	3	8	2
Health	1	0	5	6	2
Parking enforcement	0	0	4	4	1
Rural	0	4	0	4	1
Accessibility	0	1	2	3	1
HGVs	0	0	2	2	1

Cars

The largest number of comments were about 'cars'. Within this category most comments were either about electric vehicles or the role of electric vehicles. Comments covered both support for more electric vehicles and opposition to electric vehicles highlighting the complexity of this area.

The largest number of comments expressed concerns about the life time emissions of electric vehicles (20% of 'cars' comments). These comments highlighted both the emissions involved with production of electric vehicles, emissions related to energy generation and concerns about disposal of batteries.

17% of 'cars' comments highlighted that electric vehicles are currently too expensive for the majority of residents. 12% of comments suggested prioritising car use should be the priority as electric vehicles still contribute to issues such as congestion.

However, 7% of 'cars' comments suggested electric vehicles should be promoted more in the LTCP and 7% highlighted the need for more charging infrastructure. This highlights the broad range of views received on this area.

Delivery

As with other areas of the survey, there were a number comments about delivery of the proposals. Comments in this area were very wide ranging with few clear themes. However, 20% of 'delivery' comments all highlighted the need for ambitions in this area to be delivered sooner.

There were not any other recurring themes but comments included the need to deliver more electric vehicle charging infrastructure, both support and opposition to the Oxford Zero Emission Zone and the need for a delivery plan.

Environment

There were no clear themes in the 'environment' comments however suggestions included the need for more street trees, the need to protect the Green Belt and suggestions to reference the Nature Recovery Network.

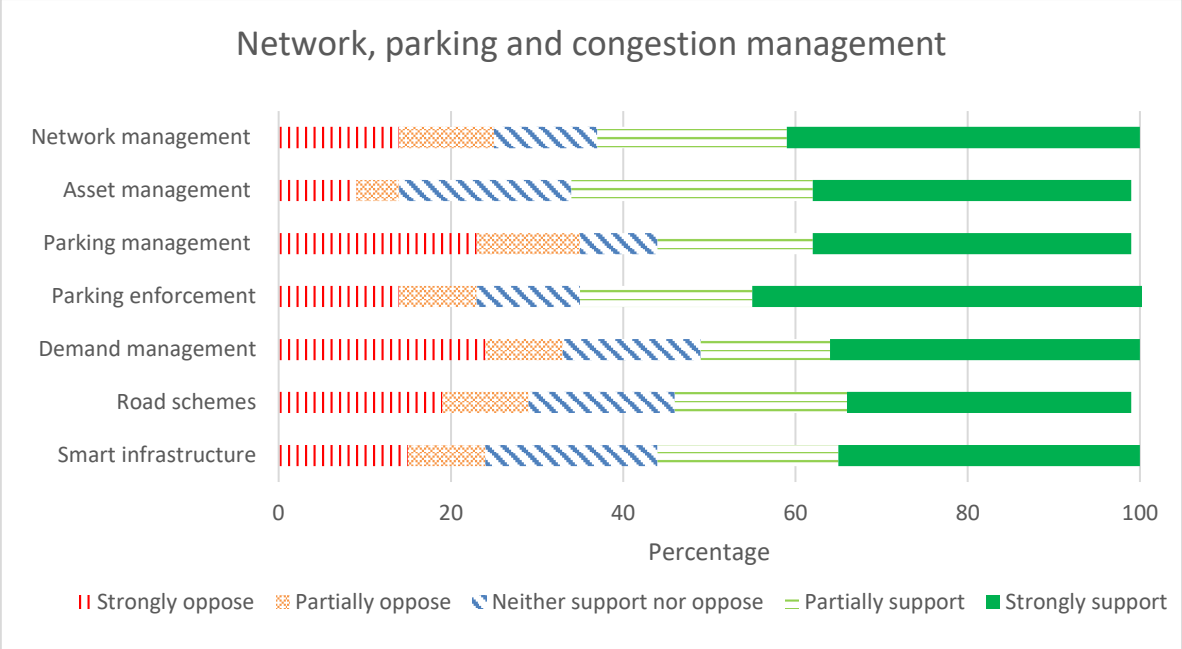
Network, parking and congestion management

To what extent do you support the policies set out in the 'Network, parking and congestion management' chapter?

There were lower levels of support for the policies in the 'network, parking and congestion management' chapter with policies in this chapter averaging 58% 'strongly support' or 'partially support'. The lower levels of support for policies in this chapter are likely related to the restrictions on car use proposed by policies in the chapter.

However, despite having lower levels of support all of the policies were still supported overall. The 'demand management' and 'parking management policies' had the highest levels of opposition (24% and 23% strongly oppose respectively) but were still supported overall. Both of these policies propose potential restrictions on car use which likely contributed to the lower levels of support.

Policy	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Network management	14	11	12	22	41
Asset management	9	5	20	28	37
Parking management	23	12	9	18	37
Parking enforcement	14	9	12	20	46
Demand management	24	9	16	15	36
Road schemes	19	10	17	20	33
Smart infrastructure	15	9	20	21	35



Do you have any further comments on the 'Network, parking and congestion management' policies?
Respondents identified a very wide range of additional considerations in response to this question. This reflects the larger number of policies in this chapter which also cover a range of topics.

In total 18 different topics were identified, with a very wide range of specific suggestions within each of these. The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Parking Management	0	28	6	34	12
Active Travel	3	10	17	30	10
Parking Enforcement	3	15	7	25	9
Delivery	0	12	12	24	8
Public Transport	0	21	2	23	8
Congestion Management	0	17	2	19	7
Cars	1	9	6	16	6
Accessibility	0	9	5	14	5
Network Management	0	10	3	13	5
Opposition	0	4	7	11	4
Rural	0	0	10	10	3
Demand Management	1	6	3	10	3
Cost	0	6	2	8	3
Roadworks	0	4	2	6	2
Growth	0	1	4	5	2
Motorcycles	0	4	0	4	1

Smart Infrastructure	0	2	1	3	1
Asset Management	0	2	0	2	1

Parking management

The largest number of comments about 'parking management' were opposition to parking restrictions or suggesting parking restrictions have negative effects (29% of 'parking management' policies.

However, 24% of 'parking management' comments suggested that more need to be done to discourage parking in town centres. This reflects the complexity of this area and range of opinions on parking restrictions.

Other comments highlighted the need for more cycle parking (12%), need to consider groups that require parking (9%) and need to consider local businesses needs (6%).

Active travel

The majority of comments about active travel highlighted the negative effects of LTNs (43% of active travel comments). Whilst the LTN policy was not included in this chapter, comments were due to the 'demand management' and 'parking management' policies which have links to LTNs.

Other comments highlighted the need to improve walking and cycling infrastructure (23%), scheme requests and local issues (10%) and support for LTNs (7%).

Parking enforcement

'Parking enforcement' comments largely supported policy proposals to tackle pavement parking. Comments highlighted the negative impact pavement parking has, particularly on disabled and older residents. It was also suggested the policy should be expanded to cover parking on cycle paths.

Other comments highlighted the need for effective enforcement (28%), the need to tackle HGV parking (4%) and local issues (4%).

Innovation

To what extent do you support the policies set out in the 'Innovation' chapter?

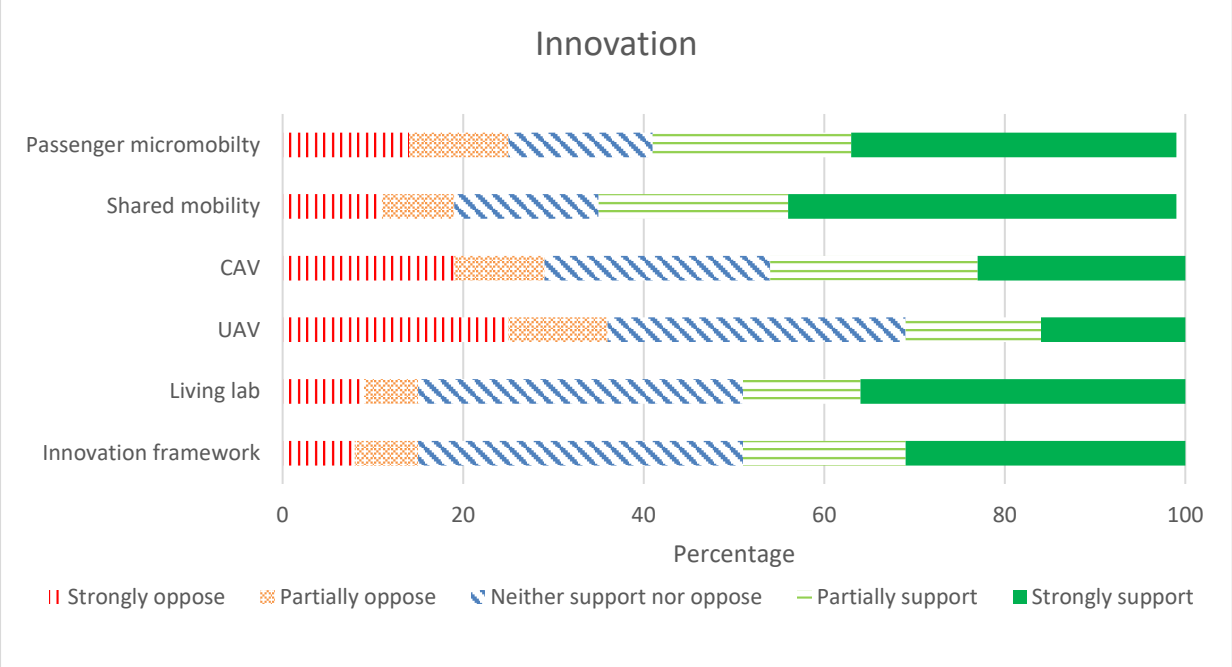
Policies in the 'innovation' chapter had the lowest level of support in the LTCP with an average of 49% 'strongly support' or 'partially support'. All of the policies were still supported overall apart from the 'Unmanned Aerial Vehicle' (UAV) policy. This was the only policy in the LTCP that was not supported overall with 36% oppose compared to 31% support.

The reasons for this opposition were largely existing negative attitudes towards the technology, concerns about privacy and concerns about safety. It should be noted that this policy was generally misunderstood by respondents as it relates to futureproofing and not active deployment.

All of the policies in this chapter had a higher level of 'neither support nor oppose', particularly the policies associated with more innovative technology such as

Connected and Autonomous Vehicles (CAV) and UAVs. It is unclear why this was but was likely due to a lack of understanding about the technologies proposed.

Policy	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Innovation framework	8	7	36	18	31
Living lab	9	6	36	13	36
UAV	25	11	33	15	16
CAV	19	10	25	23	23
Shared mobility	11	8	16	21	43
Passenger micromobility	14	11	16	22	36



Do you have any further comments on the 'Innovation' policies?
Respondents comments offered some insight to why the levels of support were lower in this section but there were a limited number of comments on topics such as UAVs and CAVs limiting understanding as to why these policies had less support.

As highlighted previously the comments that were received expressed negative attitudes towards the technology, concerns about privacy and concerns about safety. These comments generally misunderstood the policies which are about futureproofing rather than active deployment.

In total 13 different topics were identified, with a very wide range of specific suggestions within each of these. The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
E-scooters	0	18	0	18	13
Safety	0	14	1	15	11
Innovation Framework	3	9	1	13	10
UAVs	0	3	7	10	7
CAVs	3	5	1	9	7
Shared transport	3	1	0	4	3
Other	0	1	3	4	3
Rural	0	2	1	3	2
Delivery	0	2	0	2	1
Electric Vehicles	1	0	1	2	1
Social Acceptance	0	1	0	1	1
Growth	0	0	1	1	1
Roadworks	0	1	0	1	1

E-scooters

The majority of comments about 'e-scooters' were questioning their safety (39% of e-scooter comments). Similarly, 22% of comments suggested the need for regulation and enforcement highlighting the level of concern around the safety and deployment of e-scooters.

Other comments included questions about the affordability of e-scooters (6%), suggestion to ban e-scooters from cycle lanes (6%) and the need for clear monitoring and review (6%).

Safety

Comments about 'safety' highlighted general concern about the use of innovative transport technologies. The comments focused on the need to monitor user behaviour (40% of 'safety' comments), provide safety assurances for the use of new technology (33%) and change relevant regulations (20%).

Innovation Framework

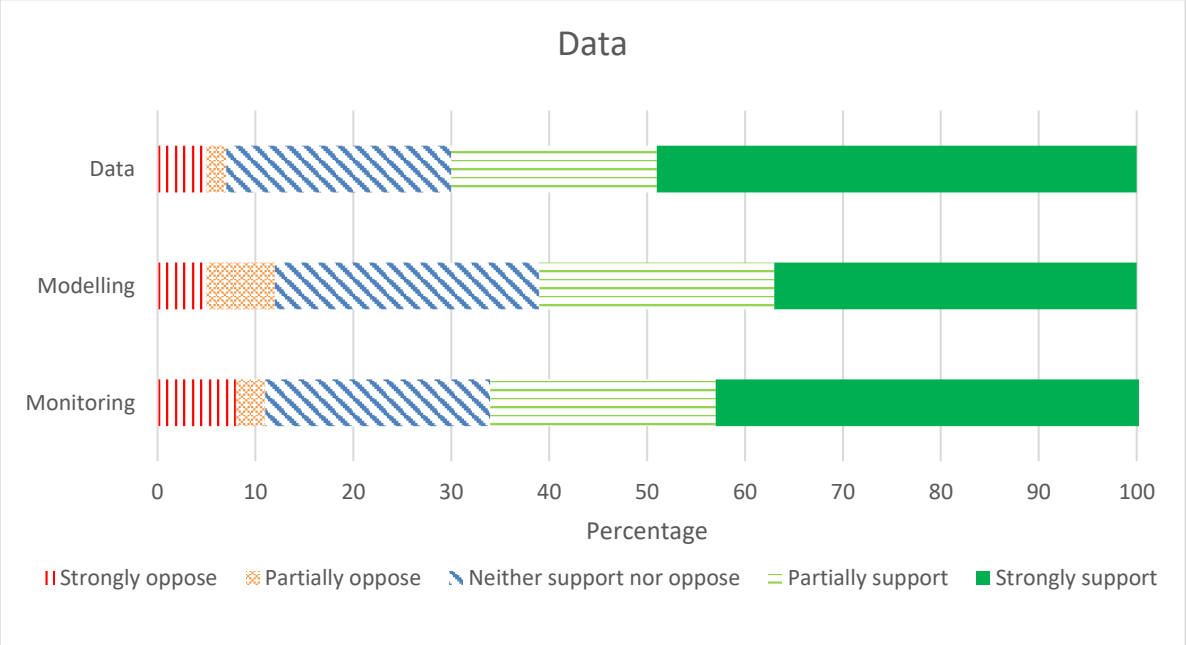
Comments about the 'innovation framework' were move varied with fewer clear themes. The most common comments were around the need to use innovation alongside other measures (23% of 'innovation framework' comments) and concerns that the technology mentioned is not yet mature enough (23%). There were also comments expressing support for the Innovation Framework (15%).

Data

To what extent do you support the policies set out in the 'Data' chapter?

Policies in the 'data' chapter were all supported with an average of 66% 'strongly support' or 'partially support'. All of the policies had low levels of opposition but a higher proportion of 'neither support nor oppose' likely due to the more specialist nature of the policies.

Policy	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Monitoring	8	3	23	23	45
Modelling	5	7	27	24	37
Data	5	2	23	21	49



Do you have any further comments on the 'Data' policies?
There was a lower number of responses the 'data' chapter as a whole and a considerably lower number of written comments. This is again likely due to the more specialist nature of these policies.

The comments that were received can largely be grouped into 4 topics. The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Data sharing/modelling	1	11	0	12	28
Transport strategy	0	5	1	6	14
Active Travel	2	0	0	2	5
Network Management	0	1	0	1	2

<u>Data sharing/modelling</u>
The majority of comments about 'data sharing/modelling' were about the need to make transport monitoring and modelling results publicly available (58% of 'data sharing/modelling' comments). Similarly, the other main comment topic was around the need for transparency about what models are used (25%).

Transport strategy
Comments about 'transport strategy' suggested that transport schemes should be based on publicly available data and that more effective engagement with the public when designing transport schemes is needed.

Active Travel
The comments about 'active travel' both highlighted that relevant data will allow effective LTN performance evaluation.

Freight and logistics

To what extent do you support the policies set out in the 'Freight and logistics' chapter?
Overall, the majority of respondents supported the policies set out in the freight and logistics chapter with the policies in this chapter averaging 71% 'strongly support' or 'partially support'. None of the policies in this chapter had mixed levels of support or were opposed.

Policy	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Cycle freight	13	6	17	15	49
Freight consolidation	8	5	10	27	50
Freight and logistics strategy	10	4	14	20	51



Do you have any further comments on the 'Freight and logistics' policies?
Respondents identified a range of additional considerations in response to this question. This included a number of local issues related the inappropriate movement of HGVs.

The comments that were received can largely be grouped into 11 topics. The topics identified are shown on the table below. This includes an indication as to whether the

comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Freight Consolidation	2	30	6	38	21
Cycle Freight	0	13	8	21	11
HGVs	0	19	0	19	10
Delivery	1	8	2	11	6
Freight and Logistics Strategy	1	7	3	11	6
Collaboration	0	6	0	6	3
Electric Vehicles	0	5	0	5	3
Rural	0	4	0	4	2
Other	0	4	0	4	2
Enforcement	0	3	0	3	2
Network Management	0	2	0	2	1

Freight consolidation

There were a wide range of comments related to 'freight consolidation' with only one clear recurring topic. This was suggestions that more rail freight movement and consolidation should be conducted (24% of 'freight consolidation' comments).

Other comments were very wide ranging with no clear themes. Comments included suggestions that freight consolidation is not feasible (8%), potential negative impacts of consolidation (8%) and local suggestions (8%).

Cycle freight

Comments about 'cycle freight' were mainly questions about its feasibility (33% of 'cycle freight' comments) and its feasibility in rural areas (24%). There were also questions about the employment practices of cycle freight operators (14%) and opposition to specific existing services (10%).

HGVs

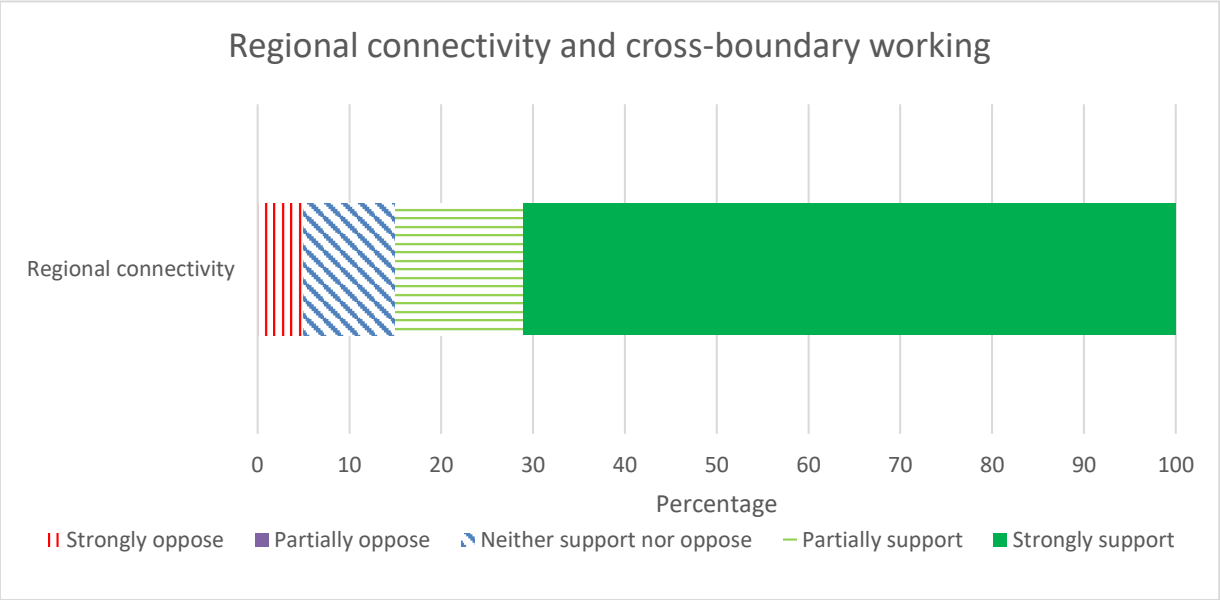
Comments about HGVs were nearly all about the need to reduce the number of HGVs through towns and villages. There were a number of local examples provided from across the county in relation to this. There were also suggestions that need for HGVs to follow direct vision standard.

Regional connectivity and cross-boundary working

To what extent do you support the policies set out in the 'Regional connectivity and cross-boundary working' chapter?

There was only one policy in the 'regional connectivity and cross-boundary' working chapter which was very well supported with 85% of respondents selecting 'strongly support' or 'partially support'. Only 5% of respondents opposed the policy.

Policy	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Regional connectivity	5	0	10	14	71



Do you have any further comments on the 'Regional connectivity and cross-boundary working' policies?

There were a range of comments in response to this question. These comments were wide ranging and generally had limited correlation to the LTCP policy. The comments that were received can be grouped into 7 topics. The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Connectivity	0	24	1	25	27
Public Transport	0	12	0	12	13
Delivery	0	7	2	9	10
Cooperation	0	5	0	5	5
Other	0	0	3	3	3
Cost	0	2	0	2	2
Active Travel	0	1	0	1	1

<u>Connectivity</u>

There were three main comment areas in relation to 'connectivity'. These were the need for better cross boundary bus connectivity (32% of 'connectivity' comments), the need for county boundaries to have closer attention (24%) and the need for better regional rail connectivity (20%). Comments about buses and rail overlap with the 'public transport' topic and highlight the importance of improving regional public transport connectivity to respondents.

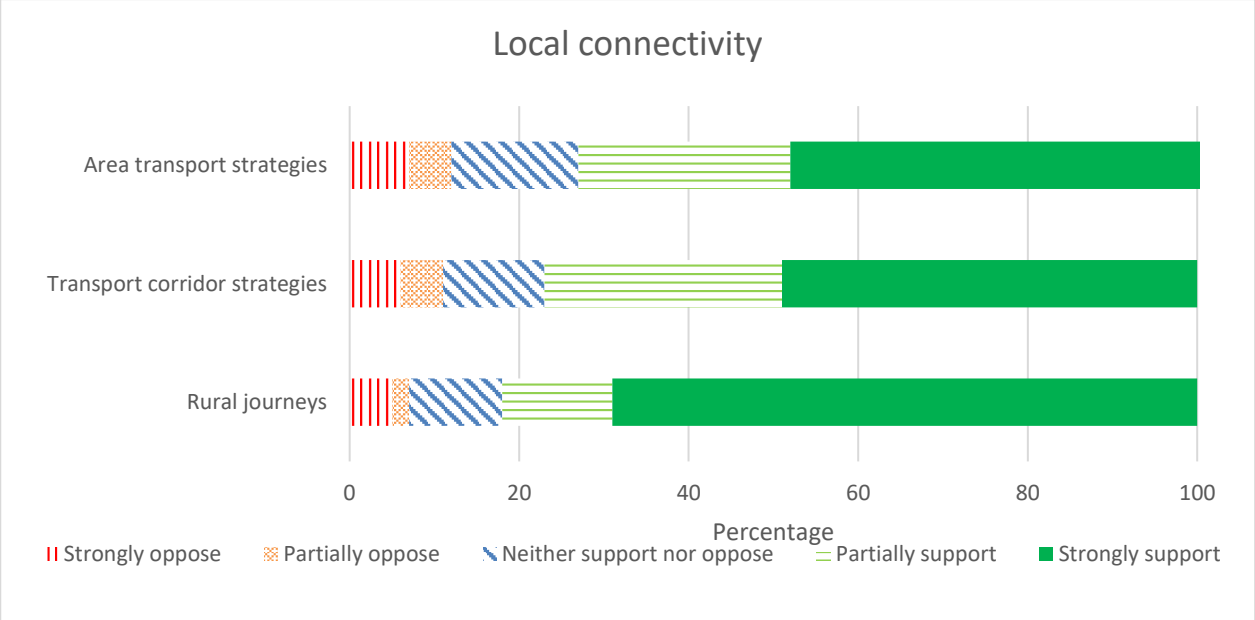
Public transport
As with 'connectivity' the majority of 'public transport' comments were about the need to improve regional and cross boundary public transport. This included specific service suggestions and the need to improve rural cross-boundary buses.

Delivery
As with other areas of the LTCP survey, comments about 'delivery' highlighted the need for a delivery plan (56% of 'delivery' comments). There were also suggestions to amend the policy and implement a new governance model for regional working.

Local connectivity

To what extent do you support the policies set out in the 'Local connectivity' chapter?
Overall, the policies in the 'local connectivity' chapter were all well supported with 77% of respondents selecting 'strongly support' or 'partially support'. The 'rural journeys' policy was particularly well supported with 69% of respondents strongly supporting the policy.

Policy	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Rural journeys	5	2	11	13	69
Transport corridor strategies	6	5	12	28	49
Area transport strategies	7	5	15	25	49



Do you have any further comments on the 'Local connectivity' policies
Respondents identified a wide range of additional considerations in response to this question, however there were two main topics which are 'public transport' and 'rural'. There was a significantly lower number of comments in the other topic areas.

In total the comments received can be grouped into 14 topics. The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Public Transport	0	40	0	40	15
Rural	0	36	2	38	15
Transport strategy assessment	0	8	6	14	5
Active Travel	0	11	1	12	5
Delivery	1	10	0	11	4
Transport Corridors	0	9	0	9	3
Network Management	0	7	0	7	3
Other	0	6	0	6	2
Cost	0	4	0	4	2
Accessibility	0	3	0	3	1
Growth	0	1	1	2	1
Electric Vehicles	0	2	0	2	1
Road Safety	0	2	0	2	1
Freight and Logistics	0	1	1	2	1

Public transport

There were a number of topics about 'public transport' however the majority were about the need to improve the public transport network (55% of 'public transport' comments). This reflects the comments received to previous questions.

Other comments included the need to improve reliability (5%), the need to improve rail services (5%) and the need to improve frequency (5%). Again, these comments largely reflect comments received elsewhere.

Rural

Similarly, the majority of 'rural' comments were about the need to improve public transport services in rural areas (58% of 'rural' comments). Other comments suggested the LTCP needs to do more to consider rural areas (13%), the need to improve walking and cycling infrastructure in rural areas (8%) and the need to improve rural connectivity by all transport modes (8%).

Transport strategy assessment

Comments about 'transport strategy assessment' were to do with the development of the area transport strategies and area transport strategy policy. These comments highlighted the need for the area strategies to be supported on a non-political basis (43% of 'transport strategy assessment' comments). Other comments included suggestions to engage with parish councils during development (14%) and expressed opposition to the proposed approach (14%).

Integrated Sustainability Appraisal (ISA)

Do you have any comments on the appraisal findings presented in the ISA Report which accompanies the consultation version of the LTCP?
Respondents were asked if they had any comments on the ISA that accompanied the LTCP. There were very few relevant comments to this question and no clear themes. This is likely due to the more technical nature of the ISA and the fact this was the last survey question and was therefore used for general final comments. Those comments of relevance have been passed onto the consultants that produced the ISA.

Stakeholder engagement

The analysis of LTCP responses includes both public and stakeholder comments. However, we received a number of survey responses from stakeholders and representatives of others such as our District and City Councils, Walking and Cycling Groups and Disability Groups. The full list of groups can be found in appendix 1. We also conducted specific engagement with some stakeholder groups as outlined previously.

During analysis stakeholder feedback has been specifically highlighted and dealt with accordingly to reflect the collective nature of the response. Stakeholder comments were generally more specific than public comments and related to a very wide range of topics. However, we have provided a high level summary of key issues from 3 different stakeholder groups in this section.

Transport groups

- Overall support for the policy approach.
- Concerns about delivery of the transport user hierarchy.
- Need for clarity about zero-carbon / net-zero / carbon neutral.
- Suggestions to consider the difference between long trips and short trips.
- Concerns about how the headline targets would be monitored and the need for more detail about how they will be delivered.
- Opposition to air travel policy.
- Suggestions to adopt ‘vision zero’ approach to road safety.
- Suggestions to strengthen policy wording throughout the document.
- Suggestions for new Key Performance Indicators.
- Suggestions to include a review of LTP4 and lessons learned.

Disability and equality

- Disabled residents transport needs not considered or provided for by current policies and a greater emphasis on inclusivity is required.
- Document does not include images of disabled people.
- Suggestions to recognise the importance of asset management for disabled people.
- Need to improve engagement with disabled and vulnerable people during scheme design.
- Suggestions to support/re-introduce demand responsive transport schemes.
- Support for mobility hubs.

Town and parish councils

- General support for the approach.
- Need to better consider rural areas and how the policies will help to meet rural residents transport needs.
- Need to improve public transport provision in rural areas.
- Concerns about HGVs and inappropriate movement. Suggestions that freight is included in the vision, targets and Key Performance Indicators.
- Suggestions for a greater focus on road safety.
- Questions about applicability of some policies to rural areas.
- Need to better consider disabled and older residents transport needs.

LTCP key issues

In summary, key issues identified through the consultation were:

- Challenge about how the overall LTCP outcomes and targets will be achieved.
- Rural areas not sufficiently considered and provided for by current policies.
- Disabled residents transport needs not considered or provided for by current policies and a greater emphasis on inclusivity is required.
- Question / challenge around how the LTCP will be delivered.
- Question how the document will be monitored, particularly the headline targets.
- Suggestion to adopt 'vision zero' approach to road safety
- Need to better explain is meant by decarbonisation and 'net-zero'.
- Policy wording needs to be strengthened throughout the document.
- Suggestion to include LTP4 review and lessons learned.

6. Freight and Logistics Strategy survey

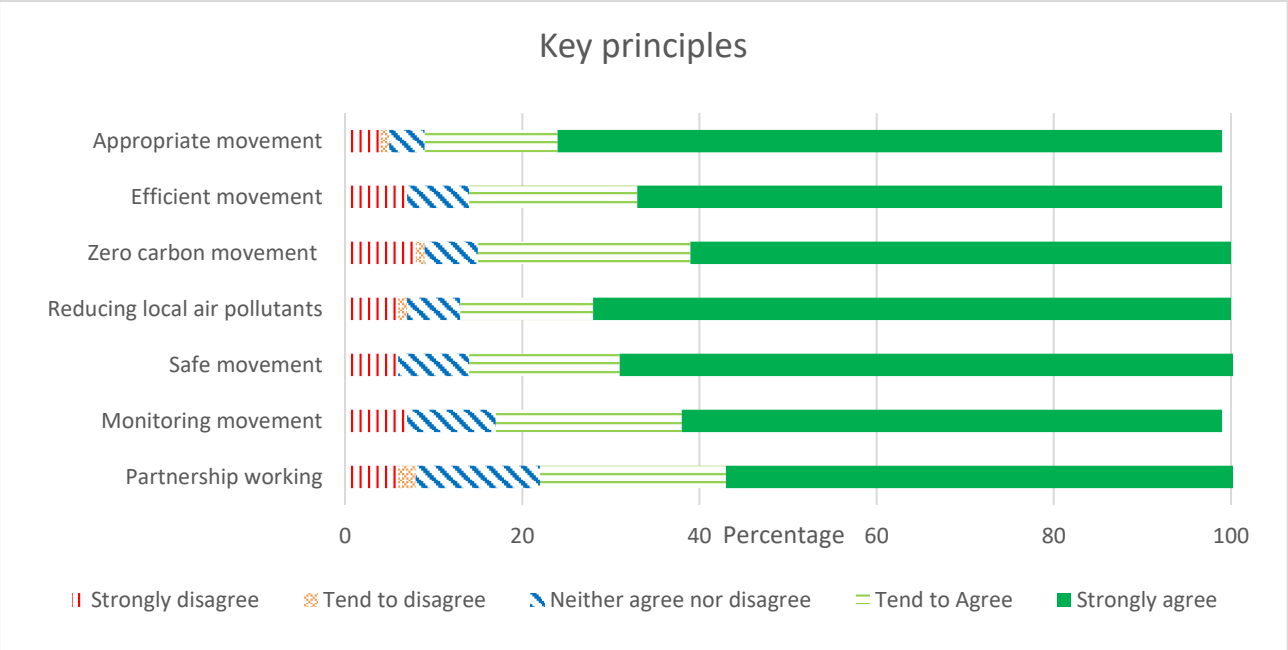
The draft Freight and Logistics Strategy was also subject to public consultation. There were a set of optional more detailed questions on the strategy that respondents had the choice of completing.

In total 83 people responded to the Freight and Logistics Strategy survey. As with the main LTCP survey, respondents were not required respondents to answer every question and so the number of responses to each section varies.

Key principles

To what extent do you agree with the key principles?
There was strong support for the key principles with an average of 85% of respondents selecting 'strongly agree' or 'partially agree'. The 'Appropriate movement' key principle was particularly well supported with 75% of respondents strongly agreeing. All of the key principles had less than 10% disagree.

Principle	Strongly disagree (%)	Tend to disagree (%)	Neither agree nor disagree (%)	Tend to Agree (%)	Strongly agree (%)
Appropriate movement	4	1	4	15	75
Efficient movement	7	0	7	19	66
Zero carbon movement	8	1	6	24	61
Reducing local air pollutants	6	1	6	15	72
Safe movement	6	0	8	17	70
Monitoring movement	7	0	10	21	61
Partnership working	6	2	14	21	58



Do you have any further comments on the key principles?
Respondents identified 7 topics for consideration in response to this question, however the majority were focused on 'HGVs'. There was a significantly lower number of comments in the other topic areas. Generally comments to this question were not about the key principles and were instead more general comments about freight.

The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
HGVs	0	11	5	16	22
Delivery	1	2	2	5	7
Environment	0	4	0	4	6
Other	0	1	1	2	3
Road safety	0	1	0	1	1
Opposition	0	0	1	1	1
Support	1	0	0	1	1

HGVs
The majority of 'HGV' comments highlighted the need to keep HGVs on appropriate routes (50% of 'HGV' comments). Local issues with inappropriate HGV movement were highlighted in Chipping Norton and Henley.

Other 'HGV' comments highlighted the need for enforcement (25% of 'HGV' comments), the need for consolidation (13%) and the need to support HGVs (6%). As noted previously, these comments were more general freight suggestions and not directly related to the key principles.

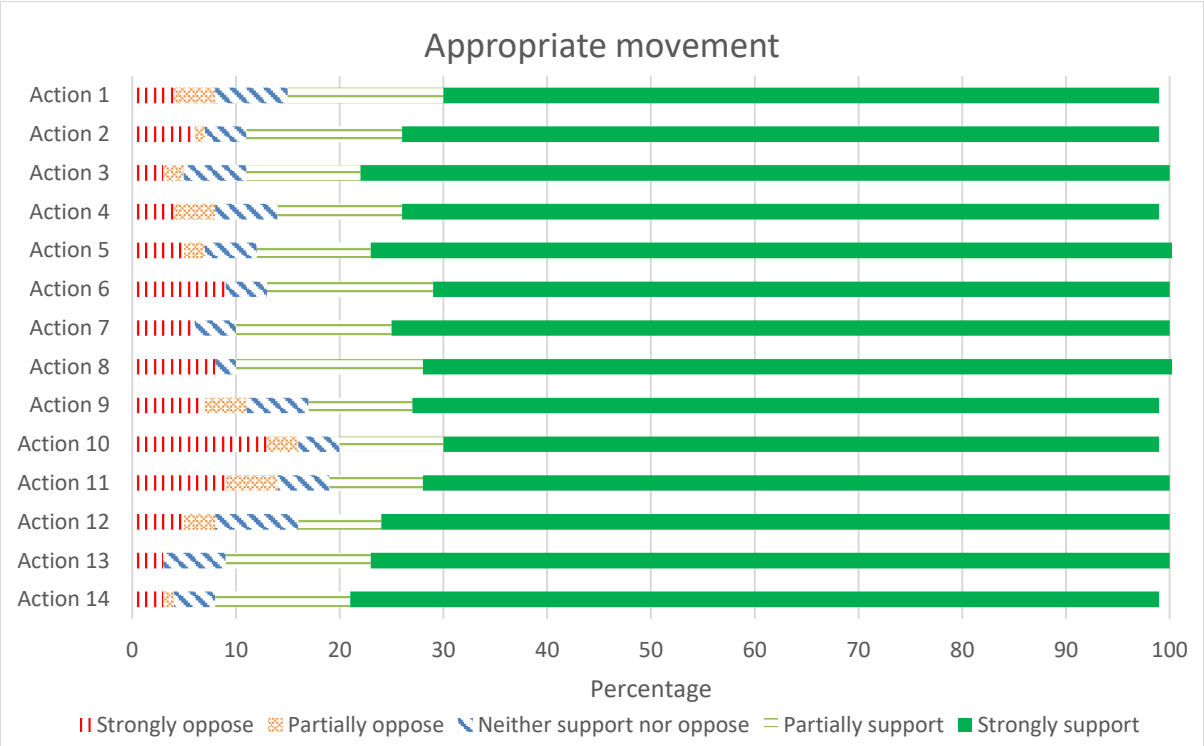
Other topics
There were few recuring comments under the other topics and so no additional analysis is provided.

Appropriate movement

To what extent do you support the actions proposed in the 'Appropriate movement' chapter?
The actions in the 'appropriate movement' chapter were very strongly supported with actions in this chapter averaging 86% 'strongly support' or 'partially' support. All policies had over 80% support apart from action 10 (79% support).

Actions 13 and 14 were particularly well supported with 77% and 78% of respondents strongly supporting respectively.

Action	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Action 1	4	4	7	15	69
Action 2	6	1	4	15	73
Action 3	3	2	6	11	78
Action 4	4	4	6	12	73
Action 5	5	2	5	11	78
Action 6	9	0	4	16	71
Action 7	6	0	4	15	75
Action 8	8	0	2	18	73
Action 9	7	4	6	10	72
Action 10	13	3	4	10	69
Action 11	9	5	5	9	72
Action 12	5	3	8	8	76
Action 13	3	0	6	14	77
Action 14	3	1	4	13	78



Do you have any further comments on the actions in the 'Appropriate movement' chapter?

Respondents identified 5 topics for consideration in response to this question. The majority were focused on 'delivery' reflecting trends seen elsewhere in the LTCP consultation. Comments were more focused on the actions in the strategy but there were still a number of more general freight comments, particularly in relation to local issues.

The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Delivery	0	13	3	16	22
HGVs	0	5	6	11	15
Rail	0	5	0	5	7
Opposition	0	0	3	3	4
Support	1	0	0	1	1

Delivery

Most comments about 'delivery' highlighted the need for enforcement if the proposals are to be successful (31% of 'delivery' comments). These comments largely related to the need for enforcement of weight restrictions and appropriate routes to tackle inappropriate HGV movement.

Other comments about 'delivery' were similar to those about the overall LTCP. This included comments highlighting the need for funding to deliver the proposals (19% of 'delivery' comments) and questions about the deliverability (19%).

HGVs

As with the previous question, comments about HGVs primarily highlighted the need to keep HGVs on appropriate routes (45% of 'HGV' comments). Similarly, there were a number of comments again highlighting issues with inappropriate HGV movement in Henley (36%).

Other topics

Comments about 'rail' all suggested that there should be a greater use of rail freight. All 3 'opposition' comments opposed the proposal that new weight restrictions would be 18t.

Efficient movement

To what extent do you support the actions proposed in the 'Efficient movement' chapter?

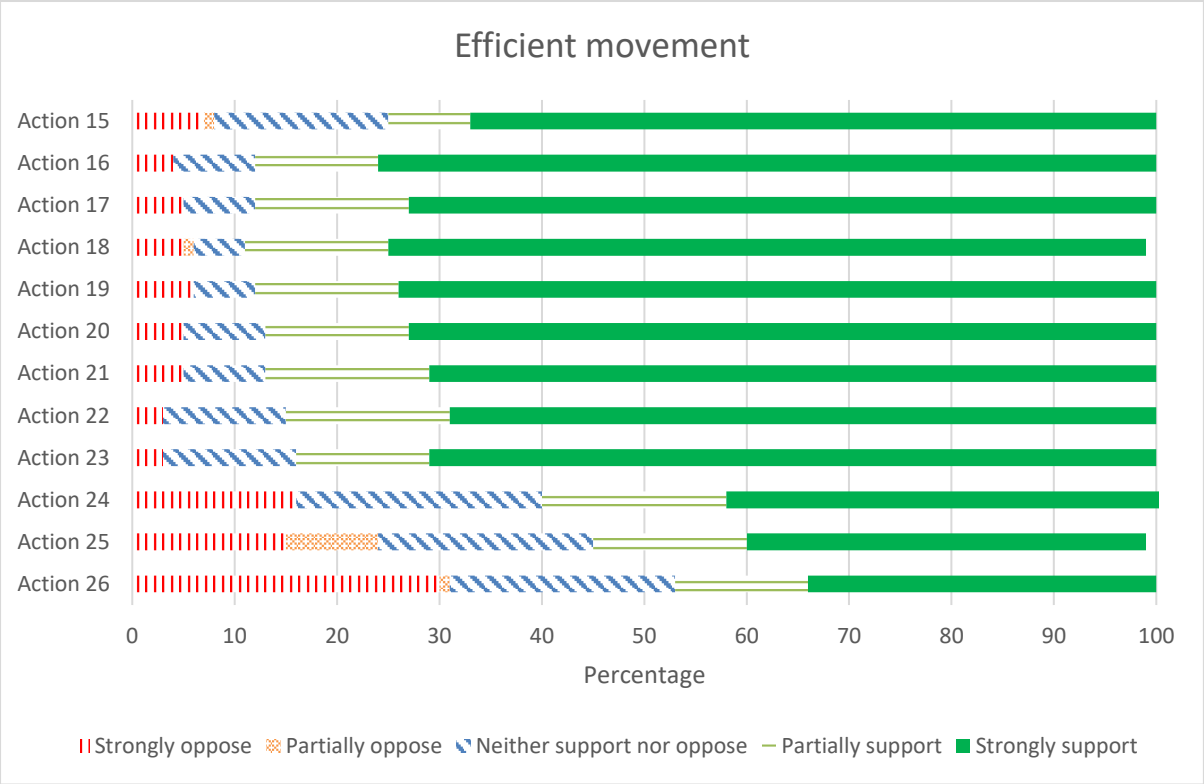
Overall, the majority of respondents agreed with the actions in the 'efficient movement' chapter with the actions averaging 78% 'strongly agree' or 'tend to agree'. Actions 16-23 were particularly well supported with all actions having 70% or more of respondents choosing 'strongly agree'.

Actions 24-26 had notably less support than the others in this chapter but were still supported overall. Action 26 had a much higher level of 'strongly disagree' than the other actions (30% 'strongly disagree').

These actions were all related to future technology and lower levels of support reflects what was seen with the 'innovation' policies in the LTCP. It is unclear from responses why these actions had less support, particularly action 26 which is related to

considering future technology. However, we can use the insight from the main LTCP to suggest that this may be due to safety and privacy concerns about the technology.

Action	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Action 15	7	1	17	8	67
Action 16	4	0	8	12	76
Action 17	5	0	7	15	73
Action 18	5	1	5	14	74
Action 19	6	0	6	14	74
Action 20	5	0	8	14	73
Action 21	5	0	8	16	71
Action 22	3	0	12	16	69
Action 23	3	0	13	13	71
Action 24	16	0	24	18	43
Action 25	15	9	21	15	39
Action 26	30	1	22	13	34



Do you have any further comments on the actions in the 'Efficient movement' chapter?

There were a smaller number of comments in response to this question. Respondents identified 4 topics for consideration in response to this question. The majority were reiterating opposition to actions 24, 25 and 26. There were also comments about 'delivery' that covered similar points as previous question.

The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Opposition	0	0	12	12	16
Delivery	0	7	1	8	11
HGVs	0	2	2	4	5
Support	2	0	0	2	3

Opposition

The largest number of 'opposition' comments were about truck platooning (41% of 'opposition' comments). Concerns about road safety and the impacts on villages were given.

Other 'opposition' comments expressed opposition to rail freight because it is not applicable to rural areas and general opposition to drones.

Other topics

Comments about 'delivery' and 'HGVs' covered the same areas as previous questions. These included questions about the deliverability of the strategy, the need for action and enforcement and local concerns about inappropriate HGV movement.

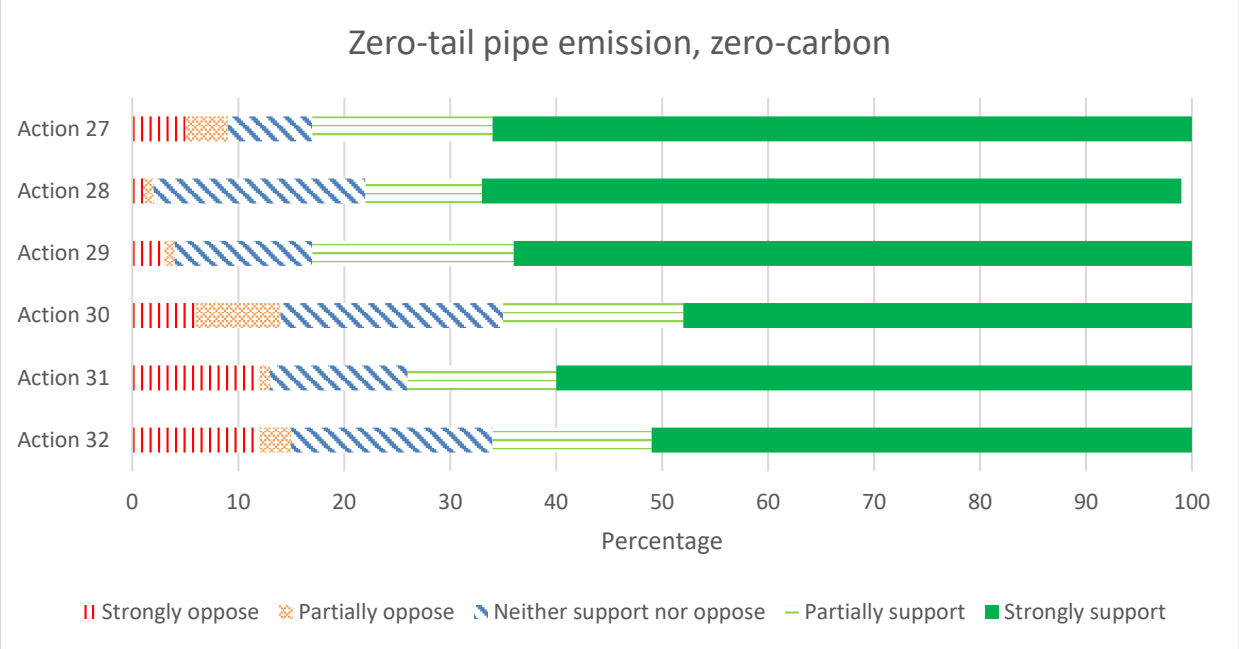
Zero-tailpipe emission, zero-carbon movement

To what extent do you support the actions proposed in the 'Zero-tailpipe emission, zero-carbon movement' chapter?

Actions in the 'zero-tailpipe emission, zero-carbon movement' chapter were all supported with the actions averaging 75% 'strongly agree' or 'tend to agree'. All of the actions had low levels of disagreement.

Actions 30 and 32 had slightly less overall support with 65% and 67% respectively. Action 30 is related to monitoring an electrified road systems study and again reflects lower levels of support for innovation focused actions. Action 32 is related to promoting cycle freight across the county and it is unclear why this had lower levels of support.

Action	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Action 27	5	4	8	17	66
Action 28	1	1	20	11	66
Action 29	3	1	13	19	64
Action 30	6	8	21	17	48
Action 31	12	1	13	14	60
Action 32	12	3	19	15	51



Do you have any further comments on the actions in the 'Zero-tailpipe emission, zero-carbon movement' chapter?
There were very few additional comments in response to this question and few recurring comments within each topic. Comments included opposition and support for cycle freight, opposition to electrified road systems and recurring comments regarding deliverability.

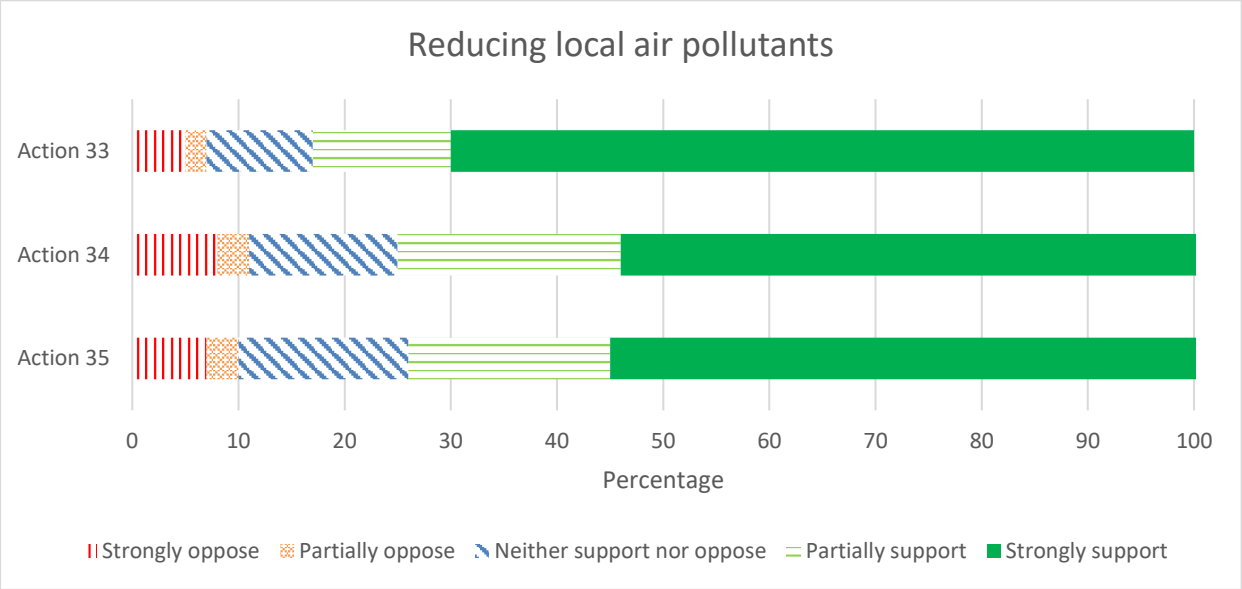
The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Opposition	0	0	6	6	8
Delivery	0	5	0	5	6
Support	3	0	0	3	4
HGVs	0	3	0	3	4

Reducing local air pollutants

To what extent do you support the actions proposed in the 'Reducing local air pollutants' chapter?
The actions in the 'reducing local air pollutants' section were strongly supported with the actions averaging 78% 'strongly agree' or 'tend to agree'. Action 33 about engagement around Clean Air and Zero Emission Zones was particularly well supported with 70% strongly support.

Action	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Action 33	5	2	10	13	70
Action 34	8	3	14	21	55
Action 35	7	3	16	19	56



Do you have any further comments on the actions in the 'Reducing local air pollutants' chapter?
Respondents identified 5 different topics in relation to this question. However, there were a low number of comments and few recurring comments within most topics.

The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Consolidation	2	4	4	10	12
Delivery	0	4	1	5	6
Support	2	0	0	2	2
Opposition	0	0	2	2	2
HGVs	0	2	0	2	2

<u>Consolidation</u>
Comments about 'consolidation' covered 3 areas with the majority highlighting the need for consolidation centres to be in suitable locations (50% of 'consolidation' comments). The remainder of comments either expressed support or opposition to freight consolidation.

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Other topics

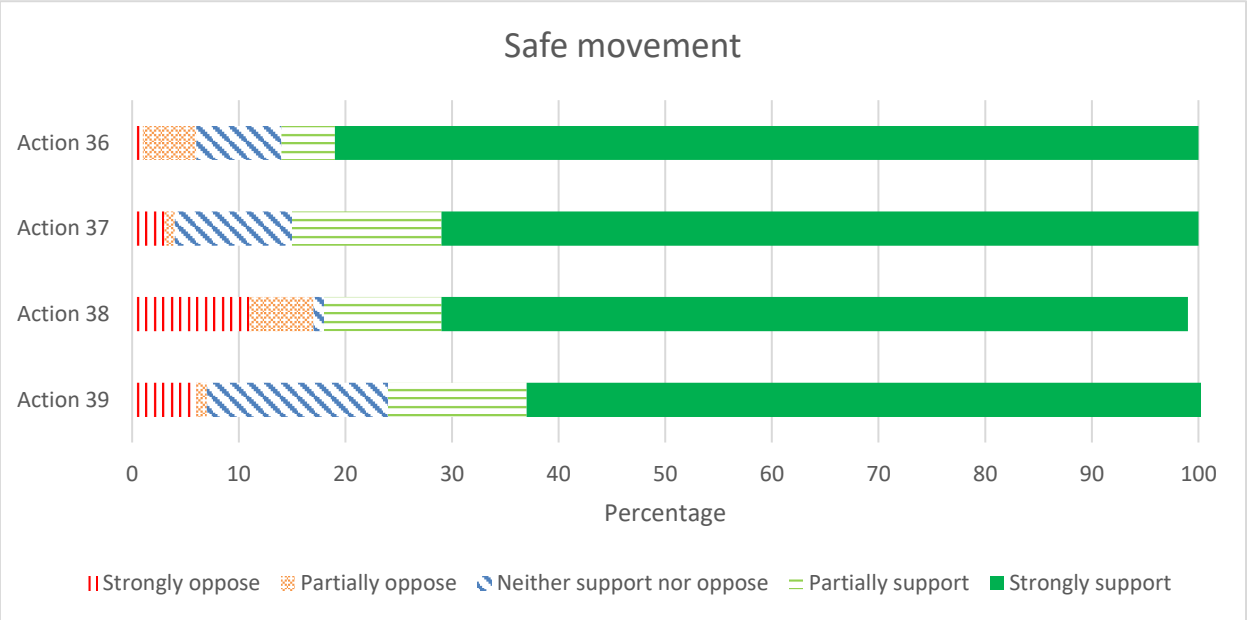
There were few clear themes within the other topics. Comments about 'delivery' again included questions about deliverability and the need for action. Comments about HGVs largely highlighted local issues.

Safe movement

To what extent do you support the actions proposed in the 'Safe movement' chapter?

The actions in the 'reducing local air pollutants' section were strongly supported with the actions averaging 82% 'strongly agree' or 'tend to agree'. Action 36 about was reducing conflicts between freight vehicles and people was particularly well supported with 81% strongly support.

Action	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Action 36	1	5	8	5	81
Action 37	3	1	11	14	71
Action 38	11	6	1	11	70
Action 39	6	1	17	13	64



Do you have any further comments on the actions in the 'Safe movement' chapter?

Respondents identified 5 different topics in relation to this question. Again, there were a low number of comments and few recurring comments within most topics. The largest number of comments were about 'delivery' and 'road safety'. These comments were mainly more general comments about the LTCP policies rather than the actions in the Freight and Logistics Strategy.

The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Delivery	0	12	0	12	15
Road safety	0	8	0	8	10
Support	3	0	0	3	4
HGVs	0	2	0	2	3
Opposition	0	0	1	1	1

Delivery

Comments about 'delivery' were related to the LTCP road safety policies rather than the proposals in the Freight and Logistics Strategy. Comments primarily related to the need for enforcement of 20mph zones.

Road safety

'Road safety' comments were again more related to the LTCP road safety policies rather than the Freight and Logistics Strategy. The majority of comments were general road safety suggestions.

Other topics

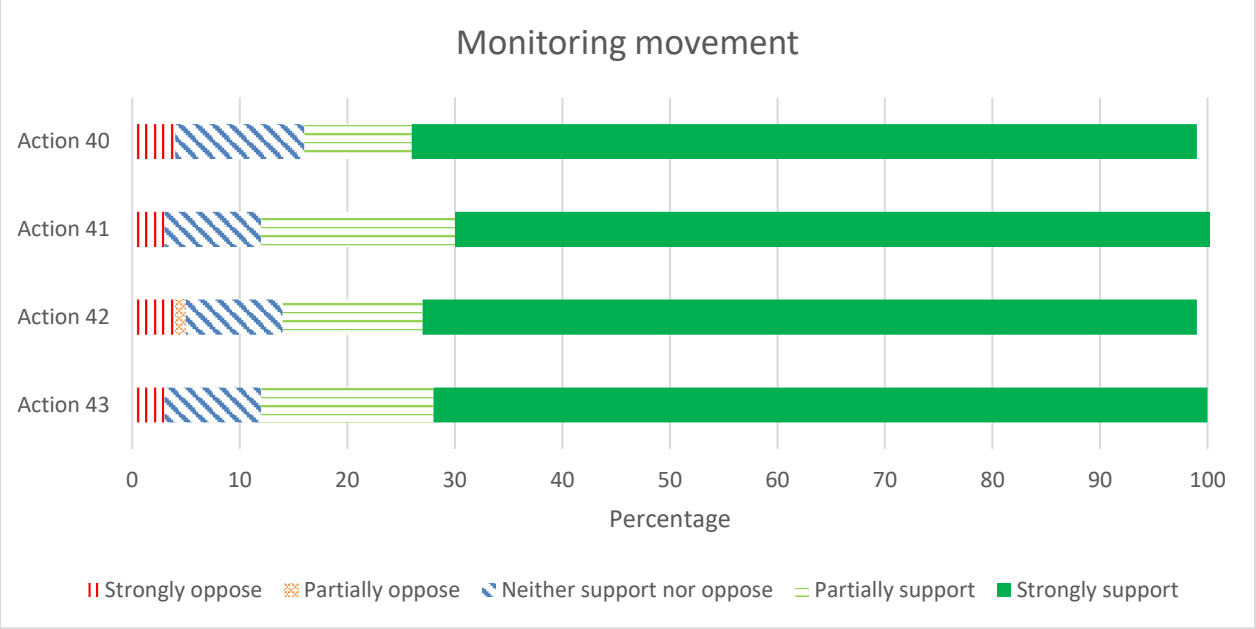
The other topics included support for 20mph zones, highlighting of local HGV issues and general opposition.

Monitoring movement

To what extent do you support the actions proposed in the 'Monitoring movement' chapter?

The actions in the 'monitoring movement' section were all strongly supported with the actions averaging 86% 'strongly agree' or 'tend to agree'. All actions had over 70% strongly support and 5% or under opposition.

Action	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Action 40	4	0	12	10	73
Action 41	3	0	9	18	71
Action 42	4	1	9	13	72
Action 43	3	0	9	16	72



Do you have any further comments on the actions in the 'Monitoring movement' chapter?

There were very few comments to this question and no clear themes within the topics. In total respondents identified 3 different topics in relation to this question. The largest number of comments were about 'delivery'. These comments covered a range of areas including the need for actions to be informed by data, the need to engage with the freight industry and suggestions enforcement should be prioritised.

The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

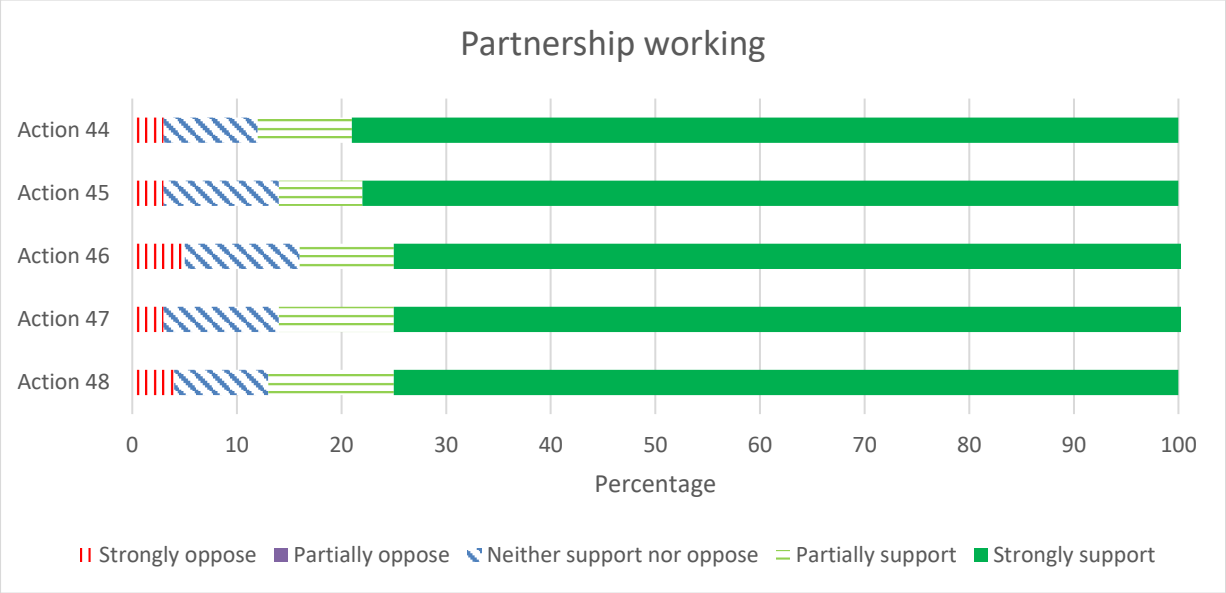
Topic	Nature			Count	Percentage
	P	M	N		
Delivery	0	10	1	11	16
HGVs	0	1	0	1	1
Opposition	0	0	1	1	1

Partnership working

To what extent do you support the actions proposed in the 'Partnership working' chapter?

The actions in the 'partnership working' section were all strongly supported with the actions averaging 86% 'strongly agree' or 'tend to agree'. All actions had 75% or over strongly support and 5% or under opposition.

Action	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Action 44	3	0	9	9	79
Action 45	3	0	11	8	78
Action 46	5	0	11	9	76
Action 47	3	0	11	11	76
Action 48	4	0	9	12	75



Do you have any further comments on the actions in the 'Partnership working' chapter?
There were again few comments to this question and no clear themes within the topics. In total respondents identified 2 different topics in relation to this question. The largest number of comments were again about 'delivery'. These comments covered a range of areas including the need for cross-boundary working, the need for enforcement and the need to engage with the freight industry.

The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Delivery	0	10	1	11	16
Support	4	0	0	4	6

Further comments

Do you have any further comments on the Freight and Logistics Strategy?
There were very few additional comments made, with a total of 11 comments. There were 6 comments covering local issues. These reiterated concerns about

inappropriate HGV movements in Henley, Chipping Norton and Burford. Comments about 'delivery' again reiterated the need for action and enforcement.

Topic	Nature			Count
	P	M	N	
Local issue	0	6	0	6
Delivery	0	3	0	3
Other	0	2	0	2

Stakeholder engagement

The analysis of Freight and Logistics Strategy responses includes both public and stakeholder comments. However, we received a number of survey responses from stakeholders such as walking and cycling groups and the freight and logistics industry.

During analysis stakeholder feedback has been specifically highlighted and dealt with accordingly to reflect the collective nature of the response. There were fewer stakeholder comments on the Freight and Logistics Strategy, and they were very specific. We have provided a high level summary of key issues from the freight and logistics industry below.

Freight and logistics industry

- General support for the broad ambition.
- Support for partnership working and willingness to engage as part of this.
- Highlight the need for a balanced approach and complexities that need to be taken account of.
- Highlight the need to engage with the industry on a range of proposals.
- Highlight challenges of reducing HGV use and limitations of alternatives.

Freight and Logistics Strategy survey headlines

- Generally, proposals were well supported.
- Need to review the proposed approach for deciding environmental weight restrictions and what weight limit is applied.
- Need for action to address inappropriate HGV movement with several local issues identified.
- Further detail is needed about how the strategy will be delivered.
- Need to engage with the freight and industry as work is progressed.

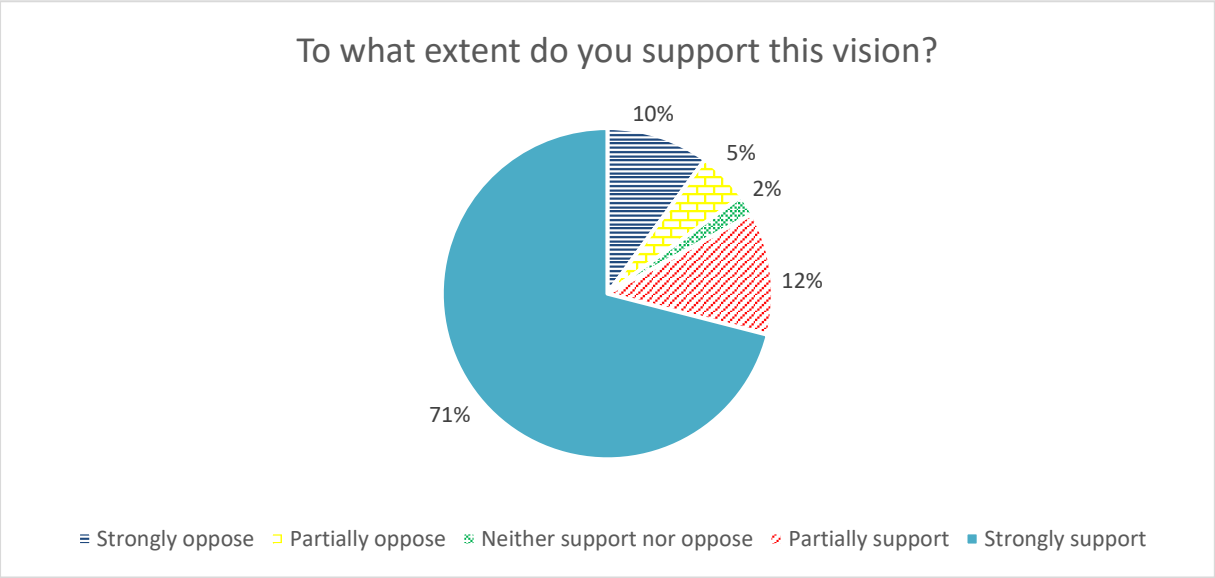
7. Active and Healthy Travel Strategy survey

The draft Active and Healthy Travel Strategy was also subject to public consultation. There were a set of optional more detailed questions on the strategy that respondents had the choice of completing.

In total 322 people responded to the Active and Healthy Travel Strategy survey. As with the main LTCP survey, respondents were not required respondents to answer every question and so the number of responses to each section varies.

Vision

To what extent do you support the vision?
Overall, the majority of respondents supported the vision with 83% selecting 'strongly support' or 'partially support' compared to 15% selecting 'strongly oppose' or 'partially oppose'.

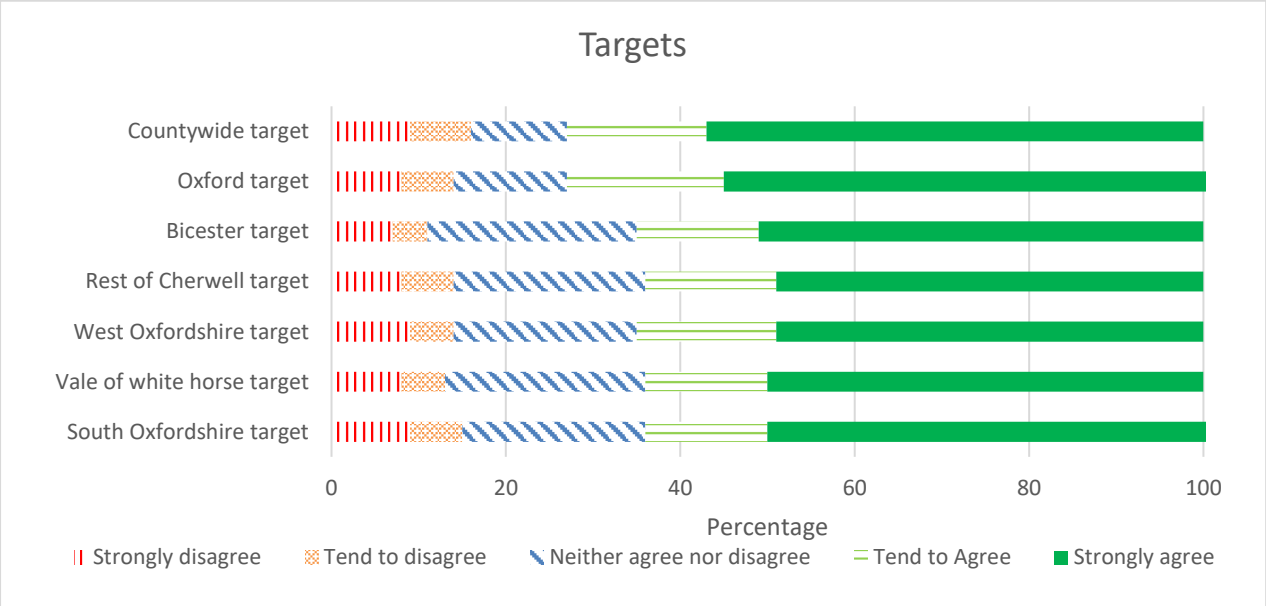


Cycling targets

To what extent do you agree with the targets?
Overall, the majority of respondents agreed with the cycling targets with an average of 67% 'strongly agree' or 'tend to agree'. The countywide target and Oxford target were most supported with both averaging 74% 'strongly agree' or 'tend to agree'.

Target	Strongly disagree (%)	Tend to disagree (%)	Neither agree nor disagree (%)	Tend to Agree (%)	Strongly agree (%)
South Oxfordshire target	9	6	21	14	51
Vale of white horse target	8	5	23	14	50

West Oxfordshire target	9	5	21	16	49
Rest of Cherwell target	8	6	22	15	49
Bicester target	7	4	24	14	51
Oxford target	8	6	13	18	56
Countywide target	9	7	11	16	57



Do you have any further comments on the targets?
Respondents identified a wide range of additional considerations in response to this question. In total 13 different topics were raised in response to this question. The majority were focused on 'delivery' reflecting trends seen elsewhere in the LTCP consultation. Comments were generally not closely related to the targets and instead general comments about walking and cycling.

The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Delivery	0	25	22	47	15
Ambition	0	10	22	32	10
Road safety	0	21	2	23	7
Data	0	13	5	18	6
Rural	0	9	3	12	4

Opposition	0	0	9	9	3
Support	7	0	0	7	2
Accessibility	0	4	3	7	2
Equestrians	0	4	1	5	2
Other	0	5	0	5	2
Walking	0	4	0	4	1
Parking	0	2	0	2	1
Public transport	0	0	1	1	0

Delivery

Comments about 'delivery' were very wide ranging with 15 different topics within this area. These comments were generally not related to the targets and were instead more general comments about walking and cycling.

The most common topic was the need for safe infrastructure (32% of 'delivery' comments). This was primarily in relation to cycling infrastructure. Other comments highlighted that more cycling is not possible for all residents (15%), that more detail is required (15%) and that the targets are not deliverable (6%).

Ambition

Comments about 'ambition' all suggested that the targets should be more ambitious.

Road safety

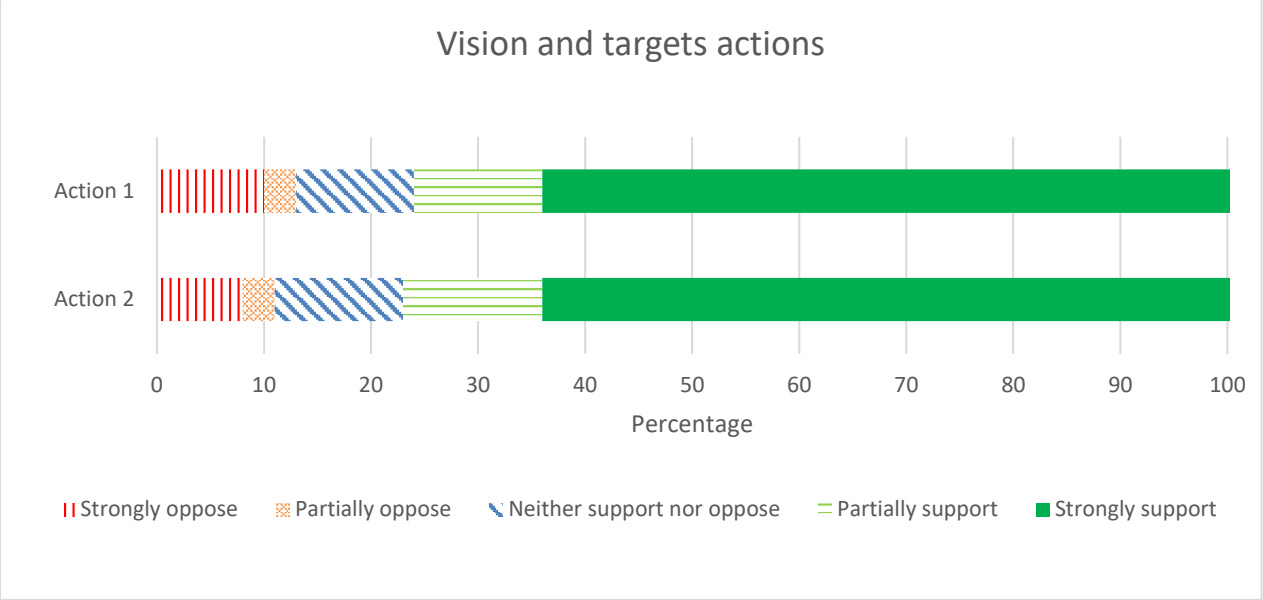
Comments about 'road safety' were primarily general comments about the need to improve road safety (57% of 'road safety' comments). Other comments suggested that cycle training needs to be improved (13%), that vision zero is adopted (13%) and that maintenance is improved (4%).

Cycling targets actions

To what extent do you support the actions set out in the 'Vision and targets' chapter?

Overall, the majority of respondents agreed with the actions in the vision and targets section with both actions receiving 65% selecting 'strongly support' compared to less than 15% 'strongly disagree' or 'tend to disagree'.

Action	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Action 1	10	3	11	12	65
Action 2	8	3	12	13	65

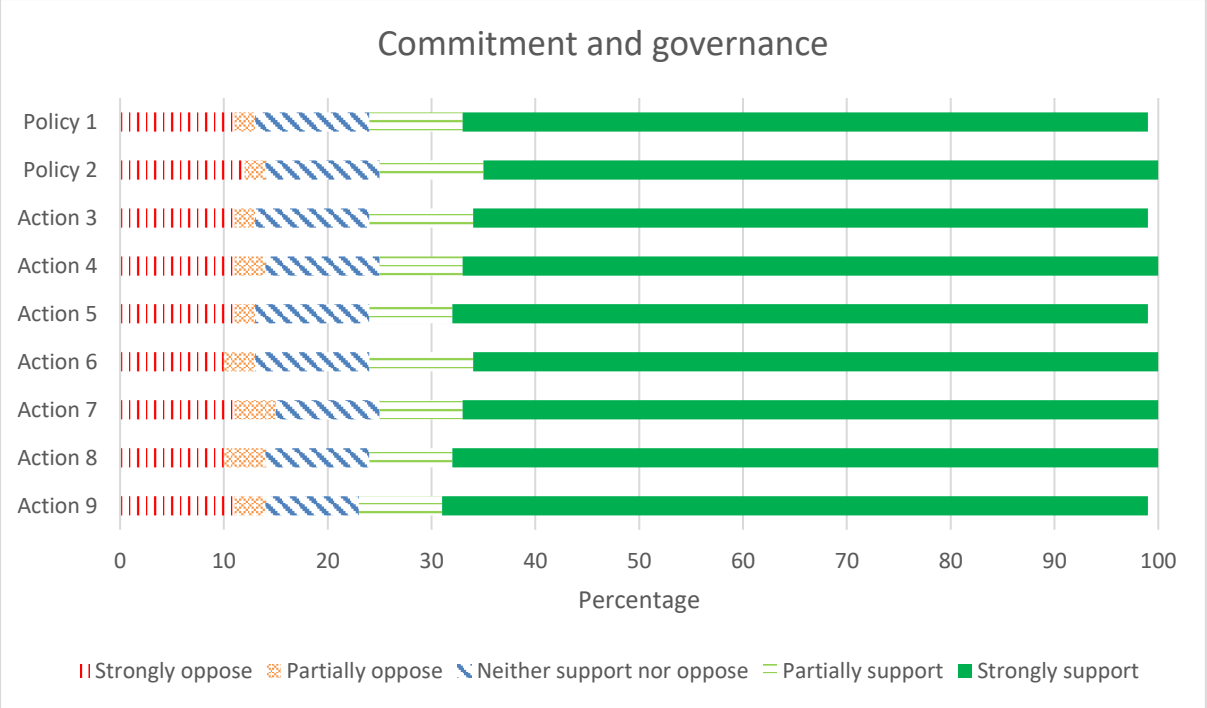


Commitment and governance

To what extent do you support the policies and actions set out in the 'Commitment and governance' chapter?

There was consistent support for the policies and actions in the commitment and governance section with all receiving between 65% and 68% 'strongly support'. Overall, there was an average of 76% support for the policies/actions in this chapter with none receiving mixed support or being opposed.

Policy / Action	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Policy 1	11	2	11	9	66
Policy 2	12	2	11	10	65
Action 3	11	2	11	10	65
Action 4	11	3	11	8	67
Action 5	11	2	11	8	67
Action 6	10	3	11	10	66
Action 7	11	4	10	8	67
Action 8	10	4	10	8	68
Action 9	11	3	9	8	68



Do you have any further comments on the 'Commitment and governance' policies and actions?
Respondents identified a wide range of additional considerations in response to this question, however the majority were in relation to 'delivery'. Other topics received a much lower number of comments.

In total 12 different topics were raised in response to this question. The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Delivery	1	45	14	60	21
Opposition	0	0	15	15	5
Support	11	0	0	11	4
Other	0	9	1	10	3
Rural	0	3	1	4	1
Accessibility	0	1	3	4	1
Equestrians	0	4	0	4	1
Monitoring	1	3	0	4	1
Road safety	0	4	0	4	1
Public transport	0	3	0	3	1
Walking	0	3	0	3	1
Maintenance	0	2	0	2	1

Delivery

Comments about 'delivery' were again very wide ranging with few recurring topics within the broader category. The most common comment was respondents highlighting the need action to deliver the strategy (18% of 'delivery' comments). The need for safe infrastructure was again highlighted (13%).

Other comments were very wide ranging and covered topics such as questions about deliverability (8%), cycling is not feasible for all (7%) and the need for more detail (5%).

Opposition

Opposition comments were for 3 primary reasons. These were general opposition to the strategy (60% of 'opposition' comments), opposition to the dual choice network (33%) and opposition to LTNs (7%). The dual choice network and LTNs were not included in this section but opposition to them was repeated throughout the questionnaire by some respondents.

Support

Comments about support expressed general support for the proposals.

Cycle network

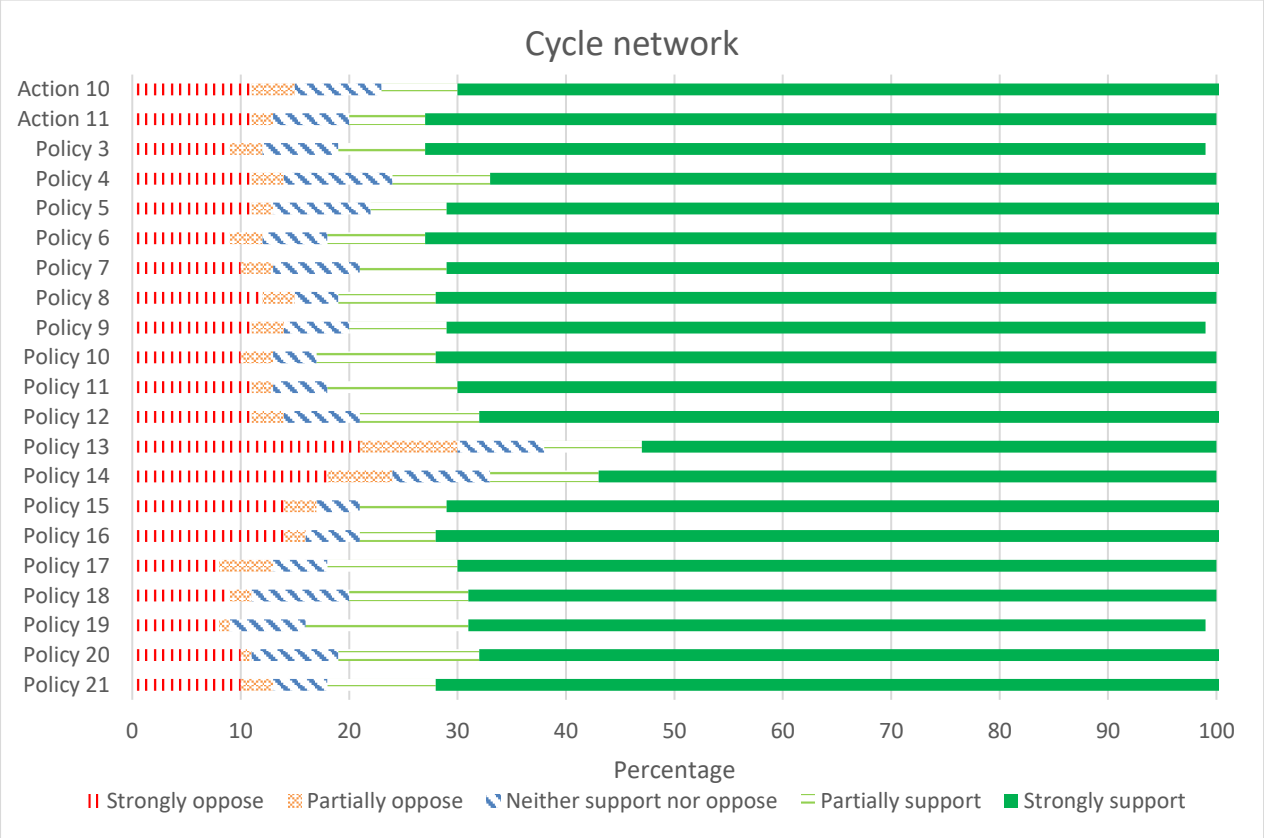
To what extent do you support the policies and actions set out in the 'Cycle network' chapter?

Overall, the majority of respondents agreed with the policies and actions in the 'cycle network' section with the policies/actions averaging 79% 'strongly support' or 'partially support'.

However, there were 2 policies that received more mixed levels of support. Policies 13 and 14 in relation to the dual choice network had 62% and 67% overall support respectively, compared to 30% and 24% opposition. This opposition to the dual choice network is largely due to suggestions that the entire cycle network should be accessible to all. It is important to note that whilst the policies were supported overall, there was not any support for the dual choice network from walking and cycling stakeholder groups.

Policy / Action	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Action 10	11	4	8	7	71
Action 11	11	2	7	7	73
Policy 3	9	3	7	8	72
Policy 4	11	3	10	9	67
Policy 5	11	2	9	7	72
Policy 6	9	3	6	9	73
Policy 7	10	3	8	8	72
Policy 8	12	3	4	9	72
Policy 9	11	3	6	9	70
Policy 10	10	3	4	11	72
Policy 11	11	2	5	12	70
Policy 12	11	3	7	11	69

Policy 13	21	9	8	9	53
Policy 14	18	6	9	10	57
Policy 15	14	3	4	8	72
Policy 16	14	2	5	7	73
Policy 17	8	5	5	12	70
Policy 18	9	2	9	11	69
Policy 19	8	1	7	15	68
Policy 20	10	1	8	13	69
Policy 21	10	3	5	10	73



Do you have any further comments on the 'Cycle network' policies and actions?
Respondents again identified a very wide range of additional considerations in response to this question. In total 11 different topics were identified, with a range of specific suggestions within each of these. Only the 'cycling' topic had a recurring theme within it. Other topics had a very wide ranging and generally inconsistent range of comments.

The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Cycling	0	15	45	60	21
Delivery	0	40	5	45	16
Opposition	0	0	18	18	6
Other	0	11	1	12	4
Support	10	0	0	10	4
Rural	0	7	1	8	3
Road safety	0	7	0	7	2
Accessibility	0	3	2	5	2
Public transport	0	2	1	3	1
Equestrians	0	3	0	3	1
Walking	0	1	0	1	0

Cycling

The majority of 'cycling' comments expressed concerns about or opposition to the dual choice network (75% of 'cycling comments'). As noted previously, this opposition was largely due to suggestions that the entire cycle network should be accessible to all.

Other 'cycling' comments highlighted the need for segregated infrastructure (10%), local scheme suggestions (8%) and suggestions to consider children (3%).

Delivery

As with previous questions 'delivery' was a frequent topic but suggestions within it were very diverse. There were few recurring suggestions with comments covering things such as the need for a diverse co-production group (16% of 'delivery' comments), questions about deliverability (16%), the need for action (9%) and the need to involve stakeholders at an early stage (7%).

Opposition

Comments expressing non-dual choice network opposition were for a range of reasons. These included general opposition (39% of 'opposition' comments), opposition to development of cycle design guidance (28%) and opposition to use of OxCRAM (11%).

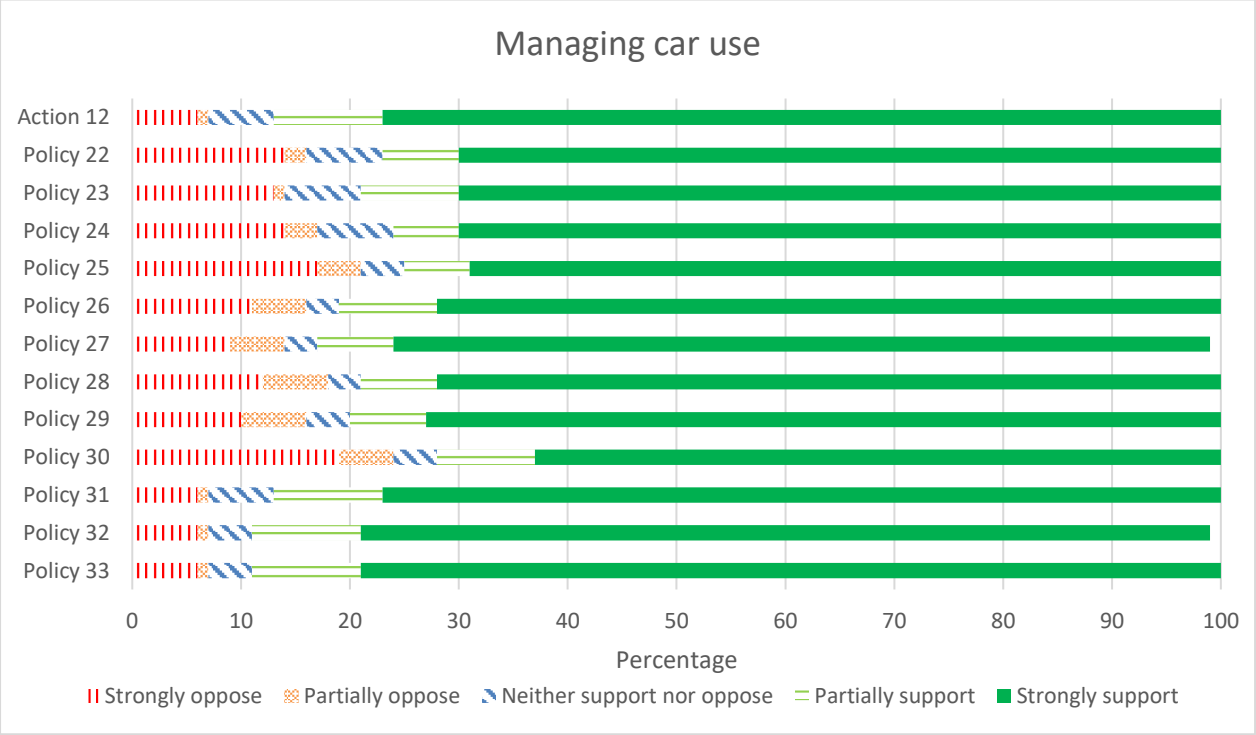
Managing car use

To what extent do you support the policies and actions set out in the 'Managing car use' chapter?

Overall, the majority of respondents agreed with the policies and actions in the 'managing car use' section with the policies/actions averaging 81% 'strongly support' or 'partially support'.

All of the policies/actions had over 60% strongly support with the majority having over 70% strongly support. Policies 25 and 30 were the only 2 policies that had under 70% strongly support. These policies relate to the development of LTNs and the restriction of car parking which is the likely reason for these slightly lower levels of support and more opposition.

Policy / Action	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Action 12	6	1	6	10	77
Policy 22	14	2	7	7	70
Policy 23	13	1	7	9	70
Policy 24	14	3	7	6	70
Policy 25	17	4	4	6	69
Policy 26	11	5	3	9	72
Policy 27	9	5	3	7	75
Policy 28	12	6	3	7	72
Policy 29	10	6	4	7	73
Policy 30	19	5	4	9	63
Policy 31	6	1	6	10	77
Policy 32	6	1	4	10	78
Policy 33	6	1	4	10	79



Do you have any further comments on the 'Managing car use' policies and actions?

Respondents identified a smaller range of topics in response to this question and there were clearer themes within each topic. In total 8 different topics were identified. The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Delivery	0	52	2	54	19
Opposition	0	0	34	34	12
Cycling	0	31	0	31	11
Parking	0	23	0	23	8
Support	22	0	0	22	8
Other	0	15	1	16	6
Accessibility	0	12	2	14	5
Rural	0	10	0	10	3

Delivery

Comments about 'delivery' primarily highlighted the need for enforcement to achieve the policies in the section (44% of 'delivery' comments). This reflects comments received elsewhere in the consultation.

Other comments about 'delivery' were wide ranging and there were fewer clear themes. Comments included questions about the deliverability of the proposals (11%), the need for action (9%) and the need to integrate with spatial planning (9%).

Opposition

Comments expressing opposition were for a range of reasons. The main reasons were because cars will still be needed (32% of 'opposition' comments), opposition to LTNs (24%) and general opposition to the strategy (18%).

Cycling

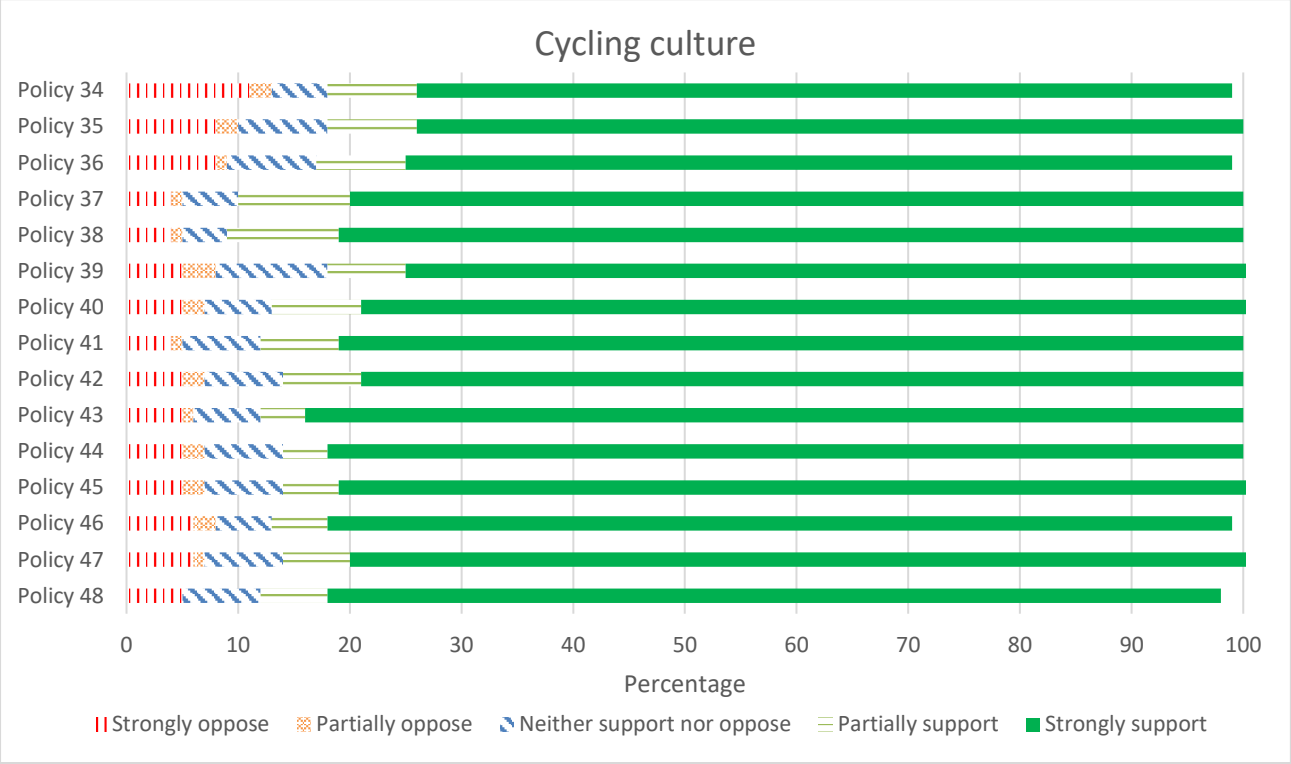
'Cycling' comments primarily highlighted the need for more cycle parking (68% of 'cycling' comments). Other comments were less numerous and included the need to improve safety (16%) and the need to improve facilities (6%).

Cycling culture

To what extent do you support the policies and actions set out in the 'Cycling culture' chapter?

The policies and actions in the 'cycling culture' chapter were very strongly supported with policies/actions in this chapter averaging 86% 'strongly support' or 'partially support'. All of the policies had over 70% strongly support and policies 38 and 43-47 were particularly well supported with over 80% strongly support.

Policy / Action	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Policy 34	11	2	5	8	73
Policy 35	8	2	8	8	74
Policy 36	8	1	8	8	74
Policy 37	4	1	5	10	80
Policy 38	4	1	4	10	81
Policy 39	5	3	10	7	76
Policy 40	5	2	6	8	80
Policy 41	4	1	7	7	81
Policy 42	5	2	7	7	79
Policy 43	5	1	6	4	84
Policy 44	5	2	7	4	82
Policy 45	5	2	7	5	82
Policy 46	6	2	5	5	81
Policy 47	6	1	7	6	83
Policy 48	5	0	7	6	80



Do you have any further comments on the 'Managing car use' policies and actions?

Respondents identified a range of additional considerations in response to this question with few dominant themes within each topic. In total 11 different topics were identified. The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Cycling	0	53	1	54	19
Delivery	0	34	0	34	12
Schools	0	17	0	17	6
Other	0	11	3	14	5
Support	14	0	0	14	5
Accessibility	0	12	1	13	5
Opposition	0	0	12	12	4
Road safety	0	10	0	10	4
Equestrians	0	4	0	4	1
Rural	0	2	0	2	1
Walking	0	1	0	1	0

Cycling

Comments about 'cycling' primarily highlighted 3 key areas that need to be addressed to create a cycling culture. These were the need to improve safety (35% of 'cycling culture' comments), need to improve maintenance (22%) and need for segregated cycle paths (19%).

Other comments include the need for improved cycle training (9%), local scheme suggestions (4%) and the need to encourage near miss reporting (4%).

Delivery

Comments about 'delivery' were similar to many others throughout this consultation. They primarily questioned the deliverability of a cycling culture in Oxfordshire (32% of 'delivery' comments). Comments were wide ranging and also highlighted the need for action (15%), the need for enforcement (15%) and the need for stronger policies (6%).

Schools

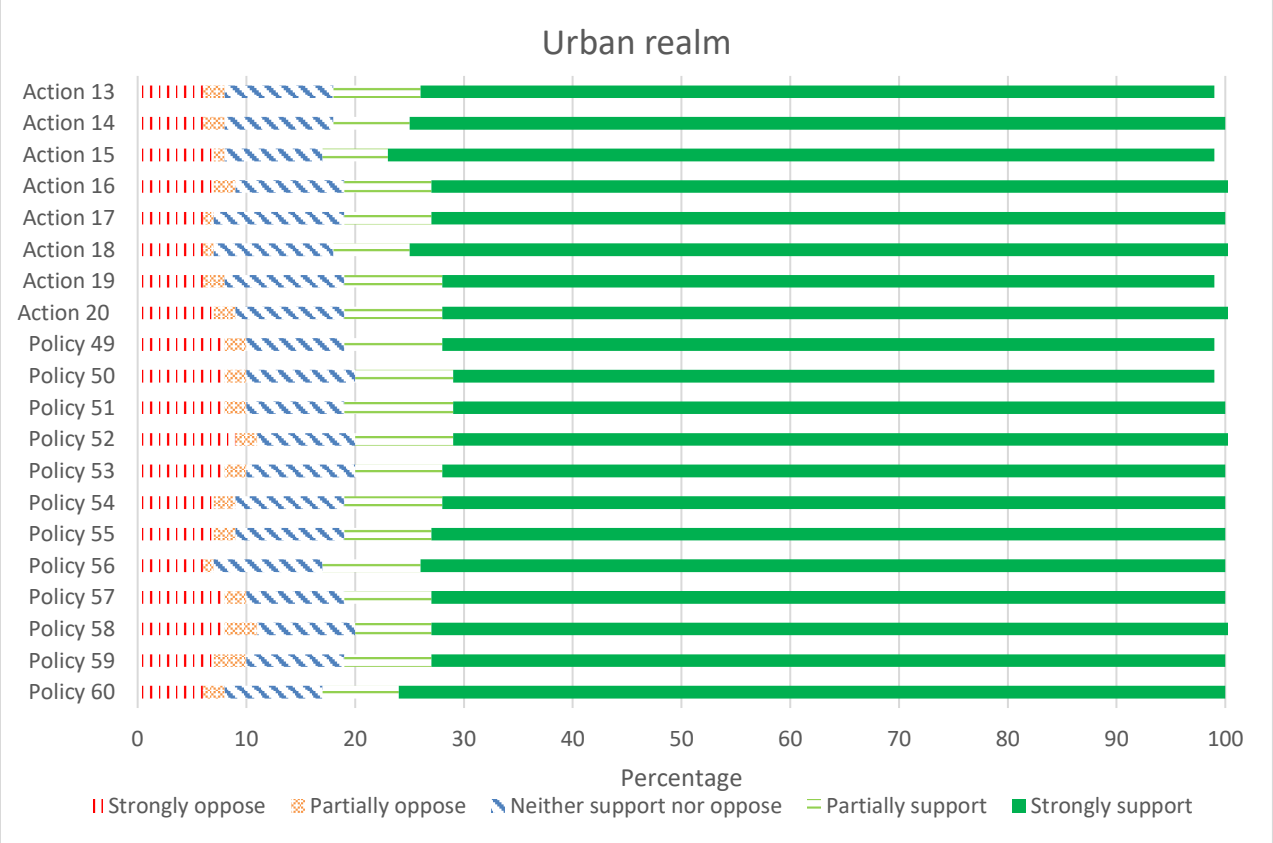
Comments about 'schools' highlighted the need to discourage car drop off if a cycling culture is to be developed in Oxfordshire (47% of 'schools' comments). Similarly, there were suggestions about how to encourage children to cycle such as infrastructure for children (24%) and cycle buses (12%).

Urban realm

To what extent do you support the policies and actions set out in the 'Urban realm' chapter?

The policies and actions in the 'urban realm' chapter were well supported with the policies/actions averaging 81% 'strongly support' or 'partially support'. All of the policies/actions had very high levels of support with all having 70% or higher strongly support and under 15% opposition.

Policy / Action	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Action 13	6	2	10	8	73
Action 14	6	2	10	7	75
Action 15	7	1	9	6	76
Action 16	7	2	10	8	74
Action 17	6	1	12	8	73
Action 18	6	1	11	7	76
Action 19	6	2	11	9	71
Action 20	7	2	10	9	73
Policy 49	8	2	9	9	71
Policy 50	8	2	10	9	70
Policy 51	8	2	9	10	71
Policy 52	9	2	9	9	72
Policy 53	8	2	10	8	72
Policy 54	7	2	10	9	72
Policy 55	7	2	10	8	73
Policy 56	6	1	10	9	74
Policy 57	8	2	9	8	73
Policy 58	8	3	9	7	74
Policy 59	7	3	9	8	73
Policy 60	6	2	9	7	76



Do you have any further comments on the 'Urban realm' policies and actions?
There were fewer comments on this question and respondents identified a smaller range of additional considerations. In total 9 different topics were identified. The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Delivery	0	18	12	30	11
Rural	0	17	1	18	7
Cycling	0	18	0	18	7
Opposition	0	0	14	14	5
Other	0	12	1	13	5
Walking	0	13	0	13	5
Support	10	0	0	10	4
Parking	0	4	0	4	2
Accessibility	0	0	1	1	0

Delivery
The majority of 'delivery' comments were questions about the deliverability of the proposals in the chapter (43% of 'delivery' comments). This was primarily due to questions about the county council's control over urban realm changes.

Other comments were less frequent but there were multiple comments about the need to integrate with spatial planning and (20%) and the need for action (13%).

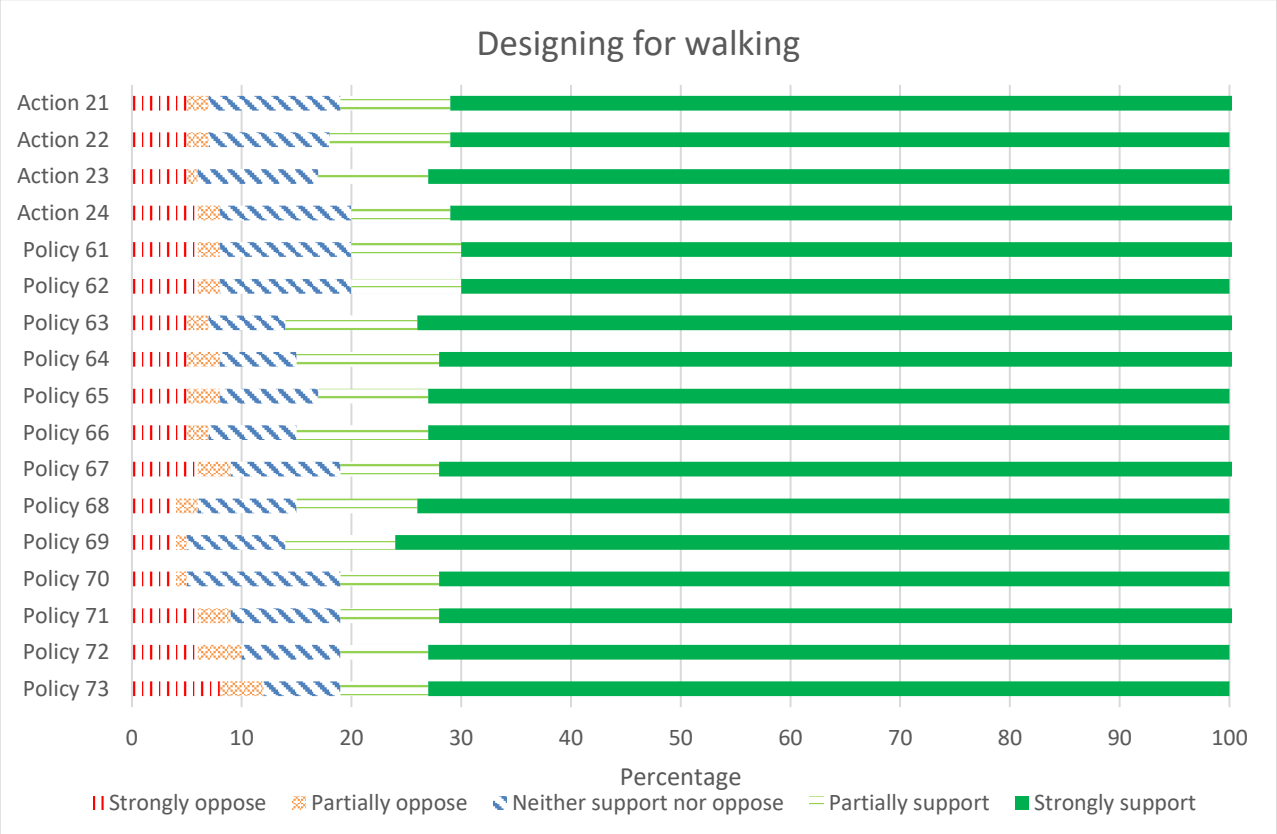
Rural
'Rural' comments primarily highlighted the need for the urban realm policies/actions to consider rural areas. This was due to concerns that proposals in the chapter were too urban focused.

Cycling
Comments about 'cycling' were primarily local scheme suggestions.

Designing for walking

To what extent do you support the policies and actions set out in the 'Designing for walking' chapter?
The policies and actions in the 'designing for walking' chapter were again very well supported with the policies/actions averaging 83% 'strongly support' or 'partially support'. All of the policies/actions had very high levels of support with all having 70% or higher strongly support and under 15% opposition.

Policy / Action	Strongly oppose (%)	Partially oppose (%)	Neither support nor oppose (%)	Partially support (%)	Strongly support (%)
Action 21	5	2	12	10	72
Action 22	5	2	11	11	71
Action 23	5	1	11	10	73
Action 24	6	2	12	9	72
Policy 61	6	2	12	10	71
Policy 62	6	2	12	10	70
Policy 63	5	2	7	12	75
Policy 64	5	3	7	13	73
Policy 65	5	3	9	10	73
Policy 66	5	2	8	12	73
Policy 67	6	3	10	9	73
Policy 68	4	2	9	11	74
Policy 69	4	1	9	10	76
Policy 70	4	1	14	9	72
Policy 71	6	3	10	9	73
Policy 72	6	4	9	8	73
Policy 73	8	4	7	8	73



Do you have any further comments on the 'Designing for walking' policies and actions?

There were fewer comments on this question and comments were wide ranging with fewer clear themes. In total 10 different topics were identified. The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Walking	0	32	0	32	13
Parking	0	19	1	20	8
Delivery	0	14	2	16	7
Support	10	0	0	10	4
Opposition	0	0	8	8	3
Rural	0	3	2	5	2
Road safety	0	4	0	4	2
Cars	0	3	0	3	1
Accessibility	0	3	0	3	1
Other	0	3	0	3	1

Walking

Comments about 'walking' were very wide ranging and there were few clear themes. Comments included suggestions traffic light phasing favors pedestrians, scheme suggestions and local issues and the need to improve crossings.

Parking

Comments about 'parking' primarily highlighted the need to tackle pavement parking, particularly due to its impacts on older and disabled residents.

Delivery

Comments about 'delivery' generally reiterated concerns from elsewhere such as questions about deliverability, the need for action and the need for enforcement.

Local Cycling and Walking Infrastructure Plans

Do you have any comments on either the Oxford or Bicester LCWIP?

There was a small number of comments on the LCWIPs which were primarily about Oxford. Comments were very specific and there were no clear themes. The specific comments have been passed on for consideration.

Stakeholder engagement

The analysis of Active and Healthy Travel strategy responses includes both public and stakeholder comments. However, we received a number of survey responses from stakeholders notably walking and cycling groups.

During analysis stakeholder feedback has been specifically highlighted and dealt with accordingly to reflect the collective nature of the response. There were a large number of stakeholder comments on the Active and Healthy Travel Strategy which were generally very specific and focused on the wording of specific policies and actions.

We also conducted specific engagement with walking and cycling groups vis the active travel co-production group during the LTCP consultation.

We have provided a high level summary of key issues from walking and cycling groups below.

Walking and cycling groups

- General support for the broad ambition and emphasis on walking and cycling.
- Support for the vision and targets.
- Support for the design principles and commitment to active travel scale.
- Need for a greater emphasis on walking and inclusivity.
- Opposition to the dual choice network. Generally suggested that all parts of the network should be accessible to all.
- General opposition to proposals to develop an Oxfordshire cycle design guide.
- Suggestions to adopt the Vision Zero approach to road safety.

Active and Healthy Travel Strategy survey headlines

- Generally strong support for the policies and actions proposed.
- Questions about the deliverability of the strategy.
- Whilst supported overall, stakeholders opposed the dual choice network.
- Need for a greater emphasis on walking and inclusivity.
- General stakeholder opposition to proposals to develop an Oxfordshire cycle design guide.
- Suggestions to adopt the Vision Zero approach to road safety.

8. Innovation Framework survey

The draft Innovation Framework was also subject to public consultation. There were a set of optional more detailed questions on the strategy that respondents had the choice of completing.

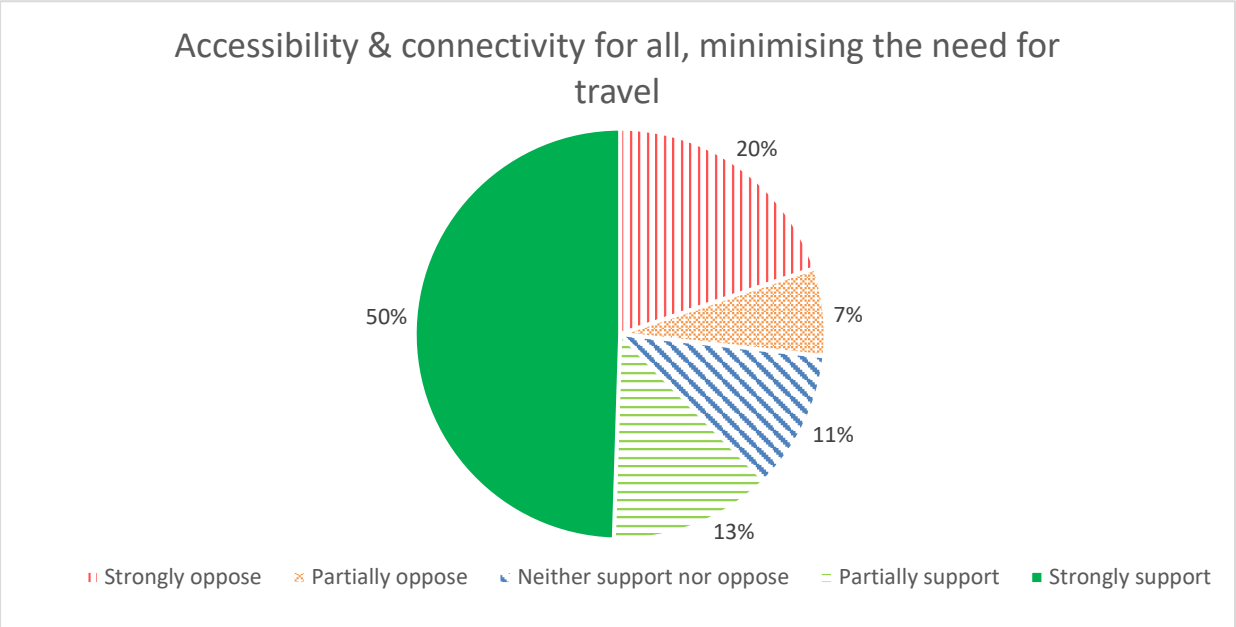
In total 50 people responded to the Innovation Framework survey. As with the main LTCP survey, respondents were not required respondents to answer every question and so the number of responses to each section varies.

Key principles

Question 1 was a routing question which asked respondents to choose which key principles they would like to respond to. They did not need to select any/all key principles. The following sections therefore have varying numbers of responses.

Accessibility & connectivity for all, minimising the need for travel

To what extent do you support the 'Accessibility & connectivity for all, minimising the need for travel' principle?
The majority of respondents supported the 'Accessibility & connectivity for all, minimising the need for travel' principle with 63% supporting compared to 27% opposed.



Do you have any further comments on the 'Accessibility & connectivity for all, minimising the need for travel' principle?
There were very few comments to all questions in this part of the survey and so insight is limited with very few recurring themes. There were again comments about delivery of the strategy reflecting trends seen elsewhere in the LTCP consultation.

There were not any recurring comments within each topic for this question. Comments included questions about deliverability in rural areas, suggestion to look at car journeys

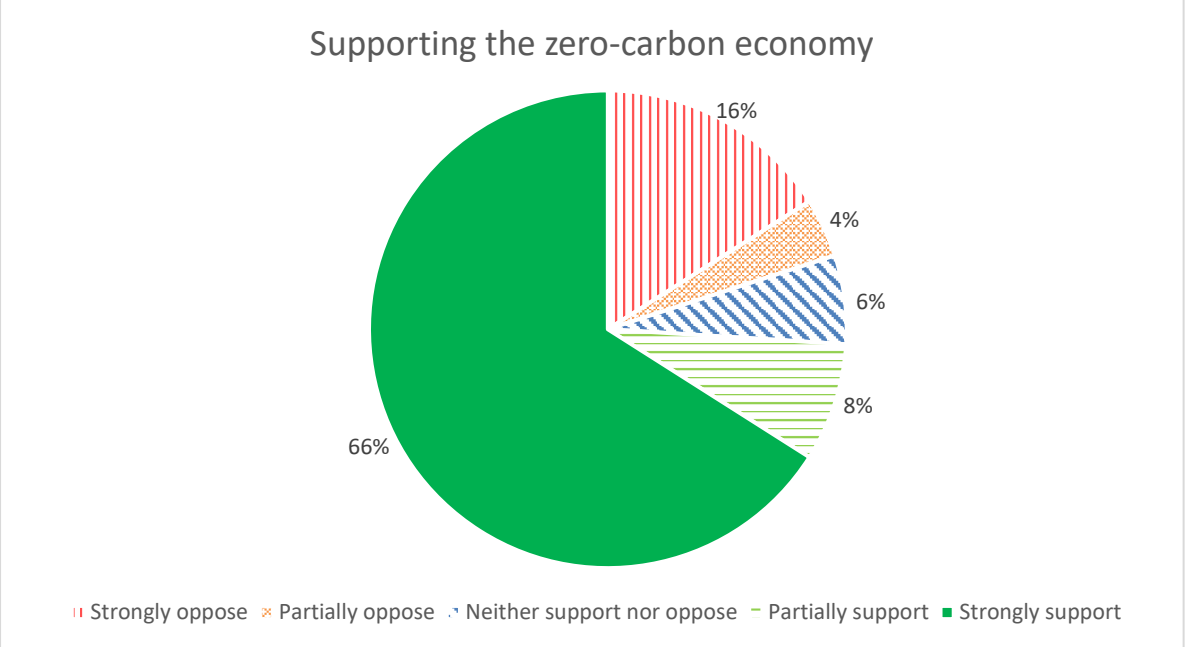
to school, a suggestion there is more focus on inclusivity and road safety concerns associated with e-scooters.

The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Delivery	0	2	1	3	7
Cars	0	2	0	2	4
Accessibility	0	2	0	2	4
Health	0	1	0	1	2
Opposition	0	0	1	1	2
Road safety	0	0	1	1	2

Supporting the zero-carbon economy

To what extent do you support the 'Supporting the zero-carbon economy' principle?
There was strong support for this principle with 74% support compared to 20% opposition.



Do you have any further comments on the 'Supporting the zero-carbon economy' principle?
Comments on this question were generally unrelated to the principle and there were few recurring comments within each topic. Comments about 'delivery' included suggestions that the quality of new homes needs to be improved and questioned whether the county council could have control over the economy.

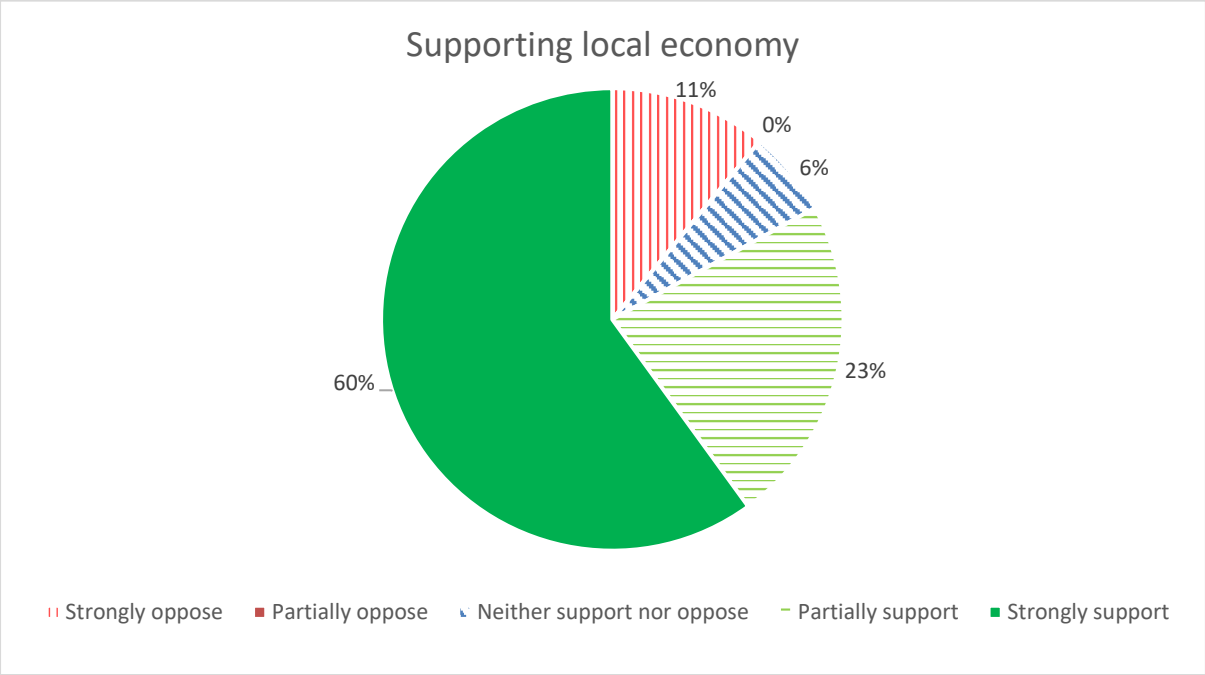
Comments expressing opposition stated opposition to the community ownership of energy and due to waste impacts. Other comments included the need to electrify public transport and questions about impacts on low-income residents.

The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Delivery	0	7	1	8	16
Opposition	0	0	2	2	4
Public transport	0	2	0	2	4
Equality	0	0	1	1	2
Support	1	0	0	1	2

Supporting local economy

To what extent do you support the 'Supporting local economy' principle?
There was strong support for this principle with 83% support compared to 11% opposition.



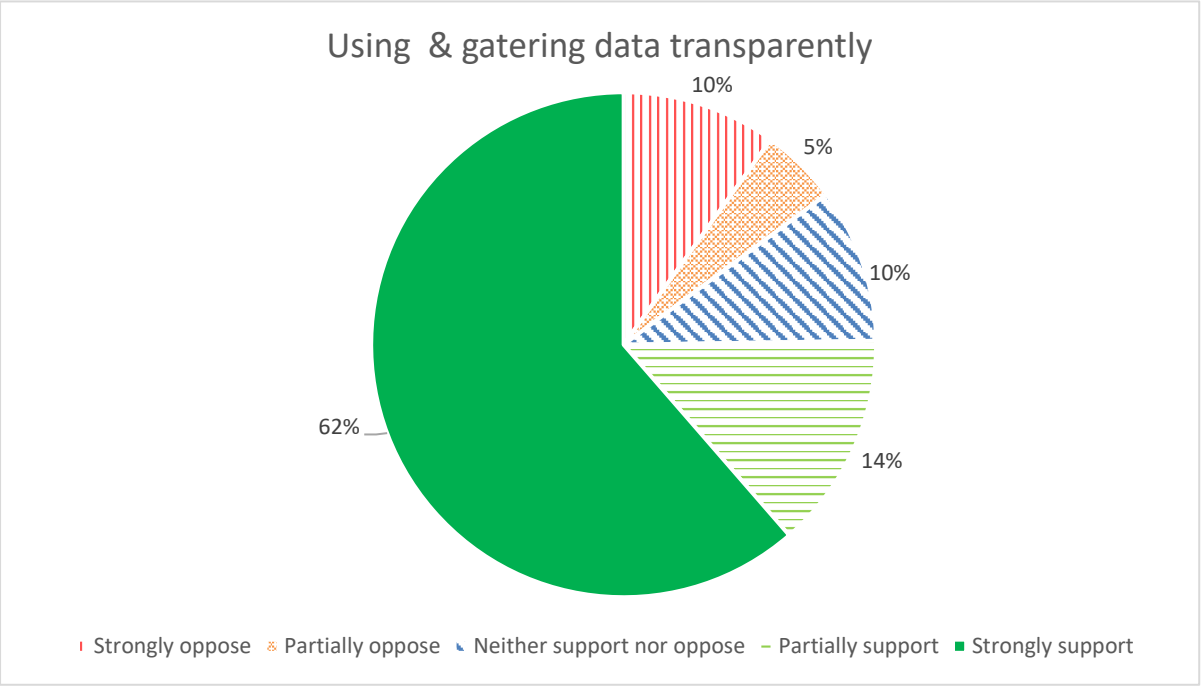
Do you have any further comments on the 'Supporting local economy' principle?
There were very few comments on this question. Opposition comments expressed general opposition to the principle. Other comments highlighted the need for data to inform policies, expressed support for the circular economy and suggested other modes should be prioritised over the private car.

The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Opposition	0	0	4	4	9
Delivery	0	3	0	3	6
Cars	0	1	0	1	2

Using & gathering data transparently

To what extent do you support the 'Using & gathering data transparently' principle?
There was strong support for this principle with 76% support compared to 15% opposition.



Do you have any further comments on the 'Using & gathering data transparently' principle?
There were very few comments on this question. Most of the 'delivery' comments were about the need for transport reporting of data. Other comments included a suggestion data is anonymous, highlighted the need for travel information and opposed restrictions on cars.

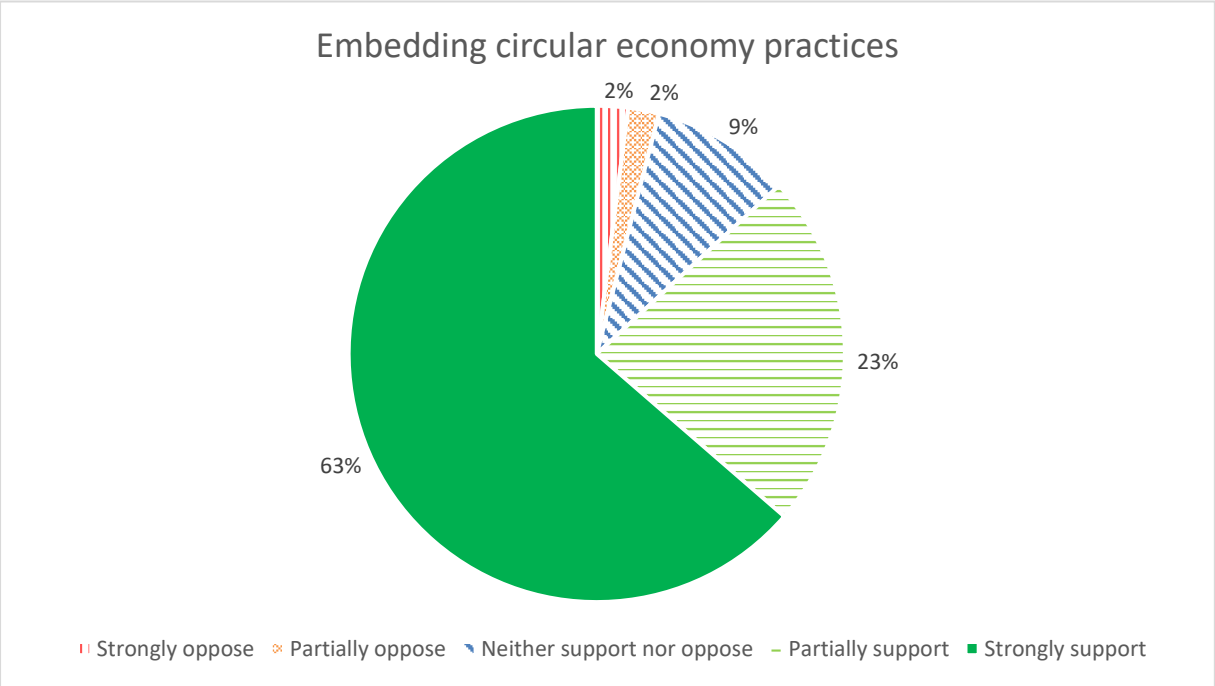
The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Delivery	0	7	0	7	17
Opposition	0	0	1	1	2

Embedding circular economy practices

To what extent do you support the 'Embedding circular economy practices' principle?

There was strong support for this principle with 86% support compared to 4% opposition.



Do you have any further comments on the 'Embedding circular economy practices' principle?

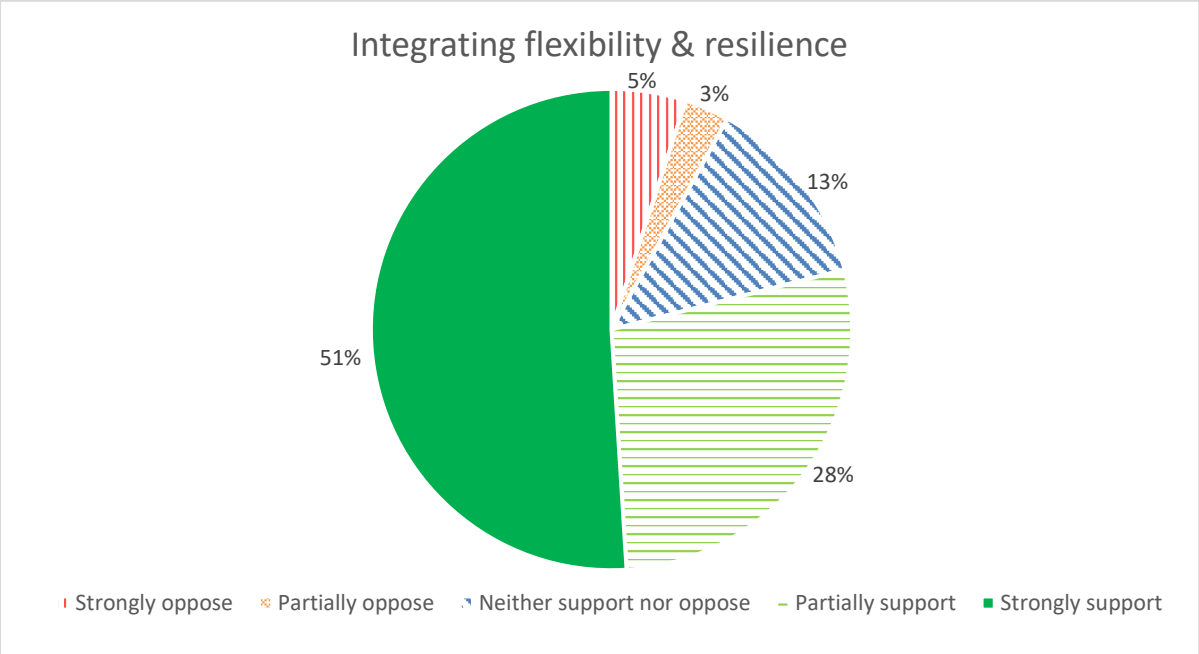
There were very few comments on this principle and there were no recurring comments within the topics. Most comments were general suggestions related to the circular economy and included the need for more education about waste and suggestion less damaging materials need to be used.

The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Delivery	0	3	0	3	7
Waste	0	3	0	3	7

Integrating flexibility & resilience

To what extent do you support the 'Integrating flexibility & resilience' principle?
There was strong support for this principle with 79% support compared to 8% opposition.



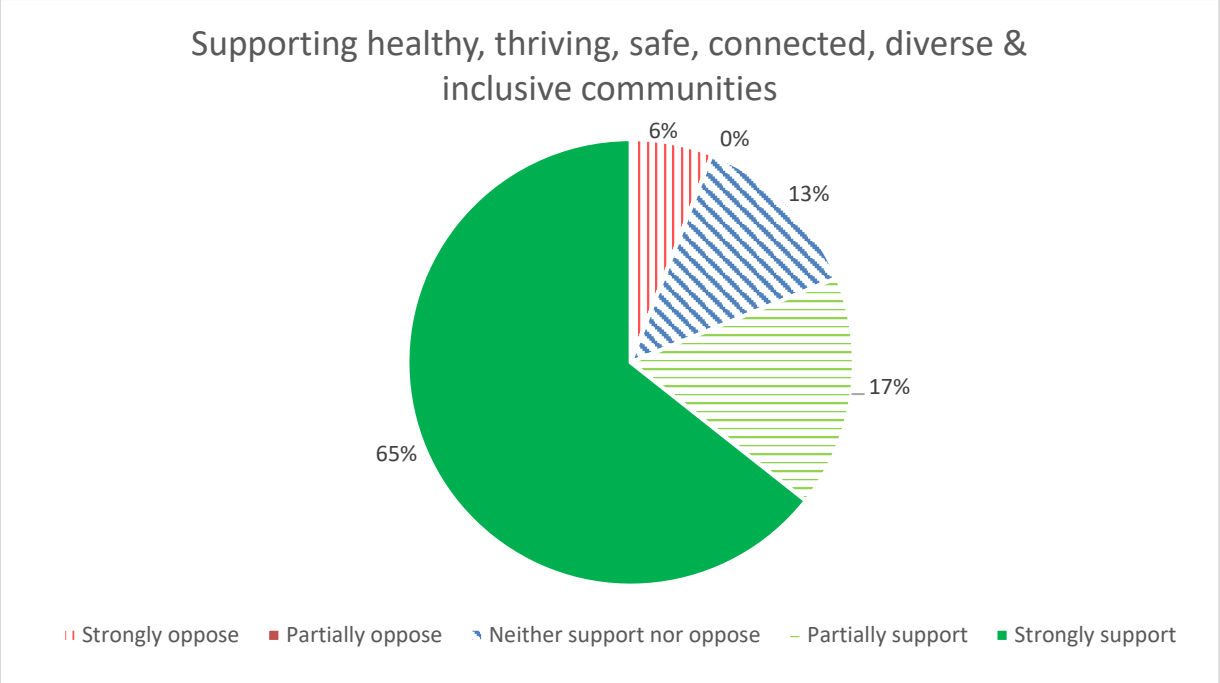
Do you have any further comments on the 'Integrating flexibility & resilience' principle?
There were again few comments in response to this question and no recurring comments within the topics. Comments about delivery included questions about the deliverability in new homes and the ability to cater for unexpected change. Other comments highlighted cars will still be needed and expressed opposition to autonomous vehicles.

The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Delivery	0	3	1	4	10
Cars	0	1	0	1	3
Opposition	0	0	1	1	3

Supporting healthy, thriving, safe, connected, diverse & inclusive communities

To what extent do you support the 'Supporting healthy, thriving, safe, connected, diverse & inclusive communities' principle?
There was strong support for this principle with 81% support compared to 6% opposition.



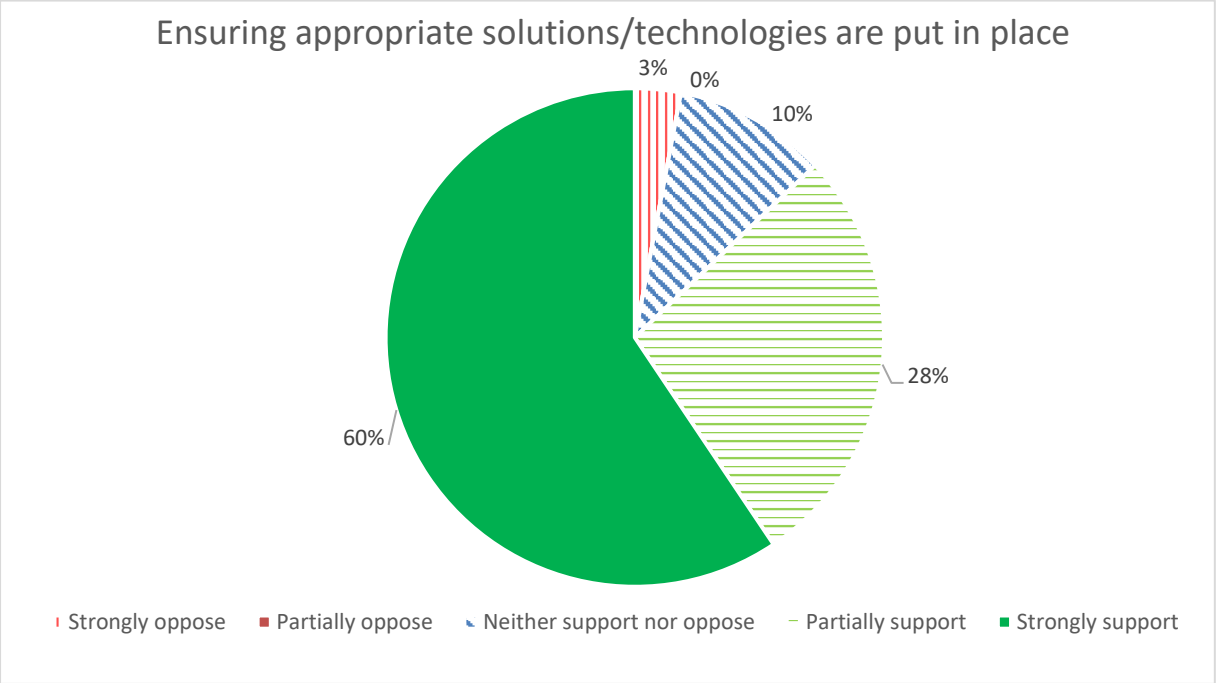
Do you have any further comments on the 'Supporting healthy, thriving, safe, connected, diverse & inclusive communities' principle?
There were few comments in response to this question and no recurring comments within the topics. Comments about delivery highlighted that current work does not match the principle and a range of considerations such as the need to improve green space, support diversity and deliver higher density housing.

The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Delivery	0	6	2	8	17
Cars	0	1	0	1	2

Ensuring appropriate solutions/technologies are put in place

To what extent do you support the 'Ensuring appropriate solutions/technologies are put in place' principle?
There was the highest level of support for this principle with 88% support compared to 3% opposition. This high level of support reflects that there is public concern with the safety and appropriateness of innovative solutions and mitigating measures are required to address this.



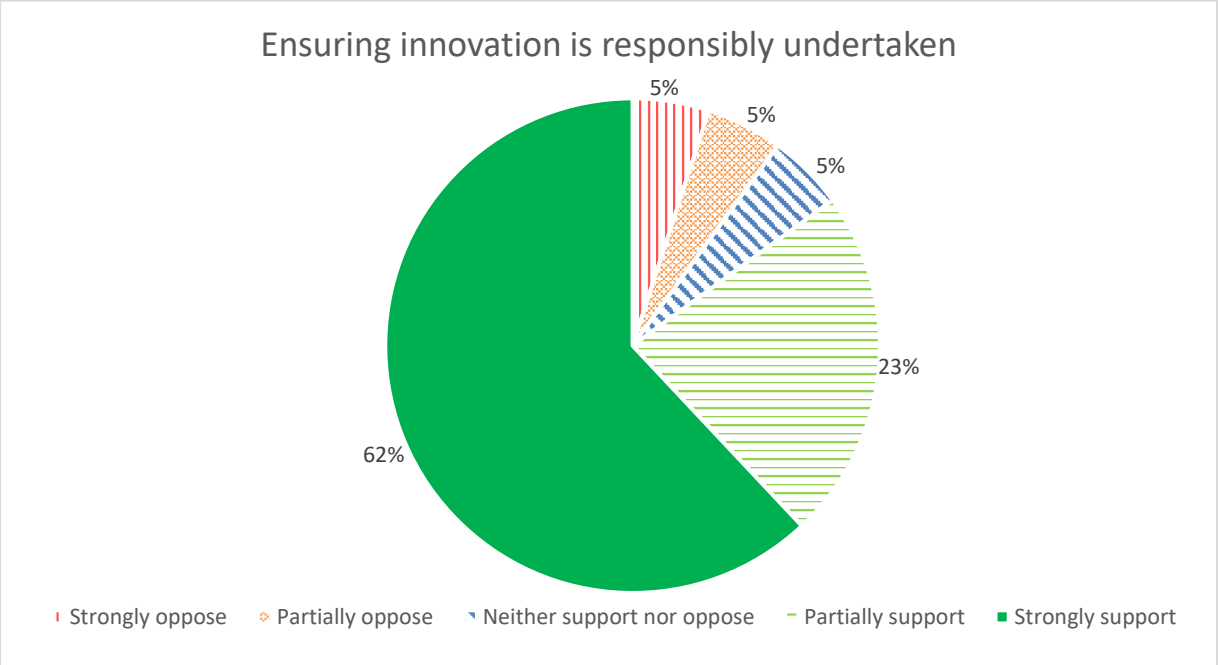
Do you have any further comments on the 'Ensuring appropriate solutions/technologies are put in place' principle?
There were few comments in response to this question and no recurring comments within the topics. Comments about delivery highlighted the need to ensure equity, questioned the deliverability of the proposals and highlighted the decisions need to be evidence based.

The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Delivery	0	5	0	5	13
Support	1	0	0	1	3

Ensuring innovation is responsibly undertaken

To what extent do you support the 'Ensuring innovation is responsibly undertaken' principle?
There was again high levels of support for this principle with 85% support compared to 10% opposition. This high level of support again reflects public concern with the safety and appropriateness of innovative solutions.



Do you have any further comments on the 'Ensuring innovation is responsibly undertaken' principle?
There were again few comments in response to this question and no recurring comments within the topics. Comments about delivery were wide ranging and included comments about current delivery not matching the principle, the need for accountability, the need for transparent reporting and a suggestion there is too much focus on innovation.

The topics identified are shown on the table below. This includes an indication as to whether the comment was positive (P), neutral (M) or negative (N) and the percentage of all responses that included the topic.

Topic	Nature			Count	Percentage
	P	M	N		
Delivery	0	4	3	7	18
Cars	0	0	1	1	3

Other principles

Are there any other principles you think should be included?
Comments on this question did not identify any further principles that should be included. The comments that were made highlighted general points about the

framework. These included the need to ensure equity, the need to people first and a suggestion to review value for money of innovations.

Other comments

Do you have any comments on the Innovation Framework?
There were only 2 responses to this question covering rural areas and delivery.

Innovation Framework survey headlines

- High levels of support for most principles.
- Few comments and clear themes.
- Various comments about the delivery of the framework to consider.
- Reiterated public concerns about the safety and privacy of innovative technology.

9. Conclusions and next steps

Conclusions

The LTCP consultation received a good number of comprehensive replies and comments, from both individuals and a number of organisations.

Following analysis of these responses and the key headlines, we believe that overall, there is support for the content presented in the 4 documents. Based on the feedback received, the following key changes will be made to each document.

LTCP

- 'Vision zero' road safety policy is added
- Changes to the vision and targets to reflect 'vision zero' and a greater emphasis on inclusivity.
- Additional detail is added to outline how policies will be tailored to rural areas and cater for rural transport needs, including greater emphasis on and explanation of new approaches, e.g., mobility hubs.
- References to disability are strengthened and further detail is provided within existing policies about how they provide for disabled residents transport needs.
- Further detail is provided about how the LTCP will be implemented.
- Further detail is provided about how the document and its targets and outcomes are proposed to be achieved and monitored, including data sources.
- Decarbonisation and what is meant by 'net-zero' emissions are better explained. References to 'zero-carbon' will be changed to 'net-zero'.
- New policies are added on:
    - Integrated planning
    - Public rights of way
    - Travel to schools
    - Travel to work
- Policy wording is strengthened throughout the document.
- Embodied carbon policy is strengthened, and specific commitments to reduce building made.
- Innovation policies amended to enhance the focus on future proofing, better explain why the policies are needed and new policies added to address the publics privacy and safety concerns.
- Removal of air travel policy.
- LTP4 review and lessons learned summary is added.

Freight and Logistics Strategy

- Document is restructured around 'long distance/strategic', 'to/local' and 'within/last-mile' to recognise that different modes and solutions are required for each.
- Action 6, the proposed process for deciding environmental weight restrictions, is removed following the decision to end the Burford weight restriction and explore a countywide area-based solution.
- Action 8 is amended to reflect that countywide area restrictions will be explored in the short term, outline high level principles and the next steps.

- Additionally, it is proposed that a commitment is made to provide future funding and resource for the evidence gathering, development and delivery of the area weight restriction programme.
- Revisions are made to the appropriate HGV route map.
- Further detail is provided about how the strategy will be delivered.

Active and Healthy Travel Strategy

- Simplify the name of the strategy.
- Simplify the document structure.
- Increase focus on walking, inclusivity, and rural areas.
- Policies are moved to the LTCP or turned into actions.
- Repeated sections from the LTCP are deleted.
- Expand the reach beyond Active Travel Hub's policy remit (to include comms, activation, asset management, etc).
- Dual-choice network label removed.
- Some narrative and detail moved to Local Cycling & Walking Infrastructure Plan (LCWIP) guidance or new walking and cycling design standards.
- Action plan is included.
- Actions made more specific and measurable.
- Add links to external resources.

Innovation Framework

- No key changes proposed at this stage.

Next steps

Changes will be made to all of the documents before they are presented to the county council for adoption. It is anticipated that the documents will be formally adopted at the July 2022 county council meeting.

Following this work will commence on the 'Part 2' supporting strategies. These include the area and corridor transport strategies, Rail Strategy, Bus Strategy, Walking and Cycling Design Guidance, Digital Strategy and Local Cycling and Walking Infrastructure Plans.

Appendix 1 – Stakeholder responses

Transport groups

- Abingdon Liveable Streets
- ACT4Oxford
- British Horse Society
- British Motorcycle Federation
- Coalition for Healthy Streets and Active Travel
- Cowley Area Transport Group
- Cycling UK (Wantage)
- Cyclox
- First and Last Mile CIC
- Friends of Iffley Village
- Harwell Bike User Group
- Henley HGV Watch
- Logistics UK
- Motorcycle Action Group
- National Highways
- Network Rail
- Oxford Bus Company
- Oxford Civic Society
- Oxford Pedestrian Association
- Oxfordshire Countryside Access Forum
- Oxfordshire Cycle Network
- Railfuture
- Road Haulage Association
- Sport England
- Stagecoach
- Stratford Rail Transport Group
- Sustrans
- Windrush Bike Project CIC
- Witney Oxford Transport Group

Neighbouring Local Authorities / Sub-national transport bodies

- England's Economic Heartland
- Swindon Borough Council

Political groups

- Banbury Labour party
- Oxfordshire Green Party

Town and parish councils

- Appleford Parish Council
- Banbury Town Council
- Bletchingdon Parish Council
- Brize Norton Parish Council
- Burford Town Council

- Caversfield Parish Council
- Chesterton Parish Council
- Culham Parish Council
- Cumnor Parish Council
- Ewelme Parish Council
- Fritwell Parish Council
- Hanborough Parish Council
- Kirtlington Parish Council
- Launton Parish Council
- Marcham Parish Council
- Middleton Stoney Parish Council
- Nettlebed Parish Council
- Oxfordshire Association of Local Councils
- Shirburn Parish Meeting
- Shrivenham Parish Council
- Sonning Common Parish Council
- Stonesfield Parish Council
- Wantage Town Council
- Watchfield Parsih Council
- Watlington Parish Council
- Weston on the Green Parish Council

Environment groups

- Bioabundance
- Campaign to Protect Rural England Oxon
- Chiltern Society
- Empathy Sustainability Ltd
- Low Carbon Oxford North
- Need not Greed Oxon
- One Planet Abingdon Climate Emergency Centre
- Oxford Friends of the Earth
- Oxford Preservation Trust
- Oxford4Nature
- Planning Oxfordshire's Environment and Transport Sustainably
- Sustainable Wychwoods Action Group
- Thame Green Living
- Wantage and Grove Campaign Group

Education

- Christ Church College
- Oxford Brookes University
- University of Oxford

Disability and equalities

- Community First Oxfordshire
- Oxfordshire Transport and Access Group
- Unlimited Oxfordshire

Developers

- Gallagher Development
- L&Q Estates
- Oxford Housing Company Limited
- Oxford University Development
- Ptarmigan Land
- Shipton Ltd
- Summix Development

MPs

- Layla Moran

City and District councils

- Oxford City Council
- South Oxfordshire and Vale of White Horse District Councils
- West Oxfordshire District Council

Businesses / employers

- Milton Park
- ROX
- Science and Technology Facilities Council
- UK Atomic Energy Authority

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Oxfordshire County Council - Local Transport and Connectivity Plan 2022 - 2050

July 2022

Document information

Title	Local Transport and Connectivity Plan
First published	Not published
Status	Pending approval / adoption
Enquiries	LTCP5@oxfordshire.gov.uk

Version control

Version	Date	Changes
V7	January 2022	Draft submitted to public consultation
V10	May 2022	Updated draft submitted to cabinet

Contents

Executive summary 4
Foreword 9
Introduction
Context
Geographic context 13
Policy context 17
Evidence base 20
LTP4 review 21
Challenges 24
Decarbonisation 26
Vision and themes
Vision 30
Key themes 30
Headline targets 31
Policies
Walking and cycling 33
Healthy place shaping 46
Road safety 62
Public transport 68
Digital connectivity 82
Environment, carbon and air quality 87
Network, parking and congestion management 95
Innovation 107
Data 118
Freight and logistics 122
Regional connectivity and cross-boundary working 129
Local connectivity 131
Policy summary table 136
Funding and implementation 138
Monitoring 142
Glossary 144
Appendixes
Appendix 1 – LTP4 review 149
Appendix 2 - Health Impact Assessment checklist 167
Appendix 3 – Guidance for new developments 169
Appendix 4 – Mobility Hubs 172
Appendix 5 – Parking guidance 174

Executive summary

The LTCP at a glance
The LTCP outlines a clear vision to deliver a net-zero Oxfordshire transport and travel system that enables the county to thrive whilst protecting the environment and making Oxfordshire a better place to live for all residents.

We plan to achieve this by reducing the need to travel, discouraging unnecessary individual private vehicle journeys and making walking, cycling, public and shared transport the natural first choice. The policies included in the LTCP are the tools that we believe are necessary to achieve this.

Introduction
Local Transport Plans are statutory documents, required under the Transport Act 2000. We are calling ours the Local Transport and Connectivity Plan (LTCP), to better reflect our strategy both for digital infrastructure and for connecting the whole county. The LTCP covers the time period to 2050.

The LTCP outlines our long term vision for transport and travel in the county and the policies required to deliver this. The LTCP vision and policies will be used to influence and inform how we manage transport and the types of schemes we implement.

The LTCP is required to reflect changes to policy and funding and account for new priorities such as decarbonisation. The LTCP also represents an opportunity to adopt and implement a new way of thinking which considers people first and seeks to create healthy places whilst improving biodiversity and air quality.

The LTCP has been informed by a wide-ranging evidence base. The evidence base has been developed using available data from local, regional and national sources. The full evidence base can be found in the supporting baseline report.

Challenges
In order to create an effective plan and deliver our vision it is important to first identify the key transport challenges. The challenges we identified are:

- Decarbonisation – Delivering a net-zero transport system is a critical part of contributing to UK targets and addressing climate change.
- The private car – A 36% increase in car vehicle miles since 1993 is having negative impacts on human health and the environment.
- Future growth – Proposals for many new jobs and homes in the county will have a significant impact on our transport network.
- Connectivity – There is a need to improve connectivity by walking, cycling and public transport and also other forms of connectivity such as digital.
- Rural areas - Residents in rural areas have specific challenges and currently have fewer alternatives to the private car.
- Inclusivity – Some communities face barriers to transport which need to be removed to create an accessible and fair transport system for all residents.

Vision

The vision outlines a clear long-term ambition for transport in the county and underpins the policies in this document.

"Our Local Transport and Connectivity Plan vision is for an inclusive and safe net-zero Oxfordshire transport system that enables all parts of the county to thrive.

It will tackle inequality, be better for health, wellbeing and social inclusivity and have zero road fatalities or life-changing injuries. It will also enhance our natural and historic environment and enable the county to be one of the world's leading innovation economies.

Our plan sets out to achieve this by reducing the need to travel and private car use through making walking, cycling, public and shared transport the natural first choice."

Key themes

In support of the vision we have identified five key themes. These are the specific areas we are seeking to transform through implementation of the vision. We have also identified the outcomes we will deliver for each key theme.

Environment

Outcome: Sustainable communities that are resilient to climate change, enhance the natural and historic environment, improve biodiversity and are supported by our net-zero transport network.

Health

Outcome: Improved health and wellbeing and reduced health inequalities, enabled through active and healthy lifestyles, improved road safety and inclusive, communities.

Healthy place shaping

Outcome: Sustainable, well designed, thriving communities where healthy behaviours are the norm and which provide a sense of belonging, identity and community.

Productivity

Outcome: A world leading business base that is sustainable, has created new jobs, products and careers for all communities and is supported by an effective, net-zero transport network.

Connectivity

Outcome: Communities are digitally connected, innovative technologies are supported and there is improved connectivity and mobility across the county, enabling greater choice and seamless interchange between sustainable modes.

Inclusivity

Outcome: Barriers to access are removed and all communities are supported by our inclusive transport system to play a full role in society and have independence, choice and control.

Targets
In order to track delivery of the vision and key themes we have identified a set of headline targets.

By 2030 our target is to:

- Replace or remove 1 out of every 4 current car trips in Oxfordshire
- Increase the number of cycle trips in Oxfordshire from 600,000 to 1 million cycle trips per week
- Reduce road fatalities or life changing injuries by 50%

By 2040 our targets are to:

- Deliver a net-zero transport network
- Replace or remove an additional 1 out of 3 car trips in Oxfordshire

By 2050 our target is to:

- Deliver a transport network that contributes to a climate positive future
- Have zero, or as close as possible, road fatalities or life-changing injuries

Policies
The LTCP outlines our transport policies which will be used to influence and inform how we manage transport and the types of schemes we implement. These policies outline the new approaches and measures that we will be taking to make the vision and targets achievable.

The LTCP policies are grouped according to policy focus area. The policy focus areas are:

- Walking and cycling
- Healthy place shaping
- Road safety
- Digital connectivity
- Public transport
- Environment, carbon and air quality
- Network, parking and congestion management
- Innovation
- Data
- Freight and logistics
- Regional connectivity
- Local connectivity

Implementation
The LTCP will be delivered in a number of ways. This includes: delivery of physical infrastructure and services, influencing development, changes to the council's decision making processes and incorporation with other highway works.

More detailed implementation plans for local areas will be developed as part of the area transport strategies.

Funding
Some of the policies identified in the LTCP will require funding to deliver. However, councils cannot fund these from reserves and are reliant on central government funding for most transport improvements. We will also work hard to identify alternative funding sources such as through the Oxfordshire Infrastructure Strategy.

Key potential funding sources are; funding bids, developer contributions, working with our partners such as the Local Enterprise Partnership (LEP), revenue raised from demand management schemes such as the zero emission zone and operator or private sector investment.

Monitoring
The LTCP will be reviewed on an annual basis. In order to monitor the LTCP we have identified a set of key performance indicators (KPI's). We intend to publish annual monitoring reports to demonstrate progress on delivering the LTCP, progress made against the headline targets and performance against the KPI's.

Supporting Strategies
In support of the overall LTCP, we have developed three initial supporting strategies for Freight and Logistics, Active Travel and Innovation. These build upon the high level policies in the LTCP but provide more detail about our proposals and how they will be delivered.

Following adoption of the LTCP, work will commence on developing the remaining supporting strategies. These will include the area and corridor transport strategies, bus strategy, rail strategy, and digital strategy.

Policy summary table

Policy focus area	Policy
Walking and cycling	Policy 1 – Transport user hierarchy
	Policy 2 – Cycle and walking networks
	Policy 3 – Local Cycling and Walking Infrastructure Plans
	Policy 4 – Strategic Active Travel Network
	Policy 5 – Public Rights of Way
	Policy 6 – Greenways
	Policy 7 – Community Activation
Healthy place shaping	Policy 8 – Healthy Streets Approach
	Policy 9 – Health Impact Assessment
	Policy 10 – Safe streets
	Policy 11 – Travel to school and work
	Policy 12 – Guidance for new development
	Policy 13 – 20-minute neighbourhoods
	Policy 14 – Integrated planning
Road safety	Policy 15 – Vision Zero
	Policy 16 – 20mph zones
	Policy 17 – Equestrians
Public transport	Policy 18 – Bus strategy
	Policy 19 – Community transport

	Policy 20 – Park and ride
	Policy 21 – Rail strategy
	Policy 22 – Multi-modal travel
	Policy 23 – Mobility hubs
Digital connectivity	Policy 24 – Digital infrastructure
	Policy 25 – 5G
	Policy 26 – Remote working
Environment, carbon and air quality	Policy 27 – Embodied carbon
	Policy 28 – Clean Air and Zero Emission Zones
	Policy 29 – Zero emission vehicles
	Policy 30 – Green Infrastructure
Network, parking and congestion management	Policy 31 – Network management
	Policy 32 – Asset management
	Policy 33 – Parking management
	Policy 34 – Parking enforcement
	Policy 35 – Demand management
	Policy 36 – Road schemes
	Policy 37 – Smart infrastructure
Innovation	Policy 38 – Passenger micromobility
	Policy 39 – Car clubs
	Policy 40 – Connected and Autonomous Vehicles
	Policy 41 – Unmanned Aerial Vehicles
	Policy 42 – Living Lab
	Policy 43 – Innovation Framework
Data	Policy 44 – Data
	Policy 45 – Modelling
	Policy 46 – Monitoring
Freight and logistics	Policy 47 – Freight and Logistics Strategy
	Policy 48 – Long distance movement
	Policy 49 – Local movement
	Policy 50 – Last mile movement
Regional connectivity and cross-boundary working	Policy 51 – Regional connectivity and cross-boundary working
Local connectivity	Policy 52 – Area transport strategies
	Policy 53 – Transport corridor strategies
	Policy 54 – Rural journeys

Foreword

We have made good progress since the publication of the Local Transport Plan 4 in 2016. However, a more ambitious transport strategy is needed if we are to deliver the councils priorities, particularly taking action to address the climate emergency, tackling inequalities, prioritising the health and wellbeing and investment in an inclusive, integrated and sustainable transport network.

We need to fundamentally reconsider how people move around the county. Current trends of private car use have contributed to congestion and public health issues across the county. In order to address these challenges, we have to reduce the need to travel and discourage individual private car use.

We plan to do this by making walking, cycling, public and shared transport the natural first choice. The policies in this document set out how we will make these modes more attractive and create a balanced transport system.

We recognise that in order to deliver our aspirations there will be considerable challenges. Delivering our vision will not be easy and there will be some tough decisions around how we use existing road space.

However, the health of Oxfordshire residents and the protection of our environment is paramount. The benefits of this approach will be felt by all people today in terms of improved health, cleaner air and easier journeys. It will also help to protect our environment for future generations.

Delivering the LTCP will require work with a range of stakeholders. We have engaged with many of these during development of the LTCP and we will continue to work these partners as we move forward.

Engagement with the residents of Oxfordshire will also be crucial. We thank everyone who commented on the LTCP consultations to date and encourage further engagement as we move forward with this project. Working together we can deliver the LTCP and a better Oxfordshire for all.

Councillor Duncan Enright
Cabinet Member for Travel and Development Strategy

Councillor Andrew Gant
Cabinet Member for Highways Management

Councillor Pete Sudbury
Cabinet Member for Climate Change Delivery & Environment

Introduction

Background

Local Transport Plans (LTP) are statutory documents, required under the Transport Act 2000. They have recently been strengthened by the Department for Transport's decarbonisation plan, Decarbonising Transport: A Better, Greener Britain (2021).

The transport decarbonisation plan sets out a role for revitalised LTPs to set quantifiable targets in carbon reductions in transport for local areas. Guidance for designing sustainable transport solutions through LTPs will also be published by the Department for Transport and it is stated that this will be linked to funding for schemes.

We are calling our LTP the Local Transport and Connectivity Plan (LTCP) to better reflect our strategy both for digital infrastructure and for connecting the whole county. The LTCP covers the time period from 2022 to 2050.

The local and regional policy context has changed significantly since the publication of our previous Local Transport Plan (LTP4) in 2016. The LTCP is an opportunity to develop a transport policy framework that reflects these changes.

It is also clear that our previous approaches to reducing car use in the county have not been successful. Attempts to manage traffic flow and accommodate other modes have been unsuccessful as the car remains the dominant mode of choice. This has created environments that are not welcoming places for people and negatively impact on biodiversity and air quality. The LTCP represents an opportunity to implement a new way of thinking.

Development of the LTCP

We have developed and consulted upon the LTCP in 3 stages. This process began in March 2020 and has allowed for ongoing public engagement at each stage of the project. We have therefore been able to refine proposals before inclusion in this document.

The stages of development that we have conducted are:

- Stage 1 – Topic Paper Engagement in March 2020
- Stage 2 – Development of Vision Document. Public consultation in February 2021
- Stage 3 – Development of LTCP and supporting documents. Public consultation in January 2022.

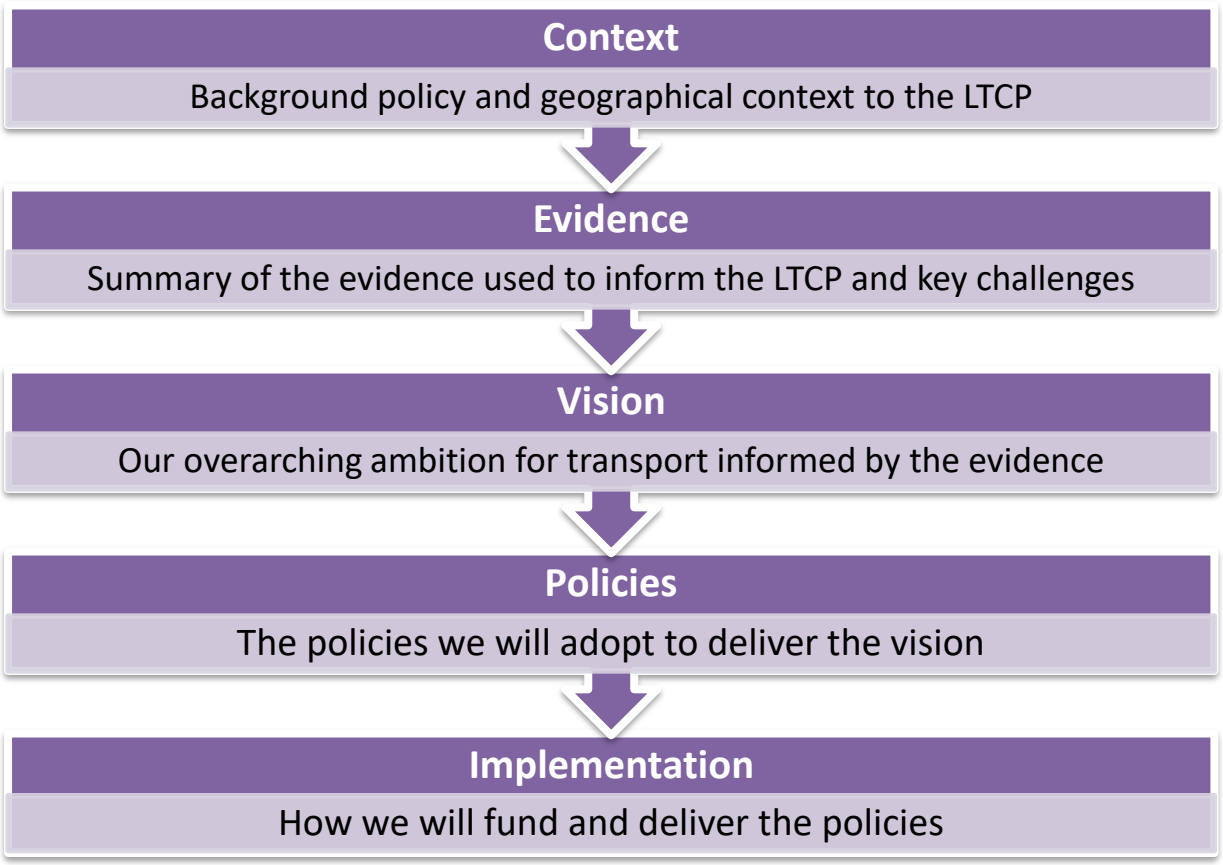
In total we received 2200 responses to the engagement exercises, both from individuals and organisations. Analysis of these responses has helped to shape the content of this document. Full engagement summaries for both consultations have been published and are available on the County Council website.

The LTCP has also been informed by a wide-ranging evidence base. The evidence base has been developed using available data from local, regional and national sources. This has enabled us to understand past trends, the current situation and

identify future challenges and opportunities. The full evidence base and analysis can be found in the accompanying evidence base document.

This document

The LTCP outlines all of the high level transport and travel policies until 2050. From this point, the document progresses through the following broad stages, starting with the high level context and progressing through to implementation of our policies:



Integrated Sustainability Appraisal

In support of the LTCP we commissioned the specialist consultants AECOM to conduct an Integrated Sustainability Appraisal (ISA). The ISA has been conducted in order to ensure that the LTCP protects the environment, human health and allows equal access for all residents.

The ISA has achieved this by subjecting the LTCP to a series of assessments. These assessments include a Strategic Environmental Assessment (SEA), Health Impact Assessment (HIA), Equalities Impact Assessment (EqIA), Community Safety Assessment (CSA) and Habitats Regulation Assessment (HRA). The full ISA report has been published alongside the LTCP and is also subject to public consultation.

The ISA will help to inform area transport strategy development, but separate environmental assessments will be required for more detailed work. The exact process for this will be confirmed as part of the development process.

COVID-19

We recognise that the LTCP has been developed and published at an unprecedented time. We are continuing to deal with the impacts of the COVID-19 pandemic and some of the impacts on travel remain uncertain.

Whilst we must reflect on the short term impacts of COVID-19 on travel, it is important that we remember the need for a clear long term plan for transport in the county. The LTCP provides this long term plan and will help us to deliver a more sustainable, prosperous and healthier Oxfordshire.

Some of the impacts of COVID-19 on travel are uncertain, however there is much that we do know. We know that motor traffic flow has already returned to pre-pandemic levels and that most of these vehicles are polluting, negatively impacting on both our environment and human health.

Likewise, we know that walking and cycling delivers a range of health benefits and that 25% of adults and 42% of children in Oxfordshire do not meet physical activity recommendations. Encouraging the use active and sustainable transport modes therefore remains essential to support important benefits to public health, climate change, air quality and environmental protection.

The COVID-19 pandemic also provides us with an opportunity to continue to develop and shape different ways of communicating and working that reduce the need to travel.

There are some areas where levels of uncertainty remain such as the long term impacts on public transport and home working. In these cases, we will continue to monitor emerging data, adjusting our approach accordingly via annual reviews of the LTCP, as outlined later in this document.

Oxfordshire context

The county of Oxfordshire has a two-tier government system, with five planning authorities – the district councils of Cherwell, South Oxfordshire, Vale of White Horse and West Oxfordshire and the city council of Oxford – and a county-wide highways authority, Oxfordshire County Council.

Neighbouring Oxfordshire's borders, the adjacent counties and immediate neighbouring local authorities include:

- Warwickshire - Stratford-on-Avon District Council
- Northamptonshire - West Northamptonshire Council
- Buckinghamshire - Buckinghamshire Council
- Berkshire - West Berkshire Council, Reading Borough Council and Wokingham Borough Council
- Wiltshire - Swindon Borough Council and Wiltshire Council
- Gloucestershire - Cotswold District Council

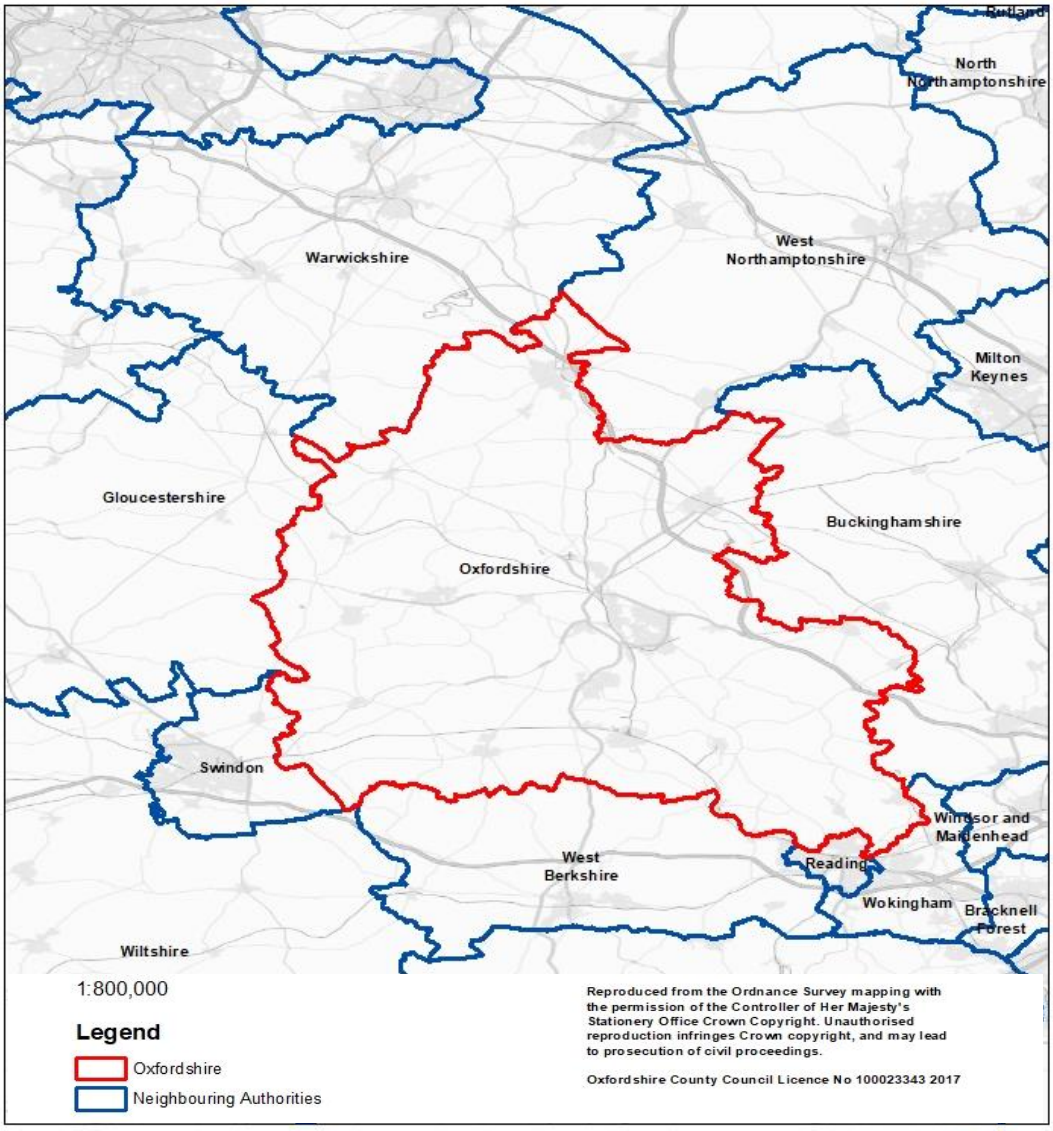


Figure 1 – Map of Oxfordshire and Neighbouring Authorities

Oxfordshire Fair Deal Alliance
Following the Oxfordshire County Council elections on 6 May 2021, a new political administration was formed: the Oxfordshire Fair Deal Alliance. The Fair Deal Alliance is a coalition between Liberal Democrat, Labour and Green Councillors.

The LTCP builds on the 9 strategic priorities of the county council and will be key to delivering the following five:

- Put action to address the climate emergency at the heart of our work
- Tackle inequalities in Oxfordshire
- Prioritise the health and wellbeing of residents
- Invest in an inclusive, integrated and sustainable transport network.
- Preserve and improve access to nature and green spaces.

Future Oxfordshire Partnership
The Future Oxfordshire Partnership is a joint committee of the six councils of Oxfordshire together with key strategic partners. The partnership oversees the delivery of projects that the councils of Oxfordshire are seeking to deliver collaboratively in the fields of economic development and strategic planning. This includes overseeing some major transport schemes.

The Partnership meets six times each year and is supported by four Advisory Sub-Groups (Infrastructure, Environment, Housing and Oxfordshire Plan 2050) and a Scrutiny Panel.

Non-local authority groups in Oxfordshire and the South East region
Oxfordshire is also a member or a direct neighbour of several non-local authority groups and partnerships. These groups are part of the broader policy context and are central to our cross-boundary and partnership working arrangements addressed later in the LTCP.

Oxford to Cambridge Arc
The Oxford to Cambridge Arc (OxCam Arc or 'the Arc') has been identified by the Government as a national economic priority. The Arc is formed of five ceremonial counties: Oxfordshire, Northamptonshire, Buckinghamshire, Bedfordshire and Cambridgeshire. Development of the Arc work is currently being led by central government, with strong local input from the Arc Leadership Group.

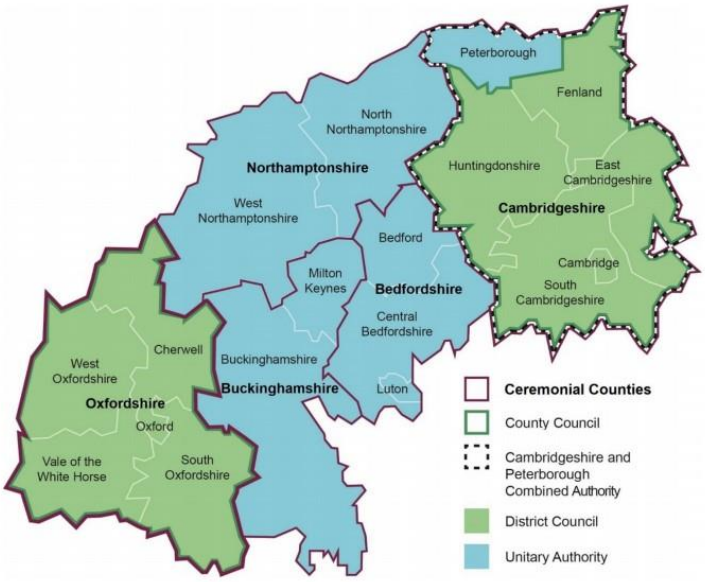


Figure 2 – OxCam Arc Geographical Area[1]

England's Economic Heartland

England's Economic Heartland (EEH) is a partnership authority group, which functions as a non-statutory sub-national transport body. It provides leadership on strategic transport infrastructure in support of the Arc.

EEH has expanded since forming in 2014 and now comprises of transport authorities across Swindon, Oxfordshire, Northamptonshire, Milton Keynes, Buckinghamshire, Bedford, Central Bedfordshire, Luton, Hertfordshire, Peterborough and Cambridgeshire.

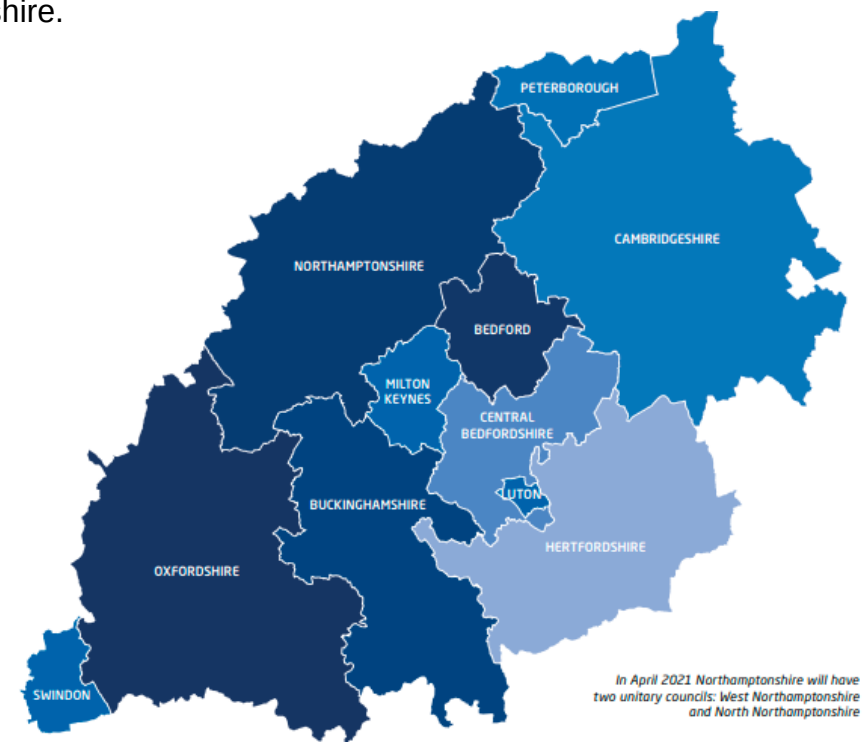


Figure 3 - England's Economic Heartland Geographical Area[2]

[1] Ministry of Housing, Communities & Local Government: Planning for sustainable growth in the Oxford-Cambridge Arc: an introduction to the spatial framework

Transport for the South East

Transport for the South East is a sub-national transport body comprising 16 local authorities. The region covers Berkshire, Kent, Hampshire, the Isle of Wight, Surrey, East Sussex and West Sussex.

Transport for the South East published a transport strategy for the region in June 2020. Whilst not a member of Transport for the South East, Oxfordshire borders the region and so it is necessary to consider the proposals and potential impacts.

Other bordering bodies

In addition, Oxfordshire borders the sub-national transport bodies of Western Gateway and Midlands Connect. Again, whilst not a member of these groups, there are matters such as cross-boundary transport movements that need careful consideration.

[2] EEH Transport Strategy

Policy context

This section provides more detail about the policy context within which the LTCP sits. We recognise that this is not an exhaustive list, it does however highlight key policies at the national, subnational and local level. Further detail about these policies is summarised in the LTCP baseline report.

National

At the national level there are a range of policies that provide context for the LTCP and have set high level ambitions which the LTCP will contribute to delivery of:

- **Local Transport Act 2000**: Establishes Local Transport Plan's (LTP) as statutory documents.
- **Build Back Better: our plan for growth (2021):** Sets out the government's plans to support economic growth through investment in infrastructure, skills and innovation. The aim to support the transition to net zero has strong links to the LTCP.
- **Transport Investment Strategy (2017)**: Provides context for the levels of funding available and the rationale behind government investment in transport.
- **Transport Decarbonisation Plan (2021)**: Sets out the government's commitments and the actions needed to decarbonise the entire transport system in the UK.
- **Gear Change (2020)**: Describes the vision to make England a great walking and cycling nation and sets out the actions required to deliver this.
- **Future of Mobility: Urban Strategy (2019)**: Outlines the government's approach to maximising the benefits from transport innovation in cities and towns.
- **Government's 25 year Environment Plan (2018)**: Sets out how the government will improve the environment.
- **National Bus Strategy (2021):** Sets out the vision and opportunity to deliver better bus services for passengers across England. As required by the strategy, the county council entered into an enhanced partnership with Oxfordshire's bus operators in June 2021. We have also published our bus service improvement plan.
- **UK Carbon Budget (2021)**: Sets the legally binding target to reduce emissions by 78% by 2035 compared to 1990 levels.
- **Great British Railways and the Integrated Rail Plan (2021):** Outlines proposals to bring the rail network under single national leadership, a new public body called Great British Railways. It has also published plans for rail projects in the midlands, which has some links to our rail aspirations.

Sub-national and regional

As outlined in the previous chapter, Oxfordshire County Council is also a part of regional bodies and partnerships which outline further aspirations for the region:

- **EEH Transport Strategy (2021)**: Sets out that a step-change in approach is required to address the challenges our transport system already faces and to realise the region's economic potential and deliver sustainable growth.
- **OxCam Arc Spatial Framework (2021)**: The government started a public consultation seeking views on the first stage of the Oxford-Cambridge Arc

Spatial Framework. This would have national planning and transport policy status, meaning it would carry significant weight in the planning process. However, the next steps on development of this framework are not yet clear. It is therefore not possible to take into account any proposals at this time.

Local

At the local level, the LTCP supports and will inform a range of policies. It is important to ensure alignment so that we are working towards a common goal. Key strategies at the local level include:

- **Oxfordshire Strategic Vision (2021)**: The Future Oxfordshire Partnership is a joint committee of the six councils of Oxfordshire together with key strategic partners. The Partnership have developed a Strategic Vision for Oxfordshire to establish a common and shared ambition to guide the focus of plans, strategies and programmes.
- **Local Plans**: All of the Oxfordshire district councils have produced local plans which guide future development proposals to the 2030's.
- **Oxfordshire Plan 2050**: To support future growth, the district councils are working together to produce a Joint Statutory Spatial Plan known as 'the Oxfordshire Plan'. The Oxfordshire Plan will provide a strategic planning framework for Oxfordshire to 2050, setting out housing, employment and infrastructure needs.
- **Oxfordshire Infrastructure Strategy (2022):** The Oxfordshire plan will be supported by the Oxfordshire Infrastructure Strategy (OxIS). OxIS provides a long-term framework to identify strategic infrastructure investment priorities. OxIS stage 1 was endorsed by the county council in February 2022.
- **Oxfordshire County Council Climate Action Framework (2020)**: Sets out the county council's plans to make itself a carbon neutral organisation by 2030, and to enable Oxfordshire as a whole to become zero-carbon by 2050.
- **Local Industrial Strategy (2019)**: Sets out an ambitious plan to build on Oxfordshire's strong foundations and world-leading assets, to deliver transformative growth which is clean and sustainable. The Oxfordshire Investment Plan and Economic Recovery Plan are key supporting strategies.
- **Joint Health and Wellbeing Strategy (2018):** Sets out how the NHS, Local Government and Healthwatch will work together to improve resident's health and wellbeing.
- **Oxfordshire Digital Infrastructure Strategy and Delivery Plan (2020):** Sets out our vision for Oxfordshire to be enabled with smart infrastructure and our strategy for achieving this.
- **Oxfordshire Rights of Way Management Plan (2015):** The county council's plan to manage, improve and extend the public rights of way and countryside access network
- **Zero Carbon Oxford Charter (2021):** The county council, Oxford City Council and leaders from Oxford's universities, institutions and large businesses signed the Zero Carbon Oxford Charter, which marks their support for achieving net zero carbon emissions as a city by 2040.

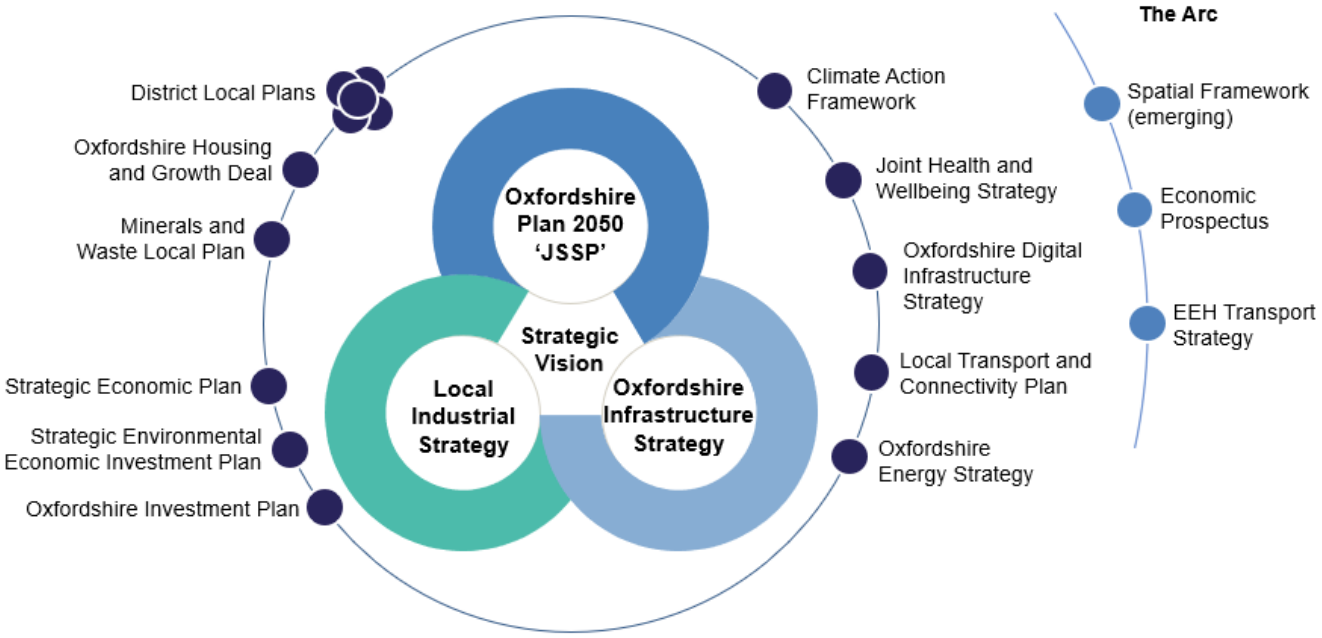


Figure 4 – Oxfordshire's strategic map

Evidence base

The LTCP has been informed by a wide-ranging evidence base. The evidence base has been developed using available data from local, regional and national sources. Development of this evidence base has enabled us to understand past trends, the current situation and identify future challenges and opportunities. This understanding has informed the policies in the LTCP. The full evidence base and analysis can be found in the accompanying evidence base document.

Whilst the evidence shows that Oxfordshire is in a good place for some things, there are also some significant challenges and areas where much more work is required. A summary of the key headlines is provided below:

- Since 1952 there has been a significant increase in car usage in the UK. This trend has been reflected in Oxfordshire, with vehicle miles increasing.
- Although bus usage in the county has increased overall since 2010, it has been declining since 2013/14.
- Rail usage has been increasing in the county and there are opportunities to further improve this.
- Oxfordshire is in a good starting place with regards to current walking and cycling levels.
- Road safety has improved but there have been some upward trends since 2018.
- Transport is responsible for the largest proportion of greenhouse gas emissions in the county.
- How freight is moved is changing and Light Goods Vehicles (LGV) growth is projected to significantly increase.
- Oxfordshire has a rich and varied natural and historic environment, but certain habitats have been in decline in recent years.
- Oxfordshire has significant amounts of rural area.
- Oxfordshire has one of the UK's strongest economies, however housing and economic growth are placing strain on the existing transport network.
- Digital connectivity is good in Oxfordshire and can play a role in reducing travel demand.
- Oxfordshire is a prosperous and affluent place to live. However, it also hides significant health and social inequalities across the County. We need to create a health enabling environment which makes it easy for people to walk and cycle more and to make healthier decisions.

LTP4 review

As part of our work to develop the LTCP we have also reviewed progress made on the delivery of LTP4. This is important to identify progress made on delivering the plan, success and failures. This will help us to improve the LTCP and identify lessons learned so that delivery is improved.

LTP4 policies

LTP4 set out our policy and strategy for developing the transport system in Oxfordshire to 2031. It was developed with four over-arching transport goals:

- To support jobs and housing growth and economic vitality.
- To reduce transport emissions and meet our obligations to Government.
- To protect, and where possible enhance Oxfordshire's environment and improve quality of life.
- To improve public health, air quality, safety and individual wellbeing.

To achieve these goals, ten objectives for transport were developed. These were set within three themes, around which the policy section of LTP4 was structured. A summary of the objectives and themes is provided below.

Theme and section in LTP4	Objective
Supporting growth and economic vitality	Maintain and improve transport connections to support economic growth and vitality across the county
	Make most effective use of all available transport capacity through innovative management of the network
	Increase journey time reliability and minimise end-to-end public transport journey times on main routes
	Develop a high-quality, innovative and resilient integrated transport system that is attractive to customers and generates inward investment
Reducing emissions	Minimise the need to travel
	Reduce the proportion of journeys made by private car by making the use of public transport, walking and cycling more attractive
	Influence the location and layout of development to maximise the use and value of existing and planned sustainable transport investment
	Reduce per capita carbon emissions from transport in Oxfordshire in line with UK Government targets
Improving quality of life	Mitigate and wherever possible enhance the impacts of transport on the local built,

	historic and natural environment
	Improve public health and wellbeing by increasing levels of walking and cycling, reducing transport emissions, reducing casualties and enabling inclusive access to jobs, education, training and services

In order to deliver these objectives LTP4 identified 34 policies. It is challenging to assess and track whether individual policies were delivered, however we know that whilst the overall framework was sound policies were delivered with mixed success. This is for a range of reasons including funding constraints, resource constraints and inconsistent or partial application. Lessons learnt from this are:

- Need for strong policy wording and a clear vision.
- Need to improve internal processes and consistent application of policies.
- Need to improve monitoring and reporting of progress.

LTP4 area strategies

A set of area and route strategies were published in support of LTP4. This included strategies for the A40, A420, Banbury, Bicester, Carterton, Science Vale (Wantage, Grove, Didcot, Harwell, Milton, Culham), Witney and Oxford. These strategies identified the specific schemes required to deliver LTP4.

We have reviewed these strategies and the progress made on delivering them. A summary of this progress is in Appendix 1. Overall, there has been good levels of delivery, particularly from the Science Vale and Oxford area strategies. A more limited number of schemes have been delivered from the Witney and Carterton area strategies. Notable schemes delivered from the LTP4 area strategies include:

- A ‘hamburger’ link was delivered under the A34 at Milton Interchange, with widening across the roundabout, in May 2015.
- North-facing slips were delivered at Chilton Interchange to provide a full movement junction in November 2016.
- A multi-storey car park and cycle hub were opened at Didcot Parkway station in July 2019 and March 2021 respectively.
- The X36 bus service linking Grove, Wantage, Milton Park and Didcot launched in January 2021.
- Science Vale Cycle Network routes 1, 3, 5, 6 and 8 have been delivered.
- Various schemes including Low Traffic Neighbourhoods, Quietway’s and Quickways have been introduced in Oxford.
- A Zero Emission Zone (ZEZ) Pilot scheme for Oxford was approved and commenced in early 2022.
- The Oxford Controlled Parking Zone (CPZ) programme was approved in June 2019. Several CPZ schemes have since been introduced with further schemes planned.

The review in appendix 1 highlights that there is ongoing work to deliver some of the schemes from the LTP4 area strategies. The schemes that have not been delivered will be reviewed as part of our work to develop updated area strategies. Lessons learnt from the review of the LTP4 area strategies are:

- Need for a consistent countywide approach that aligns with LTCP policy.

- Need to move away from the traditional transport planning approach of ‘predict and provide’.
- Need for a greater focus on activation and measures to support infrastructure improvements.

The LTCP is an opportunity to build on LTP4 and incorporate the lessons learned to strengthen the document and improve delivery of our ambitions.

Challenges

Oxfordshire's transport system affects all residents' lives. It plays a role in connecting our communities, supporting the 30,000 businesses in the county and enabling journeys for education, leisure and work.

There has also been a growing recognition of the way in which transport affects everyday experiences and health. The transport system and the options available shape how residents travel, how much physical activity they do and also how enjoyable everyday journeys are.

Therefore, it is vital that we create a plan for a transport system that will be resilient to different kinds of changes, addresses existing challenges, enables all residents to have a high quality of life and creates a healthy, sustainable county.

Decarbonisation
Greenhouse gas emissions from human activity are changing the Earth's climate in unprecedented ways, with some changes now irreversible[3]. In order to limit global warming to well below 2°C and pursue efforts to limit warming to 1.5°C, the UK government has made a legal commitment to deliver net-zero emissions by 2050.

Transport is responsible for the largest proportion of greenhouse gas emissions in the county (36%[4]). Therefore, there is an urgent need to decarbonise all forms of transport in the county. We must increase the share of trips taken by walking, cycling, public and shared transport and support uptake of zero-emission vehicles.

The private car
There has been a huge rise in car use across the UK since 1952. We have seen this trend reflected within Oxfordshire with a 36% increase in vehicle miles since 1993[5]. In 2019, total vehicle miles driven in Oxfordshire passed 4 billion for the first time[6].

This is having negative impacts for example, congestion is disrupting journeys and accommodating and managing vehicles in our towns and villages has created environments that have become less welcoming places for people. Encouraging a change in behaviour to tackle private car use will be a significant challenge.

Future growth
Current forecasts are for over 85,000 new jobs and 100,000 new homes in the county between 2011 and 2031. Such growth will have a significant impact on our transport network, with more people and goods needing to use it. Given the scale of growth, more radical solutions are needed to transform transport in Oxfordshire.

[3] IPCC: AR6 Climate Change 2021: The Physical Science Basis
[4] University of Oxford Transport Studies Unit: Pathways to a zero-carbon Oxfordshire
[5] https://www.gov.uk/government/statistical-data-sets/road-traffic-statistics-tra
[6] Census 2011

Connectivity
Whilst Oxfordshire has good public transport connectivity along certain corridors, there are notable areas that suffer from poor connectivity. Poor public transport connectivity and reliability is a particular issue in rural areas.

Another key area is the need to improve walking and cycling connectivity to enable more journeys by these modes. There is also a need to better manage movement of freight and goods, both in rural and more urban areas.

There is also a need to improve other forms of connectivity such as digital connectivity. This will help reduce the need to travel and provide residents with the ability to work, shop and access services such as GP appointments from home.

Rural areas
Oxfordshire is the most rural county in the south east with 2.6 people per hectare compared with the regions average of 4.8 people per hectare. 40% of the population live in smaller towns and villages and so there is a need to consider how we improve connectivity for these residents[7]. Challenges in rural areas include:

- Poorer provision of and access to digital connectivity.
- Reduction and removal of public transport services.
- Fewer dedicated walking and cycling routes.
- Fewer local facilities and services, increasing the need to travel.
- Roads that are less intensively managed than urban and main roads.
- Public rights of way that could be better connected and managed.
- Older average population with different mobility needs.

In the short term we recognise that the car will continue to play role for rural residents and that we will need a targeted approach to address these challenges.

Inclusivity
Different communities experience transport differently and some communities are excluded from transport because of affordability, accessibility or geography. It is important that we work to recognise and remove these barriers to create an accessible and fair transport system for all residents.

The accessibility of the transport system is a particularly key issue for disabled people. There are estimated to be 131,400 people with a disability in Oxfordshire, 19% of the population.[8] It is important that we address the barriers faced by disabled people and use inclusive design to ensure the transport system is accessible to all.

The cost of transport is also a key determining factor affecting its use. The cost of living has been increasing across the UK since early 2021 and in April 2022, inflation reached its highest recorded level. This is affecting the affordability of goods and services, including transport, for households[9]. There is a need for us to support measures to address these issues and improve the affordability of transport.

[7] https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/bulletins/annualmidyearpopulationestimates/mid2017
[8] Oxfordshire Health and Wellbeing Joint Strategic Needs Assessment 2021
[9] House of Commons Library: Rising cost of living in the UK

Decarbonisation

Decarbonisation is a key overriding challenge that the LTCP seeks to address. In line with guidance from the government's Transport Decarbonisation Plan, we have provided background information and more detail about our approach to decarbonisation in this chapter.

Net-zero
The LTCP seeks to deliver a net-zero transport system. This means that any carbon emissions created are balanced by taking the same amount out of the atmosphere. This differs to zero carbon which concerns all emissions produced from a product or service. Zero carbon means no carbon is given off at all.

Climate Change
Climate change is the large-scale, long-term shift in the planet's weather patterns and average temperatures. Climate change has meant that since the 1800's the average global temperature has risen by around 1°C[10].

Climate change is primarily caused by the greenhouse effect. This is where greenhouse gases such as carbon dioxide are released into the atmosphere by humans. This creates a 'blanket' which means some infrared radiation cannot escape the earth's atmosphere. Instead, it is absorbed and goes back down to earth, causing the surface to heat.

The impacts of human induced climate change affect the climate system, ecosystems and people. Evidence of observed changes in extremes such as heatwaves, heavy precipitation, droughts, and tropical cyclones, and their attribution to human influence, has strengthened over the last 8 years[11].

In order to tackle climate change, 196 countries signed the Paris Agreement in December 2015. The agreement goal is to limit global warming to well below 2°C, preferably to 1.5°C, compared to pre-industrial levels[12].

[10] Met Office
[11] IPCC: AR6 Climate Change 2021: The Physical Science Basis
[12] United Nations Climate Change: The Paris Agreement

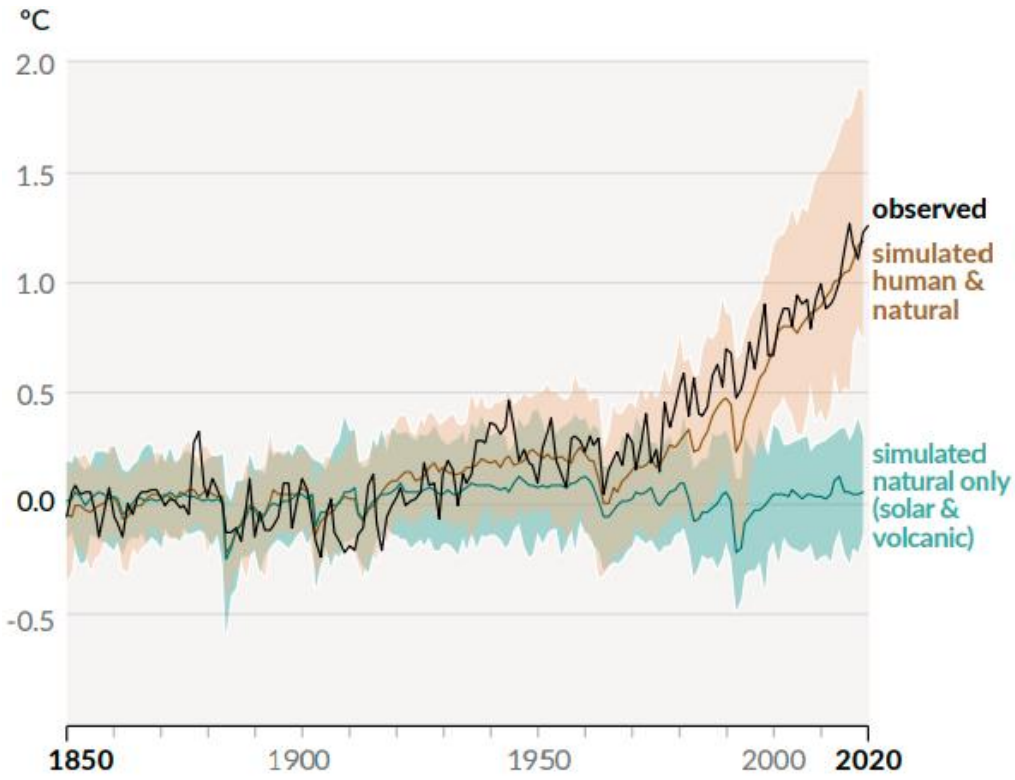


Figure 5 - Change in global surface temperature (annual average) as observed and simulated using human & natural and only natural factors[13]

UK Government

Building on the Paris Agreement, the UK government passed a net-zero emission law in 2019. This target will require the UK to bring all greenhouse gas emissions to net-zero by 2050. This will end the UK's contribution to global warming.

Transport is now responsible for the largest proportion of UK greenhouse gas emissions. In 2019 transport was responsible for 27% of total UK greenhouse gas emissions, with road transport responsible for 91% of transport emissions. Within this passenger cars produce 55% of road transport emissions[14].

Decarbonising transport is therefore a critical part of reaching net-zero emissions and addressing climate change. In order to set out how this will be achieved, the government published the Transport Decarbonisation Plan in July 2021.

[13] IPCC: AR6 Climate Change 2021: The Physical Science Basis
[14] UK Government: Transport Decarbonisation Plan
[15] UK Government: Transport Decarbonisation Plan

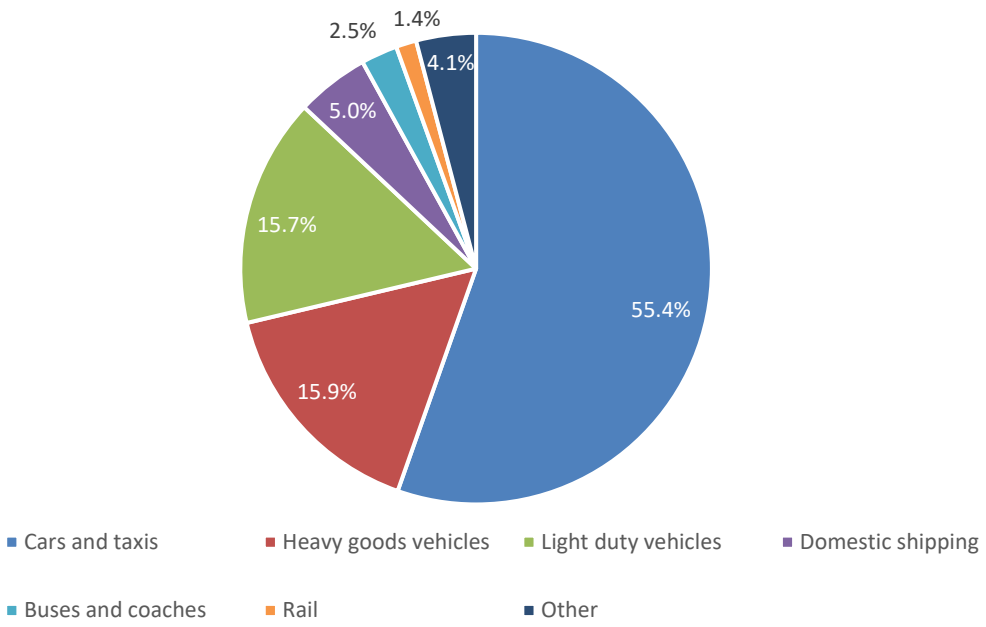


Figure 6 – UK Greenhouse gas emissions by transport mode[13]

Transport Decarbonisation Plan

The Transport Decarbonisation Plan reiterates commitments to end the sale of new petrol and diesel cars by 2030 and proposes ending the sale of non-zero emission HGVs by 2040. It also highlights the need to make better use of road space and encourage more trips by walking, cycling and public transport.

As highlighted earlier, the document sets out a role for LTPs. It is suggested that for future local transport funding, LTPs will need to demonstrate how local areas will reduce emissions through a portfolio of transport investments.

Oxfordshire Climate Action Framework

In recognition of climate change, all Oxfordshire authorities have declared a climate emergency. Following our declaration, Oxfordshire County Council adopted a Climate Action Framework

The framework commits us to operating at net-zero carbon by 2030 and enabling a zero-carbon Oxfordshire by 2050. The LTCP will be essential to delivering these commitments and outlines in more detail how transport will contribute.

Pathways to a zero carbon Oxfordshire

Further local context to climate change and decarbonisation is provided by the University of Oxford's Environmental Change Institute (ECI) Pathways to a zero carbon Oxfordshire report.

The report outlines different potential pathways to achieving a zero carbon economy in Oxfordshire by 2050. The most ambitious of these, the 'Oxfordshire Leading the Way' scenario has been identified as the preferred route for the county to follow.

In this scenario, Oxfordshire goes further and faster than other areas of the UK in achieving zero carbon emissions[16]. The LTCP builds on the recommendations in this scenario and will be key to delivering it.

Oxfordshire Leading the Way Scenario
This scenario is driven by high levels of public support for local action and strong policy, as well as lifestyle change amongst householders and communities. In terms of transport the following key features are identified:

- Energy demand associated with transport falls as Oxfordshire residents incorporate walking and cycling into their daily routines.
- More amenities are provided locally, and businesses support remote working.
- Reduced car-usage is also driven by extensive pedestrianisation measures, workplace charging levies, the proliferation of low traffic and higher density neighbourhoods, and the expansion of shared transport options.
- Vehicle electrification occurs more rapidly than in other scenarios, and sharing business models, are pioneered in Oxfordshire.
- Freight consolidation centres and other localised warehousing and production enable low carbon local delivery of goods throughout urban areas.

Our approach to decarbonisation
This section has highlighted that it is essential for us to outline a clear plan for the decarbonisation of transport in Oxfordshire. Recognising the need for rapid reductions in greenhouse gases in this decade, the LTCP aims for a net-zero Oxfordshire transport system by 2040.

We recognise that achieving this target will be challenging. It will require technical innovation, bold policy decisions and widespread behaviour change. However, the benefits are significant.

Delivering this target will ensure that Oxfordshire plays its part in tackling climate change. By leading the way, we will help others to get there quicker and will create opportunities for Oxfordshire based enterprises. Decarbonisation will also deliver wider benefits to biodiversity and people's health and wellbeing in Oxfordshire.

Our approach to decarbonisation, is primarily by seeking to reduce unnecessary private car use and increasing the proportion of trips made by walking, cycling, public and shared transport. Reducing long car trips will be particularly important to reduce transport emissions.

The policies in the following chapters outline our approach for doing this. We have also outlined policies to support the uptake of zero-emission vehicles, encourage home working and support alternative modes for the movement of goods.

These policies build on the features identified in the Pathways to a Zero Carbon Oxfordshire report.

[16] University of Oxford Transport Studies Unit: Pathways to a zero-carbon Oxfordshire

Vision and themes

We have developed a transport vision to set out the overarching direction for transport in Oxfordshire. The vision outlines a clear long-term ambition for transport in the county and underpins the policies in this document. The vision also ensures that we both take account of, and inform, wider strategy development.

In support of the draft vision we have identified five proposed key themes. These are the specific areas we are seeking to transform through implementation of the vision. We have also identified the outcomes we hope to deliver for each key theme.

The vision and key themes help provide structure and consistency throughout the LTCP and its supporting strategies. They ensure that all policies and schemes are aligned and working towards delivering the same outcome.

Vision

"Our Local Transport and Connectivity Plan vision is for an inclusive and safe net-zero Oxfordshire transport system that enables all parts of the county to thrive.

It will tackle inequality, be better for health, wellbeing and social inclusivity and have zero road fatalities or life-changing injuries. It will also enhance our natural and historic environment and enable the county to be one of the world's leading innovation economies.

Our plan sets out to achieve this by reducing the need to travel and private car use through making walking, cycling, public and shared transport the natural first choice."

Key themes

Environment
Outcome: Sustainable communities that are resilient to climate change, enhance the natural and historic environment, improve biodiversity and are supported by our net-zero transport network.

Health
Outcome: Improved health and wellbeing and reduced health inequalities, enabled through active and healthy lifestyles, improved road safety and inclusive, communities.

Healthy place shaping
Outcome: Sustainable, well designed, thriving communities where healthy behaviours are the norm and which provide a sense of belonging, identity and community.

Productivity
Outcome: A world leading business base that is sustainable, has created new jobs, products and careers for all communities and is supported by an effective, net-zero transport network.

Connectivity
Outcome: Communities are digitally connected, innovative technologies are supported and there is improved connectivity and mobility across the county, enabling greater choice and seamless interchange between sustainable modes.

Inclusivity
Outcome: Barriers to access are removed and all communities are supported by our inclusive transport system to play a full role in society and have independence, choice and control.

Headline targets
In order to track delivery of the vision and key themes we have identified some headline targets. These will help us to quantify progress made on delivering the vision and ensure that we are on track to deliver the vision.

Headline targets
By 2030 our target is to:

- Replace or remove 1 out of every 4 current car trips in Oxfordshire
- Increase the number of cycle trips in Oxfordshire from 600,000 to 1 million cycle trips per week
- Reduce road fatalities or life changing injuries by 50%

By 2040 our targets are to:

- Deliver a net-zero transport network
- Replace or remove an additional 1 out of 3 car trips in Oxfordshire

By 2050 our target is to:

- Deliver a transport network that contributes to a climate positive future
- Have zero, or as close as possible, road fatalities or life-changing injuries

Our targets recognise that the car will still be a part of Oxfordshire's transport system and do not aim to eliminate all car use. Cars will still be needed, such as for journeys undertaken by disabled people and rural residents where there are not sustainable alternatives at present.

However, we know that there are many opportunities to reduce the number and length of car journeys made. This is critical to address the climate emergency as technology alone will not deliver a net-zero transport network and address issues such as congestion, physical inactivity and poor air quality.

The targets relate to all car trips and fuel types. Although zero-emission vehicles reduce carbon emissions they are still responsible for particulate matter emissions from brake and tyre wear, take up road space that could be allocated to walking, cycling or public transport and do not address issues such as congestion.

Work is ongoing to establish our monitoring methodology for trips and the most appropriate baseline year. Once confirmed, this document will be updated. The monitoring of the targets will take into account the impact of population growth.

The policies in the following chapters outline the approaches and measures we will be taking to make these targets achievable. Many of these policies are the tools we know to reduce car use following review of evidence from other towns and cities.

The key ways in which we will achieve the targets are broadly grouped into the following three areas:

Avoid – Avoid or reduce the need to travel
This will be enabled through:

- Improved digital connectivity to support remote working and digital access to services
- Working with partners to better locate goods and services near to homes.

Shift – Shift to less polluting transport modes
This will be enabled through:

- The promotion of walking and cycling through new and upgraded physical infrastructure and community activation measures.
- Investment in our strategic public transport networks and the provision of better and quicker bus and rail services.
- Improving multi-modal travel, including the development of mobility hubs where people can easily change between different forms of transport, including helping to break-up existing longer car journeys by providing more sustainable travel alternatives.
- Improving road safety to create safe and attractive infrastructure for vulnerable road users, including people walking and cycling.

Improve – Improve vehicle and fuel efficiency
This will be enabled through:

- Supporting the introduction of zero emission vehicle charging and refuelling infrastructure.
- Supporting transport innovations that will help us to make walking, cycling, public and shared transport more attractive.
- Supporting the uptake of cargo bikes for parcel and goods delivery.
- Supporting car clubs and car sharing schemes and measures to encourage their uptake.

However, it is important to recognise that these measures alone are unlikely to be enough. Therefore, if we are to truly achieve these targets some demand management measures such as the Zero Emission Zone and Workplace Parking Levy will be required that make private car use less attractive.

In support of the headline targets, we plan to develop further targets for individual transport modes as part of the relevant supporting strategies. These will provide more detail about how we will achieve the headline targets.

The first supporting targets have been developed for cycling as part of the Active Travel Strategy (ATS). Additional supporting strategies and targets will be developed during ‘part 2’ of the LTCP.

Walking and cycling

Encouraging increased levels of walking and cycling will be central to delivering our vision for travel in Oxfordshire. More people choosing to walk and cycle will improve the mental and physical health of Oxfordshire's residents and make Oxfordshire's streets more welcoming, safe and relaxing places.

Increasing walking and cycling will be a key part of reducing private car usage. Reduced private car usage is essential to achieving our ambition for a net-zero transport network and it will help to improve air quality, address climate change and tackle associated health and inequality issues.

This chapter outlines the high level policies that will help us to deliver increased walking and cycling. More detail about how these will be achieved can be found in the Active Travel Strategy which has been published alongside the LTCP.

Physical activity explainer

Physical activity guidelines

Evidence now demonstrates that there is no minimum amount of physical activity required to achieve some health benefits. However, it is recommended that:

- Children and young people should do physical activity for an average of at least 60 minutes per day across the week.
- Adults should accumulate at least 150 minutes of physical activity each week.

In general, the more time spent being physically active, the greater the health benefits. However, the gains are especially significant for those currently doing the lowest levels of activity (fewer than 30 minutes per week)[17].

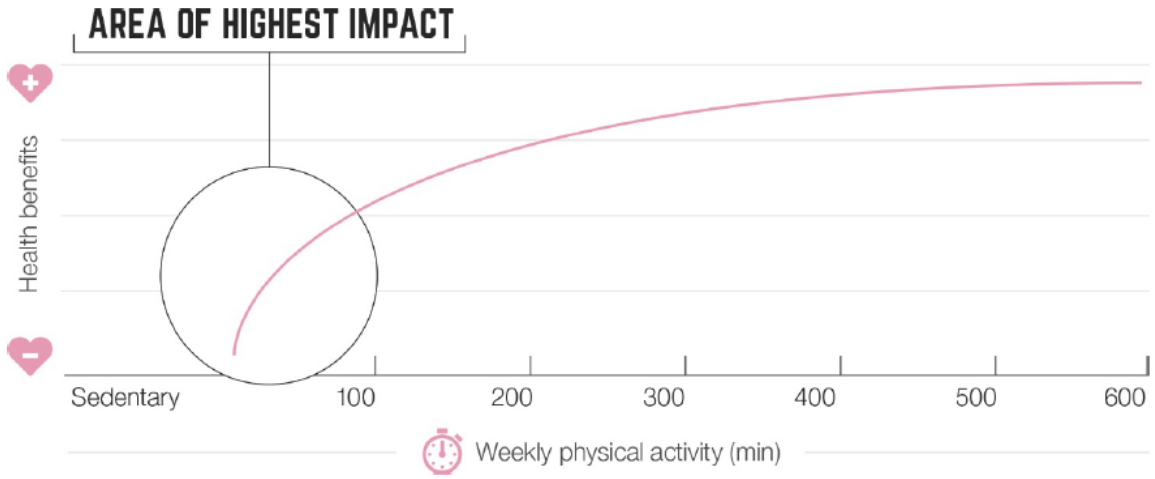


Figure 7 – Dose-response curve of physical activity and health benefits[18]

Current physical activity levels

Inactivity is the fourth largest cause of disease and disability, and directly contributes to one in six deaths in the UK[19]. This makes it as dangerous as smoking[20].

[17] UK Chief Medical Officers' Physical Activity Guidelines 2019
[18] UK Chief Medical Officers' Physical Activity Guidelines 2019

In Oxfordshire, 72.5% of adults meet physical activity recommendations, higher than the national average[21]. Despite this 3 out of 10 adults are still not meeting the recommendations. There are also significant variations across the county.

In Oxfordshire 52.4% of children meet the 60 minute per day recommendation compared to 46.8% nationally. However, this figure is still only just over 50% and means approximately 42,100 children are not getting enough physical activity.

Benefits of physical activity

In children, regular physical activity is associated with improved learning and attainment, better mental health and cardiovascular fitness[22]. It also reduces sickness absence and can reduce crime and anti-social behaviour[23].

In adults, there is strong evidence to demonstrate that physical activity can help to protect from a range of chronic conditions including coronary heart disease, obesity, type 2 diabetes, Alzheimer's and social isolation[24]. Physical activity has also been shown to improve mental health[25]. Those who walk for more than 8.6 minutes per day are 33% more likely to report better mental health[26].

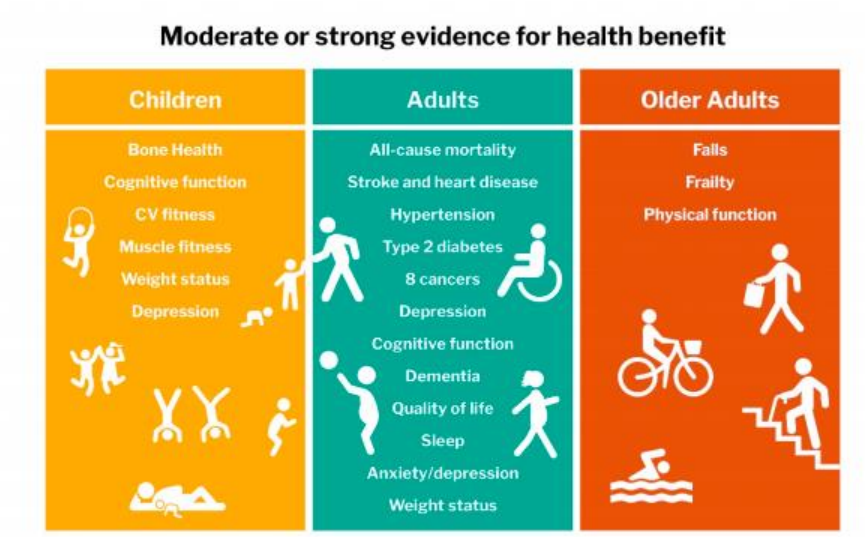


Figure 8 - Diagram showing health benefits of physical activity[27]

Transport user hierarchy

In order to deliver these benefits a new approach is required that prioritises walking and cycling. We will put this approach into practice through our transport user hierarchy. The transport user hierarchy translates our vision into policy and sets the direction for the rest of the LTCP.

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[19] Everybody Active, Every Day, Public Health England, (2014) -https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/366112/Framework_23_Oct.pdf
[20] Steps to solving inactivity, UKactive, www.ukactive.com, 2014
[21] Public Health England Profiles
[22] UK Chief Medical Officers' Physical Activity Guidelines 2019
[23] Everybody Active Every Day (2014), Public Health England,
[24] UK Chief Medical Officers' Physical Activity Guidelines 2019
[25] Journal of Environmental Planning and Management. Pretty, J. Peacock, J. Hine, R. Sellens, M. South, N & Griffin, M. (2007) Green Exercise In The UK Countryside: Effects On Health And Psychological Well-Being, and Implications For Policy And Planning.
[26] Making the case for investment in the walking environment: A review of the evidence, by Danielle Sinnett, Katie Williams, Kiron Chatterjee and Nick Cavill. 2011. UWE
[27] UK Chief Medical Officers' Physical Activity Guidelines 2019

The hierarchy clearly outlines the order in which we will consider different modes of transport in policy development and scheme design. It identifies that our priority is to enable and encourage walking, cycling, public and shared transport use.

Why is this policy needed?

The transport user hierarchy will ensure that future schemes consider walking, cycling, public and shared transport before the private car. This will deliver infrastructure that enables people of all abilities to travel without being dependent on a car.

This approach will reduce the private car's dominance and develop a more balanced transport system. It will also ensure that we consider human health and well-being first, creating attractive environments for people to walk, cycle and spend time in.

The hierarchy recognises that private cars will still play a role in Oxfordshire's future transport network. The hierarchy does not mean that every future scheme will be in relation to walking, cycling or public transport.

Instead, it recognises that many existing streets have been designed around the private car which create environments that are not welcoming for people and do not support a variety of travel modes.

We also recognise that the hierarchy is a simplification and different modes will be more appropriate in certain locations. These more localised decisions will be taken through the area transport strategies. The hierarchy provides us with a clear, agreed position to help with that process.

What are the benefits to people in Oxfordshire?

Prioritising alternatives to the private car will be essential to deliver an effective net-zero transport network. The hierarchy will also help create environments that support people of all abilities to travel by non-car modes, thereby improving inclusivity, air quality and delivering the benefits related to physical activity.

Application of the transport user hierarchy will deliver a more balanced and effective transport network that provides for a greater range of travel modes and accessibility needs. This will enable all residents to have more choice and easier interchange between sustainable modes, making every day journeys more convenient.

Policy 1 – We will develop, assess and prioritise transport schemes, development proposals and policies according to the following transport user hierarchy:

- Walking (including running, mobility aids, wheelchairs and mobility scooters)
- Cycling and riding (bicycles, non-standard cycles, e-bikes, cargo bikes, e-scooters and horse riding)
- Public transport (bus, scheduled coach, rail and taxis)
- Motorcycles
- Shared vehicles (car clubs and carpooling)
- Other motorised modes (cars, vans and lorries)

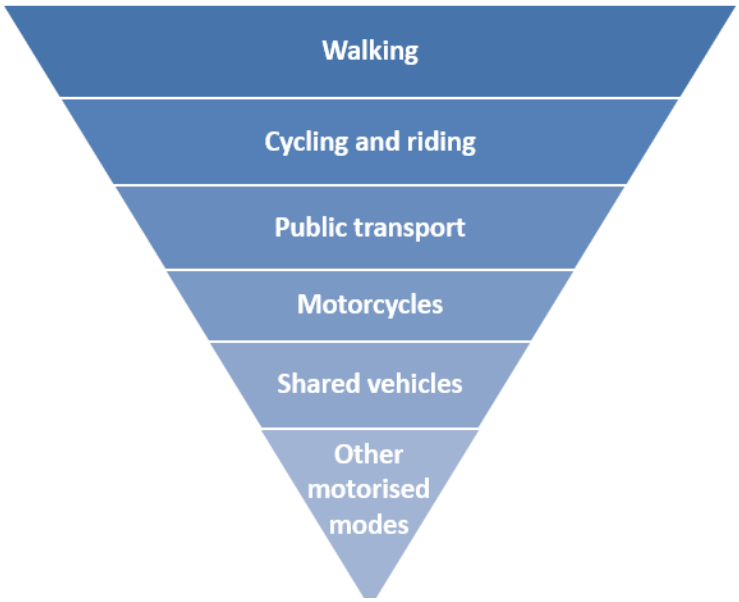


Figure 9 - LTCP Transport User hierarchy

Cycle and walking networks

In order to support this hierarchy and prioritise walking and cycling we will create plans for safe and accessible infrastructure across the county. Comprehensive cycle and walking networks are fundamental to successfully increasing their usage.

A network is a collection of strategic routes that go from node to node and link to each other. What this creates is town-wide connectivity. Generally walking and cycling routes will overlap but the infrastructure for each mode is in most cases significantly different.

For instance, when people are walking, they legally have exclusive right to use footways. When people are cycling there is the need to choose between several options – the road carriageway or some form of cycle path.

The scale of the network is also significantly different. Walking journeys are typically under 1 mile (20 minute journeys), whereas the equivalent 20 minute journey by bicycle is nearly 5 miles, so a cycle network will cover around 25 times the area of a walking network.

When developing these networks cycling, walking, disability and environmental groups will be key partners. These groups can help to identify new routes, suggest improvements, critique designs and publicise surveys and new routes.

In order to facilitate a good working relationship with these stakeholders, we have signed up to co-production in developing new schemes. Co-production involves the equal exchange of ideas to understand different priorities and problems.



Figure 10 – Photo of women cycling[28]

Why is this policy needed?

There is convincing evidence from the Netherlands and UK that good quality cycle networks have an impact on increasing cycling. Cycle routes in the network should be easily accessible from every local neighbourhood in a town and lead to significant destinations, such as work, shopping, education or leisure.

Each cycle route should be coherent from start to finish, which means that it is continuous without a break and consistent in the type of infrastructure and the experience of the person cycling.

The first major challenge for providing walking networks is having destinations within each walking distance. This ties in with the 20-minute neighbourhood concept, outlined in policies 16 and 17.

Quality Pedestrian Corridors (QPCs) aim to provide continuous level footways from start to finish on the core most important strategic walking routes. In QPCs, footways and priority for people walking is extended across all side roads by side road entry treatments (SRETs). Good quality and convenient crossings of main roads on desire lines and at junctions are another crucial element of creating a walking network.

Committing to co-produce these networks will ensure that designs are shared at an early stage for critique and input from local groups. It will also help to better publicise surveys and new routes.

[28] Cycling UK

What are the benefits to people in Oxfordshire?
Comprehensive walking and cycling networks will give all residents an opportunity and an incentive to cycle and walk. By providing attractive strategic local routes that link every neighbourhood to nearby destinations, people of all ages and all abilities will be encouraged to make more local journeys on foot or by cycle.

Improving walking networks is particularly important for disabled people who face a barrier to their mobility when pavements are narrow, in poor repair or lack dropped kerbs at junctions. Therefore, QPCs will particularly benefit disabled and vulnerable residents, such as children and those who use wheelchairs, sticks, buggies, pushchairs or have sight impairments.

An important benefit of a good quality cycle network is that it significantly widens residents' choice and ability to conveniently reach services and destinations. This supports those unable to afford a car and typically makes the whole town accessible.

Policy 2 – We will:

a. Develop comprehensive walking and cycling networks that are inclusive and attractive to the preferences and abilities of all residents in all towns. All new walking and cycling schemes will be designed according to the updated Oxfordshire Walking and Cycle Design Standards (to be published in 2022).
b. Ensure that all new developments have safe and attractive walking and cycling connections to the site, include a connected attractive network for when people are walking and cycling within the development and that the internal routes connect easily and conveniently to community facilities and the local cycle and walking network.
c. Work closely with stakeholders using co-production methods when developing and improving cycle and walking networks from inception to delivery.

Local Cycling and Walking Infrastructure Plans

In order to develop these networks, we recognise that there are different requirements for different towns and that they should be informed by tailored, evidence led plans. We will therefore develop Local Cycling and Walking Infrastructure Plans (LCWIPs).

LCWIPs are strategic policy documents that identify improvements to walking and cycling infrastructure at the local level. They enable a long-term approach (normally over a 10-year period) to prioritising interventions, with the aim of developing coherent, safe and attractive networks for walking and cycling.

LCWIPs will be rolled out in those towns with higher populations, which include large employment and retail sites or where significant new developments are planned. Oxfordshire County Council has already developed LCWIPs for Oxford, Bicester and Kidlington, with others underway or programmed for development. The approved LCWIPs and information about ongoing work can be found on our website.

Case study – Bicester LCWIP

The Bicester LCWIP was approved in September 2020. The document sets out a programme of measures to improve cycling and walking in support of the LTCP and Cherwell Local Plan policies. It identifies targets for at least a 200% increase in cycling and 50% increase in walking for trips within Bicester from 2020 to 2031.

The Bicester LCWIP sets out different scheme options that could be applied over the 10 year timescale of the plan. The most ambitious of these, category A, proposes that to go from one area to another residential area or to the town centre, cars would return to the ring road and enter the other area from the ring road. The map below shows a comparison of internal journey times by travel mode in this situation.

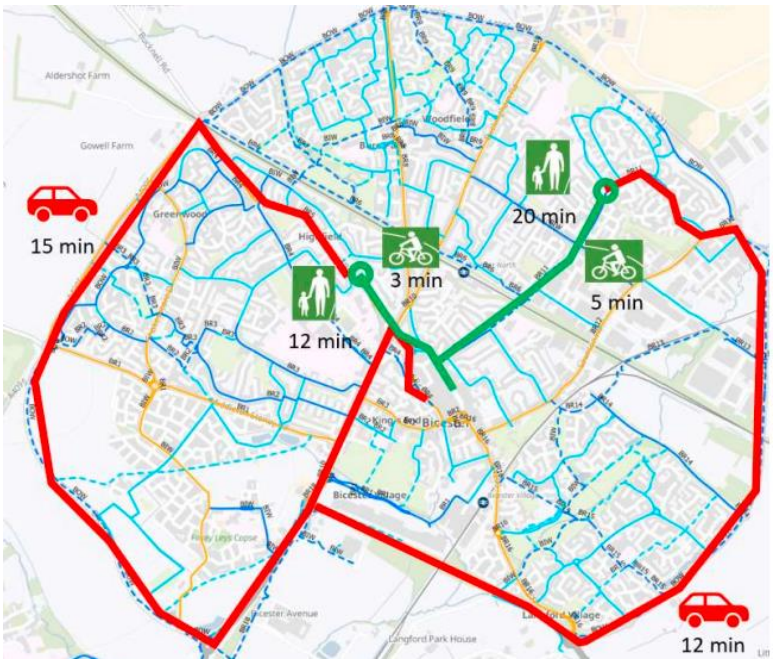


Figure 11 – Category A: Comparison of internal journey times by travel mode[29]

LCWIPs will plan improvements to existing walking and cycling infrastructure and link in with new development proposals and the Oxfordshire Strategic Active Travel Network.

The cycle and walking networks will be embedded in wider transport schemes and designed according to Oxfordshire cycling and walking design standards. For cycling, these standards will be based on Government guidance LTN 1/20 and support Government policy document "Gear Change".

Why is this policy needed?

LCWIPs are set out in the Government's Cycling and Walking Investment Strategy as a key tool to enable sustained investment in cycling and walking infrastructure. In 2020, Government updated cycling guidance in LTN 1/20 and Gear Change.

The Government has indicated that access to Government funding for walking and cycling infrastructure will be increasingly dependent on local authorities having

[29] Bicester LCWIP

adopted LCWIPs for their main towns with routes designed in line with LTN 1/20 standards.

LCWIPs enable a structured and coherent approach to cycling and walking as modes of travel. This allows Oxfordshire County Council to prioritise those interventions that are most effective in increasing the number of trips made on foot or by bike and deliver schemes that offer the most value for money.

What are the benefits to people in Oxfordshire?
LCWIPs will provide Oxfordshire residents with opportunities to walk and cycle along routes designed for their comfort, directness and safety. This will help facilitate a shift from private cars to walking and cycling and deliver the associated benefits.

Encouraging more travel to town centres without congestion or the need for extra parking, can also help reinvigorate local town centres in terms of retail and social exchange.

Policy 3 – We will:

a. Develop Local Cycling and Walking Infrastructure Plans (LCWIPs) for all main urban settlements (over 10,000 inhabitants) across the county by 2025, according to national guidance and best practice with the aim of increasing walking and cycling activity.
b. Implement local cycling and walking networks in line with LCWIP proposals as funding opportunities arise to achieve a step change in the use of cycling and walking in line with local and national targets.
c. Support rural areas and smaller settlements to develop their own walking and cycling plans.

Strategic Active Travel Network

We recognise that the largest potential for increasing walking and cycling activity is in and around large population centres, which are covered by the LCWIPs. Longer commutes by walking and cycling are less frequent but can be stimulated by better network connectivity, improved infrastructure, new technology (particularly electric bikes (e-bikes) and electric scooters (e-scooters)) and more convenient interchanges with other travel modes.

The Strategic Active Travel Network (SATN) is a project aimed at providing a county-wide approach to walking and cycling connectivity. It will identify key existing and potential routes for walking and cycling between main destinations or corridors and prioritise interventions to such routes. This will include considering crossings of main roads away from settlements.

The SATN will enhance the potential of inter-town routes, while also providing a strategic approach to walking and cycling in small and dispersed settlements in rural areas. It will be focused on facilitating regular commuting while acknowledging that parts of the network can also be important leisure routes.

From a strategic perspective, the SATN will cover the space between different LCWIPs and ensure they are coherent. It will connect less densely populated areas to more densely populated areas, will build on existing regional projects (such as the

Science Vale Active Travel Network and Oxford Greenways project) and will also tie in with local sections of the National Cycle Network.

Why is this policy needed?
A county-wide approach to walking and cycling infrastructure is needed in order to provide good, consistent interventions to all. The SATN will provide context to local or district-based interventions and ensure that there is coherence between them. It will also serve as a roadmap for planning improvements in rural areas of the county.

What are the benefits to people in Oxfordshire?
The development of the SATN will expand the opportunities to walk and cycle between rural towns, villages and key corridors in Oxfordshire. This improved connectivity will contribute to encouraging walking and cycling, reducing car use and delivery of our vision.

Policy 4 – We will:

a. Develop a Strategic Active Travel Network in order to identify key routes for walking and cycling between destinations across the county and prioritise interventions to existing and new infrastructure.
b. Identify and support all opportunities to develop and link up the Strategic Active Travel Network in new developments, rural and major roadworks and road schemes.

Public Rights of Way

There are also existing off-road networks that could be developed to support the uptake of walking and cycling. There are nearly 4,000 kilometres of Public Rights of Way (PRoW) throughout Oxfordshire comprising Footpaths, Bridleways, Restricted Byways and Byways.

These routes are highways and have evolved over many years to reflect historical and cultural changes in the county. Unlike the roads network many of them pass over and through farmed land and through areas kept for wildlife. Most in the wider countryside provide leisure routes for walkers, cyclists and horse riders and a number provide essential linking walking and riding routes within settlements.

The adopted Oxfordshire Rights of Way Improvement Plan sets out the detail of the assessment of user needs and the council's strategy for the protection, maintenance, management, improvement and extension of the PRoW network. This Plan is reviewed and republished every ten years and is integrated with the LTCP. The biggest area of change since the last plan was produced in 2014 is climate change. Climate change adaptation will be better taken account of in this policy.

Why is this policy needed?
Public rights of way experience the impacts of climate change through increased extremes of weather, especially rainfall/flooding, stronger winds, fire/overheating and disturbances to the timing and duration of 'normal' seasons. This makes adaptation and mitigation necessary to consider and then implement.

Public rights of way are mostly negatively affected by the impacts of climate change. For example, the increased strength and duration of rainfall can lead to unusable or

unsafe flooded routes. Similarly, increased rainfall combined with elevated temperatures can cause vegetation to grow faster causing physical access and maintenance challenges.

In order to mitigate these issues, public rights of way assessment will be undertaken using best practice from other authorities and emerging government guidance. Possible interventions across the network or in priority areas might include:

- Choice of materials used
- Locations for structures and how far they extend
- Surfacing choices
- Maintenance, management and repair programmes

What are the benefits to people in Oxfordshire?

The overarching PRoW policy will improve the quality, resilience, accessibility and connectivity of the network so that public rights of way fulfil their potential role as a vital part of life in the county.

Adapting and mitigating the impacts of climate change will ensure that Oxfordshire's PRoW network and countryside access network remains accessible for all users and would-be users. This will support rural residents to reduce car use and take trips by walking and cycling. It will also help to improve residents access to green areas which will support both mental and physical health benefits.

Policy 5 – We will:

a. Adapt the public rights of way network to current and future climate change by conducting assessments that involve communities, users, farmers and landowners as well as respecting the natural and historic environment.

b. Protect the rights of access for the public by working closely with farmers, landowners, developers and householders to ensure the line, width, surface, vegetation and furniture is appropriate to the path and user.

c. Conduct maintenance and management of the public rights of way network that reflects the route, landscape characteristics and responds to the needs of users.

d. Whenever possible make the public rights of way more accessible to those with limited mobility, vision or confidence.

e. Extend and improve the public rights of way network by securing on and offsite mitigation measures from developments and increasing partnership working with a range of stakeholders to achieve shared outcomes.

Greenways

Building on the existing PRoW networks discussed previously, there are unsurfaced roads, disused railway lines, canal corridors, and other tracks that, if better linked, improved and managed, could provide a set of high quality Oxfordshire Greenways. These Greenways could be used by a range of residents and visitors for active recreation, social use and travel whilst also providing benefits for habitats, landscape character and wildlife. They would be particularly important for improving walking and cycling connectivity in rural areas.

Case study – The Icknield Greenway

Route 1 of the Science Vale Cycle Network, between Wantage and Harwell was completed in April 2021. The Icknield Greenway is the first new Greenway for Oxfordshire and provides a leisure commuting focused route using new, upgraded and improved public rights of way and quiet roads.

The route balances cycle, walking and horse-riding needs alongside farming and land-managing on a robust and well-managed path in the setting of an Area of Outstanding Natural Beauty. The route is now being enjoyed by families and cycle commuters of all abilities and types of bike, as well as walkers, runners and equestrians.





Figure 12 – The Icknield Greenway

Why is this policy needed?

In line with the aims of the Oxfordshire Rights of Way Improvement Plan, the development of Oxfordshire Greenways will provide routes for active leisure routes.

Families with younger children, people with disabilities and those who need easier access, horse riders and carriage drivers, and those people who prefer to cycle away from busy roads will especially benefit from shared spaces away from the noise, pollution and speed of motor vehicles.

What are the benefits to people in Oxfordshire?

Oxfordshire Greenways would be free to use and could play an important role in giving opportunities for outdoor physical and social activity for non-motorised users on routes that are more attractive to inexperienced people or those that need to be assured of a certain standard of accessibility. They would enable connectivity with nature which is important for mental wellbeing.

They would also help to contribute to reduced private car usage, support economic sustainability in the county and can be designed and managed to provide and improve habitats, biodiversity and landscapes.

Policy 6 – We will develop a number of Greenways across the county providing routes for people walking, cycling and equestrians. Priority will be given to routes that benefit communities and that have a deliverable route.

Community activation

The combination of measures outlined previously will help to improve walking and cycling infrastructure across the county. However, we recognise that just providing infrastructure is not enough to ensure that people derive the health and wellbeing benefits such infrastructure offers.

Community activation, together with improving the built environment and developing prevention focused models of care, are the three core elements of healthy place shaping.

Health inequalities explainer

The economic and health impacts of the COVID-19 pandemic have exacerbated the existing health inequalities in Oxfordshire. Although the county is generally affluent, 16 areas out of 407 are in the 20% most deprived areas nationally.

People in these areas experience significantly worse health and wellbeing and shorter healthy life expectancy. COVID-19 has had a disproportionate impact on them, with mortality rates in the most deprived areas more than double those in the least deprived areas of the county.

COVID-19 has also increased levels of social isolation and loneliness and reduced levels of physical activity where there has been poor access to green spaces and public rights of way, resulting in poorer mental and physical health.

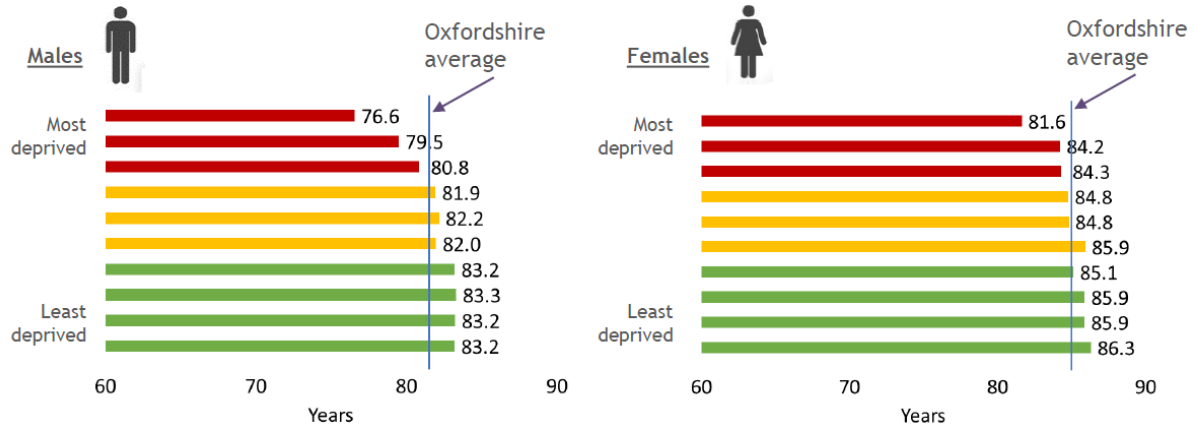


Figure 13 - Oxfordshire Life Expectancy at birth by deprivation: males and females, 2017-19[30]

Community activation is the process of enabling people to obtain the health and wellbeing benefits of assets in their local community, both hard assets such as parks and soft assets such as local community groups which offer social interaction.

Community activation aims to enable people to make healthy decisions in terms of physical activity, healthy eating and social connection and to enjoy the benefits of belonging to a thriving community. It particularly focuses on working with local community groups to engage residents who may experience greater barriers to enjoying a healthy lifestyle.

[30] Oxfordshire Health and Wellbeing Joint Strategic Needs Assessment 2020

Why is this policy needed?
New or improved, walking and cycling infrastructure has the potential to reduce health inequalities, but community activation is required to ensure that the potential benefits to health and wellbeing are realised by those who are disadvantaged in our communities.

Community activation involves co-production of initiatives with local community groups, such as local walking groups, to reach people who are inactive and address their barriers to more walking and cycling.

This engagement can identify common barriers to cycling and walking such as lack of bike parking and lack of confidence in cycling that need to be addressed to encourage people to walk or cycle more. It can also develop local solutions such as the provision of bike libraries, free bike repairs for low income families, family based cycle training, wayfinding of local safe walking routes, guided walks and walking buddy schemes.

What are the benefits to people in Oxfordshire?
Community activation will help to maximise the number of residents using walking and cycling routes and benefiting from the health improvements of being more physically active and the opportunities for social interaction.

Policy 7 – We will ensure that improvements to cycling and walking networks and access to green infrastructure are supported by a wide range of community activation measures and promotional programmes that enable the whole community, and particularly those with greatest need, to benefit from these improvements, and for healthy day-to-day behaviours to become the norm.

Healthy place shaping

The previous chapter outlined several policies in relation to walking and cycling infrastructure. However, we also need to consider the wider role of how we design our neighbourhoods as this can influence levels of physical activity, travel patterns, social connections, and physical and mental wellbeing. We need to make it easy and enjoyable for people to walk and cycle, by considering the design and connectivity of our streets and places.

Healthy place shaping explainer

Healthy place shaping is a collaborative approach which aims to create sustainable, well designed, thriving communities where healthy behaviours are the norm and which provide a sense of belonging, identity and community.

Healthy place shaping can apply to new developments and in the regeneration of existing communities. It involves action across the following three key workstreams:

1. **The built environment** – Shaping the built environment, green spaces and infrastructure at a local level to improve health and wellbeing.
2. **Community activation** – Working with local people, local community organisations, businesses and schools to engage them in developing places, facilities and services and to enable them to adopt healthy behaviours.
3. **New modes of care** – Re-shaping health, wellbeing and care services, and the infrastructure which supports them, to prevent future poor health and wellbeing.



Figure 14 – Visualisation of the Healthy Place Shaping pillars for the Bicester Healthy New Town project[31].

[31] Active Oxfordshire

Oxfordshire is leading the way in terms of implementing this place-based approach having developed and tested it through the Healthy New Town programmes in Bicester and Barton. As a county, healthy place shaping is now a core strategic priority and we are embedding the approach through the work of the Future Oxfordshire Partnership and Health and Wellbeing Board. This will ensure that development of our places is inclusive, that it addresses the current health inequalities in the county, and that it results in the creation of healthy communities

Streets play a role in all journeys and have a significant impact on people's experiences of travel and everyday lives. Designing streets that prioritise people over motor vehicles will create places where people feel welcome, safe and choose to walk and cycle. However, there is a need for a new approach to street design if these aspirations are to be met.

Previously, we have tried to maintain traffic flow whilst accommodating other modes but driving remains the more attractive mode. Our new Street Design Guide, endorsed for adoption by cabinet in September 2021, proposes a new approach to tackle this and will be a key guidance document alongside District Design Guides.

To further support this new approach and to support application of our transport user hierarchy, we are also promoting use of the Healthy Streets Approach.

Healthy Streets Approach

The Healthy Streets Approach is about a gradual shift to a system more focused on people and provides a framework for making human health the central aspect of planning[32]. Ultimately, the Healthy Streets approach is about improving human experience on all streets.

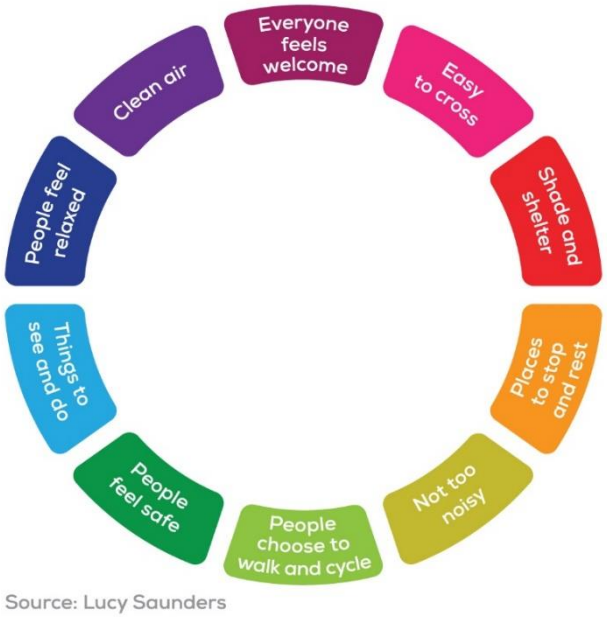


Figure 15 - Healthy Streets indicators[33]

[32] https://healthystreets.com/
[33] https://healthystreets.com/

In order to achieve this, the Healthy Streets Approach has identified 10 indicators for assessing how streets feel for human beings. There are assessment tools available that enable us to assess streets and scheme proposals against the indicators so that we can understand how appealing they are to walk, cycle and spend time in.

By embedding the Healthy Streets Approach into relevant guidance and decision making processes we can identify improvements to existing streets and seek improvements against all indicators for future proposals.

Why is this policy needed?
The Healthy Streets Approach is required in Oxfordshire if we are to deliver our vision to make walking, cycling, public and shared transport the natural first choice. A new approach is needed that reduces the dominance of vehicles and improves streets for all users.

Improving people's experiences of streets will contribute to the delivery of our vision and key themes. Notably, the Healthy Streets Approach will help us to deliver a net-zero transport network, improve the inclusivity of our streets, improve health and wellbeing and create healthy, dynamic communities.

What are the benefits for people in Oxfordshire?
Streets are central to everyday life in Oxfordshire. They play a role in all transport journeys and are places where people shop, work and spend time. Improving the experience of being on Oxfordshire's streets will therefore improve people's local areas and their everyday lives.

Improving streets to encourage walking and cycling will help to improve public health, reduce road noise, improve air quality and make local areas more relaxing. Furthermore, the Healthy Streets approach will help to tackle inequalities and improve inclusivity by ensuring streets are accessible to all users.

Policy 8 – We will embed the Healthy Streets Approach and Design Check Tool into relevant guidance and decision making processes to improve the human experience of streets and encourage walking and cycling.

Health Impact Assessment
In support of the Healthy Streets Approach, we are also proposing to expand the use of Health Impact Assessments (HIAs). HIAs are a tool used to identify the health impacts of a plan or project.

They also produce recommendations for decision makers and stakeholders which aim to maximise a proposal's positive health effects and minimise its negative health effects, while maintaining a focus on addressing health inequalities.

HIAs must look at the issue of health comprehensively, including the range of wider determinants of health and inequality, and not focus solely on access to health services. It will identify any unintended health consequences and a clear analysis of whether the health of the whole population or just certain sections will be affected.

HIAs can be used to assess Transport Plans and Policies and individual infrastructure schemes. The level of HIA required will depend upon the scale and impact of the development. An initial screening will identify an infrastructure proposal's possible impacts and identify where a full HIA may be required.

The checklist in Appendix 2 has been designed to support HIAs of infrastructure schemes. It provides questions to consider when assessing a proposal at several stages in the design process so that it can inform the design rather than acting as a checklist at the end. The questions are not exhaustive, and not all questions will be of relevance to all proposals.

As part of the LTCP, we will expand the use of HIAs to include all major transport schemes or plans. This will further ensure considerations about health are embedded in the planning and design process.

Why is this policy needed?

Major development can impact on health in a variety of ways including through noise and pollution during the construction phase, increased traffic movements and greater competition for limited open space.

Equally, development can deliver improvements such as improved access by walking, cycling and public transport and the provision of opportunities to access green spaces, services, cultural and community facilities.

HIAs provide a systematic framework to identify the potential impacts of an infrastructure proposal on the health and well-being of the population and highlight any health inequalities that may arise. HIAs can highlight mitigation measures that may be appropriate to enable new infrastructure to maximise the health of communities.

The HIA checklist includes questions about disabled people, children, older people and minority groups. This will help to improve the inclusivity of our transport system by ensuring these groups are considered throughout the design process

What are the benefits for people in Oxfordshire?

Requiring the use of HIAs and embedding their use into the design process will ensure that future development and improvements to the transport network across Oxfordshire positively impacts on existing health inequalities and creates healthy, more resilient and sustainable communities.

The use of HIAs will also provide a mechanism for putting the healthy place making principles into practice and delivering improvements to health and well-being.

Policy 9 – We will require transport plans and infrastructure schemes to deliver health benefits and to mitigate any negative impacts by:

a. Requiring all major schemes or plans where potential health issues are likely to arise, to screen for possible health and wellbeing impacts.
b. Requiring a Rapid or Full HIA to be submitted for larger-scale infrastructure proposals.

Safe streets

As highlighted previously, healthy place shaping is a key aspect of encouraging walking and cycling. Designing streets that prioritise people over motor vehicles will create places where people feel safe and choose to walk and cycle.

The Waltham Forest Low Traffic Neighbourhood (LTN) survey found that traffic was the key factor affecting local people's perception of the quality of their streets; with too much traffic the key complaint (50% of responses) and less traffic, less noise and safer roads the key benefits (80% of responses) of the LTN.

There are various tools available that can help to prioritise people over motorised vehicles. Many traffic measures can be used to support significant reductions in both the speed and volume of motorised traffic. This is particularly important on streets where people live. One of the most effective is the deployment of Low Traffic Neighbourhoods.

LTNs are residential areas where through motor traffic is prevented by traffic filters, whist still allowing access for cycling and other forms of micromobility such as e-scooters (where legally allowed). LTNs create walking and cycle friendly streets and a better liveable environment for residents.

Traffic filters can be bollards or planters, which prevent motor traffic driving through it, but have gaps wide enough for people walking and cycling and those with buggies, mobility scooters or wheelchairs to pass through. On bus routes only, traffic filters permit buses, taxis and private hire vehicles through but not general traffic. These are backed up by automatic number plate recognition (ANPR) cameras.

Case study – Oxford Low Traffic Neighbourhoods

During March 2021, we introduced a trial of three LTNs within the Cowley area of Oxford. These were implemented using some of the £2.98 million in funding received from the Department for Transport's Active Travel Fund.

Temple Cowley, Church Cowley and Florence Park were chosen for the LTNs because drivers from outside the area take shortcuts along the residential streets and there are strategic cycle routes running through the neighbourhoods.

We have introduced the LTNs via a legal process called an Experimental Traffic Regulation Order (ETRO). In an ETRO, the Council introduces the scheme as an experiment first and there is then a six-month period when the public can see for themselves the impact of the scheme and the Council can monitor its impacts before deciding whether to confirm, cancel or extend the ETRO.



Figure 16 – Photo of the Cowley LTN's

Why is this policy needed?

Traffic measures such as LTNs, have great potential to make neighborhoods safer. The introduction of a LTN in Waltham Forest, London, was associated with a 10% decrease in total street crime[34]. Similarly, another study of Inner London, found that total street crime excluding antisocial behaviour fell by 17% in LTN areas[35]. They also have the potential to make neighbourhoods cleaner and more desirable.

LTNs can also help the local economy. A review of the Walthamstow Village LTN in London found that 15.5% of residents said their trips to Orford Road shops increased because of the scheme, compared to 8% who said they visited less frequently. High street walking, cycling and public realm improvements can also increase retail sales by up to 30%[36].

LTNs also enhance community interaction and help to build people's cycling confidence on quiet, safer streets, promoting improved public health and reducing air pollution. All this helps to make communities where people want to live.

LTNs are also an essential element of wider plans to promote cycling and walking as they are the most effective way of creating Quietways along key residential routes, such as from suburbs to a town centre, which would otherwise be used heavily by motor traffic.

What are the benefits for people in Oxfordshire?

Benefits of LTNs include reducing traffic speeds and traffic volumes on residential roads, reducing air pollution, making it easier and safer to cycle, making it safer for

[34] Goodman, A. & Aldred, R. (2021). The Impact of Introducing a Low Traffic Neighbourhood on Street Crime, in Waltham Forest, London
[35] Goodman A et al. (2021) Short-Term Association between the Introduction of 2020 Low Traffic Neighbourhoods and Street Crime, in London, UK
[36] Lawlor E (2013) The pedestrian pound. Just Economics for Living Streets

children to travel and play in the street and making it easier and safer for disabled and vulnerable people to cross streets and thereby walk to local facilities.

Another element of LTNs is to create parklets – small pedestrian areas of urban space which can provide greenery, seating and trees and places for residents to meet up and children to play.

Policy 10 – We will:

a. Support the creation of safe streets through traffic measures such as low traffic neighbourhoods (LTNs), particularly where they support the creation of strategic safe walking and cycling routes. LTN locations will be identified when developing Local Cycling and Walking Infrastructure Plan networks.
b. Encourage the use of filtered permeability in new developments to create LTNs and strategic walking and cycling routes.

Travel to school and work

Commuter and school travel are two main journey purposes and contribute significantly to peak time travel. They are therefore key trips that we need to shift to more sustainable modes.

Healthy place shaping will be an important part of this as alternatives to the private car are already in place for many of these journeys. However, we need to create environments that improve accessibility for all users, remove barriers and change perceptions. This will encourage more residents to build walking and cycling into their daily routines.

In particular there is a need to consider how streets can better cater children. Children are particularly vulnerable and susceptible to the impacts of physical inactivity and air pollution. By encouraging walking and cycling at a young age there is also an opportunity to embed these travel choices.

One of the main opportunities for children to walk or cycle is travelling to school. A generation ago, 70% of children walked to school, now it's less than half. This is damaging children's health and congesting our neighbourhoods[37]. Even in a more active county like Oxfordshire, 41.6% of children don't meet physical activity recommendations[38].

The 'school run' significantly increases traffic congestion and exposes children to increased road safety hazards. High volumes of stopping and starting traffic can also result in localised air pollution spikes around school gates. This air pollution has long term health impacts on children and increases incidences of hospitalisation.

In order to address these issues and create a healthier environment for children travelling to school, we are promoting a toolkit of measures to encourage walking and cycling to school. These include:

- School Streets - Timed road closure that restricts access for motor vehicles at school drop-off and pick-up times.

[37] https://www.livingstreets.org.uk/walk-to-school
[38] Sport England, Active Lives Children and Young people Survey 2019/20

- Park and stride – Providing parking a short distance from the school so that families can walk for part of the journey.
- Wayfinding – Providing clear signage on walking and cycling routes.
- Travel planning – Our travel plan team work with schools to create plans that encourage active and sustainable travel.

Similarly, we will work in partnership with employers and businesses in the county to promote walking, cycling and public transport such as through the development of travel plans. We recognise that many journeys to work are longer and our focus is therefore on encouraging walking and cycling for part a journey such as to and from a rail station. The development of mobility hubs will be a key part of achieving this.

Case study – Oxfordshire School Streets

In May 2021, we conducted a small number of school street trials as part of our Department for Transport funded active travel programme. The trials included 4 schools in Oxford, 2 in Bicester, 1 in Witney and 1 in Abingdon.

The pilot schemes each ran for six weeks, Monday to Friday, during term-time only. During this time lots of data was collected about the closures, from surveys and air quality data where available.



Figure 17 - Pictures taken during the School Street trials across Oxfordshire[39]

Surveys found that 59% of residents and parents said they supported the School Streets and 60% of pupils said they felt the road outside their school felt safer or much safer during the School Street trial. Four of the schools that took part in the pilot have decided they wish to make their 'school street' permanent. For further information about the trials or for schools interested in taking part in future School Streets please visit the School Streets page on the County Council website.

[39] Sustrans

Why is this policy needed?
Creating an environment where more residents walk or cycle as part of their daily routine is critical to improving health and wellbeing. We need to create appealing environments to encourage this as well as working to remove existing barriers such as lack of understanding or training. For children, it will also help to embed these travel choices and create a walking and cycling culture.

A major barrier to parents allowing children to walk or cycle to and from school is the level of traffic and inconsiderate parking outside the school gate. Introducing measures to create a car-free environment outside school gates will help to:

- Encourage walking and cycling to and from school
- Improve air quality outside the school gate
- Develop children's ability to travel independently
- Improve the perception of road safety outside the school

What are the benefits for people in Oxfordshire?
These measures will help residents overcome barriers and create a safe, attractive environment for walking or cycling to school or work. This will improve health and wellbeing, reduce congestion and reduce emissions.

The measures will be particularly beneficial to children, parents and teachers by enabling them to safely walk, cycle, scoot or park and walk to school. We already have evidence of some of these benefits from earlier schemes.

Evaluation of earlier school street schemes have shown that motorised traffic not only decreases on the school street where the scheme has been implemented, but also on surrounding streets. This suggests a change in behaviour with people swapping cars for walking and cycling.

Evidence gathered from the park and stride pilots with four schools across the county showed that they also support children and parents to walk and cycle at least part of their journey to school.

Policy 11 – We will:

a. Work with schools, to develop a programme of walking and cycling measures for travel to and from school.
b. Work with employers and businesses in the county to improve promotion and education of travel choices.

Guidance for new development
In order to achieve our aspirations for healthy place shaping we can't just focus on street redesign. Very few streets are redesigned each year and large scale public realm projects are high cost for a limited geographic area.

We need to focus on small improvements, changes and reprioritisation of space to improve the human experience on all streets. This can be achieved in a variety of ways such as through the planning process and community led projects.

A key way in which this can be achieved is by embedding these principles into guidance for new development so that they are built in from the outset. This will ensure that healthy places are created and prevent the need for retrofitting.

Guidance for new developments will also help to deliver our vision by ensuring that walking, cycling, public and shared transport are the natural first choice for travelling within new developments and between new and existing settlements.

Why is this policy needed?
Significant housing growth is planned for Oxfordshire between 2021-30. This policy is needed to ensure that new residential development creates sustainable, healthy communities. It will ensure there is relevant infrastructure and safe, well connected routes that reduce the need for travel, maximise use of walking and cycling and is fit for the future to avoid the need for costly retrofit measures.

The aim is to make it easy, attractive and convenient to walk, cycle or use public transport within new residential developments and between new and existing settlements.

What are the benefits for people in Oxfordshire?
Creating comprehensive networks for cycling, walking and public transport at an early stage within new residential areas, which also connect with existing active travel infrastructure, will help to make walking and cycling more convenient for most journeys than private car usage.

Designing new developments that prioritise walking and cycling will also create healthy, vibrant communities that have good air quality, low noise pollution and will achieve carbon reduction targets. Being active outdoors with the opportunity to be sociable also brings important benefits to mental wellbeing.

Policy 12 – We will embed the guidance for residential developments (Appendix 3) into relevant guidance and decision making processes and will work with District and City Councils so that they are reflected in local planning guidance and design codes.

20-minute neighbourhoods
Healthy place shaping also extends to ensuring there are relevant services within residents' local areas to walk or cycle to. By providing residents with relevant goods and services within a 20 minute walk (10 minutes out and 10 minutes back) they are more likely to walk or cycle.

Oxfordshire currently performs poorly in this respect. The Geographical Barriers to Services deprivation domain, considers the accessibility of people to local services. As highlighted by the deprivation map below, many of the rural areas of Oxfordshire suffer disproportionately from this type of deprivation. Overall, 21% of the total population live within areas that are ranked within the worst 10% of areas nationally.

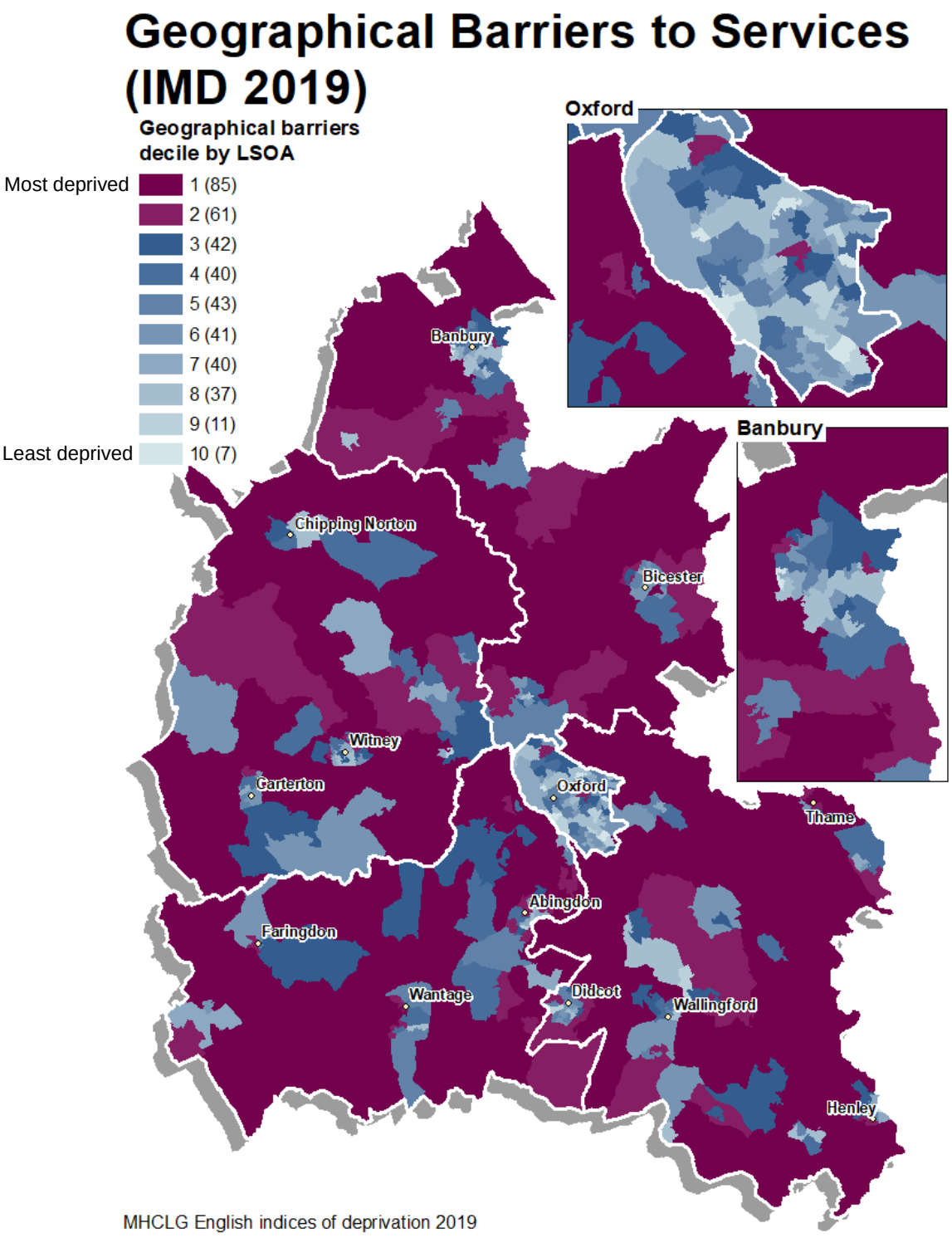


Figure 18 – Deprivation across Oxfordshire: Geographical access to services domain[40]

[40] English indices of deprivation 2019 - GOV.UK (www.gov.uk)

Similarly, we have conducted an initial analysis of the number of food retailers accessible within a 10 minute walk of an area. This analysis is shown below and highlights the scale of the challenge. Outside of Oxford there are currently few towns that offer good access to food retailers by foot. There will be an opportunity to further analyse this work through the area transport strategies.

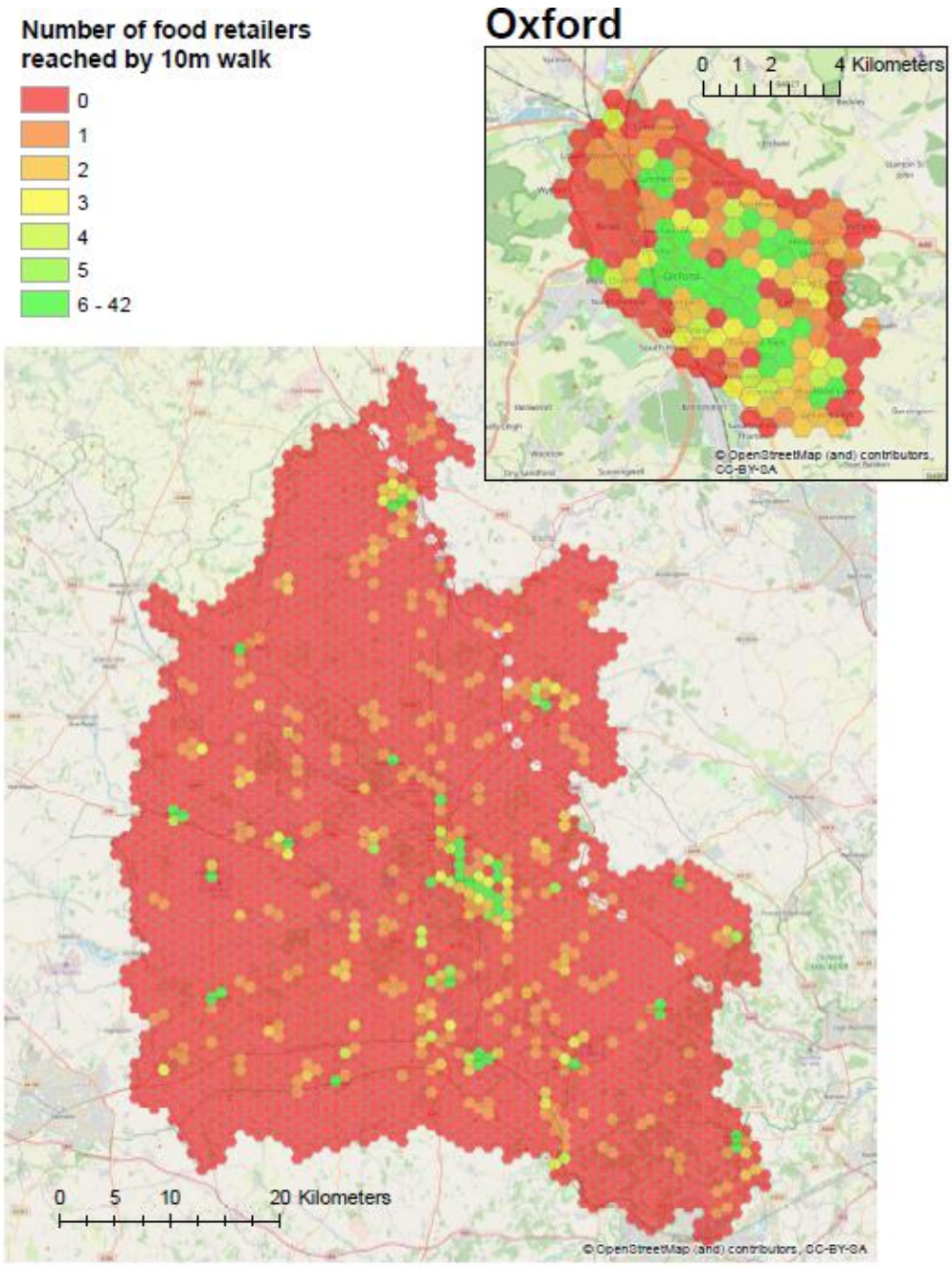


Figure 19 – Number of food retailers reached by a 10 minute walk in Oxfordshire

In order to address these issues and improve access to services within a 20 minute walk we are promoting the 20-minute neighbourhood concept.

The 20-minute neighbourhood is a model of urban development that creates neighbourhoods where daily services can be accessed within a 20 minute walk. The idea originated in Portland, Oregon and was taken up in Melbourne, Australia. It is

now supported by the Royal Town Planning Institute (RTPI) and the Town and County Planning Association (TCPA) in the UK.

The aim of such neighbourhoods is to regenerate urban centres, enhance social cohesion, improve health outcomes and support the move towards net-zero carbon targets through increasing walking and cycling.

The 20-minute neighbourhood concept represents a 10 minute walk to access local facilities and services and a 10 minute walk back. This equates to approximately an 800 metre walking distance when considering average walking speed.

The Coalition for Healthy Streets and Active Travel have undertaken a local Oxfordshire survey about 15-minute neighbourhoods. Their local survey asked people what they thought was a reasonable time to spend getting to basic amenities. Across the whole sample 97% of respondents thought a walk for up to 10 minutes was a reasonable time[41].

The following figure from the TCPA outlines the key features of a 20-minute neighbourhood:

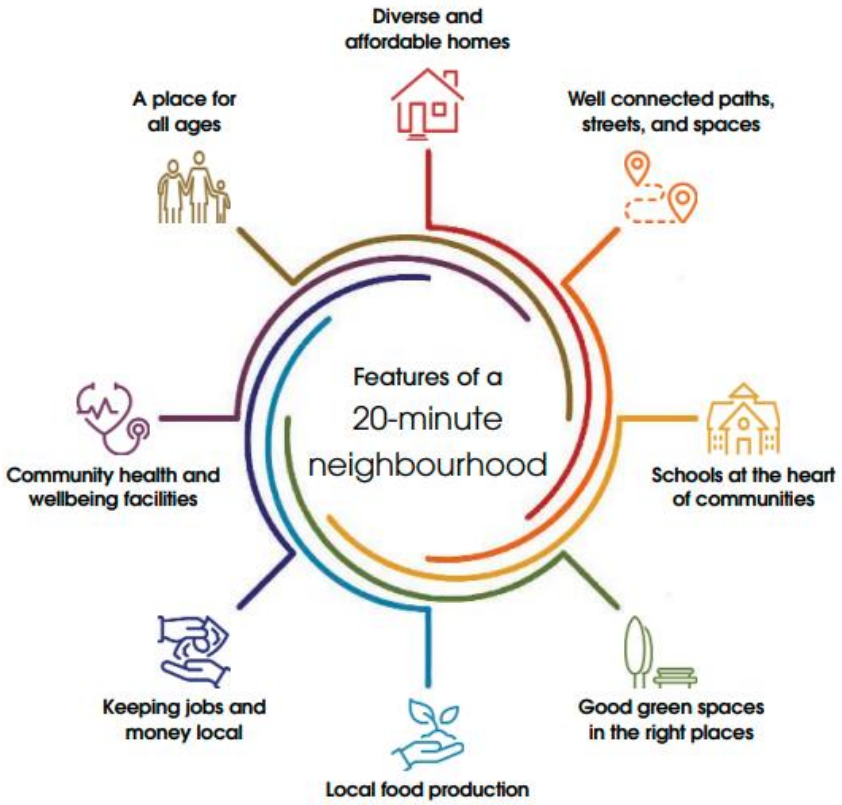


Figure 20 – Summary of 20-minute neighbourhood features[42]

From a transport and connectivity perspective, 20-minute neighbourhoods can apply to existing and new settlements, in both rural and urban settings. They need to:

- Be safe, accessible and well connected for people walking and cycling

[41] https://cohsat.org.uk/wp-content/uploads/2022/04/15mn-survey-final-report-march-2022.pdf
[42] Town and Country Planning Association: 20-minute Neighbourhoods guide

- Offer high-quality public realm and open spaces
- Provide services and destinations that support local living
- Facilitate access to quality public transport that connects people to jobs and higher-order services
- Deliver housing at densities that make local services and transport viable
- Facilitate thriving local economies

The 20-minute neighbourhood concept is more challenging in rural areas but can be tailored to apply. This can be through developing our market towns as 20-minute neighbourhoods or by improving walking and cycling connectivity between small villages so that a range of services are accessible locally and can be shared[43]. Measures such as the SATN and Greenways will help us to achieve this.

We recognise that it may not be practical to deliver some services within walking distance of a rural area and so the concept could also be tailored to look at providing access to a frequent public transport route or mobility hub within 20 minutes which will then connect residents to those services.

The Oxfordshire Plan 2050 will play an important role in helping to deliver the 20-minute neighbourhood concept. The Oxfordshire Plan will provide a strategic planning framework for Oxfordshire to 2050 and will inform future district local plans. The LTCP and its policies will be used to inform the Oxfordshire Plan.

To support the spatial planning work, we have developed a mapping tool for 20-minute neighbourhoods which will be used to inform future Local Plans. Further action plans showing how we can deliver 20-minute neighbourhoods will also be developed for the area transport strategies.

Why is this policy needed?

The COVID-19 pandemic has highlighted the importance of liveable neighbourhoods as places for social interaction and for accessing goods and services within an easy 20 minute walk. It has also accelerated changes in shopping and working.

The shift to online retail has further undermined the health and prosperity of the traditional High Street. Applying the 20-minute neighbourhood concept to our cities, towns and rural areas would see a better mix of uses, more activities, and a more flexible retail offer which would revitalise our town and city centres.

What are the benefits for people in Oxfordshire?

The 20-minute neighbourhood model can help to create inclusive mobility, enabling those without or unable to afford a car, disabled residents, those with mobility issues, such as older people, and those with hidden disabilities, such as autism, to access services locally.

[43] Town and Country Planning Association – 20 Minute Neighbourhoods

Walkable neighbourhoods promote healthy lifestyles, while ensuring community facilities are accessible to people of all ages and abilities. Reducing the need for travel by car will also support the LTCP vision and help to improve air quality.

In this way 20-minute neighbourhoods address some of the drivers of health inequality, with residents who may have felt socially excluded able to access the services that they need in a sustainable way and in a welcoming environment.

Policy 13 – We will:

a. Work with our District and City Councils to ensure that regeneration schemes and new developments support application of the 20-minute neighbourhood model to create walkable, vibrant neighbourhoods.
b. Work with our District and City Councils to apply the 20-minute neighbourhood concept in our market towns and rural areas.
c. Seek to enable the sharing of facilities in smaller towns and villages by delivering policies to improve walking and cycling connectivity in rural areas.

Integrated planning

The previous policies have highlighted the strong links between the planning of transport and the planning of land use and their impact on public health. The location and design of new housing developments have a significant influence on residents transport options and how they choose to move around. This includes reducing the need to travel by locating facilities within walking distance and ensuring there is high speed internet to support remote working.

If we are to deliver our aspirations for healthy place shaping and broader delivery of the LTCP vision, it will be essential that we have greater integration of transport and land use planning. This will require ongoing work with our District and City Councils to embed LTCP policies in relevant guidance, as well as exploring ways to improve integration.

Why is this policy needed?

We are at an important time for transport and land use planning in the county with a new LTCP alongside the developing Oxfordshire Plan 2050, district Local Plan reviews and emerging future Local Plans. It will therefore be critical that the LTCP policies and healthy place shaping principles are reflected in relevant planning and guidance documents.

What are the benefits for people in Oxfordshire?

Embedding the LTCP healthy place shaping policies in relevant land use planning and guidance documents will help to provide future housing developments that deliver high quality neighbourhoods, rather than simply building more homes.

This will create healthy, vibrant communities that are accessible to all. Reducing the need to travel and prioritising walking and cycling will also create communities that have good air quality, low noise pollution and contribute to delivery of our vision.

Policy 14 – We will:

a. Work with our District and City Councils to deliver high quality neighbourhoods by embedding the LTCP policies and healthy place shaping principles into land use planning and guidance documents.
b. Work with our District and City Councils to explore ways of improving the integration of transport and land use planning.
c. Continue to work with Oxfordshire local planning authorities, the Oxfordshire Local Enterprise Partnership and the Future Oxfordshire Partnership on cross-boundary matters.

Road safety

Improving road safety is a fundamental part of our LTCP. There has been a long term downward trend in reported collisions and injuries in the county. It is important that we continue this trend and minimise road danger for all users. This chapter builds on our heathy place shaping proposals and outlines our target to have zero, or as close as possible, road fatalities or life-changing injuries by 2050.

We know that concerns over safety can diminish the quality of life of residents and deter walking and cycling. This has been highlighted in the National Travel Survey where road safety was cited by 24% of respondents as to why they do not cycle more and too much traffic was also cited by 16% of respondents[44].

Road safety explainer

In 2019 there were 1389 total road traffic casualties in Oxfordshire, a 9% decrease from 2018 and a 52% decrease since 2005[45]. Of these casualties, there were 231 killed or seriously injured (KSI) in 2019. There has been a gradual decrease in the number of KSI since 2014, however cycle casualty numbers have seen an upward trend over the last year.

When compared to its statistical neighbours Oxfordshire's performance is ranked somewhere in the middle with regards to total casualties per 1,000 of the population. This figure is similar to that of the overall national picture. Oxfordshire has reduced the number of KSI casualties per 1,000 of the population and is now performing better than many of its statistical neighbours.

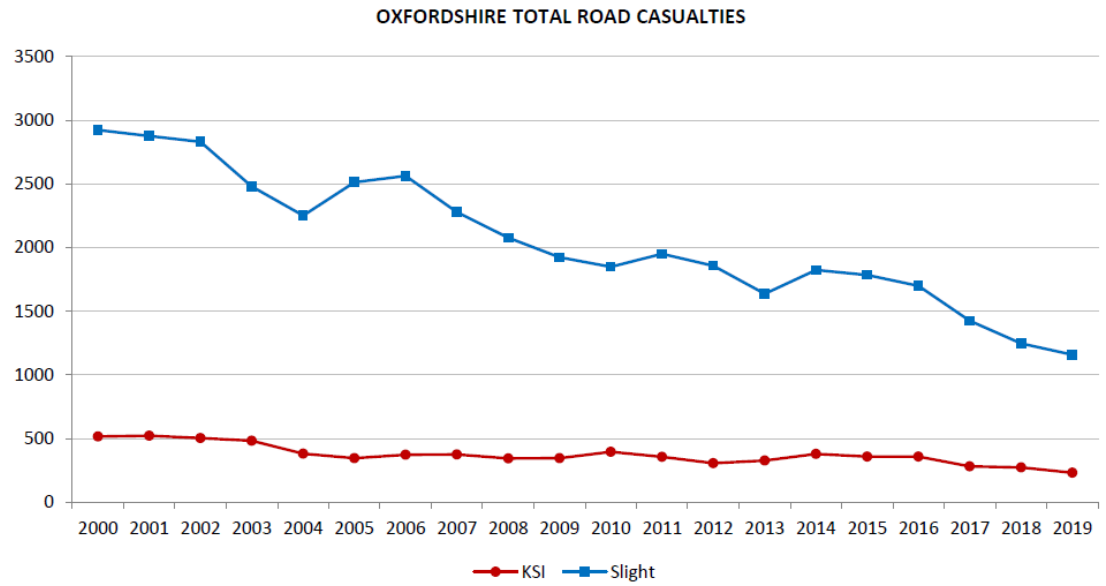


Figure 21 – Oxfordshire total road casualties 2000 - 2019[46]

Applying valuations issued by the Department for Transport (DfT), the value of preventing road traffic collisions on Oxfordshire's road is over £150 million each year. Even this high figure fails to capture the devastating personal consequences of

[44]Department for Transport: Walking and Cycling Statistics, England: 2019
[45] Oxfordshire County Council Road Traffic Accident Casualty Data Summary 2019
[46] Oxfordshire County Council Road Traffic Accident Casualty Data Summary 2019

fatal and severe injuries. There are many other costly consequences of poor road safety. Some of these, such as the often lengthy traffic delays following a collision, directly impact on road users.

Addressing car dominance by prioritising people walking and cycling will be a significant first step in tackling road danger. We will support this by adopting a vision zero approach to road safety.

Vision Zero
In order to improve road safety for all we will be adopting a vision zero approach. The aim of vision zero is to have zero road fatalities or life-changing injuries on Oxfordshire's transport system by 2050.

Whilst zero road fatalities or life changing injuries is our overall target, it is important to recognise it is an ambition that helps set the tone of what we are seeking to achieve rather than actual end point. Vision Zero is about the commitment to reducing road danger and recognition that deaths or life changing injuries on the road are not acceptable.

Vision Zero is a safe systems approach which starts with the idea that everyone has the right to be safe on the highway network. Every traffic death reflects a failure in the system, and none are acceptable.

The safe systems approach incorporates safe street design, safe speeds, safe behaviour, safe vehicles and post collision response. Some of these factors the county council can directly control, others will require stakeholder working to deliver. A more detailed action plan to address each of these aspects will be developed following adoption of the LTCP.

Why is this policy needed?
Minimising road danger is fundamental to creating an environment where everyone feels safe walking, cycling and using public transport. As highlighted previously, we know that road safety is one of the main reasons more people do not cycle. Adopting Vision Zero will strengthen our existing work on road safety and outlines a clear commitment to eliminating deaths or life changing injuries on the road.

Vision zero also recognises that many other partners have major roles in delivering improved safety, including national government, the police, vehicle manufacturers, local communities including parish councils and developers of new residential and commercial premises. By utilising a safe systems approach we will coordinate work in a proactive way to achieve zero deaths or life-changing injuries.

What are the benefits for people in Oxfordshire?
Reducing road danger on our highway network will deliver personal and economic benefits to people and businesses in Oxfordshire. Most importantly it will help to tackle the devastating personal consequences of fatal and severe injuries resulting from traffic collisions.

Reducing road danger and creating environments where everyone feels safe will also be key to achieving more walking and cycling, thereby contributing to delivery of our vision and the associated benefits.

Policy 15 – We will:

a. Adopt the vision zero approach, which seeks to eliminate all fatalities and severe injuries on Oxfordshire's roads and streets, to have safer, healthier, and more equitable mobility for all.
b. Work closely with partners and stakeholders to take a whole system approach, working together on infrastructure, behaviour, technology and legislation to achieve this change.

20mph zones

Oxfordshire County Council, as the Highway Authority, is responsible for the setting of all local speed limits across the road network throughout Oxfordshire excluding motorways and trunk roads.

We want to make our built environments safer places to walk and cycle. To enable this to happen 20mph speed limits are being used to help promote alternative modes of transport for local travel. This programme links into the Healthy Streets Approach. The 20mph Speed limit falls under the Local Speed Limits; 20mph, 40mph and 50mph, which are set by Local Authorities and guided by DfT Circular 1/13 Setting Local Speed Limits

Reduced vehicle speeds help to tackle the dominance of motor vehicles and makes them less imposing to residents walking and cycling. Reduced vehicle speeds also help to reduce the number of casualties and road danger. 20mph speed limits provide drivers more reaction time and reduce the stopping distance required. A person is five times less likely to be fatally injured if hit at 20mph than at 30pmh[47].

We are aware that 20mph zones alone will not reduce vehicle speeds. Lower speed limits need to be accompanied by measures to improve compliance such as enforcement, design and education. We will continue to work on the delivery of supporting measures, including the investigation of average speed cameras.

[47] Transport for London: Mayors Transport Strategy 2018

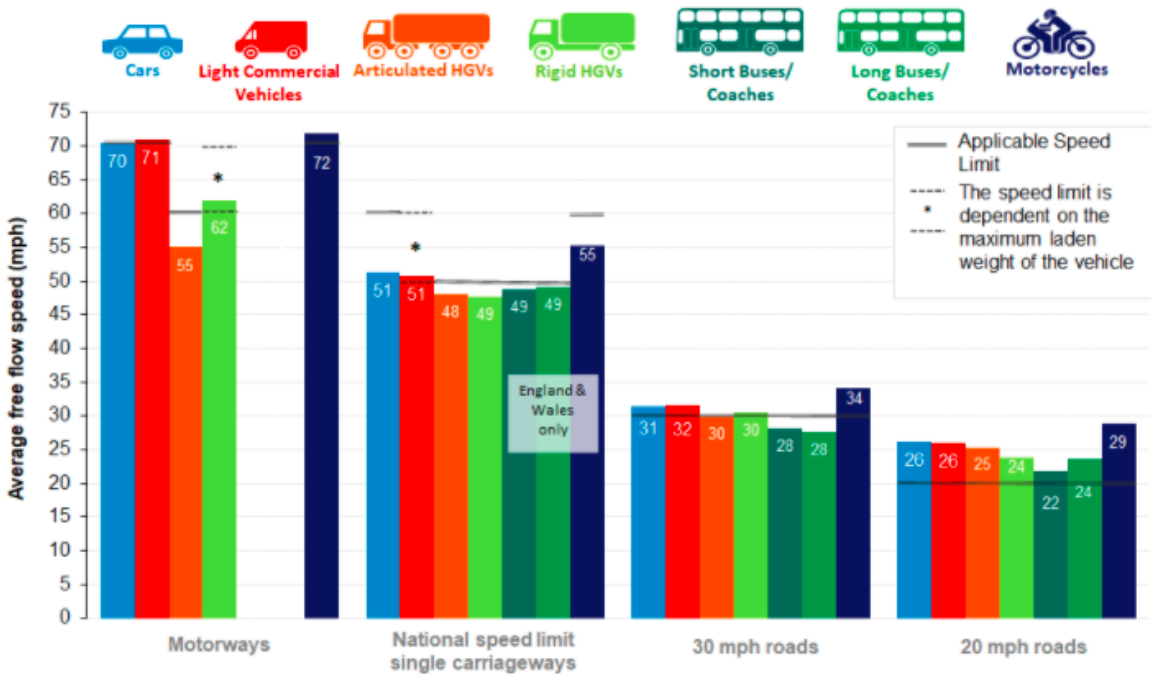


Figure 22 – Average free-flow speeds by vehicle and road type in Great Britain[48]

Case study - 20mph trial programme

In 2021 we undertook five 20mph trial sites within Oxfordshire to establish the best methodology for the implementation of a proposed countywide approach. All of the sites amended existing 30mph limits to 20mph limits via a phased approach of initial sign only changes that were supported by further engineered designs to reduce vehicular speeds if required.

It should be noted that signage and road markings for 20mph speed restrictions are not included within this policy and are covered by Road Markings & Road Studs Procedure and the Traffic Signs Procedure. Furthermore, we do not enforce speed limits, the responsibility of this function lies with Thames Valley Police.

A 20mph speed restriction should be considered wholistically as part of a programme to reduce vehicle speeds and improve road safety. The imposition of any new speed restriction, or amendment to existing speed restriction, requires a Traffic Regulation Order to be made.

Why is this policy needed?

The 20mph Approach is required in Oxfordshire if we are to deliver our vision to make active travel, public and shared transport the natural first choice. To achieve this a new approach is needed that reduces the speed of vehicles in areas that meet a set-criteria to reduce the dominance of vehicles, improve the experience of being on streets and making walking and cycling safer.

[48]https://www.gov.uk/government/statistics/vehicle-speed-compliance-statistics-for-great-britain-2020/vehicle-speed-compliance-statistics-for-great-britain-2020

What are the benefits for people in Oxfordshire?
The 20mph programme will improve streets to encourage walking and cycling. This will contribute to the delivery of our vision and key themes, notably the delivery of a net-zero transport network, improved health and wellbeing and the creation of healthy, dynamic communities.

As described elsewhere, encouraging a wide range of people to choose to walk and cycle will help to improve public health, improve air quality and make local areas more relaxing. The 20mph approach will provide wider benefits to wellbeing such as reduced casualty rates and reduced road noise and vibration. It will particularly help those with mobility issues, sight or hearing impairments to feel safe when crossing streets.

An effective speed limit policy can also contribute significantly to ensuring the efficient working and enforcement of road traffic regulations and the maintenance of effective traffic control.

Policy 16 – We will:

a. Promote 20mph as the default limit for roads through residential, villages and retail areas to ensure speeds are appropriate for the nature, environment and location.
b. Permit sign only 20mph schemes to be implemented regardless of the existing speeds travelled.
c. Carry out a consultation with public bodies such as the police, district and parish councils and local residents where a new 20mph speed restriction is proposed as per our statutory duties.
d. Continue to work on the delivery of supporting measures to improve speed limit compliance. This includes the investigation of average speed cameras.

Equestrians

As well as traditional road users, Oxfordshire has a high number of horse riders and horse owners who use the roads and PRoW network. These equestrian interests contribute to the local economy through spending on livery and associated goods and services.

In 2011 the government endorsed the Strategy for the Horse Industry in England and Wales. Aim 5 of that strategy is increasing access to off-road riding and carriage driving. The aim's strategic objectives are:

- Ensuring a joined up and well-maintained network of equestrian ProW.
- Increasing provision of other off-road equestrian routes and of areas with equestrian open access.
- Continuing safety education for motorists, riders and carriage drivers.
- Ensuring urban and suburban riding and carriage driving are promoted and improved as well as rural riding and carriage driving.

In the years since then, Oxfordshire Rights of Way Improvement Plans and Local Transport Plans have included some consideration of equestrian issues. The government's strategic objectives are still relevant and still require additional action.

Why is this policy needed?

Equestrian interests need to be considered and integrated as part of development planning, transport planning, road safety and road maintenance strategies and work on the ground. This will help to improve safety, minimise risk and improve inclusivity.

Engagement with local equestrian users will also help to identify where limited resources could be best targeted and where opportunities could be gained.

Key points for considering equestrians

The following points will help ensure more safe access to off-road riding and carriage driving and use of roads and public rights of way:

- Development affecting public rights of way that are available for horse riding need to provide safe and convenient routes at all stages.
- Horse or multi-user crossings on carriageways should be planned in from the start or retrofitted, ensuring that they are maintained to be fit for purpose.
- On a case-by-case basis, highway authority powers can be used to provide horse riders with access to cycle paths and grass verges.
- Maintenance for unclassified and unsurfaced roads could be adapted to make use by horses safer.
- Inclusion of equestrians in urban fringe and rural area network assessments can facilitate better connectivity and reduce the need to mix with road traffic.
- Public rights of way maintenance need to be inclusive of horse interests to ensure a safe, pleasant and easy to use network for more people.
- Educating all road users about horses on the road.

Policy 17 – We will:

a. Consider the needs of equestrian users in roads and highways strategies and planning as well as operations.
b. Continue to embed Aim 5 of the Strategy for the Horse Industry in England and Wales into relevant guidance and decision-making processes in order to improve safety, network connectivity and network quality for equestrians.

Public transport

Encouraging an increased number of public transport trips will also be an essential part of delivering our vision. Increased public transport use will help to reduce the number of private vehicle trips and deliver air quality improvements.

We view the different modes of walking, cycling and public transport, as part of one connected system rather than as competing modes. By viewing these modes as a connected system there is an opportunity to enable multi-modal journeys and improve connectivity across the county. Ultimately, public transport needs to be combined with walking and cycling to provide a viable alternative to the private car.

Walking, cycling and public transport are more space efficient than private cars. For example, buses can carry up to 120 people. There is the potential for more trips to be taken by bus and train in Oxfordshire which would reduce the number of vehicles on the county's roads. Reduced vehicle traffic will help us to reallocate street space for walking and cycling and make Oxfordshire's streets more welcoming places.

For both rail and bus, we will seek to understand and address the impacts of the COVID-19 pandemic as more data becomes available. However, we believe that public transport will remain an important aspect of Oxfordshire's transport system.

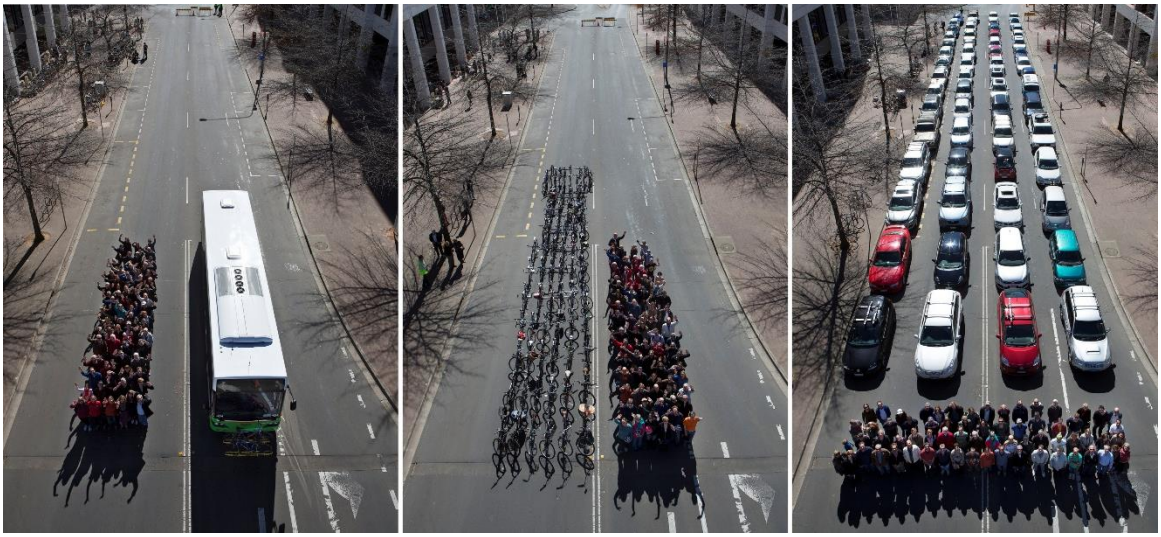


Figure 23 – Street space required to accommodate 60 people by bus, bicycle and car[49]

Whilst we view public transport as one connected system, we have presented our policies by individual mode for simplicity. It is through a combination of these measures that we will increase public transport use in the county.

Bus strategy

Buses are the main mode of public transport in England, and Oxfordshire is no exception. The county has historically been amongst the best performing areas in relation to bus use. In 2019 a total of 40.8 million bus journeys were made with 59.0

[49] www.cyclingpromotion.com.au

journeys per head of population, making Oxfordshire the best performing shire county in terms of bus use per capita.

Prior to the COVID-19 pandemic, an attractive bus travel offer was maintained on a largely commercial basis with some targeted enhancements arising from development schemes.

The Council has worked closely with its bus operator partners in recent years. Such partnership working will be increasingly important in the future as local authorities and providers work collaboratively to meet the ambitions of the Government's National Bus Strategy.



Figure 24 – Bus in Oxford city centre

However, despite an overall increase in bus usage in Oxfordshire since 2009, there has been a declining trend in recent years. The total number of passengers decreased by 6% between 2013/14[50] and the beginning of 2020, in line with the national trend. Similarly, the number of journeys per head of the population declined by 9% during the same period.

These issues were further compounded by the COVID-19 pandemic in 2020 and 2021. Bus patronage fell significantly during this time and is currently around 75% - 80% of pre-COVID levels, however some users and services are much lower. This is below the national average and the levels necessary to sustain full commercial operation of the pre-pandemic bus network.

In the short term we recognise there is a significant issue with bus usage, and we are supporting public transport to get back on its feet. This includes our work to give buses greater priority in Oxford through the introduction of traffic filters. This will also

[50] Department for Transport: Annual Bus Statistics: England 2019/20

benefit the bus network further out by making journey times into Oxford faster and more reliable.

We have also received up to £12.7 million from the governments national bus strategy fund which will be used to deliver measures in our Bus Service Improvement Plan. This is alongside £32.8 million from the Zero Emission Bus Regional Areas (ZEBRA) scheme to introduce a fleet of electric buses in Oxford and the surrounding area.

In the longer term we want to create an environment where people choose to use public transport, walking and cycling as the natural first choice. This requires an overarching approach and high level policy to establish our priorities. The LTCP includes this policy which will then be built on by a supporting Bus Strategy in 2022.

There are also some other issues that our long term policy needs to address. We recognise that many rural areas do not have bus services and the cost of public transport fares is an issue and barrier to use for some residents. Affordable fares are essential to encourage increased use of public transport and create a fully inclusive public transport system.

We need to make sure the public transport system is accessible to disabled people and alternatives such as community transport are well publicised. We also need to ensure everyone feels safe when travelling, improving personal security is particularly important for women and children.

Why is this policy needed?

Effective and efficient bus networks are vital for the financial, environmental and social health of Oxfordshire's communities. They are crucial to delivering the outcomes associated with the key themes of the LTCP.

The National Bus Strategy has placed new requirements on local authorities to enter into formal partnership arrangements with bus operators and to set out an ambitious plan for the improvement of bus services and infrastructure in the short to medium term. We have entered into a legally binding enhance partnership agreement with Oxfordshire's bus operators and set out our Bus Service Improvement Plan for the short term.

This policy will set a high-level statement of intent for our longer term work and partnership working. More detail will be provided by our bus strategy later in 2022 and will develop over time as measures are achieved and more ambitious targets set.

What are the benefits for people in Oxfordshire?

A significant proportion of residents do not have access to a car, particularly in Oxford and Banbury. It is therefore essential to ensure that attractive and relevant bus services can be provided to avoid locking people out of employment, education, leisure, cultural or social opportunities. Other benefits include:

- There are quantified health benefits to using the bus as users will walk on average 1.3km per round trip[51].
- Buses represent good value for money compared to car running costs.
- Buses help tackle loneliness and social isolation, keeping people in touch with their friends and families.
- Access to employment and education opportunities are significantly improved, especially for younger people.
- Lower car use helps to tackle congestion and results in better air quality.

Policy 18 – We will:

a. Work in partnership with bus operators, District and City councils to maintain a commercially sustainable and comprehensive network of services which is accessible to as many residents as possible.
b. Explore opportunities to accelerate the transition to a zero-emission bus fleet, building on work completed for the Zero Emission Bus Regional Areas (ZEBRA) scheme.
c. Seek to make the bus a natural first choice through development of infrastructure and network management measures which give priority over the private car and improve journey speeds.
d. Set challenging targets for improving bus use, customer satisfaction and bus journey times and review them regularly.
e. Ensure that all new strategic development is designed for bus access and provides suitable funding for high quality services and infrastructure.
f. Work with operators to improve the provision of bus information and multi-operator ticket schemes.
g. Work with operators to explore measures to improve affordability.
h. Ensure bus services are accessible and support community transport to address unmet local transport needs (further information in community transport policy).
i. Work to improve personal security on public transport including taking account of recommendations from the Transport Champions for Tackling Violence Against Women and Girls.
j. Work to improve bus services in rural areas including consideration of flexible services where relevant.

Community transport

As part of the LTCP, it is also important to consider how we address unmet local transport needs. In order to support residents and create a fully integrated transport system, there still needs to be local connectivity where there are gaps in public transport services.

In Oxfordshire, community transport helps to provide local connectivity solutions. Community transport is part of the voluntary sector and plays a key role in filling gaps in service where public transport is not available. It can provide a lifeline in both rural and urban areas offering safe, accessible, cost-effective, flexible transport run by the community for the community.

[51] Research commissioned by Greener Journeys and conducted by Dr David Lewis of Mindlab International (2011).

There are many types of community transport including car clubs, community minibuses and dial-a-ride. Innovations such as Connected and Autonomous Vehicles have the potential to transform these services in the future.

Community transport can help disabled people who are unable to use conventional bus services or have difficulty accessing bus stops by providing door to door services such as dial-a-ride. Some local community transport operations have minibuses available for community groups to use, while others provide registered local bus services that are open for all to use.

We provide more information about community transport on our website, including publishing an annual community transport directory to help those that find it difficult to access public transport find a service near to them.

Why is this policy needed?
Disabled and older residents may not be able to use conventional bus services or have difficulty accessing them. Community transport is an important alternative form of transport to support these residents.

For some rural areas it is not sustainable to provide a bus service both in terms of demand and financial cost. Alternatives therefore need to be considered and community transport can be used to fill these gaps. Local communities can work together to set up their own operation, or work with an existing operator.

What are the benefits for people in Oxfordshire?
Community transport can help improve inclusivity and remove isolation in communities by enabling residents to access services and keeping their independence. It will also contribute to delivery of our broader goals such as improved connectivity and creation of an integrated transport system.

Policy 19 – We will:

a. Work with local communities in the development of any new community transport schemes (including expanding existing schemes).
b. Work with transport operators (public buses, community transport and rail) to encourage co-ordinated transport solutions.
c. Work with community transport operators (bus and car schemes) to ensure vehicles used contribute to the Council's aims for carbon reduction.

Park and ride

Park and Ride (P&R) is another integral part of Oxfordshire's public transport network. P&R has been a part of Oxford's transport strategy for almost 50 years and is the longest-standing and one of the most successful schemes in the UK.

There are currently 5 sites with over 5,000 spaces around Oxford as well as a site at Bicester and a new site currently being progressed at Eynsham. Of the Oxford P&R sites, Oxford City Council are responsible for operating Redbridge, Seacourt and Pear Tree with the County Council responsible for operating Oxford Parkway and Thornhill. However, it is important to recognise that the P&R services themselves are commercially operated.

LTP4 proposed 5 new remote P&R sites to intercept traffic further out of Oxford, improve connectivity and enable a switch to bus earlier in the journey. This was considered necessary due to delays which occur on all approaches to the ring road.

5 new sites were proposed at Eynsham (A40), Cumnor (A420), London Oxford Airport (A44), Sandford (A4074) and Lodge Hill (A34 near Abingdon). Some expansion of the existing sites at Oxford Parkway and Thornhill was also proposed in order to accommodate future growth. Since then, a significant expansion has been constructed and opened at the existing Seacourt site.

The new proposed P&R sites were closely linked to the concept of developing a rapid transit network for Oxford. Three rapid transit lines were identified, linking a network of new P&R sites with the major employment and housing growth areas of Oxford city centre, North Oxford and Oxford's Eastern Arc.

Case study – Eynsham Park and Ride

Work is currently progressing to deliver the Eynsham P&R identified in LTP4. The 850 space P&R is located on the A40 eastbound and will cost approximately £51.2 million. It is anticipated that construction will be complete in late summer 2024.

The P&R will help improve congestion on the A40 and provide regular and reliable public transport services into Oxford. A new roundabout will make the P&R easy to access from either direction on the A40.

The P&R site is planned to operate as a multi-modal hub linking other travel modes with buses. Users will benefit from 24-hour security, dedicated cycle storage, public toilets and parking/charging bays for electric vehicles. New and upgraded bus and cycle lanes on the A40 will also make the journey into the city quicker.



Figure 25 – Eynsham park and ride plan

LTCP approach to Park and Ride

We will continue to support the provision of P&R and recognise its importance as part of an integrated countywide transport network. This will include addressing short term challenges to ensure the future viability of P&R services. However, due to the changing policy context and changes to broader areas such as the impacts of COVID-19 on travel, there is a need to reconsider our approach to P&R.

In the short term, LTP4 proposals will guide ongoing work on a case by case basis. This includes progressing work on potential outer P&R sites and continuing to develop our bus rapid transit proposals, subject to development of business cases and consideration of any impacts on existing P&R sites or bus services more widely.

Beyond this, further work is required to establish an updated strategy, and a Stakeholder working group has been set up to oversee this. This is because:

- We need to review our overall strategic approach to P&R and how it contributes to Climate Action, decarbonisation and reducing car use.
- P&R needs to be considered as part of a wider approach to integrating transport modes and ensuring easy and sustainable access to the bus network, including development of Mobility Hubs.
- COVID-19 has significantly impacted on the use of P&R and there is a need to gather further data about this. This approach will ensure decisions are future-proofed and best respond to the needs of users.
- There is a need to fundamentally review the P&R operating model, including charging and ticketing.

As part of this review, we will also consider new approaches to P&R such as smaller, 'pocket', P&R sites / mobility hubs, and potential ways to enhance existing sites such as freight consolidation or electric vehicle charging facilities.

This more detailed review will inform the development of 'Part 2' of the LTCP such as informing the development of the area and corridor transport strategies.

Policy 20 – We will:

a. Continue to support the development of Park and Ride and future bus rapid transit in the county, on a case by case basis and subject to careful consideration.
b. Work with partners and Stakeholders on a more detailed review of Park and Ride in order to establish an updated strategy that accounts for the impacts of COVID-19 and considers potential new approaches, including how it fits with development of mobility hubs across Oxfordshire.

Rail strategy

Oxfordshire occupies a pivotal point in the UK rail network, with rail lines heading north, south, east and west passing through the county. The railway is a national network but a vital local asset helping to transport both people and goods. Rail only accounts for 1.4% of UK transport emissions[52] and so could play a significant role in contributing to a net-zero transport system.

[52] UK Government: Transport Decarbonisation Plan

The rail network is also a vital component in supporting Oxfordshire's economic development by linking key locations in the Oxfordshire Knowledge Spine both with each other, with key regional destinations in the OxCam Arc and EEH areas and with the rest of the United Kingdom.

Delivery of the East West Rail project linking Oxford to Cambridge will be a key part of this. Phase 1 of the project has already been delivered improving connectivity between Bicester and Oxford, with the next phase to Bletchley / Milton Keynes currently being constructed. We will continue to support the development and delivery of future phases, recognising the rail service connections and improvements that this scheme will enable.



Figure 26 – Photo of Bicester Village Station which was delivered during Phase 1 of East West Rail

Rail also has a critical role in supporting planned housing and employment growth and there are significant opportunities to develop and enhance the rail network in Oxfordshire.

Improvements to the county's rail network will also help to increase capacity for rail freight. An increased amount of rail freight will tackle many of the issues associated with freight movement. Further detail about this can be found in the accompanying Freight and Logistics Strategy.

Rail usage explainer
Rail usage has been consistently increasing in the county since 1997. There were 21.7 million entries and exits to Oxfordshire rail stations in 2019-2020[53]. This is a 197% increase since 1997 and a 26% increase since 2015-16.

[53] Office of rail and road: Time series of passenger entries and exits by station

This trend was disrupted by the COVID-19 pandemic which resulted in an 82% decrease in the number of entries and exits to Oxfordshire rail stations in 2020-21. We will continue to monitor these trends and work with the rail industry to support increased rail usage.

In order to identify these opportunities to enhance rail usage in Oxfordshire, the Oxfordshire Rail Corridor Study (ORCS) was conducted in 2020-21. The study was funded and progressed as a partnership between the Department for Transport, local stakeholders and the rail industry.

The study identified the need for a 70% increase in services as well as improved calling patterns and service coverage by 2028. Key proposals from the study are:

- The majority of passenger services are extended through, rather than terminating at, Oxford station.
- Provision of new direct services to Bristol and Swindon routing through from East West Rail.
- Strengthening of connections with Birmingham, Worcester, and the South Coast to support Oxfordshire's economic growth.

The Oxford Phase 2 works have been identified as the critical next step to delivering the 2024 ambitions. A portfolio of interventions is required to deliver the 2028 ambitions, some of which can be associated with individual service enhancements, but the majority represent a comprehensive system upgrade between Oxford North Junction and Didcot.

Further examination of capacity improvements in the Oxford area is currently being progressed as part of the Oxfordshire Connect project. We plan to use these projects to guide our approach to rail in Oxfordshire. We will also build on these studies and use them as the basis for updating our overall rail strategy.

We will publish a separate rail strategy in 2022, as 'part 2' of the LTCP. This will build on the ORCS and Oxfordshire Connect projects and identify potential future rail projects, feasibility studies and opportunities across Oxfordshire. It will also take into account:

- Decisions on rail priorities and funding set out in the government's Williams-Shapps plan for rail and Integrated Rail Plan.
- National rail policy direction on decarbonisation, operating models and funding (in the context of a still-uncertain world for post COVID-19 rail travel).
- Local priorities and opportunities as part of our area and corridor transport strategies also being developed in LTCP 'part 2'.

Why is this policy needed?
Developing a detailed rail strategy is important to establish clear priorities and guide future development of the network. Rail is a genuine alternative to roads for regional connectivity and strategic longer distance trips. With further targeted work, Oxfordshire can become a welcoming crossroads for rail services across the country.

What are the benefits for people in Oxfordshire?
Implementation of the rail strategy will help to improve capacity and connectivity between our major employment hubs, providing a step change in rail travel options. These improvements will encourage rail use by making services more attractive and increasing access to them.

Increased rail use will reduce the number of private vehicle journeys, contributing to delivery of our vision and delivering the associated benefits. Improving rail connectivity, including local connectivity arising from projects such as the Cowley Branch Line, will also increase access to jobs, education and training. It can therefore help to tackle inequality in the county and improve opportunities for local people.

Policy 21 – We will use the Oxfordshire Rail Corridor Study and Oxfordshire Connect projects to guide our approach to rail and priorities for rail investment in Oxfordshire. We will publish a separate rail strategy in 2022 that builds on these projects and identifies potential future rail projects and opportunities across and through Oxfordshire.

Multi-modal travel

Having outlined our plans for the individual public transport modes, it is important to bring the thinking back to how these modes are integrated. Ultimately, if we are to increase the use of public transport, journeys need to be easy and attractive. Enabling viable multi-modal journeys is a key part of this.

Multi-modal travel (or multi-modality) refers to the combination of different modes of transportation in the course of a journey. This can include private motorised vehicles, public transport, walking and cycling.

Multi-modal travel underpins our thinking about the various modes of public transport forming one connected system and recognises that these modes are not mutually exclusive and, in many cases, support one another.

For example, public transport usage also supports walking and cycling. Walking is often a critical stage in enabling a longer journey, such as walking to the bus stop or train station[54]. Cycling to train stations has already experienced a major growth and needs further development and encouragement. Residents using public transport are therefore more likely to walk or cycle which will help to improve their health.

Multi-modal journeys require thinking about infrastructure and service times in a coordinated way. Adequate cycle and motorcycle parking at train stations, synchronised departure times between trains and buses or combined ticketing are all examples of factors that affect the convenience of multi-modal options.

Because most trips already include a combination of different modes of travel, and because of the possibilities of achieving sustainable travel behaviour in an integrated transport network, multi-modality will be a key approach in delivering the LTCP.

[54] Government Office for Science, Walking in the UK transport system: how and why is it changing?, 2018

Multi-modal journeys may be made easier in the future by the development of Mobility as a Service (MaaS). MaaS is the integration of various forms of transport services into a single mobility service accessible on demand[55]. Therefore, people may be able to plan, book and pay for all stages of their journey via one app. MaaS is an emerging service that we will continue to monitor and explore with partners.

Why is this policy needed?

In the absence of good multi-modal provision, car journeys tend the be the easiest and quickest option. This policy aims to break down any physical barriers to providing a seamless travel experience.

It is essential to improve the integration between different sustainable transport modes to increase available options, reduce journey times and provide residents attractive alternatives to the private car.

What are the benefits to people in Oxfordshire?

Improved transport integration has a direct benefit for all people and businesses in terms of increasing travel options, improving journey times and making it easier to travel by sustainable modes. It will particularly those unable to access or use a car, helping to tackle inequalities and accessibility issues.

By encouraging more usage of public transport, walking and cycling, multi-modality will also benefit the whole of the county in terms of climate change mitigation, air pollution, physical and mental health, improved traffic management for all road users, the local economy and the built environment.

Policy 22 – We will:

a. Consider multi-modal travel as a central option for transport planning and planning for new developments to achieve greater integration of the transport system.
b. Seek to improve physical access and interchange facilities as well continuing to monitor and explore opportunities for MaaS with partners.
c. Undertake assessments of the facilities for people walking and cycling at stops and stations on our core public transport corridors, so that we can identify opportunities for improvements in more detail.
d. Work with stakeholders, including the rail and bus industry, to improve access to existing railway stations on foot, by cycle and bus.
e. Work with stakeholders to ensure new railway stations are delivered with appropriate walking, cycling and public transport access.
f. Work with stakeholders as part of our bus enhanced partnership to improve real-time information and multi-operator ticketing.

Mobility hubs

Interchange is a key aspect of the multi-modal travel experience. Seamless, easy and attractive interchange between sustainable modes is key to encouraging their use. Building on our multi-modal travel policy, we believe there are opportunities to

[55] https://maas-alliance.eu/homepage/what-is-maas/

consider new approaches to multi-modal interchanges. We are focusing on the mobility hub concept as a way to create and improve existing transport interchanges.

The term mobility hub refers to a recognisable place where there is a range of different shared and public transport modes. Mobility hubs also include additional facilities and information features to both attract and benefit the traveller[56]. For example, mobility hubs may combine shared bikes, shared cars, package delivery lockers and a bus stop in one location.

Mobility hubs can be developed in a range of contexts. There is not one solution for all areas, instead mobility hubs are developed for a specific location. In Oxfordshire, this could range from rural hubs to better connect communities to public transport through to strategic interchanges at existing park and ride sites, railway stations or highway service stations. The guidance table in appendix 4 provides a summary of the different types of mobility hub, typical location and typical facilities we would expect to develop in Oxfordshire.

There has already been work done to investigate potential mobility hubs in Oxfordshire. This includes a study of Hanborough Station by West Oxfordshire District Council and vision for the station to be a mobility hub by 2031 and identification of 6 potential sites as part of the Bus Service Improvement Plan.

Mobility hubs are a key part of how we propose to improve rural transport connectivity and reduce the length of car trips. We recognise it is not feasible to provide a high frequency bus service in all rural areas. Therefore, our approach is to locate mobility hubs that rural residents can easily travel to by a range of modes before completing the majority of their onward journey by public transport.

As noted previously, hubs will contain a range of facilities such as cycle parking to encourage active travel. Some car trips may still be required from rural areas to access a mobility hub, however by significantly shortening the trip length there will be less emissions and reduced congestion on strategic routes.

[56] CoMoUK mobility hubs guidance





Figure 27 – Example of mobility hubs in a suburb of Bremen[57] (left) and central Vienna[58] (right)

Why is this policy needed?

Mobility hubs will help to encourage walking, cycling, public and shared transport by linking up the existing active travel and public transport routes, creating a comprehensive transport network.

They also support several other policy areas and help to integrate them into an effective countywide transport network. For example, mobility hubs can support 20-minute neighbourhoods by locating other services at or near hubs and improving access to high quality public transport options

Locating more services in one location will reduce journeys in terms of both frequency and length. Designing integration of mobility hubs into new development will also help ensure uptake of more sustainable travel choices by new occupants.

What are the benefits for people in Oxfordshire?

Mobility hubs will help to improve everyday lives by providing more travel choices and making it easier to switch between modes. Due to the adaptability of mobility hubs, they can be applied across the county to improve rural residents' transport options and reduce car trip lengths. This will help to tackle rural isolation, accessibility issues and reduce emissions.

Mobility hubs will create well designed interchanges that are people-friendly environments and accessible to all. This will help to improve inclusivity, ensure all users feel safe and improve interchange for people of all ages and abilities.

Furthermore, mobility hubs will help to reduce reliance on the private car by providing more options to use active or shared transport. This will deliver benefits such as reduced congestion and improved air quality.

[57] https://commons.wikimedia.org/wiki/File:Mobil.punkt_in_Bremen.jpg
[58] https://www.bildstrecke.at/picture.php?/22964

Policy 23 – We will:

a. Support the development of mobility hubs in a range of locations and sizes in order to improve interchange opportunities, connectivity and accessibility. Appendix 4 summarises the type of facilities and services that could be provided at different scales and locations within Oxfordshire.
b. Carefully consider the following matters when developing plans for any new mobility hubs:
    - The identification and safeguarding of suitable land.
    - The character and needs of the local area.
    - The proximity of proposals to strategic rail, bus and active travel networks.
    - The potential to achieve more walking and cycling, including the need for suitable cycle parking.
    - The ability to develop and improve existing assets or facilities such as stations, bus stopping areas or Park and Rides.
    - The potential to tie in with high quality digital and renewable energy networks.
    - The opportunity to provide complementary facilities and services such as flexible workspaces, shops and refreshment options.
c. Encourage developers to design mobility hubs into development where appropriate.

Digital connectivity

Alongside more walking, cycling, public and shared transport use, reducing the need to travel will play an important role in tackling private vehicle use and the associated negative impacts.

Reducing the need to travel will be delivered in two primary ways. The first is through planning the location of services within walking distance of residents. The LTCP includes policies which address reducing the need to travel in this way such as the policy to support creation of 20-minute neighbourhoods.

The other way the need to travel can be reduced is by improving digital connectivity. Digital connectivity is the collective term for full fibre broadband connectivity, 4G and 5G mobile data connectivity. It also covers potential next generation technology such as 6G mobile data connectivity.

Digital connectivity can help to reduce the need to travel by providing residents with the ability to work, shop and access services such as medical appointments from home. In doing so we can reduce the number of trips made by car, improving air quality and creating more welcoming places for people to walk and cycle.

Work conducted on behalf of England's Economic Heartland predicts that if people who used to commute by car continue to work from home for two days per week, between 10% to 12% of peak hour traffic would be removed[59]. Flexible working patterns may also help to spread travel demand peaks, helping to manage the impacts of proposed growth on the transport network.

When travel is required, digital connectivity is important for supporting Connected and Autonomous Vehicles (CAV) which need 5G connectivity to safely navigate our highways. It also improves the journey experience for travellers using mobile phones for navigation, real time journey information or booking tickets.

Digital connectivity explainer

Oxfordshire currently has good levels of superfast broadband connectivity. Between 2014 and 2021 the Better Broadband for Oxfordshire programme has increased superfast broadband availability from 69% to 98% of premises across the county[60].

In March 2022, approximately 22% of premises in the county had full fibre connectivity. However, this is significantly lower than many of the region's global competitors.

The digital infrastructure program aims to achieve 99% superfast coverage and 23.5% full-fibre coverage by the end of 2022.

[59] England's Economic Heartland: WFH Propensity & Capacity Release Model (2021)
[60] https://digitalinfrastructureoxfordshire.co.uk/progress-so-far

Digital infrastructure
Full fibre will see older cables replaced with fibre optic cabling. This is considered the highest standard for internet connections as it is fast, reliable and futureproofed. This infrastructure will be able to cope with growing demands and will not need to be replaced or upgraded for at least 20 to 30 years.

Full fibre connections are now considered as basic a requirement for new homes along with other utilities such as water and electricity. Delivering good digital infrastructure is important to support our aspirations for reducing the need to travel and private car use.

Why is this policy needed?
The roll out of digital infrastructure has opened up opportunities for services to be delivered at a local level. We continue to support the roll out of full fibre across the county to support remote working and digital access to services.

We also have a unique programme to roll out full fibre to village halls and community/neighbourhood centres and provide assistance with rental fees. This offers the ability to significantly change how services are delivered, by bringing them into local communities.

The reliance on digital technology, exacerbated by the pandemic, also means we need to do more to reduce digital exclusion and remove the barriers for individuals to access services on-line. Barriers may include affordability, connectivity, skills and access to a modern device.

What are the benefits for people in Oxfordshire?
Full fibre infrastructure built into the fabric of homes, offices, highways, signage, street furniture, public buildings and medical facilities can connect, integrate and enable many applications.

This will provide an important contribution to achieving our vision, creating healthy places and supporting the economy in an environmentally friendly manner. Key benefits to people in Oxfordshire will include:

- Increased ability to work from home, reducing the need for commuting and transport costs
- Real-time integrated public transport information
- Traffic sensors to capture data leading to safer and more efficient journeys
- Attracting high tech businesses to the area by facilitating good connectivity
- Facilitation of a Living Labs environment to trial new technology

Developing accessible ‘Local Community hubs’ where a range of services, activities, and opportunities are focussed, will lead to greater social cohesion, reduce the need to travel, and support the 20-minute neighbourhood initiative.

Policy 24 – We will:

a. Promote fibre broadband connectivity for all new residential or business developments.
b. Support delivery of District Council policies on fibre broadband provision as set out in relevant Local Plans.

c. Require all civil engineering partners to ensure appropriate ducting for the use of fibre cabling, and that it is designed and laid during the construction of new, or during major upgrading schemes to existing, roads, footpaths or cycleways as appropriate.
d. Continue to roll out of full fibre and provide support with rental fees to public buildings, village halls and community/neighbourhood centres to enable the opportunity for services to be delivered locally.
e. Work with partners to initiate change to bring services to local community halls and centres, to reduce the need to travel and support the creation of "Local Community Hubs".
f. Provide support services to reduce digital exclusion.

5G

Developments with very high-speed mobile broadband (under the banner of 5G), also help to create a connected world. Improved mobile connectivity is an important consideration for reducing the need to travel, supporting emerging transport technologies and improving operation of the transport network.

5G is the new generation of wireless technology. It follows previous generations of mobile technology such as 3G and 4G. 5G is much faster than previous generations of wireless technology and also offers greater capacity, allowing thousands of devices in a small area to be connected at the same time[61].

This technology cannot be separated from the full-fibre subject. 5G depends on traditional mast-mounted equipment and also small cell deployment. Small cell technology is dependent on mobile transmitters, most of which require a fibre connection.

Why is this policy needed?

Oxfordshire County Council wants to develop 5G IoT applications across the county which will help provide practical improvements to the lives of our residents and enhance economic growth whilst assisting with delivery of the LTCP vision.

As 5G rollout across the county will take some years to achieve full coverage and there are still "not spots" of 4G coverage in some locations, it is also important that existing 4G services are improved and supported via the roll out of the Shared Rural Network initiative from central government and network operators.

What are the benefits for people in Oxfordshire?

The roll out of 5G across the county will help to support the deployment of Connected and Autonomous Vehicles (CAV). These will help to improve road safety and reduce the number of accidents, contributing towards our vision zero target. It will also enable more environmentally sustainable street lighting to be deployed.

A key benefit of 5G will be the ability to develop 5G IoT applications. These connected devices will enable new ways of monitoring traffic, air quality and other

[61] https://www.ofcom.org.uk/phones-telecoms-and-internet/advice-for-consumers/advice/what-is-5g

environmental factors. This will improve our management of the transport network, making everyday journeys more efficient and tackling areas of high air pollution.

The deployment of 5G and 5G IoT applications will also deliver non-transport benefits to people in Oxfordshire such as enabling remote health and social care capabilities, improving tourist attractions and supporting virtual reality applications.

Policy 25 – We will:

a. Work with district councils to promote proposals for the upgrading of existing or siting of new mobile infrastructure to provide faster, more reliable and more comprehensive coverage of both 4G and 5G mobile communications.
b. Encourage new developments to integrate and support 5G infrastructure, in line with the Innovation Framework.

Remote working

As discussed, improving digital connectivity to support remote working will help to achieve our vision for transport in Oxfordshire. Remote working reduces the need for residents to travel and so reduces the number of private vehicle trips, particularly at peak times. This will contribute to delivery of net-zero carbon aspirations, improve air quality and free up road space for walking and cycling.

We have seen the rapid growth of flexible and remote working in recent years. This has been accelerated by the COVID-19 pandemic which demonstrated the capability for many people to work from home or local hubs.

We will continue to monitor the trends related to remote working; however, we expect that there will continue to be a growth in the proportion of people working remotely compared to pre-pandemic levels.

We recognise that not everyone can work from home and there will always be some residents who need to travel to work by car. Reducing the number of car trips through the policies proposed in the LTCP will help to reduce congestion and benefit those that do need to travel by car or van.

<u>Why is this policy needed?</u>

This policy seeks to capitalise on the improvements to digital connectivity and encourages remote working in order to reduce the need to travel.

We will continue to recognise the value of travelling and emphasise that it is important for those working at home to reach physical activity recommendations. Through a combination of other policies, we hope that increasingly, residents will choose to walk and cycle for other everyday journeys.

<u>What are the benefits for people in Oxfordshire?</u>

Reducing the number of car journeys will improve air quality and create more relaxing and welcoming streets. It will also help to improve road safety and free up road space for walking and cycling.

Remote working may also reduce the need for car ownership, which helps to free up space for other uses like green and communal space and will allow current parking to be repurposed as it becomes less needed.

Policy 26 – We will work with stakeholders to ensure high quality internet connectivity and other necessary facilities are provided to all residents in order to reduce the need to travel and support remote working.

Environment, carbon and air quality

Reducing carbon emissions and improving air and environmental quality across the county are essential for the health of Oxfordshire residents. It will also help to protect our rich and varied natural and historic environment.

As part of the LTCP we have set the target to deliver a net-zero Oxfordshire transport network by 2040. In order to contribute towards this target, it is firstly important for us as an organisation to consider how we can contribute to reducing emissions.

A key way in which we can do this is by considering embodied carbon in our decision making processes.

Embodied carbon
As part of the LTCP we have set the goal of delivering a net-zero Oxfordshire transport network by 2040, prioritising reducing the emissions produced by vehicles in Oxfordshire.

As a transport authority, we are also able to influence the carbon emissions associated with the construction and maintenance of the transport infrastructure (such as roads and cycle paths). This chapter outlines our policies to reduce such emissions.

Embodied carbon are the greenhouse gas emissions related to:

- Extracting, manufacturing and transporting the materials used to build the transport infrastructure
- Constructing the transport infrastructure
- Maintaining the infrastructure
- Disposing of end-of-life materials.

In a typical road development project, the production of materials represents about 70% of the embodied carbon, with concrete and asphalt being the main emitters.

Minimising embodied carbon is critical to avoiding the worst impacts of climate change because these emissions occur immediately and will have more effect on global heating than potential tailpipe emission reductions, which occur over decades.

Why is this policy needed?
To contribute towards a net-zero transport system, our decisions about new transport infrastructure will be informed by the embodied carbon reduction hierarchy (figure 28).

We will start by asking whether it is possible to meet the identified transport need without building new infrastructure e.g., by increasing digital connectivity or public transport provision. If that is not possible, we will seek to adapt or refurbish the existing infrastructure to meet the identified need e.g., by reprioritising road space for public transport or active travel. If construction is required, we will seek to reduce material consumption, reuse materials, and specify low carbon options.

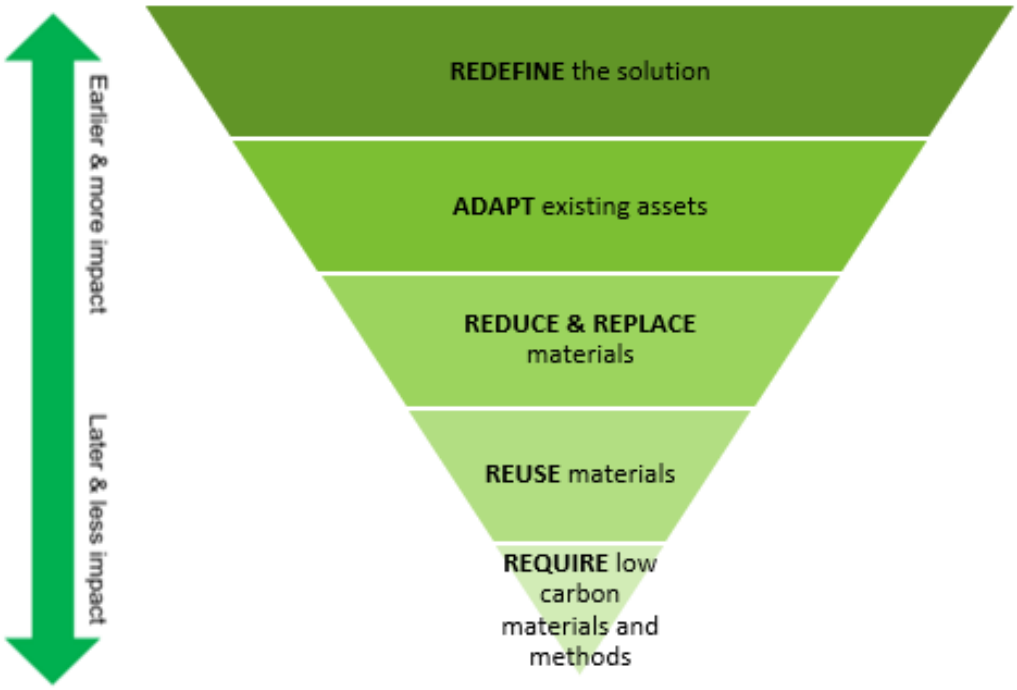


Figure 28 – Embodied carbon reduction hierarchy

When assessing a potential transport scheme, we will consider its contribution to Oxfordshire's carbon budget[62] and delivery of a net-zero transport network by 2040, taking into account embodied, operational and user net emissions. We will also consider the need for a just transition and transports role in addressing inequalities.

Once a decision has been made to develop a transport scheme, we will require a science-based percentage of embodied carbon emissions reduction from the carbon accounting baseline, to be achieved through design, procurement, construction and maintenance, excluding offsets. The reduction percentage will be determined by the type of scheme and industry best practice.

We will use the PAS 2080 standard to assess and minimise the carbon emissions of our transport infrastructure projects. We will review our design and procurement policies to ensure alignment with our carbon reduction goals. In some instances low carbon materials and methods provide financial savings, however in others there might be a cost uplift to consider.

To achieve a net-zero transport network, a degree of offsetting will be required. Offsetting will be used as a last resort, only once all emission reduction options have been explored and implemented. Any offsets must be certified, additional, and deliver local benefits.

What are the benefits for people in Oxfordshire?

Reducing carbon emissions from our transport schemes will contribute to our ambitions for a net-zero transport network and reduce our contribution to climate

[62] Oxfordshire's carbon budget is the local share of the carbon emissions that can still be emitted while staying below 2 degrees of global heating, as stated in the Paris Agreement.

change. It will also help to improve air quality, improve public health and create healthier places.

Policy 27 – We will:

a. Follow the embodied carbon reduction hierarchy in our decisions about transport infrastructure.
b. Take into account embodied, operational and user emissions when assessing a potential infrastructure project and its contribution to Oxfordshire's carbon budget and to a net-zero transport network by 2040.
c. Require a science-based percentage of embodied carbon reduction from baseline in infrastructure projects.
d. Use PAS 2080 to assess, manage and minimise carbon emissions in transport infrastructure projects throughout the project lifecycle, including maintenance.
e. Any offsets needed to achieve net-zero must be certified, additional and deliver local benefits.
f. Work with contractors to reduce materials, source local and recycled materials, use less carbon-intensive transport options and building methods, and generate less waste.

Clean Air and Zero Emission Zones

In Oxfordshire transport is responsible for producing approximately 36% of all emissions in the county[63]. This is a larger proportion of greenhouse gas emissions than the national average of 27%[64].

Total CO_2 emissions in the county have declined by 27% since 2008, despite a 7.6% population increase over the same period. However, transport emissions have only declined 1.9% across the same time period.

Air pollution explainer

Air pollution is a mix of particles and gases of both natural and human origin. The main components of urban air pollution are particulate matter (PM) and nitrogen dioxide (NO_2). Road transport is the largest source of NO_2 and fourth largest source of PM[65]. Currently, there is no clear evidence of a safe level of exposure.

Poor air quality is the largest environmental risk to public health in the UK. Long-term exposure to air pollution can cause chronic conditions such as cardiovascular and respiratory diseases as well as lung cancer, leading to reduced health, wellbeing and life expectancy[66].

In Oxfordshire, it was estimated that 3,578 years of healthy life were lost due to air pollution in 2017[67]. Research by King's College London has found that roadside air pollution in Oxford stunts lung growth in children by 14.1%[68].

[63] University of Oxford Transport Studies Unit: Pathways to a zero-carbon Oxfordshire
[64] UK Government: Transport Decarbonisation Plan
[65] https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution
[66] https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution
[67] Oxfordshire Health and Wellbeing Joint Strategic Needs Assessment 2020
[68] Kings College London: Personalising the Health Impacts of Air Pollution – Summary for Decision Makers, 2019

Whilst we are aiming for walking, cycling, public and shared transport to be the natural first choice for journeys, we recognise that cars will still be a part of Oxfordshire's transport system.

It is therefore crucial that we encourage these to be zero-emission to contribute to our net-zero carbon aspirations and improve health. We have included strong polices that seek to promote zero-emission vehicles before internal combustion engine (ICE) vehicles.

The first policy to promote zero-emission vehicles is investigating the use of Clean Air Zones (CAZs) and Zero Emission Zones (ZEZs). CAZs and ZEZs will be important tools to reduce road transport emissions in Oxfordshire.

A CAZ is an area where vehicles with higher tailpipe pollutant emissions are restricted or charged for access. A ZEZ is an area where all vehicles except those with zero tailpipe emissions are restricted or charged.

Case Study – London ULEZ and Birmingham CAZ
The London Ultra Low Emission Zone (ULEZ) reduced nitrogen dioxide pollution by an estimated 29% after the first six months, compared to a scenario where there was no ULEZ. Modelling for the Birmingham Clean Air Zone indicates an average 12% reduction in nitrogen dioxide concentrations at the most polluted locations after the scheme has been in place for two years.

In addition to the core restrictions or charges, CAZs and ZEZs may also include supporting traffic management, sustainable transport or behavioural change schemes, electric vehicle charging infrastructure or funding to help individuals and businesses to upgrade their vehicles.

Why is this policy needed?
Oxfordshire's air pollution comes from a variety of sources, and the mix of sources varies significantly by location. For example, across Oxford city as a whole, road transport accounts for approximately 40% of NOx (nitrogen oxide) emissions and around 10% of particulate matter emissions. However, at roadside locations in the county with heavy traffic, road transport accounts for as much as 75% of NOx and 20% of particulate matter emissions.

Reducing exhaust emissions from road transport could therefore significantly reduce exposure to air pollution in the county, both close to busy roads and more widely, and CAZs and ZEZs could play a helpful role in this.

What are the benefits for people in Oxfordshire?
CAZs and ZEZs improve air quality and reduce carbon emissions. They may also reduce traffic levels and noise. These schemes will therefore support the council's wider public health and healthy place shaping objectives and our goal of achieving a net-zero transport network by 2040.

CAZ and ZEZ schemes could also help reduce carbon dioxide and other greenhouse gas emissions from transport that contribute to climate change.

Policy 28 – We will:

a. Continue to implement the Zero Emission Zone in Oxford.
b. Investigate CAZ and ZEZ schemes for other parts of Oxfordshire where traffic emissions are contributing significantly to air pollution problems.

Zero emission vehicles

The UK government has set out its ambitions to end the sale of new petrol and diesel cars by 2030 and two and three wheelers by 2035 (subject to consultation). From 2035, all new cars and vans must be Zero Emission Vehicles (ZEV).

A ZEV is defined as one which emits 0g of carbon dioxide from the tailpipe per kilometre travelled and typically refers to Battery Electric Vehicles (BEVs) and Hydrogen Fuel-Cell Vehicles (FCEV). It should be noted that whilst ZEVs do not have any tailpipe emissions, they will still produce particulate matter emissions from brake a tyre wear.

Battery Electric Vehicles explainer

BEVs are the most commonly available ZEVs. BEVs include cars, motorcycles, scooters, buses and trucks. Large BEVs such as buses and medium/large trucks are less common, but development is ongoing, and vehicles of this type are likely to become more common on Oxfordshire's roads over the coming years.

In the short to medium term, electric vehicle charging infrastructure is the most pressing requirement. In 2020 there were over 3,800 BEVs registered in Oxfordshire, and by 2030 we may see up to 80,000 on Oxfordshire's roads. In total there were 381,000 cars registered in Oxfordshire in 2020[69].

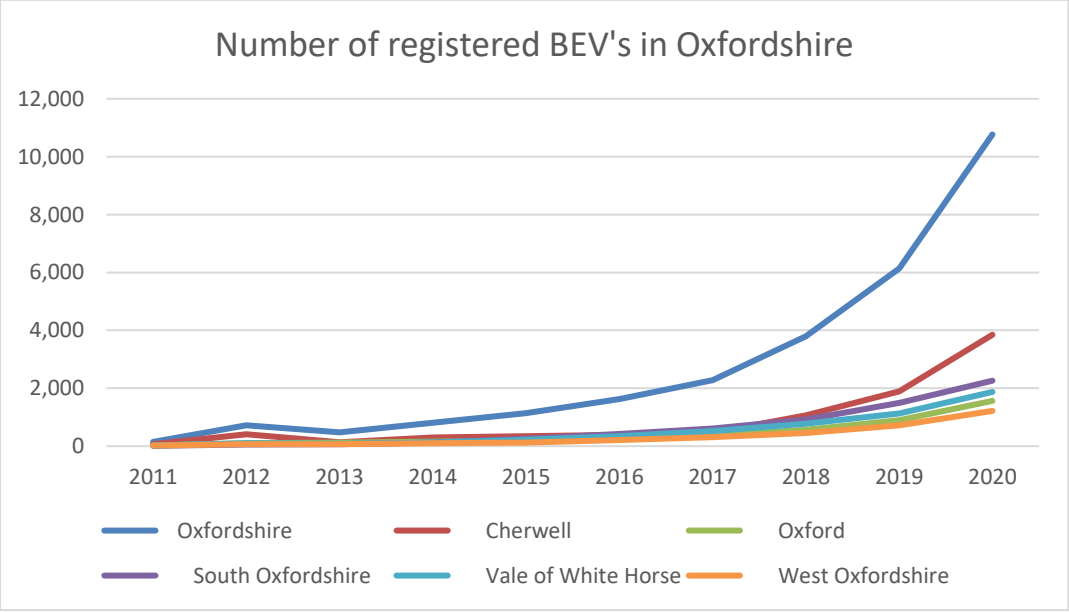


Figure 29 – Number of registered BEV's in Oxfordshire[70]

[69] Department for Transport: Licensed vehicles at the end of the year by body type and upper and lower tier local authority, including diesel cars and vans, United Kingdom, 2020
[70] Department for Transport: Battery Electric Vehicles licensed at the end of the quarter by upper and lower tier local authority 2, United Kingdom from 2011 Q4

ZEVs are likely to form an important component of achieving the vision for a net-zero Oxfordshire transport system. Where car travel cannot be avoided, ZEVs significantly reduce emissions of carbon, nitrogen oxides and other pollutants, both at the tailpipe and upstream in the energy system. This is particularly important for rural areas where fewer alternatives to cars exist.

Comprehensive, accessible and efficient charging and fuelling infrastructure is essential in enabling the rapid adoption of ZEVs. As the local transport authority, Oxfordshire County Council can support the transition by making sure that ZEV infrastructure is integrated into developments and transport infrastructure.

We are working to ensure charging infrastructure is accessible to disabled people. When commissioning installations the county council procure to meet accessibility standards set out by the Institution of Engineering and Technology. We are also part of a project to develop more rigorous standards for EV charger accessibility.

Case study - Oxfordshire Electric Vehicle Infrastructure Strategy

Oxfordshire County Council, along with our partners in the District and City Councils, have developed the Oxfordshire Electric Vehicle Infrastructure Strategy[71] (OEVIS), which sets out 17 policies and associated key actions for the short term (2020-2025).

To date the OEVIS has been adopted by Oxfordshire County Council, Cherwell District Council, West Oxfordshire District Council, South Oxfordshire District Council and the Vale of White Horse District Council.

Key policy areas of the OEVIS are the standards for BEV charging infrastructure in new developments and in infrastructure assets such as highways and car parks which should be applied to the planning of new developments and infrastructure, so that they are future-proofed for the growth of BEVs.

Hydrogen fuel-cell vehicles are less common at present, and the scale of their role in the future net-zero transport system is uncertain. However, infrastructure for fuelling FCEVs must also be considered to support their deployment as the technology becomes more readily available. Oxfordshire County Council is currently developing a hydrogen strategy, which will provide further insights into the requirements for integrating FCEVs into the transport system.

There is also uncertainty around the phase out date for non-ZEZ two and three wheel vehicles and what the future fuel type will be for these vehicles. We will continue to monitor developments in this area and ensure suitable infrastructure is provided.

Our District and City councils may also produce their own strategies and delivery plans to support ZEVs. For example, Oxford City Council are currently working an Electric Vehicle Strategy. Supporting the delivery of these strategies will also be critical to supporting the uptake of ZEVs.

[71] Oxfordshire Electric Vehicle Infrastructure Strategy

Why is this policy needed?
As technology develops, ZEVs of all types will continue to require appropriate infrastructure to ensure they can play their role in decarbonising road transport. This will include the provision of new accessible charging infrastructure as well as retrofitting existing developments, car parks and roads.

Further development is required to develop a longer-term strategy for ZEVs, which takes into account future technology and larger vehicle classes. Oxfordshire County Council will continue to monitor and support the development of ZEV infrastructure, to ensure that Oxfordshire's infrastructure meets user needs now and in the future.

What are the benefits for people in Oxfordshire?
Futureproofing development and infrastructure now will help to avoid costly and complex retrofitting of infrastructure to meet the recharging or refuelling needs of ZEVs and their users in the years to come.

Future-proofed ZEV infrastructure will also help to ensure ZEVs can fully integrate into the development of the future energy system, acting as energy storage units to support the grid in times of high demand and allowing greater integration of renewables.

By supporting the integration of ZEVs and ZEV infrastructure into Oxfordshire's transport system, we will deliver a net-zero transport system and the associated benefits for health such as improved air quality described previously.

We will also ensure that charging and refuelling infrastructure is accessible to all and deployed in a fair and affordable way to support all communities.

Policy 29 – We will:

a. Work in association with our district councils to integrate the Oxfordshire Electric Vehicle Infrastructure Strategy into the planning process, ensuring that new developments and infrastructure make appropriate future-proofed provision for EV charging infrastructure.
b. Develop a longer-term strategy to meet the infrastructure requirements of ZEVs of all propulsion types and classes, integrating these into planning of developments and infrastructure to support the vision for Oxfordshire's net-zero transport system.
c. Support the delivery of ZEV strategies developed by our District and City councils.

Green infrastructure
Oxfordshire has a rich and varied natural and historic environment, which makes it an attractive place to live, visit and work. The county contains three Areas of Outstanding Natural Beauty (AONB) located wholly or partly within Oxfordshire, 111 Sites of Special Scientific Interest (SSSI) and 4 National Nature Reserves (NNRs). Oxfordshire also has a rich heritage and archaeological resource.

However, transport and the associated emissions are having negative impacts on this natural and historic environment. Transport emissions can have a corrosive

impact on buildings and also damage natural habitats. Transport also has significant impacts on biodiversity through ecosystem destruction and fragmentation.

Improving air quality will help to protect our natural and historic environment. There are also opportunities to develop green infrastructure to contribute towards delivery of our vision and tackle some of the issues outlined previously. Green infrastructure (GI) is a network of multi-functional green space and other green features, urban and rural, which can deliver quality of life and environmental benefits.

GI includes parks, open spaces, public rights of way, playing fields, roadside verges, woodlands – and also street trees, allotments, private gardens, green roofs and walls, sustainable drainage systems (SuDS) and soils. It includes rivers, streams, canals and other water bodies, sometimes called 'blue infrastructure'.

Developing GI adjacent to infrastructure has the potential to deliver many ecosystem services. For example, road and railway verges and canal banks form important wildlife corridors. GI can also help to increase transport infrastructure's resilience to extreme weather events and natural disasters. The delivery of biodiversity enhancements within GI can also contribute to countywide ecological networks such as the current system of Conservation Target Areas and a future Nature Recovery Network.

Why is this policy needed?

The protection, maintenance and enhancement of GI is required in Oxfordshire if we are to deliver our vision for air and environmental quality, healthy places and increased walking and cycling. The GI network is multi-functional and a core part of Oxfordshire's 'living landscape' of attractive and healthier places.

What are the benefits for people in Oxfordshire?

The key features of GI are that it is a network of integrated spaces and features, not just individual elements; and that it is 'multi-functional' – it provides multiple benefits simultaneously. These benefits can be to:

- Support people's mental and physical health
- Encourage walking and cycling
- Cool urban areas during heat waves
- Attract investment
- Reduce water run-off during flash flooding
- Carbon storage
- Deliver biodiversity enhancements
- Provide ecological linkages
- Provide sustainable drainage

Policy 30 - We will:

a. Embed the protection, maintenance and enhancement of Green Infrastructure (GI) into relevant guidance and decision-making processes in order to improve connectivity of the GI network, its environmental and community value.
b. Work to achieve a transport network that delivers biodiversity net gain.

Network, parking and congestion management

Oxfordshire County Council as the highway and streetworks authority is responsible for a range of management functions. This includes working to manage congestion, highways infrastructure and on-street parking.

All of these functions will play a role in helping to deliver our vision and encouraging the use of walking, cycling, public and shared transport. It is important that our transport user hierarchy is reflected in these management functions to complement the policies outlined previously.

Many of the policies in this document have outlined incentives to make alternatives to the private car more attractive. However, there may also be situations where it is necessary to actively discourage private vehicle use. There are various management tools available to do this that may be needed in some parts of the county.

Alongside managing the existing network, Oxfordshire County Council are also responsible for overseeing the delivery of new highways infrastructure. Whilst our priority is on reducing car use and the need to travel, we recognise that in some cases new roads, or widening roads and junctions may be necessary, to ensure a reliable and effective transport network.

However, we have found that road schemes often generate new demand and quickly reach capacity again. It is therefore not a sustainable long term solution for Oxfordshire's transport network. As part of this chapter, we have outlined a new approach to the development of road schemes to ensure they contribute towards delivery of our vision and do not reinforce traditional transport planning approaches.

Case study – Core transport proposals for Oxford

We are already conducting some of the work proposed in this chapter through the Oxford Core Schemes. The Core Scheme proposals were agreed by Oxfordshire County Council and Oxford City Council cabinets in January 2020.

The Core Schemes have three key components:

- A better, faster and more comprehensive public transport network.
- A complete, high-quality, spacious walking and cycling network.
- Reclaiming road space from vehicles to provide more spaces for buses and people walking or cycling.

In order to achieve this the plan proposes new traffic restrictions in the city centre and eastern arc and a workplace parking levy. These will be supported by a range of schemes across Oxford.

Work on some aspects of the Core Schemes has already started. The aim is to have the workplace parking levy and traffic filters in place from 2023.

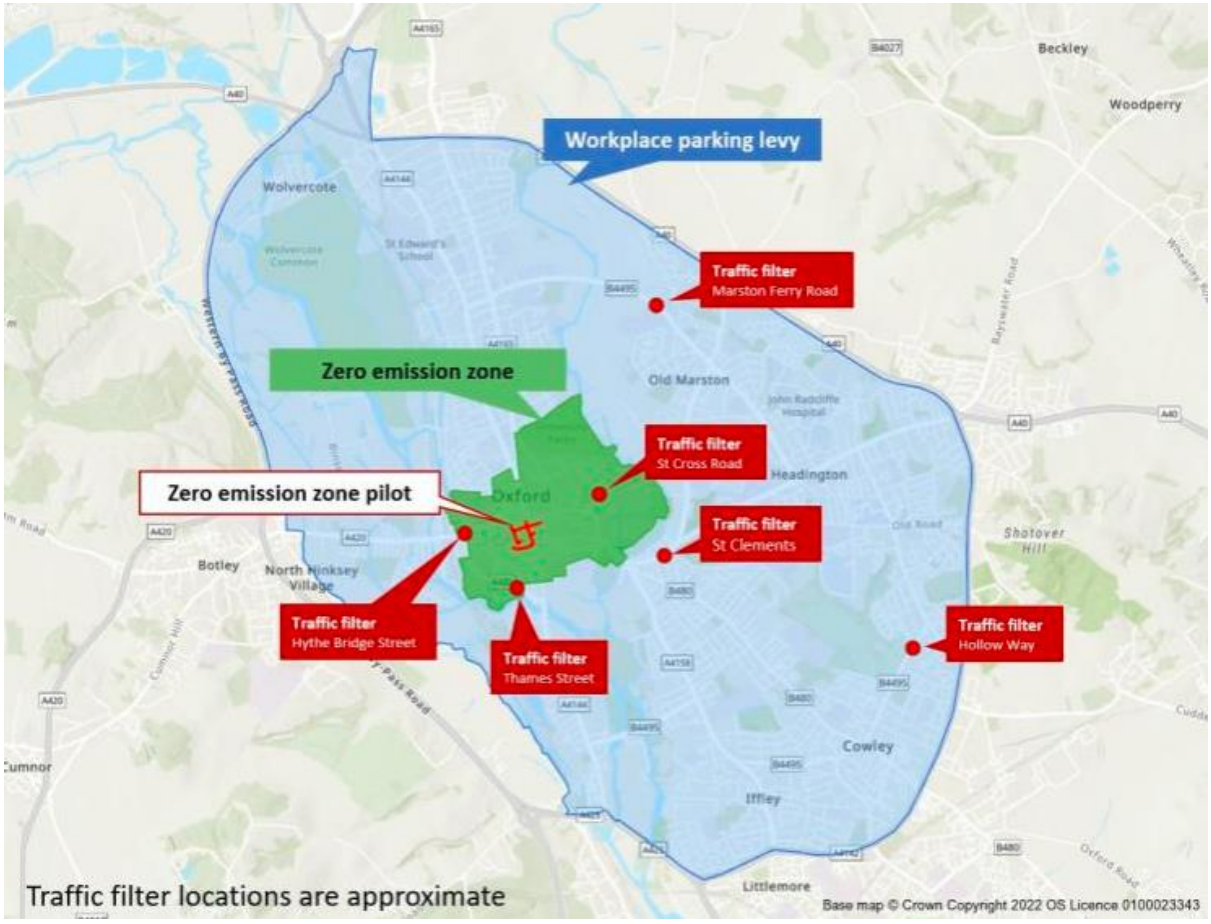


Figure 30 – Map of Oxford Core Scheme proposals

Network management

The core purpose of network management is to tackle congestion and ensure the safe, free-flowing movement of traffic, people and freight across the Oxfordshire road network. However, it also has the potential to influence travel choices by prioritising public transport, walking and cycling.

Network management explainer

The Traffic Management Act (2004) places a duty on the council as highways authority to reduce and manage congestion and to collaborate effectively with other traffic authorities to achieve this. Oxfordshire County Council is also responsible for ensuring a co-ordinated approach to maintaining public safety through approval of all works on the public highway.

Our key network management objectives are to:

- Promote economic activity in and through the county.
- Enable access to employment, leisure and educational facilities for all.
- Reduce traffic congestion, air and noise pollution.
- Reduce accidents and promote public safety.

The UK government is proposing to review the Network Management Duty and statutory guidance, to reflect more clearly the current imperatives of decarbonisation,

encouraging healthier forms for transport and emphasis on technology[72]. The County Council will need to respond positively to changes in law where applied to prioritise and facilitate walking, cycling and public transport movement.

Network management plays a key role in monitoring and managing traffic on all parts of the network, from strategic routes such as the M40 and A34 to local roads and town centres. It is important to balance the requirements of all communities and stakeholders in decisions which affect Oxfordshire residents' ability to access employment, social and educational facilities.

Why is this policy needed?

Car traffic has increased since the COVID-19 restrictions were relaxed in July 2021 to levels close to those experienced before the pandemic. Furthermore, housing and employment growth in the county could lead to even higher levels of traffic unless more trips are made by walking, cycling, public or shared transport modes. As a result, it is important to manage the network efficiently, to avoid greater levels of congestion.

What are the benefits for people in Oxfordshire?

Effective network management brings about benefits for residents, promoting connectivity to employment, leisure and education facilities, and reducing the impact of roadworks, accidents and incidents on the network.

The prioritisation of walking, cycling and public transport will make journeys by these modes easier and more attractive. Encouraging these modes will in turn help deliver our vision and the associated benefits to health and wellbeing.

The deployment of advanced technologies allows the public to plan their journeys more effectively, for example providing real time travel information via social media and satellite navigation systems.

Network management can also act as a hub for transport pollution monitoring, publicising where roads exceed legal thresholds, and providing real time information services which help the public to make more sustainable travel choices.

Policy 31 – We will:

a. Undertake Network management as part of an integrated approach, utilising emerging technologies to maximise its ability to tackle congestion issues in the county.
b. Continue to work closely with all stakeholders, partners and communities to minimise the adverse impact of disruptions on the entire road network within Oxfordshire and beyond.
c. Balance the needs of all network users, whilst promoting and prioritising walking, cycling and public transport at every opportunity.

[72] Department for Transport: Traffic Management Act 2004: network management to support recovery from COVID-19

Asset management

Oxfordshire County Council, as the highway authority, is also responsible for the maintenance of all carriageway, footway, verges, trees, structures and other infrastructure within the highways boundary excluding motorways and trunk roads.

A well-maintained transport network is vital to the economic, social and environmental wellbeing of Oxfordshire. It particularly essential for disabled people who are additionally disadvantaged by poorly maintained pavements and highways. We seek to deliver an efficient and effective approach to the management of infrastructure assets through longer-term planning.

Good maintenance is also important for encouraging walking and cycling. 2 wheeled modes such as bicycles, motorcycles and e-scooters are more at risk from surface defects Therefore effective maintenance helps to protect these vulnerable road users contributing to delivery of vision zero and creates attractive, accessible environments for walking and cycling.

We are currently in the process of updating our highways asset management strategy. The policies in this section are therefore subject to a separate approval process and will be updated accordingly later in 2022.

Highway maintenance explainer

Oxfordshire County Council manages 2,994 miles of road network in the county. The network is made up of A roads (15%), B roads (10%) and C or unclassified roads (75%)[73]. The high proportion of C and unclassified roads, which are often not built to modern standards and in rural areas, makes highway maintenance a challenge. The A34, M40 and A43 are managed and maintained by National Highways.

47% of roads in Oxfordshire are assessed as being in 'Good' condition, this is lower than the national average of 54%. However, Oxfordshire has fewer roads in 'Poor' condition than the national average (10% compared to 18%) and significantly more roads in 'Fair' condition than the national average (43% compared to 28%)

[73] Oxfordshire County Council: Highway Maintenance Factsheet Summer 2018

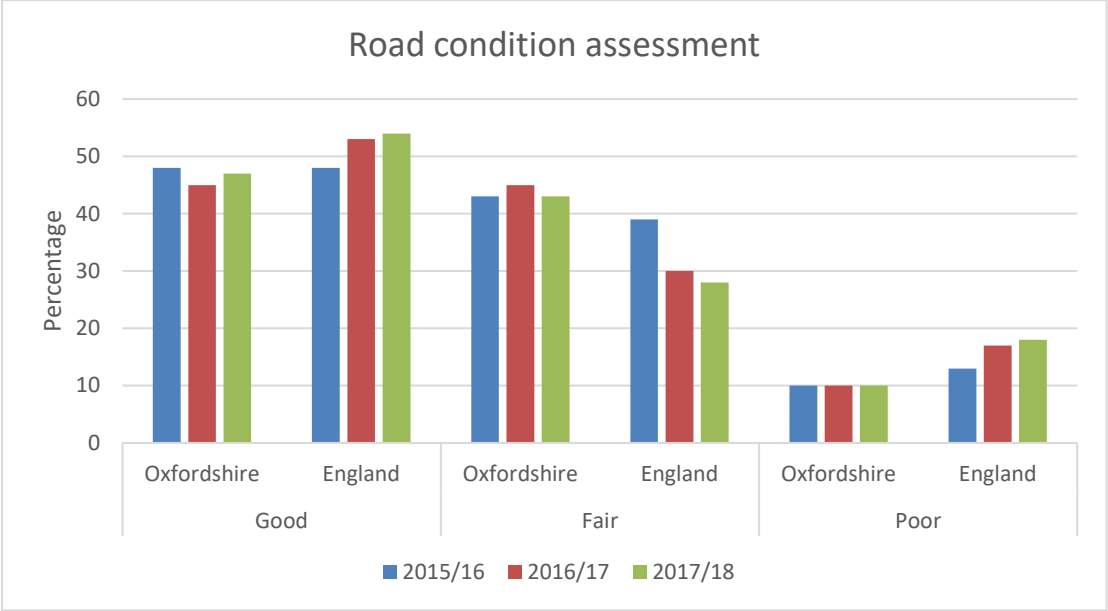


Figure 31 – Road condition assessment[74]

Our approach to asset management involves a needs-based assessment to identify priority routes for maintenance. This considers the number and type of users and safety. Factors such as premium bus routes and high frequency active travel routes are given a stronger weighting in the final score, reflecting the LTCP priorities.

Why is this policy needed?

Oxfordshire County Council is committed to making the best use of its budgets and advocates an asset management approach for the maintenance of its highway network, in order to help deliver the best long-term outcomes for local communities.

Having an effective asset management policy and well maintained network is essential to support disabled people and vulnerable road users. It is also a key part of creating safe, attractive environments for walking and cycling.

What are the benefits for people in Oxfordshire?

A well-maintained highway network is key to future economic prosperity and the quality of life. This is because highways assets provide access to jobs, services, schools and allow for the delivery of goods to industry and retail.

Good maintenance will also protect vulnerable road users, improve accessibility and help residents to feel safe when walking or cycling, thereby contributing towards delivery of our vision.

Policy 32 – We will:

a. Manage, maintain, and operate the network to the advantage of the Council's Corporate Priorities.

[74] Oxfordshire County Council: Highway Maintenance Factsheet Summer 2018

b. Manage and maintain the highway network fairly and equitably without the undue preclusion or disadvantage of any individuals or groups.
c. Extend maintenance functions wherever possible to include for the betterment of walking, cycling, and other active/more sustainable transport choices.
d. Engage with, and where appropriate devolve decisions down to local communities to ensure the delivery of a highway service that reflects their needs and aspirations.
e. Make special and particular provision for ensuring credible and demonstrable environmental and sustainable best practice in the delivery of the service.
f. Make improvements to minimise disruption and delay, increasing the availability and reliability of the network.
g. Take an evidence-led and risk-based approach to proportionate decision making, using a formalised asset management approach which considers the asset over the whole life of its ownership / operation.
h. Maintain and manage assets to a point considered optimum commensurate with the resources available, the asset's intended outcomes, and those of other competing demands on the network.
i. Decline the acquisition of non-statutory assets with a low or negative network utility and seek to decommission / transfer existing such assets to protect limited resources.

Parking management

The county council is responsible for the management of a range of parking functions. This includes considering modes such as bicycles and motorcycles, as well as private motor vehicles.

The management of parking is an effective way to tackle congestion and its negative consequences. It is also an essential factor affecting the convenience and subsequent attractiveness of different transport modes.

The availability of free or low-cost parking at destinations is a major factor in generating car journeys. Reducing and restricting car parking availability and introducing parking charges are evidence based tools to reduce car usage. They are therefore essential measures for helping to deliver our vision.

Providing more convenient, secure and accessible cycle parking will also be a critical part of increasing cycling in the county and making it a natural first choice for journeys. Considering different users and types of cycle parking will be an essential part of this.

Why is this policy needed?

Parking management is an important transport planning tool, enabling us to influence how people may choose to travel, with the aim of encouraging them to use more sustainable forms of transport, including Park and Ride facilities.

We also recognise the importance of providing blue badge parking to enable those who are less mobile to access key facilities and services where they are less accessible by public transport, walking and cycling.

If left unmanaged, parking would soon become disruptive to the transport networks and services, as people would park for convenience, rather than considering other people's needs. This could lead to increased pressures on neighbourhoods, and movement could be affected to the detriment of road safety. There could also be an impact on emergency service response times.

If we are to deliver our vision and targets we also need to make alternatives to the private car more attractive. Parking is a key part of this and can help to make alternative modes just as convenient, if not more convenient than the private car. This policy will ensure the parking requirements of all modes of transport are considered.

What are the benefits for people in Oxfordshire?

Ensuring that the parking requirements of all modes of transport are considered will help to create a more balanced transport system. It will make journeys more convenient and enable people to move around the county without the need to rely on private cars.

Alongside reducing and restricting car parking availability, this will contribute to reduced reliance on private cars and delivery of our vision and the associated benefits for health, well-being and air quality. The removal of car parking spaces will also help us to create more attractive places for residents to live. This includes freeing up space for cycle parking, greenery or seating.

Policy 33 – We will:

a. Ensure the parking requirements of all modes of transport are considered, in line with our transport user hierarchy.
b. Work to embed our parking guidance (Appendix 5) into relevant guidance and decision making processes and progress the associated actions.
c. Take measures to reduce and restrict car parking availability. As part of developing LCWIPs and in LTCP area strategies, the following measures will be assessed:
    - Introduce parking charges in Council-managed car parks.
    - Introduce parking costs for businesses such as a workplace parking levy.
    - Introduce on-street restrictions and control such as double and single yellow lines via decriminalised parking enforcement powers.
    - Control on-street parking in neighbourhoods via Controlled Parking Zones (CPZs).
    - Changes to car parking to allow the introduction of bike hangars.

Parking enforcement

One of the key objectives of managing the highway network is to manage traffic congestion. The enforcement of parking restrictions plays an important part in effective traffic management and improving traffic flow.

The effective enforcement of parking restrictions is also essential if we are to implement the management measures outlined in the previous policy and deliver the associated benefits.

Since April 2022, all civil parking enforcement is being conducted by Oxfordshire County Council. This means parking offences in those areas typically enforced by the police become the responsibility of Oxfordshire County Council. This will ensure consistent enforcement that meets our objectives.

The expansion of decriminalised parking enforcement powers will allow us to expand the use of neighbourhood CPZs and support measures to tackle pavement parking.

Why is this policy needed?

Our approach to enforcement aims to balance the needs of all road users, at a time when demands continue to increase. The key objective is to maintain an appropriate balance between the needs of residents, visitors, businesses and access for disabled people, thereby contributing to the county's economic growth and success.

We will also apply for the powers to enforce pavement parking which is a hazard and barrier to people walking. It also adversely affects vulnerable protected groups, including those with visual impairments, those using mobility aids, those in wheelchairs, those needing the help of a carer or parents with pushchairs.

To ensure our policies and objectives are aligned with shared priorities of city and district councils, we will work in partnership through officer and member lead working groups. Further information about parking governance can be found in Appendix 5.

What are the benefits for people in Oxfordshire?

The effective enforcement of parking restrictions will be an essential part of parking management and delivering the benefits outlined in the previous policy such as improving road safety in neighbourhoods and making alternatives to the private car more attractive.

Parking enforcement will also support effective traffic management, helping to improve everyday journeys and tackle issues such as congestion and air quality.

Policy 34 – We will:

a. Conduct civil parking enforcement across the county.
b. Maintain strategic partnerships with the District and City Councils to ensure a joined-up approach to enforcement and car parking management.
c. Work to tackle pavement parking by:
    - Applying for the powers to enforce pavement parking with support of district authorities
    - Supporting enforcement to ensure that all footways (pavements) and cycleways are clear of pavement parking, except where legally marked out
    - Taking measures to reduce parking pressures on road space which result in pavement parking, such as CPZs.

Demand management

If we are to achieve our vision, there will also be situations where it is necessary to actively discourage private car use. This may include consideration of demand management measures to help tackle local traffic and the associated issues.

These measures are closely related to the management functions we have outlined in this chapter. Demand management could include traffic reduction schemes, traffic filters, road user or congestion charging, workplace parking schemes, changes to the availability or price of parking and low traffic neighbourhoods.

Why is this policy needed?
Encouraging more walking, cycling, public and shared transport is the key principle underpinning much of the LTCP. The previous chapters of the LTCP have outlined a number of policies that will help to improve the attractiveness of these modes.

However, these measures alone are unlikely to be enough. Therefore, some measures will be required that directly discourage private vehicle use.

Any demand management schemes are carefully considered, with engagement with our district councils, local businesses and local residents during development. We will work to ensure that any scheme is coordinated with other measures to provide viable alternatives to the car and increase their effectiveness.

What are the benefits for people in Oxfordshire?
Whilst demand management would make private car use less attractive in the short term, it could form an important part of helping to deliver our vision. Reducing private car use is essential to delivering many of the benefits outlined elsewhere in this document such as improved air quality, reduced noise and the creation of more welcoming places to live and spend time.

Similarly, reducing private vehicle use will further help to create safe, attractive environments for walking and cycling, enhancing delivery of the associated benefits described elsewhere.

Policy 35 – We will investigate demand management measures, where appropriate, in order to discourage private car use, engaging with key stakeholders during the development of any schemes.

Road schemes
As highlighted in the introduction to this chapter, Oxfordshire County Council is also responsible for overseeing the delivery of new highway infrastructure. There are situations where new roads, or widening roads and junctions may be necessary, but this is not a sustainable long term solution because we have found that road schemes often generate new demand and quickly reach capacity again

There is substantial national and international evidence of motor traffic ‘disappearance’, when road capacity is reduced, particularly where there are viable alternatives and in areas of excessive demand on road space.

Traffic ‘disappearance’ research shows that large percentages of motor traffic are not just displaced to other roads, but ‘disappear’ through a range of behavioural changes. These changes achieve the same objectives in ways that do not require car travel, for example changing mode or pooling journeys.

However, there are examples where road schemes may be required and will deliver improvements. This includes where access is needed to new developments or where the existing road is unsafe.

We will always require careful modelling for major schemes to ensure that the likely effects on the wider network are fully understood. To ensure that any road schemes align with our transport vision, we will take a 'decide and provide' approach rather than the traditional 'predict and provide' approach.

Predict and provide

The predict and provide approach to transport planning uses past or historical traffic and socio-economic trends to determine the future need for infrastructure. Traditionally, transport planning has used this approach to forecast the transport needs of the future.

However, this approach largely replicates and reinforces the status quo. With the changes to transport that are arising due to digital connectivity, new transport modes, the COVID-19 pandemic and the need to achieve a net-zero transport system, there is an increasing risk that infrastructure is provided that does not meet or shape the transport needs of the future[75].

Decide and provide

The decide and provide approach to transport planning decides on the preferred future and then provides the means to work towards that which can accommodate uncertainty. This offers the opportunity for more positive transport planning and helps implement a transport user hierarchy by considering walking and cycling up-front[76].

Why is this policy needed?

Ensuring that Oxfordshire's transport network remains reliable and effective is key to supporting the local economy and everyday journeys. Some road capacity enhancements may be required to enable this. In accordance with our transport user hierarchy, road capacity schemes will only be considered after all other options, including opportunities for traffic reduction, have been explored.

It is important that a 'decide and provide' approach is taken during the development of new schemes to ensure that they contribute towards delivery of our vision and do not reinforce traditional transport planning approaches.

What are the benefits for people in Oxfordshire?

Where appropriate, road capacity schemes will help to tackle congestion and pollution providing benefits to health and everyday journeys. It will also support the economy and ensure the county remains an attractive place to work and live.

Adopting a decide and provide approach to planning new infrastructure, including alongside proposed new development will mean that any road capacity enhancements align with our transport user hierarchy, prioritising the most space

[75] TRICS Decide and Provide Guidance 2021
[76] TRICS Decide and Provide Guidance 2021

efficient modes of walking, cycling and public transport. This will help to create attractive environments for residents to walk and cycle in.

The decide and provide approach will also help us to deliver infrastructure that caters for future transport needs.

Policy 36 – We will:

a. Only consider road capacity schemes after all other options have been explored.
b. Where appropriate, adopt a decide and provide approach to manage and develop the county's road network.
c. Assess opportunities for traffic reduction as part of any junction or road route improvement schemes.
d. Require transport assessments accompanying planning applications for new development to follow the County Council's 'Implementing 'Decide & Provide': Guidance for Transport Assessments' document.
e. Promote the use of the 'decide and provide' approach in planning policy development to support site assessment.

Smart infrastructure

It is possible to improve the effectiveness of the management functions outlined in this chapter through the use of smart infrastructure. This will help to enhance the benefits outlined previously and further contribute to delivery of our vision.

Smart infrastructure includes both physical and digital infrastructure, which provides the capacity to use a feedback loop of data to provide evidence for informed decision-making.

Truly smart infrastructure should be able to respond intelligently to environmental changes, such as levels of demand and inputs from other infrastructure, in order to facilitate improved performance. This can work on a number of different levels:

1. At its most basic, smart infrastructure can monitor use and performance information which can then be used by people to make design or operational decisions or improvements.
2. At the next level, it might also process the data and present it to human operators to take decisions.
3. At the most advanced level, it uses the collected data to take action without human intervention.

Smart Infrastructure

Smart Infrastructure refers to the application of digital technology to our physical assets. This offers the potential to use our assets more intelligently and enables us to get more from existing assets. We can therefore improve our understanding and decision making[77].

In transport terms, examples of smart infrastructure could include smart parking sensors, which provide live parking capacity data; traffic signals which can respond

[77] https://www-smartinfrastructure.eng.cam.ac.uk/system/files/documents/the-smart-infrastructure-paper.pdf

to levels of congestion and prioritise sustainable transport modes and transport volume monitoring sensors which can provide information on the use of different modes, journey time or tracking data.

All the elements which support or can interact with these kinds of use cases also constitute smart infrastructure. Examples include connectivity platforms undertaking analysis of data collected such as the 5G network, and connected devices which interact with sensors such as Connected and Autonomous Vehicles (CAVs) or smart phones.

Why is this policy needed?

Smart infrastructure can support and improve our network management ability. It can also help to facilitate more efficient use of transport networks and support easier deployment of CAV's.

Without a clear and comprehensive understanding of how the transport networks are being used, they risk being inefficiently used and managed. Smart infrastructure can therefore help to facilitate use of alternatives to car, as well as better managing the traffic which is generated.

The better understanding of transport that smart infrastructure can provide will also help to inform future policies, making them more tailored and effective to the needs of all road users. This is especially important in the wake of COVID-19, when future travel trends are uncertain, and with new modes of transport emerging such as CAV.

What are the benefits for people in Oxfordshire?

Improved monitoring and management of transport brings about benefits for residents, making journeys easier, quicker and more seamless. The information gathered by smart infrastructure can often be used by consumer apps to help people plan their journeys, how long it will take and if there are issues along their route.

This empowers people to make more informed decisions about, timing, route or transport modes, as well as potentially opening up more options to travellers of different kinds, including those experiencing disabilities.

Policy 37 – We will:

a. Securely allow access to data feeds from smart sensors for use by relevant 3rd parties to facilitate MaaS and journey planning applications providing a service to Oxfordshire travellers.
b. Deploy appropriate smart sensors within transport infrastructure, following the guidance in the Innovation Framework.
c. Provide development with guidance on deployment of smart infrastructure as part of the Innovation Framework.
d. Seek to ensure easy inter-operability of smart assets, including with existing assets where possible.
e. Maintain oversight of the smart infrastructure network to ensure safety and security.

Innovation

The previous chapter began to highlight ways in which technology can improve the way in which we operate and contribute towards delivery of our vision. This chapter builds on this and identifies other innovations which will help us to make walking, cycling, public and shared transport more attractive.

There have also been a number of innovations in the transport industry in recent years. It is important that we consider these changes, how to harness them and prepare for future changes.

We recognise that technology alone will not solve many of the challenges identified. However, we believe technology can play a role in contributing to our ambitions and addressing some issues. It is also important to ensure our transport system is fit for the future and able to accommodate technological changes.

Innovation explainer
Innovation is a term which could potentially mean a number of things depending on context. For the purposes of the LTCP, 'innovation' refers to anything which is new, or being applied in new ways or contexts to traditional approaches. This can range from new technologies through to new processes or approaches.

Passenger micromobility
One recent form of innovation that can help to support our walking and cycling ambitions is passenger micromobility. Micromobility refers to a range of small, lightweight vehicles that are driven by users personally[78]. Practically, in most areas today, micromobility means shared scooters and bicycles. It can also include private e-scooters, rollerblades and 'hoverboards'. Ultimately, we hope that micromobility will become embedded as part of the wider individual and public transport system.

Case study – Oxford E-scooter trial
An e-scooter trial was launched in Oxford in February 2021 in partnership with Swedish e-scooter operator Voi Technology. This follows the government's decision to legalise rental e-scooters in 2020.

As part of the trial over 200 e-scooters were available for hire in the Headington, Marston and Eastern Arc areas of Oxford. Rental scooters could use roads and cycle lanes within the trial area but are banned on pavements.

Scooters could be unlocked via a smartphone app and cost £1 to unlock and then 20p per minute of usage. There were also special rates for students, and those on low incomes and Voi offered free rides to NHS and emergency service staff.

The trials finished in September 2021. Voi and Oxfordshire County Council are now evaluating the data based on previously agreed-upon terms. The DfT will evaluate all the trials separately through its own monitoring and evaluation exercise. We will publish a report on the County Council website about the future of the programme.

[78] https://www.itdp.org/multimedia/defining-micromobility/



Figure 32 – Photo of a Voi e-scooter in Headington

Why is this policy needed?

Making cycling a natural first choice for everyone is also about making it simple to access a bicycle. The availability of shared bicycles and e-bikes will help to make cycling a convenient option for all residents. Simple, low cost access to e-bikes will also open this mode up to a wider range of people, including those with disabilities.

This has been demonstrated in CoMoUK's annual bike share report which found that 55% of bike share users said that bike share was their catalyst to start cycling again after an absence of at least a year, an increase from 44% last year[79].

Similarly, access to shared e-scooters will increase the transport options available and contribute towards reducing private vehicle use.

As micromobility is an emerging sector it is important that we have a policy in place to monitor and manage the impacts of new modes. This includes ensuring shared e-scooters and bicycles do not negatively impact on disabled people and making sure less active micromobility modes don't detract from more active ones.

What are the benefits for people in Oxfordshire?

Micromobility can help to improve access to bicycles for residents. More people cycling will deliver the health and environmental benefits outlined previously. It will also help to unlock more town for more people, addressing equality issues.

Passenger micromobility can be seen as an extension of the public transport system. A good public transport experience means catering for the whole journey.

[79] https://como.org.uk/wp-content/uploads/2021/03/CoMoUK-Bike-Share-Survey-2020.pdf

Micromobility helps to achieve this by providing a convenient, sustainable transport solution for last mile-journeys.

This will increase the travel choices available and improve everyday journey experiences. It will also help to reduce reliance on private cars and make the most of existing space creating more welcoming places for people.

Policy 38 – We will seek to manage, monitor and support the use of passenger micromobility in order to compliment the wider active and public transport network. We will develop an operator code of conduct to help achieve this.

Car clubs

Shared mobility is another form of innovation that will help us to deliver our goals such as a reduced private car use and improved air quality. Shared mobility refers to vehicles which are used collectively by owners rather than owning them.

There are a range of services covered by shared mobility including car clubs, shared cars, carpooling, Demand Responsive Transport and micromobility. We have developed a policy primarily focused on car based services.

A car club provides cars for short term hire on a pay per trip basis. This allows individuals and businesses affordable access to a vehicle without the need for ownership. Car clubs offer clear benefits for individuals, with cost savings and access to a range of low carbon, well maintained, flexible use vehicles.

There has been a growth of shared car services in recent years and they are playing an increasingly large role in how residents travel. If well managed and integrated as part of a wider public transport system, they have the potential to reduce car ownership and increase connectivity, particularly for those unable to walk or cycle.

A key element of car sharing is its ability to support road space reallocation. As highlighted in previous sections, we need to reduce the dominance of the private car and improve the human experience of being on streets. In combination with other measures, car sharing will help to do this by reducing the number of vehicles on our streets and allowing more space for people to walk and cycle in.



Figure 33 – Car sharing station in Bremen[80]

Why is this policy needed?

We recognise that cars will still be required for some journeys and so the provision of zero-emission shared cars and the appropriate charging or fuelling infrastructure to support them, will increase access to these vehicles, replacing more polluting models. Members of car sharing programmes also tend to drive fewer miles.

Members of car share programmes may also reduce their reliance on the private car. Experiences in Copenhagen show that people who are part of a car sharing programme both cycle and take trains and buses more[81]. This will create more space for walking and cycling and contribute towards delivery of our vision.

To support the introduction of new car club initiatives we aim to develop policies that promote viable and sustainable alternatives to car ownership by ensuring appropriate localities are considered before being introduced.

We will also work to develop alternatives to the traditional car club bays which are expensive to introduce and maintain and will consider the use of zonal permitting in controlled parking zones. This approach will allow operators more flexibility to introduce vehicles with low setup costs and with a wider range of area.

What are the benefits for people in Oxfordshire?

Car clubs offer residents an attractive, convenient alternative to private car ownership. This encourages more use of public transport, walking and cycling, whilst giving access to a car when needed.

This reduction in the number of cars and the miles driven will improve air quality and make local areas more relaxing. Similarly, by reducing the dominance of the private

[80] Michael Glotz-Richter - http://stars-h2020.eu/2018/04/11/bremen-a-city-in-love-with-car-sharing/
[81] https://kk.sites.itera.dk/apps/kk_pub2/pdf/1123_dM2NAXVaGm.pdf

car and reallocating road space to walking and cycling we will further enhance public health and create streets that are welcoming places for people.

Car sharing will also improve accessibility by supporting those who are unable to buy a car or cannot walk and cycle. By combining car sharing with public transport interchanges, such as mobility hubs, there are opportunities to improve connectivity and create a more balanced transport network that supports all users.

Residents in rural areas face specific transport challenges and are more likely to use a car. There are challenges associated with introducing car share facilities in these areas, however the provision of zero-emission car sharing would help to increase transport choices and reduce the impact of private cars.

Policy 39 – We will support the provision of zero emission shared cars and car clubs, in combination with other measures, to reduce the dominance of private motor vehicles and create a more balanced transport network. This will include working proactively to encourage zero emission shared cars and car clubs in rural areas, smaller towns and villages.

Connected and Autonomous Vehicles

There are also more emerging technologies that could significantly change the transport system and contribute to delivery of our vision. The primary technologies we are focusing on as part of this section are Connected and Autonomous Vehicles (CAV) and Unmanned Aerial Vehicles (UAV).

Both of these technologies have the potential to contribute towards our ambitions such as improved road safety, improved air quality and reduced motor vehicle traffic.

Whilst the future of these technologies is uncertain, our overall approach is to support them and seek to shape them in the right way so that they contribute positively to our vision for transport in Oxfordshire.

Connected vehicles can be defined as those equipped to exchange information between vehicle and surrounding environment, either through local wireless networks or the internet[82].

Autonomous vehicles operate in a mode which is not being controlled by an individual[83]. There are several different levels of autonomy as defined by the Society of Automotive Engineers (SAE) up to level 5, full autonomy:

[82] Lengton et al., 2015
[83] Automated and Electric Vehicles Act 2018



Figure 34 - Levels of driving automation[84]

Connectivity is not a prerequisite for automation, but its combination with automation can significantly increase efficacy and safety of operation. CAVs can be any type of vehicle, including pods, wheelchairs, motorcycles, cars, buses and lorries.

According to Transport Systems Catapult, the UK market for CAVs could be as much as £42bn by 2035[85]. The same projections see level 4 to 5 autonomous cars making up 40% of total UK car sales by 2035. It is therefore necessary to consider how CAVs may deliver benefits to the transport system and integrate with the network.

Why is this policy needed?

The UK is anticipated to be the epicenter of CAV innovation and uptake, based on market observations. Oxfordshire is world-leading in the CAV field, with numerous fast-growing companies, such as Oxbotica, Streetdrone, Arrival and most recently Waymo, located in the county, as well as numerous related facilities.

Oxfordshire County Council has an important role in fostering growth of a new emerging industry and the economic benefits it may bring to the region. In helping facilitate CAV enterprise, this will allow us to better understand the impact CAVs will have on our road network and develop policy to ensure appropriate and safe deployment of the technology by commercial entities in the future.

To reach the intermediate and higher levels of autonomy and facilitate connectivity, a few features ideally need to be in place, such as high-definition digital mapping of

[84] https://www.sae.org/standards/content/j3016_202104/
[85] Transport Systems Catapult, Market Forecast, February 2020

roads and assets, and connected infrastructure provision. We therefore need to consider CAVs and their requirements.

Benefits can be gathered from CAVs, notably safety benefits contributing to our vision zero target, as currently around 85% of accidents are caused by human error.[86] But there is also potential for disbenefits to be generated such as encouraging individual car trips and we will need to closely monitor the interaction between CAVs and vulnerable road users such as cyclists, motorcyclists and disabled people. Clear policy direction is needed to lead adoption and avoid negative implications whilst maximising the positive impacts.

What are the benefits for people in Oxfordshire?
Supporting CAV uptake has several potential benefits, principally increasing road safety. As discussed previously, improved road safety will help to create attractive environments for residents to walk and cycle in. Connected vehicles can also help optimise the traffic network, leading to increased productivity, reduced congestion and reduced emissions.

Integrating the needs of CAVs into new infrastructure and maintenance programmes will help to avoid the requirement for later, potentially costlier retrofit as automation becomes more commonplace. It may also facilitate access to lower level automation in a wider range of locations.

Supporting automation for shared and freight forms of transport will bring about the greatest benefits to end users, ensuring clean air by avoiding traffic generation, whilst improving access for disabled and older people.

Research and development into CAVs, supported by Oxfordshire County Council will help deliver new policies and accelerate roll out of technologies including digital road infrastructure, which will stand to benefit all road users.

Policy 40 – We will:

a. Look to ensure new infrastructure is futureproofed for use by connected vehicles.
b. Embed deployment scenarios for shared and freight CAV deployment into infrastructure delivery, place shaping design and maintenance programmes and into relevant guidance for development design, through the Innovation Framework.

Unmanned Aerial Vehicles
UAVs, sometimes referred to as drones, are remote-controlled aircraft or small aerial devices which do not have an on-board pilot.

UAVs are a transport innovation that can contribute towards our vision and, through rigorous testing and feasibility, we will identify appropriate use cases for deployment within Oxfordshire.

[86] https://www.gov.uk/government/news/government-paves-the-way-for-self-driving-vehicles-on-uk-roads

UAVs currently provide capability to conduct inspections and surveys of locations that may be difficult to reach or dangerous for a human to access. UAVs are also being used for the unique imagery they can provide in surveying and efficiency they can generate in certain forms of cargo delivery.

In the near future, it's anticipated that UAVs could be used for activities such as traffic and asset monitoring. There is also the possibility for passenger transfer in the longer term.

Why is this policy needed?

It is projected that UAVs could account for £42 billion of the UK's GDP by 2030[87]. Their applications are also widespread, meaning potential impact in multiple fields. Whilst having potential to bring about benefits, there are also potential down-sides to UAVs such as noise, privacy and safety concerns, which should be controlled via policy.

There is also concern from communities around disbenefits of drone usage. To help ensure an appropriate role for UAVs, Oxfordshire County Council must assess how drones suitably fit within the transport system.

What are the benefits for people in Oxfordshire?

UAVs could bring about a number of potential benefits, in particular, use of UAVs by emergency services can allow for more rapid response, access to remote locations and assessment of incidents that would otherwise pose a risk to the responders' safety.

UAVs also have the potential for application within delivery services to reduce the need for freight vehicles helping to reduce congestion and the associated negative impacts of Heavy Goods Vehicles.

For residents, where the interaction between UAVs and communities are acceptable, use of delivery UAVs will bring about benefits such as faster delivery of small items, including medical prescriptions. Cargo delivery by UAV is also more cost effective meaning potentially cheaper delivery charges for people.

The application of UAVs to transport network monitoring can be beneficially applied in a number of possible ways:

- Monitoring assets, allowing defects to be picked up more easily and quickly, meaning less disruption for people
- Monitoring the network, to support better network management
- Monitoring construction or maintenance works, to check on compliance

Policy 41 – We will:

a. Embed futureproofing for UAV usage into infrastructure delivery and maintenance programmes and into relevant guidance for development design, including new UAV-specific infrastructure, where appropriate, through the Innovation Framework.

[87] PWC Skies without limits report (2018)

b. Assess the potential impact of UAV activity on residents and communities.
c. Seek to ensure oversight of UAV use in the county, including via reviewing data requirements to facilitate future integration of UAV oversight with traffic management control systems.
d. Review data with a view to opening up data, such as mapping data, which will facilitate beneficial use of UAVs.

Living Lab

Development of the innovations in this chapter will be primarily taken forward by the county councils Innovation Hub (iHUB). The iHUB was created in 2015, initially focussed on transport innovation. It has since broadened out into a wide range of other areas including energy, modelling, air quality and infrastructure.

iHUB explainer

The iHUB has been working collaboratively with world leading organisations to trial new ideas and models, helping to position Oxfordshire at the forefront of public space innovation.

iHUB has been instrumental in developing links to business and academia, as well as securing external funding for projects. In 2018 and 2019, the team secured more than £6m of income to the council, and more than £100m to the region.

It has helped the growth of companies like Oxbotica, Latent Logic, Zipabout and Arrival. The innovation HUB at Oxfordshire County Council has been one of the most successful innovation teams in local government.

We are seeking to capitalise on iHUB's experiences and ensure Oxfordshire remains at the forefront of transport innovation. One way in which this can be achieved is by supporting Oxfordshire's Living Lab approach.

A living lab is an open innovation ecosystem, which is user-centred, and operates within a given geographical location. It integrates different types of organisation together to facilitate research and innovation processes in real-world settings. The aim of a living lab is to support the accelerated design, prototyping, evaluation and testing of technologies in a real world environment.

Oxfordshire has already adopted a living lab approach, hosting many projects and tests of innovative technologies and approaches. CAV deployments have been or are being tested in partnership with stakeholders, infrastructure developed for electric vehicles and collaboration with industry and academics is ongoing to help improve the energy ecosystem across the county.

<u>Why is this policy needed?</u>

Oxfordshire's Local Industrial Strategy 2019 (LIS) put forward the development of Oxfordshire as a living lab to help solve the UK's Grand Challenges, with the explicit ambition for Oxfordshire to become one of the top 3 innovation ecosystems in the world by 2040. The LTCP aims to support this ambition.

Furthermore, there are opportunities to capitalise upon Oxfordshire's significant research, development and innovation assets. Working in partnership with

stakeholders such as the University of Oxford and Oxford Brookes, there are opportunities to trial technologies which will contribute to delivery of our vision and future proof Oxfordshire's transport infrastructure.

What are the benefits for people in Oxfordshire?
As a co-creative approach, the living lab model gives people the opportunity to collaborate in developing future mobility solutions. This means that the solution providers can ensure that they are meeting the real needs of people in Oxfordshire. It also means that the needs of different kinds of people with different needs can be better considered, such as those with disabilities.

The living lab approach also has the benefit of attracting more investors and businesses working in research and development into the region, creating jobs which will benefit the local economy and Oxfordshire residents.

Policy 42 – We will continue to support a living lab approach to transport innovation, delivering projects and supporting tests of innovative solutions, in partnership with other organisations and the public, ensuring an open, transparent and inclusive approach.

Innovation Framework
In order to consider all of these changes, Oxfordshire County Council has been developing an Innovation Framework. The framework is intended to guide both the integration of innovations within development and infrastructure, and to provide a consistent approach to futureproofing for the mainstreaming of current innovations, such as CAV, UAV and 5G.

The framework, which is a supporting document of this LTCP, sets out a series of principles which should be applied to the integration of innovation into new development and infrastructure, so that innovation is used to further policies and strategies such as those within this LTCP.

It also sets out a trajectory of anticipated uptake of different innovations over the coming years and provides some guidance on how these can be futureproofed for. In addition, case studies and information evidencing viability of planning for and integrating innovation into development are also provided.

Why is this policy needed?
The Innovation Framework will ensure solutions are considered during planning and construction, so that developments and transport infrastructure are futureproofed.

As well as serving a purpose, the innovation also needs to be fit for that purpose; the framework therefore looks to guide the kinds of innovation which should be considered and in what contexts. This will help to ensure the transport innovations in the LTCP are considered and delivered in a way that helps to deliver our vision.

What are the benefits for people in Oxfordshire?
Futureproofing will help to avoid the kind of situation which has occurred in the past, where the connectivity infrastructure put in place in new developments is no longer fit for purpose by the time it is occupied.

By supporting the use of innovation to further strategic aims and goals, the framework can help facilitate many of the benefits described in the LTCP. Ultimately, the Innovation Framework seeks to ensure developments and infrastructure are fit for the future, meeting the needs of users.

Policy 43 – We will work with our District and City councils to integrate the Innovation Framework into the planning process. This will ensure relevant futureproofing is undertaken and appropriate innovations are integrated into infrastructure development where feasible, practical and beneficial to do so.

Data

Transport data is closely related to many of the innovations in the previous chapter and also has close links to several other policies such as digital infrastructure. As with innovation, transport data in isolation will not solve many of our issues. However, it has the potential to support many of the policies outlined elsewhere and contribute to delivery of our vision.

The transport sector has always collected and analysed data. However, new ways of collecting and analysing large quantities of data are presenting opportunities to provide a smarter and more efficient transport network.

There has been a move towards local authorities publishing their data openly. Release of open data for use by public and private enterprise is intended to help inform the public and reduce friction businesses may face when innovating with data by eliminating restrictions around access and ownership.

Open data

Open data is data that is available to everyone to access, share and use[88].Open data is a government priority and is seen as a key enabler for the government's digital transport strategy. Transport Systems Catapult estimated that not sharing, and not making transport data open, could result in £15bn in lost direct and indirect benefits to the UK between 2017 and 2025[89].

The use of data analytics has also driven the growth of user-focused services. People increasingly expect the transport sector to match other sectors in terms of convenience and personalisation. The increased levels of data available will help us to achieve this by better understanding travel patterns.

Data

Data has also become available from a range of different sources and at larger quantities. New data sources include edge devices (devices that provide data between a local network and a wide network, such as routers), Internet of Things and 5G.

We need to ensure that data is reliable, consistent, comprehensive, secure and up-to-date to bring the best benefits. We also need to follow changes to ensure our approach is best supporting the opportunities presented by transport data.

Why is this policy needed?

We are seeking to improve our approach to data because it can be leveraged to ensure we're meeting residents' needs, measure progress, understand future needs and improve our awareness of changes.

We can leverage the benefits of data by using it in a range of council functions. These include modelling, network management, monitoring, infrastructure planning and policy making.

[88] https://theodi.org/
[89] The case for government involvement to incentivise data sharing in the UK Intelligent Mobility sector —Transport Systems Catapult 2017

Data will also play a role in helping to facilitate the establishment of a highly connected, intelligent transport system. Where data is collected, we will need to ensure compliance with standards, including protection of personal data and that cybersecurity risks are assessed for all devices use to collect, store and share information

What are the benefits for people in Oxfordshire?

Data will help to improve our understanding of travel patterns and enable us to provide a safer, cleaner and more personalised transport network. In this way it will help to encourage alternatives to the private car and create a more efficient transport network for all users.

Collecting data through a variety of means will support us in assessing the needs of different kinds of citizens. This can be used to help reduce inequalities and cater for different accessibility requirements by understanding where gaps in data may exist and how new collection methods are able to promote greater representation.

As outlined previously, better real time data will improve our network management. This can allow near real time adaption to changes on transport networks, helping to minimise disruptions to journeys. It can also help us to prioritise walking, cycling and public transport making these journeys easier for residents.

Policy 44 – We will:

a. Implement a consistent approach to gathering, using and sharing data, in accordance with Innovation Framework guidance, which will be applied across monitoring, management and modelling.
b. Assess data collection activities to identify risks of bias, unequal representation and exploitation.

Modelling

One application of transport data is through transport modelling. Transport modelling refers to the use of data in order to forecast anticipated future transport movements. Traditionally, modelling has been undertaken on a number of different levels, from strategic models through to more detailed microsimulation models.

We have been working in partnership with a number of organisations to create a new kind of model. The Oxfordshire Mobility Model (OMM) combines features of different types of models to provide the geographical spread of a strategic model, with the level of detail provided by microsimulation models. It is also multimodal allowing modelling of cars, public transport and active travel.

This combination of features means that the model can be more widely applied to a variety of different needs, providing consistent information for decision making. Modelling will be used when developing and assessing schemes related to the LTCP. The OMM will ensure we have the best data available and a consistent approach. The limitations of modelling in predicting wider behavioural changes will be factored in where schemes seek to provide for active travel and public transport.

Why is this policy needed?
Models are primarily used to assess likely impacts of developments, schemes and projects and help to choose more favourable options. By developing the OMM we will have a model which incorporates better data and will provide improved information for decision making on these matters.

The OMM will also enable us to calibrate the baseline data against comprehensive monitoring data. This will improve the data which underpins our model and modelling outputs. It is important that we establish this feedback loop in order to:

- Create consistency in modelling outputs
- Improve decision-making
- Incorporate all current models and data
- Provide a single point of truth for planners, developers and other council teams

What are the benefits for people in Oxfordshire?
The primary benefit of developing and applying the OMM will be improved decision making which will in turn deliver better outcomes in support of our vision.

Another benefit to promoting use of the OMM is that there will be a consistent approach to modelling so that all developments and schemes are being assessed using the same data.

Policy 45 – We will:

a. Promote the use of OMM for both developers and planners as the first option.
b. Continue to develop OMM including:
    - The integration of monitoring tools when ready
    - Expanding the OMM capabilities and use cases as needed rather than create new isolated models
c. Use modelling to support a 'decide and provide' approach rather than 'predict and provide' to support our transport vision.

Monitoring
It is important to consider how we monitor the LTCP and other transport interventions in the county. Monitoring interventions improves our understanding of their impacts. This data can be used to make improvements and inform the development of future solutions.

There are currently a number of issues associated with monitoring and evaluation. These include inconsistent data collection, monitoring durations and a lack of joined up methodology.

We are therefore seeking to improve the transport monitoring and evaluation process. We plan to achieve this through four primary actions:

- Establishing a systematic monitoring and evaluation methodology
- Conducting a data mapping and linking exercise within the county council
- Develop long term data strategies for all key policies
- Development of a monitoring tool

Why is this policy needed?
Improving monitoring and evaluation will enable us to collect data to improve our understanding of interventions and better inform the design of future solutions. Effective monitoring and evaluation is integral to enhance our transparency and accountability.

We are committed to delivering the LTCP and our transport vision for Oxfordshire. In order to achieve these aspirations, it is important that progress is monitored, and we are held to account in areas that are not on track.

Development of a monitoring tool will be a key aspect of improving our approach to monitoring and evaluation. We are developing this tool in order to combine a variety of data inputs into one place for a single point of cross-departmental reference and use. The tool will also integrate Key Performance Indicators allowing comparison of real life against targets.

What are the benefits for people in Oxfordshire?
Improving monitoring and evaluation will help us to improve how we design future schemes and assess performance. This will support us in providing better transport infrastructure for Oxfordshire residents.

Improved monitoring and evaluation will help us to see what transport schemes support alternatives to the private car. This will push forward our vision and deliver the benefits associated with reduced private car use.

Policy 46 – We will:

a. Work towards creating a monitoring and evaluation methodology and tools which bring together a variety of datasets that can be consistently applied to monitoring development, schemes and infrastructure.
b. Use monitoring and evaluation tools to support policy formation and other relevant guidance to ensure learning is disseminated and acted on in future schemes and developments.
c. Identify the impact of transport schemes on people with protected characteristics to improve inclusivity.
d. Map and link existing data sources to make the best use of previous investment. Further investment will be investigated to ensure ongoing data-based monitoring for key policies.

Freight and logistics

The movement of goods is essential to supporting many aspects of our lives at both the local and national level. However, there a number of complex challenges surrounding the freight system, particularly at the local level.

The movement of goods in Heavy Goods Vehicles (HGVs) and Light Goods Vehicles (LGVs) contributes to emissions, congestion and impacts on our environment. It is therefore necessary to ensure that goods are moved in a zero-carbon, efficient and safe manner if we are to achieve our vision.

This will involve encouraging cleaner vehicles as well as shifting the way in which goods are currently moved. By encouraging alternative modes of transport there is an opportunity to reduce the number of HGVs and LGVs on the county's roads.

Reducing the number of HGVs and LGVs will contribute to addressing congestion in urban areas. This will enable us to make better use of road space and create attractive places for people to walk and cycle in. It will also help reduce conflicts with vulnerable road users and improve road safety.

In order to address these challenges, we have produced a more detailed Freight and Logistics Strategy which has been published alongside the LTCP.

The Freight and Logistics Strategy identifies our key principles for the management of freight and the supporting actions required to deliver these. The document includes three distinct sections. These are:

- Long distance movement
- Local movement
- Last mile movement

This approach has been taken to reflect the complexity of the freight system and that different solutions will be required to address the issues at each level. The proposals in each section are all seeking to deliver our key principles. We have identified high level policies in this chapter to outline our priorities for each type of movement.

Freight and Logistics Strategy

A dedicated freight and logistics strategy is required to address the complex challenges associated with moving goods in Oxfordshire. In order to guide the strategy, we have identified a set of key principles which it will be structured around.

The supporting freight and logistics strategy includes more detail about the proposed policies and actions required to support delivery of our key principles.

What are the benefits for people in Oxfordshire?

Developing a delivering a freight and logistics strategy around our key principles will deliver a range of benefits to people in Oxfordshire. For example, ensuring that goods are moved using appropriate routes will help to improve health and wellbeing by reducing noise pollution, air pollution and vibration.

Efficient movement of goods through Oxfordshire will help to support the national economy and local economy. Measures to improve efficiency will likely help to tackle congestion, benefitting residents and operators by keeping costs down and helping to meet customer expectations.

Supporting low emission vehicles and measures to reduce local air pollutants from freight will contribute to delivery of a net-zero transport network and will help to improve health in Oxfordshire.

Policy 47 – We will develop and deliver a freight and logistics strategy based around the principles of:

- Appropriate movement
- Efficient movement
- Net-zero movement
- Safe movement
- Partnership working

Long distance movement

Long distance movements are defined as those that pass through but do not stop if Oxfordshire. For example, movements between the Solent ports and the Midlands which pass through Oxfordshire using the A34.

Currently the majority of this movement is on roads by HGVs. This increases the number of vehicles in the county contributing to congestion, emissions and air quality issues. There may also be times when these vehicles do not use the strategic road network and move through our towns on inappropriate roads.

These long distance movements are not accessing destinations in Oxfordshire. Our goal is therefore to move them through the county in the most appropriate, efficient and safe manor. The main way we will seek to achieve this is by encouraging the use of alternative modes. Primarily, encouraging more goods to be moved by rail. This is safer, helps to reduce emissions and reduces impacts on our roads.

Why is this policy needed?

The long distance movement of goods by road contributes to a number of issues in Oxfordshire as outlined previously. We therefore need to encourage the use of alternative modes and this policy sets out a clear priority to encourage rail freight to guide future working.

Furthermore, whilst our priority is to support the mode shift of freight to rail, it is important that this does not affect our passenger rail network. The lack of spare capacity on Oxfordshire's rail network is currently a key constraint that will need to be addressed to enable more rail freight.

Upgrades to the rail network are beyond our control. We will therefore need to lobby and work with the DfT and Network Rail to upgrade Oxfordshire's rail network and free up capacity for freight. Having a clear policy direction to encourage rail freight will help to strengthen this partnership working.

What are the benefits for people in Oxfordshire?
Supporting the mode shift from road to rail will help to reduce the number of HGVs. In 2018/19, 7 million road haulage journeys were avoided as a result of rail freight movements[90]. This is equivalent to 1.6 billion road vehicle kilometres. This will free up road space for people walking and cycling and reduce congestion creating a more efficient network for all users.

Rail freight currently produces 76% less carbon dioxide per tonne of cargo relative to road haulage[91]. It can therefore contribute to reduced emissions and health benefits. Electrification of the rail network will also contribute to achieving net-zero transport emissions by 2040.

Policy 48 – We will:

a. Promote rail freight as our priority for the long distance movement of goods.
b. Support a range of additional measures to improve the safety and efficiency of long distance goods movement.

Local movement

Local movement is defined as those movements to and from destinations in Oxfordshire. For example, deliveries to local businesses, warehouses and construction sites. It doesn't consider the final stage of a goods journey and delivery to individual homes.

As with long distance movement, the majority of this movement is currently on roads by HGVs. Whilst there are opportunities to encourage the use of other modes, these are more limited, and it is important to recognise that HGVs will remain the primary mode for local movement.

As noted previously, there are issues with HGVs passing through our towns and villages on inappropriate roads. This has negative impacts on residents health and wellbeing and on freight operators.

Our priority for this type of movement is therefore to encourage use of the most appropriate routes, improve safety and encourage the uptake of zero emission modes.

Why is this policy needed?
The local movement of goods by road contributes to a number of issues in Oxfordshire. Local movement will continue to be by HGV as this is the most feasible way to access many warehouses and businesses in the county. We therefore need to set out how we will keep these vehicles on the most appropriate routes, improve safety and encourage the uptake of zero emission modes.

[90] Department for transport: Number of freight train movements, impacts on road haulage and Freight Performance Measure: annual from 2005/06
[91] Network Rail (2017) Freight Network Study

What are the benefits for people in Oxfordshire?

Encouraging HGVs to use appropriate routes will help to improve resident's health wellbeing by reducing noise, air pollution and vibration. It will also minimise disruption to resident's everyday lives.

Reducing inappropriate movement in our historic county towns will also improve road safety and contribute to delivery of the vision zero target. This is because roads in historic county towns were not designed to accommodate HGVs and so there is limited space for the vehicles to manoeuvre, posing a road safety risk to people walking and cycling.

Encouraging the use of appropriate routes for local movement will also benefit freight operators as any small increase in delay could drive a large increase in freight costs. Maintaining efficiency is important to both keep costs down and meet customer expectations.

Policy 49 – We will:

a. Develop and deliver measures to encourage use of the most appropriate routes for HGVs.
b. Support a range of additional measures to improve the safety of local goods movement and encourage uptake of zero-emission vehicles.

Last mile movement

Last mile movement is the final stage of a product's journey. For example, the movement of a package from a delivery warehouse to a customer's home.

The majority of this movement is currently by road. However, it is more commonly conducted by LGVs rather than HGVs. There has been a significant growth in the number of LGVs, with the number of LGVs increasing by 29% between 2004 and 2014[92]. LGV traffic has increased by 67% over the last 20 years and currently makes up 15% of all traffic, with HGVs making up 5%.

LGVs are smaller than HGVs and therefore do not cause issues associated to inappropriate route usage. However, the significant increase in the number of LGVs contributes to congestion and emissions. The increased number of vehicles also creates environments that are less welcoming to walk and cycle in.

Our priority for this type of movement is therefore to reduce the number of LGVs in our towns and encourage the uptake of the zero-emission vehicles. We are focusing on freight consolidation and encouraging the uptake of cycle freight to achieve this.

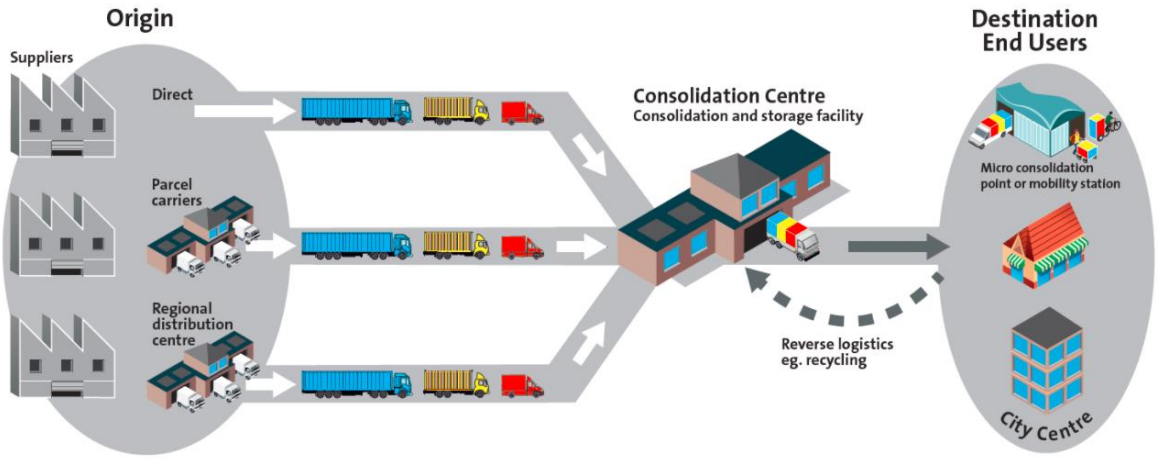
Freight consolidation explainer

Freight consolidation centres are operations that receive multiple small deliveries and convert them into fewer deliveries to the destination. This is often done in zero-emission vehicles or by cargo bike.

[92] RAC Foundation: Van Travel Trends in Great Britain

Freight consolidation centres can vary in scale and there are different operating models. Many consolidation centres are used by one company to improve the efficiency of their operation. However, other models exist where centres are used by multiple operators. The most common examples are urban consolidation centres, micro-consolidation centres and construction consolidation centres.

It is recognised that there are few examples of self-sustaining urban consolidation centres. However, many of those in operation have shown evidence of benefits. For example, the 'Distropolis' micro-consolidation centres in Paris have reduced the number of vehicles by 20%[93] and at its peak the Bristol Freight Consolidation Centre saw a 70% to 80% reduction in the number of onward trips[94].



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Figure 35 – Summary diagram of freight consolidation[95]

<u>Cycle freight explainer and Pedal and Post case study</u>

Cycle freight refers to the transportation and delivery of goods using bicycles or electric bicycles. There is an existing cycle freight service which operates successfully in Oxford called Pedal and Post.

Pedal and Post have various partnerships including with Baxter Healthcare and OUH Trust. As part of this partnership, more than 25,000 products were delivered between August 2020 and February 2021. This service has halved the time it takes for products to travel from Baxter's compounding facility in Cowley to the hospital site[96].

[93] PBA and WYG (2018) Draft London Freight Consolidation Feasibility Study
[94] Travel West: Bristol Freight Consolidation Centre Case Study
[95] Travel West: Bristol Freight Consolidation Centre Case Study
[96] http://www.pedalandpost.co.uk/pedal-post-pedal-power-drives-improved-medical-service-and-greener-deliveries/



Figure 36 – Cycle freight operated by Pedal and Post in Oxford[97]

Why is this policy needed?

Last mile movement presents different challenges and requires different solutions to long distance and local movement. The rising number of LGVs associated with last mile delivery is contributing to emissions, congestion and creates places that are not welcoming for people walking and cycling. Freight consolidation and cycle freight will help to address these issues and contribute to delivery of our vision.

This policy will ensure that freight consolidations requirements are considered and that opportunities to link freight consolidation centres and new developments from the outset are realised.

It may also be possible to establish rural consolidation centres to reduce the number of vehicles directly accessing rural towns and villages. This will deliver air quality improvements, as well as helping to protect the rural environment of Oxfordshire.

What are the benefits for people in Oxfordshire?

Both freight consolidation and cycle freight will help us to reduce the number of LGVs. This will help us to create safe, attractive environments where a wide range of people choose to walk and cycle. It will also reduce congestion and improve resident's health and wellbeing by reducing noise and air pollution.

Freight consolidation will also deliver benefits to freight operators by improving efficiency. This will reduce costs, supporting the local economy, businesses and jobs. Similarly, cycle freight could also deliver benefits to local businesses through improved journey time reliability and reduced costs.

[97] http://www.pedalandpost.co.uk/

Policy 50 – We will:

a. Promote freight consolidation and cycle freight as our priorities for the last mile movement of goods.
b. Support a range of additional measures to improve the safety of last mile goods movement and encourage uptake of zero-emission vehicles.

Regional connectivity and cross-boundary working

Having outlined our policies for discouraging unnecessary individual private vehicle use and encouraging walking, cycling, public and shared transport, the final two chapters consider the principles for how we will deliver these measures.

The first of these, is considering regional connectivity and working with the cross-boundary partners outlined in the Oxfordshire context chapter. It is important that we consider how we work with these partners to deliver improvements that support our vision.

This chapter is also important because transport is not confined by county boundaries and we recognise that residents travel to surrounding counties for work and leisure and residents from neighbouring areas travel into Oxfordshire. Working with partners will help to improve travel choices and journey experiences for these residents.

What do we mean by regional strategy and cross-boundary working?
Regional strategy considers similar themes to local policies and strategies but gives greater focus to where solutions to transport issues can benefit from shared approaches or best practice.

Strategies that are linked to typically longer travel flows, can be more suited to being considered at a regional scale. Such strategies can include freight, rail and longer-distance coach/ bus travel.

Cross-boundary working refers to the relationships developed between neighbouring local highway and unitary authorities to achieve joint ambitions or to collaborate, including in the context of our duty to cooperate obligations. It also frequently involves those organisations and partnerships who work at a regional scale e.g. England's Economic Heartland (EEH) sub-national transport body and OxCam Arc.

Cross-boundary working can also involve infrastructure providers such as National Highways and Network Rail whose transport networks invariably cross many administrative boundaries.

As well as strategy development, these organisations and partnerships develop detailed evidence base work and studies that are very relevant to Oxfordshire and delivery of the LTCP policies. For example, EEH are developing connectivity studies and National Highways are developing Route Strategies which will influence the LTCP area and corridor strategies.

Why does Oxfordshire County Council champion partnership working?
Oxfordshire County Council recognises the value and benefits of cultivating good working relationships with surrounding local authorities, regional/ sub-national and statutory bodies. These benefits include:

- More efficient and effective use of resources.
- A single voice to funding bodies creating a unified and stronger message.

- Local and regional issues can be understood together, ensuring greater compatibility in the development of policies and projects.

When working with neighbouring authorities, sub-national transport bodies, infrastructure providers and statutory bodies, there will be a particular focus on the LTCP policy commitments and our objectives to reduce private car use and deliver a net-zero transport system.

Policy 51 – We will:

a. Commit to working collaboratively with sub-national transport bodies and other relevant partnerships and will seek to influence regional work being led by Network Rail and National Highways on the development of the rail, road, public transport and active travel networks. Our collaboration will be guided by relevant policies included in the LTCP.
b. Continue to work with neighbouring authorities to improve walking, cycling, public and shared transport connectivity in cross-boundary locations to support the needs of those local communities affected.

Local connectivity

Local connectivity is a key aspect of many everyday lives. The ease of journeys, choices available and experience of travelling all affect health, wellbeing and equality in the county.

The policies outlined in the LTCP have been identified to help to address these issues and improve local connectivity, whilst creating a healthier and more attractive Oxfordshire.

However, in addition to the high level policies outlined in the LTCP, we recognise that there is a need to create more detailed plans for specific towns, road corridors and areas. These strategies will be the main way in which the LTCP policies are developed into specific scheme proposals.

Area transport strategies
As noted in the LTP4 review section, a set of area and route strategies were published in support of LTP4. A summary of the progress made on delivering these strategies since their adoption is available in Appendix 1.

Our review of the LTP4 area and corridor strategies has identified the need for them be redeveloped. The primary reasons for this are to consider changes since LTP4 such as changes to population and the changing priorities outlined in the LTCP. Our proposed approach to development of the LTCP area and corridor strategies is outlined in the following policies.

Why is this policy needed?
The LTCP area strategies will outline how the LTCP vision and outcomes are delivered in locations across the county. They will create more detailed plans that can be used to guide future scheme development, funding bids, responses to planning applications, developer contributions and will support and enable sustainable growth.

We anticipate that the policies in the LTCP will form a ‘toolkit’ for the area transport strategies. The area transport strategies will reflect the LTCP priorities and provide an indication of how LTCP policies might be applied in different geographic areas. Where developed, LCWIPs will be incorporated into area strategies to identify walking and cycling schemes.

We are seeking to increase the geographic coverage of the area strategies through a blending of geographic scopes. This will be achieved through a tiered approach, with some strategies covering broader areas in less detail.

The LTCP area strategies will be produced as a ‘part 2’ in 2022. This will allow more time to develop the detail and will allow for the area strategies to better fit with:

- Oxfordshire Plan 2050
- Local Plan development
- EEH Regional Connectivity Studies

The proposed LTCP area strategies are:

- **Central Oxfordshire Travel Strategy** – including Oxford, Kidlington, Eynsham, Botley, Cumnor, Kennington and Wheatley.
- **Cherwell Area Strategy** – including urban focus areas of Banbury, Bicester and Heyford and surrounding villages.
- **South Oxfordshire and Vale of White Horse Area Strategy** – including urban focus areas of Didcot, Henley, Wallingford, Wantage, Abingdon, Thame and Faringdon.
- **West Oxfordshire Area Strategy** – including urban focus areas of Chipping Norton, Woodstock and surrounding parishes, Carterton and Witney.

What are the benefits for people in Oxfordshire?

Producing updated area transport strategies will outline how the LTCP policies are delivered across the county. The area transport strategies will put our transport user hierarchy into practice and deliver schemes that consider human health first. This will improve walking, cycling public and shared transport infrastructure and help us to create healthy communities across Oxfordshire.

Policy 52 – We will develop and deliver area transport strategies that align with the LTCP vision and translate the LTCP policies into schemes for use in bidding, funding and developer negotiations.

Transport corridor strategies

In terms of road links, the county relies heavily on the A34 for internal trips which carries up to 70,000 vehicles per day. However, there are several other key road links for local connectivity including the A40, A420, A41, A44 and A4074.

Identifying improvements to these corridors that align with the LTCP, will address inter-urban journeys and link the area transport strategies together as part of an integrated countywide transport network. They will also help to improve regional connectivity, building on the connectivity studies being conducted by EEH.

Why is this policy needed?

As with the area transport strategies, there is a need to develop more detailed strategies for key transport corridors to outline how the LTCP will be delivered in practice.

We recognise that journeys in Oxfordshire are mixed, with movement both within and between towns. It is therefore necessary to consider how we can improve journeys on key corridors between towns.

Previously, approaches to key transport corridors have largely been focused on the motorised vehicles. Therefore, we need to consider how our approach needs to change in the context of the LTCP to promote walking, cycling, public and shared transport, whilst acknowledging the rural nature of the county.

What are the benefits for people in Oxfordshire?

Producing updated transport corridor strategies will help to deliver the LTCP in practice and deliver many of the benefits described elsewhere in this document. This includes improving facilities for walking and cycling and increasing the attractiveness

of public transport on key corridors to improve health, wellbeing, journey time reliability and reduce transport's impact on the environment.

Policy 53 – We will produce transport corridor strategies that align with the LTCP vision and translate the LTCP policies into schemes for use in bidding, funding and developer contributions. Strategies will be developed for:

a. A40
b. A420
c. A41
d. A44
e. A4074
f. M40/A34

Rural journeys

As highlighted in the challenges section, Oxfordshire is the most rural county in the south east with 2.6 people per hectare compared with the regions average of 4.8 people per hectare. 40% of the population live in smaller towns and villages[98].

Existing transport patterns show that in rural villages, the car and van are used significantly more than other modes of transport. In 2016 to 2017 they accounted for 76% of trips, compared to 53% in urban locations[99]. Tailored solutions to account for this are required.

Furthermore, the Office for National Statistics projects that from 2016 to 2041 over 80% of population growth will be within the over-65 age group, with those in the over-85 age category almost doubling in the same period.

When we consider that almost 50% of over 80s are unable to travel easily to their nearest supermarket[100] and that much growth will be in rural areas and peri-urban areas by necessity, this issue is likely to worsen. This further highlights the need for specific consideration of rural journeys.

We recognise that eliminating car journeys is not realistic for rural residents where there are not sustainable alternatives at present. However, we have highlighted throughout the document how the policies in the LTCP will be tailored to support rural communities to reduce car use. This will help to improve rural travel options as well as delivering the benefits for health and wellbeing described elsewhere.

This policy provides a summary of those key approaches recognising the need for a targeted approach to rural connectivity issues.

[98] https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/bulletins/annualmidyearpopulationestimates/mid2017
[99] Government Office for Sciences, A time of unprecedented change in the transport system, January 2019
[100] Holley-Moore and Creighton, 2015

Why is this policy needed?

We have summarised below which LTCP policies will be central to addressing the challenges facing rural residents.

Poorer provision of and access to digital connectivity

- *Digital infrastructure and 5G policies* – These policies seek to expand digital connectivity across the county and will enable rural residents to work, shop and access services such as GP appointments from home.

Reduction and removal of public transport services

- *Bus strategy* – The principles outlined in the bus strategy policy will apply across the county. The policy outlines we will work to improve bus services in rural areas including consideration of flexible services where relevant.
- *Community transport* – Working with local communities to develop community transport solutions will help to tackle isolation, improve connectivity and provide a transport option in rural areas without a traditional bus service.
- *Mobility hubs* – We are supportive of and will explore the development of rural mobility hubs to improve connectivity. The types of facilities we expect at rural hubs are summarised in appendix 4.

Fewer dedicated walking and cycling routes

- *Local Cycling and Walking Infrastructure Plans* – We will support rural areas and smaller settlements to develop their own walking and cycling plans.
- *Strategic Active Travel Network* – The SATN will identify inter-town routes and provide us with a strategic approach to planning walking and cycling interventions in rural areas.
- *Public Rights of Way* – We will work to protect, expand and improve the Public Rights of Way network.
- *Greenways* – Many Public Rights of Way in Oxfordshire are in our rural areas. Developing these into high quality multi-user routes will help to improve walking and cycling routes in rural areas.

Fewer local facilities and services, increasing the need to travel

- *20-minute neighbourhoods* – The 20-minute neighbourhood approach can be tailored to rural areas. This includes:
    - Developing our market towns as 20-minute neighbourhoods.
    - Improving walking and cycling connectivity between small villages so that a range of services are accessible locally. Measures such as the SATN, Greenways and Slow Ways can help to achieve this.
    - Look at providing access to a frequent public transport route or mobility hub within 20 minutes.
- *Digital infrastructure and 5G policies* – Will support people to access services from home, as outlined previously.
- *Zero Emission Vehicles* – As part of work to develop a long term ZEV infrastructure strategy we will consider ways to support rural residents so that when travel is required it can be done so in a zero-carbon way.
- *Car clubs* – We will work to encourage zero emission shared cars and car clubs in rural areas, smaller towns and villages to encourage reduced car ownership and fewer trips.

Roads that are less intensively managed than urban and main roads

- *Asset management* – With adoption of the LTCP we are updating our approach to asset management.

Public rights of way that could be better connected and managed

- *Strategic Active Travel Network, Public Rights of Way and Greenways* – As highlighted previously, these policies will help us to plan for, improve and better connect public rights of way in rural areas.

Older average population with different mobility needs

- *Healthy Streets Approach and Health Impact Assessment* – These are applicable in both rural and urban areas. Embedding them into our guidance and decision making will ensure future work in rural areas considers different mobility needs and health inequalities.
- *Connected and Autonomous Vehicles (CAV)* – Supporting the deployment of CAV's will help to improve the future accessibility of older people in rural areas.

What are the benefits for people in Oxfordshire?

By delivering tailored solutions in rural areas we can encourage and increase the use of walking, cycling, public and shared transport modes. This will ensure we are delivering the vision across the county and that everyone is receiving the health benefits of physical activity and clean air.

It will also help to improve connectivity in rural areas, providing more choice for everyday journeys, as well as tackling isolation and inequalities.

Policy 54 – We will work with partners and stakeholders to develop tailored solutions for our smaller market towns and rural areas that reduce through traffic, improve connectivity, accessibility, and contribute to delivery of our transport vision.

Policy summary table

The table in this section provides a summary of the policies introduced in the previous chapters, how they align with our key themes and which will contribute to decarbonisation.

Policy	Environment	Health	Healthy Place Shaping	Productivity	Connectivity	Inclusivity	Decarbonisation
Walking and cycling							
Transport user hierarchy							
Cycling and walking network							
LCWIPs							
Strategic Active Travel Network							
Public rights of way							
Greenways							
Community activation							
Healthy place shaping							
Healthy Streets Approach							
Health Impact Assessment							
Safe streets							
Travel to school and work							
Guidance for new developments							
20-minute neighbourhoods							
Integrated planning							
Road safety							
Vision zero							
20mph zones							
Equestrians							
Public transport							
Bus strategy							
Community transport							
Park and Ride							
Rail strategy							
Multi-modal travel							
Mobility Hubs							
Digital connectivity							
Digital infrastructure							
5G							
Remote Working							
Environment, carbon and air quality							
Embodied carbon							
Clean air / Zero Emission							

Zones							
Zero emission vehicles							
Green Infrastructure							
Network, parking and congestion management							
Network management							
Asset management							
Parking management							
Parking enforcement							
Demand management							
Road schemes							
Smart infrastructure							
Innovation							
Passenger micromobility							
Car clubs							
Connected and Autonomous Vehicles							
Unmanned Aerial Vehicles							
Living Lab							
Innovation framework							
Data							
Data							
Modelling							
Monitoring							
Freight and logistics							
Freight and logistics strategy							
Long distance movement							
Local movement							
Last mile movement							
Regional connectivity and cross-boundary working							
Regional connectivity and cross-boundary working							
Local connectivity							
Area transport strategies							
Transport corridor strategies							
Rural journeys							

Funding and implementation

The LTCP outlines a clear vision to deliver a net-zero Oxfordshire transport system that enables the county to thrive whilst protecting the environment and making Oxfordshire a better place to live for all residents.

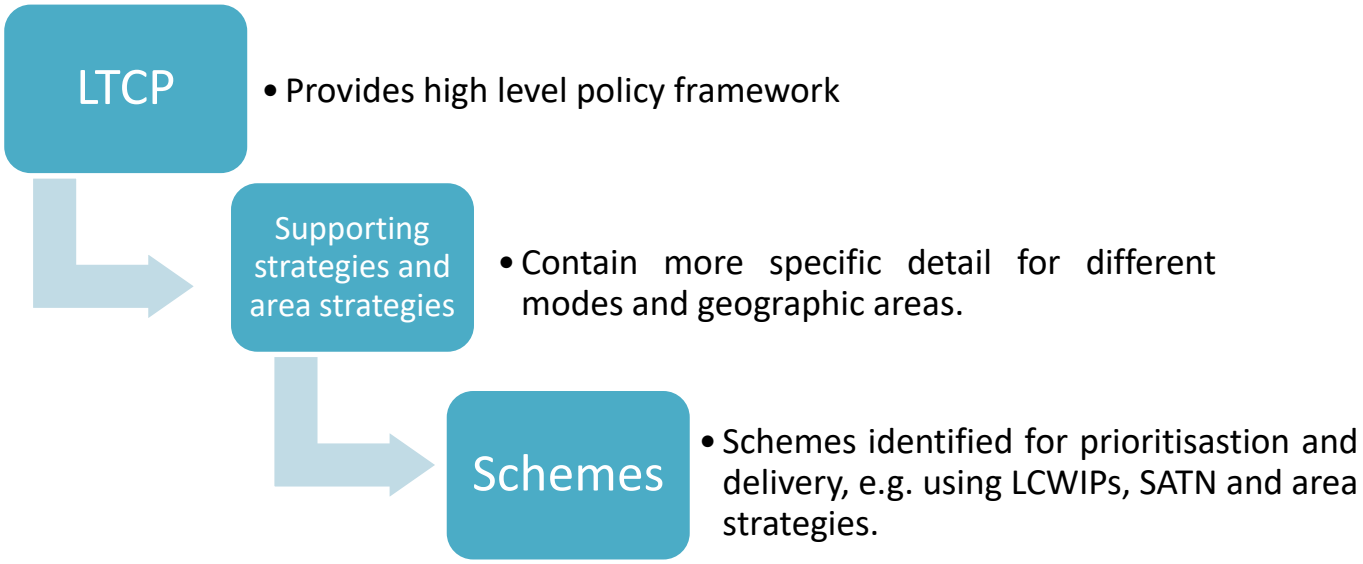
As outlined throughout the document, we plan to achieve this by reducing the need to travel, discouraging unnecessary individual private vehicle and making walking, cycling, public and shared transport the natural first choice. The policies included in the LTCP are the tools that we believe are necessary to achieve this.

This chapter of the LTCP builds on the local connectivity chapter to outline how we will deliver the policies and overall vision. This includes identifying potential funding sources and timescales.

Policy to scheme process
The LTCP provides the high level policy framework to guide future work on transport in the county. Many of these policies will ultimately be delivered as transport schemes.

The supporting strategies and area transport strategies will reflect the LTCP priorities and provide an indication of how LTCP policies might be applied in different geographic areas. These will then be used to create more detailed plans and identify specific schemes.

Some schemes will then be assessed via the Oxfordshire Infrastructure Strategy framework. This will ensure proposals are meeting broader council policy and help with prioritisation. They will then progress through the development pipeline as suitable funding arises and be included in relevant strategies such as local plans and their associated infrastructure delivery plans.



Implementation
The LTCP will be delivered in a number of ways. This includes physical infrastructure improvements and the creation of new infrastructure. However, the LTCP will also be delivered through the planning process and other means. An overview of all delivery processes is outlined in this section.

Delivery of physical infrastructure and services
In order to deliver some policies in the LTCP there will need to be new and improved services and infrastructure. These improvements will be funded in a range of ways. Further detail about funding is provided later in this chapter.

Influencing development
Working closely with the district councils there is an opportunity to shape the Oxfordshire Plan 2050. The Oxfordshire Plan 2050 will contain policies about where housing is allowed and how developments are built. Embedding LTCP policies such as 20-minute neighbourhoods, will help to shape these developments from the outset and contribute to delivery of the vision.

The county council also responds to planning applications and negotiates with developers regarding contributions. The transport user hierarchy policy will guide how the county council addresses these situations. In this way, walking and cycling will be prioritised, and new developments will contribute to delivery of the LTCP.

Council decision making processes
The LTCP will also be implemented by changes to the county council's guidance and decision making processes. Application of the transport user hierarchy and Healthy Streets approach will guide how the county council approach transport. This shift will prioritise walking and cycling and ensure that all decision making is contributing to delivery of the LTCP.

As outlined in policy 11, we will make Health Impact Assessments a requirement for future schemes. This will further help to deliver the LTCP policies by ensuring consideration of human health.

Incorporation with other highway works
Wherever possible we seek to incorporate walking and cycling or other improvements when doing road maintenance work. Coordinating these improvements will help to deliver some of the small scale physical improvements required to deliver the LTCP.

Funding
Many of the policies identified in the LTCP will require funding to deliver. However, councils no longer receive funding directly to spend on transport improvements and we do not currently have funding for all of the proposals identified. We will therefore work hard to identify alternative funding sources to enable delivery of the LTCP. Key potential funding sources are outlined below.

Funding bids

From time to time, there are opportunities to submit bids to specific grant funding opportunities. These funding opportunities come from a range of sources including central government and the DfT.

With tightening local authority budgets, these opportunities are particularly valuable, allowing us to carry out work no longer affordable from Council budgets. We will seek to bid for every suitable opportunity.

Case Study - Active Travel Fund

The Department for Transport's Active Travel Fund supports plans to reallocate road space to cyclists and pedestrians and create an environment that is safer for walking and cycling.

The fund has so far been allocated in 2 phases. Oxfordshire County Council submitted and successfully received, over £3 million in funding from our phase 1 and 2 submissions. This has led to the delivery of a range of walking and cycling schemes across the county. Further details can be found on the Active Travel Fund page on our website.

In August 2021, we submitted a bold funding bid containing over £21 million of schemes to the third round of the Active Travel Grant.

Developer contributions

Developers either contribute towards improvements to mitigate their transport impacts either through direct legal agreements or carry out works themselves under S278 Agreements with the Council.

In some situations, a Community Infrastructure Levy is also payable to the district or city council, and the County Council may be able to agree with the relevant authority to use some of those funds for transport schemes.

Through this it is possible for developers to deliver infrastructure, provide for new or extended bus services or contribute towards larger schemes. We will continue to work with developers to secure contributions which help to deliver the LTCP.

Partnership working

Funding or delivery opportunities may also be available to our partners such as the Local Enterprise Partnership (LEP), district and city councils. We will continue to work with these partners to take account of the various funding sources available.

There may also be funding opportunities available through neighbouring local authorities. We will seek to work strategically with other local authorities, where applicable, to secure and develop further funding opportunities.

Demand management

We are proposing several demand management measures including the workplace parking levy and zero emission zone. Further CAZs or ZEZs will also be considered. These measures will provide a funding stream which could be used to deliver other transport schemes outlined in the LTCP.

Operator / private sector investment

Some improvements may also be funded by operator or private sector investment. For example, the bus operators of Stagecoach and Go-Ahead Group contributed £43.7m towards the Zero Emission Bus Regional Areas (ZEBRA) scheme.

Similarly, business parks and large employers may contribute towards the establishment or subsidisation of services in their local area. We will continue to work with these partners to consider potential funding sources.

Monitoring

Monitoring of the LTCP is important for us to track progress and ensure we are on track to deliver the vision. Monitoring will also help to inform future decision making by assessing the performance of schemes and the benefits they deliver.

In order to monitor the LTCP we have identified a set of key performance indicators (KPIs). An initial set of proposed measurables was included in the LTCP vision document. Feedback on these has been used to create the KPIs in this chapter.

As outlined in the monitoring policy, we will also work to create a tool which allows for the monitoring of individual housing developments and transport schemes to help to inform our understanding.

We intend to review the LTCP on an annual basis. As part of this, we will publish monitoring reports to demonstrate progress on delivering the LTCP, progress made against the headline targets and performance against the KPIs. This process will ensure that we are delivering the level of change required. Monitoring of KPIs will take into account the impacts of population growth.

We have not identified specific targets for all of the KPI's. Instead, all policies and schemes are working towards delivery of our headline targets and mode specific targets in supporting strategies. The KPIs will help to provide more detail and identify potential areas for further work. As part of the review process, we will assess the effectiveness of the KPIs and look at other ways of reviewing data.

Key Performance Indicators

Focus area	KPI
Transport emissions	Road transport emissions (Mt CO2)
Walking and cycling	Percentage of residents walking / cycling
	Number of walking / cycling trips
Physical activity	Percentage of adults / children meeting physical activity recommendations
Healthy Place Shaping	Healthy Streets score improvements
	20 minute neighbourhood index improvements
Road safety	Total number of KSI
	Number of KSI per mode
Public transport	Number of bus passenger journeys
	Number of rail passenger journeys (rail station entries and exits)
	Number of park and ride passenger journeys
Digital connectivity	Percentage of premises with superfast broadband
	Percentage of premises with full fibre broadband
Air quality	Transport emissions in Oxfordshire
	Years of healthy life lost due to air pollution
Private car	Car vehicle miles in Oxfordshire
	Number of car trips

	Number of registered battery electric vehicles
	Car ownership
Road highways maintenance condition	Percentage of roads in good/fair/poor condition
	Percentage of pavements and cycleways in good/fair/poor condition.

Glossary

A

Areas of Outstanding Natural Beauty (AONB): A designated exceptional landscape whose distinctive character and natural beauty are precious enough to be safeguarded in the national interest[101].

Automatic number plate recognition (ANPR): Technology that reads vehicle registration plates.

B

Battery Electric Vehicles (BEVs): A vehicle that uses an electric motor with energy stored in rechargeable battery packs.

C

Clean Air Zones (CAZs): An area where vehicles with higher tailpipe pollutant emissions are restricted or charged for access**.**

Community Safety Assessment (CSA): Assess the potential impact of schemes on community safety.

Connected and Autonomous Vehicle (CAV): Vehicles equipped to exchange information with surrounding environment and can operate in a mode which is not being controlled by an individual[102].

COVID-19: An infectious disease caused by a newly discovered coronavirus. Responsible for a global pandemic in 2020-21.

D

Demand responsive transport (DRT): A flexible mode of transportation that adapts to the demands of its user groups[103].

Department for Transport (DfT): The government department responsible for the English transport network.

E

Electric bike (e-bike): Bicycles with a battery-powered assist.

Electric scooter (e-scooters): Motorised stand up scooter with an electric motor.

[101] https://landscapesforlife.org.uk/
[102] Automated and Electric Vehicles Act 2018
[103] Interreg Europe: Demand Responsive Transport

Electric vehicle (EV): A vehicle that uses an electric motor for propulsion, comprising BEV's, as well as plug-in hybrid electric vehicles that have an attached petrol or diesel engine to power the battery engine.

England's Economic Heartland (EEH): Partnership authority group, which functions as a non-statutory sub-national transport body.

Equalities Impact Assessment (EqIA): Process designed to ensure that a policy, project or scheme does not unlawfully discriminate against any protected characteristic.

F

Hydrogen Fuel-Cell Vehicles (FCEV): Electric vehicles with a hydrogen fuel cell system instead of a battery pack.

Future Oxfordshire Partnership: A joint committee of the six councils of Oxfordshire together with key strategic partners.

G

Green infrastructure (GI): A network of multi-functional green space and other green features, urban and rural, which can deliver quality of life and environmental benefits.

Gross Domestic Product (GDP): Monetary measure of the market value of all the final goods and services produced in a specific time period.

H

Habitats Regulation Assessment (HRA): Refers to the several distinct stages of Assessment which must be undertaken to determine if a plan or project may affect the protected features of a habitats site[104].

Health Impact Assessment (HIA): Practical approach used to judge the potential health effects of a policy, programme or project on a population[105].

Heavy Goods Vehicles (HGV's): Commercial trucks that feature a gross combination mass of over 3500kg.

Hydrogen Fuel-Cell Vehicles (FCEV): Electric vehicles with a hydrogen fuel cell system instead of a battery pack.

I

Innovation Hub (iHUB): Oxfordshire County Council's innovation team.

[104] https://www.gov.uk/guidance/appropriate-assessment
[105] https://www.who.int/health-topics/health-impact-assessment#tab=tab_1

Integrated Sustainability Appraisal (ISA): Assessment that combines the SEA, HIA, EqIA, CSA and HRA processes.

Internal combustion engine (ICE): Vehicle that is powered using a traditional petrol or diesel engine.

Internet of Things (IoT): System of interrelated, internet-connected objects that are able to collect and transfer data over a wireless network without human intervention[106].

K

Key performance indicators (KPI's): A quantifiable measure of performance over time for a specific objective.

Killed or Seriously Injured (KSI): Standard metric used to measure road safety.

L

Light Goods Vehicles (LGV): Commercial trucks that feature a gross combination mass of under 3500kg.

Local Cycling and Walking Infrastructure Plans (LCWIPs): Strategic policy documents that identify improvements to active travel infrastructure at the local level.

Local Enterprise Partnership (LEP): Voluntary partnerships between local authorities and businesses.

Local Industrial Strategy (LIS): Documents that aim to increase regional economic productivity.

Local Transport and Connectivity Plan (LTCP): Oxfordshire County Council's new Local Transport Plan.

Local Transport Plan 4 (LTP4): Oxfordshire County Council's previous Local Transport Plan (2015-2031).

Low Traffic Neighbourhood (LTN): Residential areas where through motor traffic is prevented by traffic filters, whist still allowing access for cycling and other forms of micromobility.

M

Mobility as a Service (MaaS): The integration of various forms of transport services into a single mobility service accessible on demand[107].

N

[106] https://www.aeris.com/in/what-is-iot/
[107] https://maas-alliance.eu/homepage/what-is-maas/

National Nature Reserves (NNRs): Established to protect important habitats, species and geology, and to provide 'outdoor laboratories' for research.

New Roads and Streetworks Act (NRSWA): Provides a legislative framework for street works by contractors and works for road purposes.

O

Oxfordshire County Council (OCC): The county council for Oxfordshire.

Office of Rail and Road (ORR): The independent safety and economic regulator for Britain's railways and monitor of National Highways[108].

OUH Trust: Oxford University Hospitals NHS Foundation Trust

Oxford to Cambridge Arc (OxCam Arc): The Oxford to Cambridge Arc has been identified by the Government as a national economic priority. The Arc is formed of five ceremonial counties: Oxfordshire, Northamptonshire, Buckinghamshire, Bedfordshire and Cambridgeshire.

Oxfordshire Electric Vehicle Infrastructure Strategy (OEVIS): Strategy jointly produced by the Oxfordshire councils which sets out the policies and plans to realise our vision for EV charging in Oxfordshire.

Oxfordshire Knowledge Spine: Key north-south corridor that covers Bicester, Oxford and Science Vale.

Oxfordshire Mobility Model (OMM): The new strategic transport model for Oxfordshire.

Oxfordshire Rail Corridor Study (ORCS): Rail study that was funded and progressed as a partnership between the Department for Transport, local stakeholders and the rail industry.

Oxfordshire Strategic Model (OSM): The previous strategic transport model for Oxfordshire.

P

Park and Ride (P&R): Parking facilities with public transport connections that are located outside of city/town centres.

Public Rights of Way (ProW): Network of routes where public use is legally protected.

S

[108] https://www.gov.uk/government/organisations/office-of-rail-and-road

S106 Agreements: A section of the town and country planning act that allows local authorities to enter into a legally-binding agreement or planning obligation with a landowner as part of the granting of planning permission.

S278 Agreements: A section of the Highways Act that allows developers to enter into a legal agreement with the council to make permanent alterations or improvements to a public highway, as part of a planning approval.

Strategic Active Travel Network (SATN): Oxfordshire County Council project aimed at providing a county-wide approach to walking and cycling connectivity.

Strategic Environmental Assessment (SEA): Assessment that aims to ensure environmental and other sustainability aspects are considered effectively in policy making.

Strategic Road Network (SRN): Roads managed by National Highways comprising motorways and some A roads.

Sustainable drainage systems (SuDS): Designed to manage stormwater locally (as close its source as possible), to mimic natural drainage and encourage its infiltration, attenuation and passive treatment[109].

T

Transport Systems Catapult (TSC): One of eleven elite technology and innovation centers established and overseen by the UK's innovation agency, Innovate UK. Now known as the Connected Places Catapult.

U

Ultra-Low Emission Zone (ULEZ): The charging low emission zone in central London.

Unmanned Aerial Vehicles' (UAV): Remote-controlled aircraft or small aerial devices which do not have an on-board pilot.

Z

Zero Emission Vehicles (ZEV): A vehicle which emits 0g of carbon dioxide from the tailpipe per kilometre travelled.

Zero Emission Zones (ZEZs): An area where all vehicles except those with zero tailpipe emissions are restricted or charged.

[109] https://www.local.gov.uk/topics/severe-weather/flooding/sustainable-drainage-systems#:~:text=Sustainable%20drainage%20systems%20(SuDS)%20are,infiltration%2C%20attenuation%20and%20passive%20treatment.&text=With%20this%20in%20mind%2C%20the,SuDS%20should%20always%20be%20considered.

Appendix 1 – LTP4 review

Witney Area Strategy

Policy	Published Text	2022 Update / Context / Situation
N/A	This Area Strategy is being developed alongside the emerging West Oxfordshire Local Plan. Growth proposals from the WODC Pre-submission Draft Local Plan 2011-2031 (March 2015) comprise 3,700 new homes in the Witney sub area by 2031. Three Strategic Development Areas are identified: 1,000 homes at West Witney, 400 at East Witney and 1000 homes at North Witney.	West Oxfordshire Local Plan was adopted in 2018. Comprise 4,702 new homes in the Witney sub area by 2031. Update to the Strategic Development Areas are identified: 450 at East Witney and 1400 homes at North Witney.
Policy WIT 1	An all-movement at-grade junction on the A40 at Downs Road, related to the West Witney strategic housing and employment site to provide a new access to the A40 for businesses and residents to the west of the town;	An all-movement at-grade junction on the A40 at Downs Road was completed as part of the West Witney Strategic Housing and Employment development site in August 2018.
	West-facing slip roads at A40 Shores Green junction and improvements to the B4022 Oxford Hill junction with Jubilee Way and Cogges Hill Road to be delivered by housing development at East Witney. Complementary measures in the surrounding rural area may also be sought to support this scheme.	A40 Shores Green West Facing Slips - Growth Deal Scheme Years 2 to 5. During 2021 the preferred option was identified and consulted upon.
	A feasibility and viability assessment of West End Link Road 2 (WEL2), a new road bridge crossing the River Windrush.	No change.
Policy WIT 2	Re-designating the A4095 via Jubilee Way, Oxford Hill, A40, Ducklington Lane and Thorney Leys so through traffic travels around the edge of the town rather than through it;	No change.
	Implementing schemes to deter through traffic from using Bridge Street and the Woodstock Road.	No change.
	Improving the environment in the town centre by reducing congestion, and enhancing the Air Quality Management and Conservation Areas.	No change.
	Discouraging undesirable routing of traffic by improving directional signs.	No change.
Policy WIT 3	Protecting the line of the Shores Green Slip Roads and promoting its safeguarding in the Local Plan.	No change.
	Continuing to safeguard land for the proposed West End Link stage 2 pending adoption of the WODC Local Plan.	West Oxfordshire Local Plan was adopted in 2018 and safeguards the land for West End Link stage 2.

	Ensuring development at North Witney is served by a Northern Distributor Road running from Woodstock Road to Hailey Road.	No change.
Policy WIT 4	Improving the frequency of bus services by using pump priming funding from new developments: i. Between Witney to Oxford; including City Centre, Oxford rail station, hospitals and Oxford Brookes University; ii. Between Woodstock and Burford via Hanborough rail station and Witney; iii. Between Witney's main residential and employment areas;	No change.
	Implementing measures to reduce delays to bus services i. through Witney particularly along Corn Street, Market Place, Bridge Street and Newland; ii. joining the A40 eastbound at B4044 Shores Green	No change.
	Improving the environment and quality of bus stops along these routes, pedestrian and cycle paths to them and the facilities available such as cycle parking.	No change.
Policy WIT 5	Providing a cycle premium route between Witney and Carterton, as part of the B4477 improvement scheme.	No change.
	Seeking funding from new development sites to ensure they are served by high quality walking and cycling routes to access off-site amenities.	No change.
	Conducting walking and cycling network assessment studies/Cyclability Audits to: a) Develop a network of high quality, continuous cross town cycle routes linking residential and employment areas; b) Improving local cycle routes from residential areas to schools; c) Improving conditions and infrastructure for pedestrians and cyclists in Bridge Street, the town centre and Station Lane areas.	No change.
Policy WIT 6	Secure strategic transport infrastructure contributions from all new development based on the contribution rate per dwelling or per m2 for non-residential developments.	No change.
Policy WIT 7	Secure strategic public transport service and infrastructure contributions based on the contribution rate per dwelling or per m2 for non-residential developments	No change.

*Policy WIT6 was previously removed as it was the A40 Science Transit 2 Policy which is now contained in the A40 Route Strategy chapter

Carterton Area Strategy

Policy	Published Text	2022 Update / Context / Situation
N/A	This Area Strategy is being developed alongside the emerging West Oxfordshire Local Plan. Growth proposals from the WODC Pre-submission Draft Local Plan 2011-2031 (March 2015) comprise 2,600 new homes by 2031 in the Carterton sub area.	West Oxfordshire Local Plan was adopted in 2018. Comprise 2,680 new homes in the Carterton sub area by 2031.
Policy CA1	Improve the B4477 between Carterton and A40 at Minster Lovell, which includes provision of cycle premium route, and upgrade from B classification road to A classification.	No change.
	Promote west facing slip roads at A40/B4477 Minster Lovell junction	No change.
	Continue to work with RAF Brize Norton to establish the implications of Programme Gateway on the existing transport network.	No change.
Policy CA2	Improving the frequency of bus services between Carterton, Witney and Oxford; including City Centre, Oxford rail station, hospitals and Oxford Brookes University;	No change.
	Providing bus stops close to the RAF Main Gate;	No change.
	Improving the environment and quality of bus stops along these routes, pedestrian and cycle paths to them and the facilities available such as cycle parking.	No change.
Policy CA3	A high quality cycleway from the employment and residential areas in the north and east of the town to Carterton town centre via Brize Norton Road;	No change.
	High quality cycle links from the west of the town to the town centre;	No change.
	Establishing a network of high quality local cycle routes throughout Carterton;	No change.
	Work with RAF Brize Norton to improve traffic flow for all modes at RAF Brize Norton's Main Gate including pedestrian and cycle routes;	No change.
	Support for the redevelopment of Ministry of Defence housing stock within Carterton to provide excellent pedestrian access throughout the redeveloped site and clear pedestrian links to facilities across the town, including, where financially practical, the removal of the Upavon Way pedestrian subway;	No change.
	Providing a high quality cycle premium route between Carterton and Witney as part of the B4477 improvement scheme; and	No change.
	Seeking funding from new development sites to ensure they are served by high quality walking and cycling routes to off-site amenities	No change.
Policy CA4	Reduce queuing traffic and improve the environment in the town centre;	No change.
	Discourage undesirable routing of traffic by improving directional signs and traffic calming	No change.

	measures.	
Policy CA5	Secure strategic transport infrastructure contributions from all new development based on the contribution rate per dwelling or per m2 for non-residential developments.	No change.
Policy CA6	Secure strategic public transport service and infrastructure contributions based on the contribution rate per dwelling or per m2 for non-residential developments.	No change.

A40 Corridor Strategy

Policy / Section	Published Text	2022 Update / Context / Situation
Paragraph 5	The A40 strategies are being developed alongside the emerging West Oxfordshire Local Plan. Growth proposals from the WODC Pre-submission Draft Local Plan 2011-2031 (March 2015) comprise provision of at least 10,500 homes between 2011 and 2031.	The WODC Local Plan was adopted in 2018 and committed at least 15,950 homes between 2011 and 2031.
Paragraph 6	Following the Examination in Public (EiP) of West Oxfordshire's Local Plan in 2015 the District are considering options to increasing the level of housing growth, as recommended by the Inspector. These proposals will be considered within the context of transport schemes for the A40.	Following the Examination in Public (EiP) of West Oxfordshire's Local Plan in 2015 the district did increase the level of housing growth across the district, as identified in the adopted West Oxfordshire's Local Plan 2018.
Paragraph 7	Following the publication of the Oxfordshire Strategic Housing Market Assessment (SHMA), which identified a need for 28,000 new homes for Oxford within the period 2011-31, the Oxfordshire councils have agreed a working assumption of 15,000 homes as the scale of Oxford's unmet need to be planned outside the city.	The SHMA led to an allocation of Oxford's unmet housing need being allocated in the West Oxfordshire Local Plan 2018.
Paragraph 8	Two strategies are outlined below for the A40. The first, A40 Science Transit 2, will deliver a package of schemes providing short term relief to the A40 by 2021. These improvements are unlikely to wholly resolve the current capacity issues on A40. Therefore a long term strategy for improving the A40 is currently being developed.	Two strategies have now been adopted by the council the A40 Science Transit 2 package (funded from Local Growth Fund) and the A40 Smart Corridor (funded from Housing Infrastructure fund) and referenced in the WODC Local Plan 2018.
Paragraph 10	In the short term we have been provisionally awarded £35 million from the Government's Local Growth Fund for public transport improvements in the A40 corridor for delivery between 2019 and 2021.	A40 Science Transit funded by the LGF time frames have been revised to align with the A40 Smart Corridor Project from 2021 to 2024
Policy A40	A Park and Ride car park on the A40 corridor at a location to be determined through the county council's Park & Ride study, due to be published in spring 2016;	A Park and Ride car park on the northside of the A40, west of Cuckoo Lane corridor has been identified.
Policy A40	Junction improvements along the A40 corridor between Witney bypass and Eynsham roundabout, including bus priority on the approach to Swinford Toll bridge;	Superseded by A40 Smart Corridor; and bus priority on the approach to Swinford Toll bridge has been dropped as it is not feasible.

POLICY A40	The County Council has secured City Deal funding to improve Wolvercote roundabout and Cutteslowe roundabouts in north Oxford (to be completed winter 2016).	City Deal funding was used to improve Wolvercote and Cutteslowe roundabouts in 2016.
Paragraph 14	Some funding has also been secured for a new link road between the A40 and A44, which will provide improved access from west Oxfordshire to the A44 & A34, avoiding Wolvercote roundabout.	Funding reallocated to other projects.
Investing in the A40 - Long Term Strategy	The Council has committed to investigate in detail a combined scheme for further feasibility comprising a package of measures: i) a dual-carriageway from Witney to a park and ride at Eynsham ii) bus lanes in both directions along the A40 from a park and ride at Eynsham to the Duke's Cut canal bridge approaching Wolvercote roundabout iii) provision of high quality cycleways along the length of the route.	Package of measures revised to: i. A dual-carriageway from Witney to a park and ride at Eynsham; ii. Bus lanes in both directions along the A40 from a park and ride at Eynsham to the Duke's Cut; canal bridge approaching Wolvercote roundabout iii. Bus priority eastbound at Duke's Cut canal bridge; iv. Provision of high quality cycleways along the length of the route.
Figure 2: Investing in the A40 corridor long term strategy.	See figure.	In addition – we anticipate the strategic development sites to provide additional infrastructure to this strategy, namely the Salt Cross Western Roundabout Access, and the Cuckoo Lane walking and cycling underpass between Saltcross and Eynsham. Both have a significant impact on how the A40 functions going forward.

Banbury Area Strategy

Policy	Published Text	2022 Update / Context / Situation
BAN1	Promotion of Bankside.	Chicanes have been removed. Full strategy review will consider the role of various roads in the town.
	Traffic management along A361 the South Bar Street/ Horsefair corridor.	Removed from current strategy but will need to be reconsidered in the strategy review.
	Bridge Street/ Cherwell Street eastern corridor improvements.	No change.
	Bloxham Road (A361)/ South Bar Street improvements.	No change.
	Provision of A361 Bloxham Road to A4260 Oxford Road Spine Road.	Eastern end is now in place.
	Relief to Hennef Way – north-facing slip roads off Southam Road.	No change.
	Hennef Way/ Southam Road improvements.	No change.
	Hennef Way/ Concord Avenue improvements.	No change.
	Hennef Way/ Ermont Way improvements.	No change.

	Ermont Way/ Middleton Road improvements.	No change.
	Increasing the capacity of junctions along Warwick Road (B4100).	Consultants currently working to investigate.
	Bloxham Road (A361) junction with Queensway and Springfield Avenue improvements.	These junctions are currently being looked at, along with complementary measures in other parts of Easington.
	A361 Southam Road junction with Castle Street and Warwick Road improvements.	Currently being delivered.
	Provision of a link road east of M40 Junction 11 (Overthorpe Road to A422).	Developers are looking to deliver the road.
	Investigating the impact of; (i) a link road crossing from Tramway Road to Higham Way, (ii) a link road from Chalker Way at central M40 site to Bankside (crossing either the railway, river and/or canal), (iii) a south east link road	Option (i) was assessed and removed as not deliverable. The South East Link Road and other options still remain ambitions.
	Reviewing the highway signage on routes into the town centre to sign north-south through-traffic away from sensitive areas of the town centre and promote appropriate route choices at key decision-making junctions.	No change.
	A car park review and improvements, and provision of car park matrix signs.	No change.
BAN2	Promoting a bus route serving Bretch Hill>Banbury Town Centre>Rail Station (at Higham Way)>Thorpe Way>Wildmere Road>Banbury Gateway Retail Park. This scheme will explore the option of opening a bus-only route from Alma Road to Thorpe Way in order to provide bus journeys direct to the employment site. New bus stops will be introduced along the route.	Initial attempt failed as didn't have a solution in Thorpe Way but remains a key route to achieve.
	Undertaking feasibility work into the costs and benefits of routing buses through the pedestrianised town centre.	No change.
	Conducting, in line with the Banbury Masterplan, a comprehensive review of bus interchange facilities including the functionality of the bus station.	No change.
	Conducting, in partnership with bus operators, a comprehensive review of town wide bus services to identify short, medium- and long-term route changes (including any infrastructure requirements) to provide direct commercial bus routes from residential areas, via the town centre to the employment areas.	No change.
	Identifying suitable routes into and through the town centre.	No change.
	Opening Tramway Road as an access for cars into and out of the station car park and access to the Canalside development.	Delivering through Growth Deal.
	Exploring opening Station Approach to through bus services via Tramway Road.	Delivering through Growth Deal.
	Developing inter-urban services through enhancement of existing bus services or new services.	No change.
	Seeking funding from new development sites to ensure they are served by high quality commercial public transport services.	No change.

BAN3	We will work with our strategic partners to develop Banbury Station as a transport interchange. This is likely to involve re-designing the station forecourt to create an interchange that will feature a taxi rank; better cycle access and facilities (including secure cycle storage); an improved route to the station for people on foot, and improved public realm giving a sense of arrival.	Supported through funding for cycle racks and some improvements through Tramway scheme.
	We will improve walking, cycling and public transport links to the station in order to meet future demand and to better connect the station to the town.	LCWIP, access to stations work and Wayfinding project will help to deliver improvements.
	Increase the variety of bus services passing the rail station, including exploring opportunities to route buses via Higham Way, and from Tramway Road to Station Approach.	This will be delivered through the Tramway, Bankside improvements and Salt Way link road.
	We will seek to maximise the opportunities national rail electrification proposals could bring to improving the transport networks, particularly at Bridge Street and around the rail station.	No change.
BAN4	Seek funding from new development sites to ensure they are served by high quality walking and cycling routes to off-site amenities.	A number of s278 schemes delivered.
	Conduct walking and cycling network assessment studies and prioritise improvements to deficiencies in the networks.	Town centre walking audit completed 2018; LCWIP being carried out at the moment.
	As identified in the Cherwell Local Plan 2011-2031 (part one) seek new pedestrian and cycle bridges, as part of the Canalside development, crossing the Oxford Canal and River Cherwell which will connect the rail station to the town centre.	One delivered by Longford Park; another secured through development on Canalside; on-going work to deliver the rest.
BAN5	This policy supports delivery of the Sustainable Transport Strategy.	N/A.
	We will seek mitigation from the impact of High Speed 2 (HS2) construction traffic across North Cherwell and Banbury.	Mitigation delivered at Wardington and Junction 11
BAN6	Oxfordshire County Council is working towards establishing a strategic Transport Contribution rate for developer funding, which will be adopted in a future update of this strategy.	No change.

Science Vale Area Strategy

Policy	Published Text	2022 Update / Context / Situation
SV 1.1	Delivering access and journey reliability improvements at Milton Interchange. To improve capacity, relieve congestion and accommodate additional traffic from planned development.	A ‘hamburger’ link was delivered under the A34, with widening across the roundabout, which opened in May 2015. The updated area strategy will consider further improvements at Milton Interchange given the significant growth planned for the area.

SV 1.2	Delivering north-facing slips at Chilton Interchange to provide a full movement junction. To enable more direct access to and from Harwell Campus from the A34, helping to attract investment.	The scheme was delivered and open to the public in November 2016. The updated area strategy will consider further improvements at Milton Interchange given the significant growth planned for the area.
SV 1.3	Delivering south-facing slips and investigating the provision of a new Park & Ride and bus priority measures at Lodge Hill Interchange, Abingdon. The provision of a full movement interchange will improve capacity and accommodate additional traffic from potential future development. A new Park & Ride will enable more trips into Oxford to be made by bus and alleviate congestion on Oxford's approach roads.	Funding has been awarded via Homes England along with S106 contributions in Abingdon to deliver the scheme. The scheme is currently in the design phase. The Lodge Hill Park & Ride is awaiting evaluation and review to establish commercial viability before a business case can be put together for this scheme.
SV 1.4	Developing Didcot Parkway station into a 'state-of-the-art' multi-modal interchange, to meet demand from new development and improved rail services. This includes a multi-storey car park, station access from the north, grade separation and a new station building.	The multi-storey car park was officially opened July 2019 and the cycle hub opened March 2021. We continue to work with the Didcot Garden Town team, further consideration will also be given to this policy in the updated Local Transport and Connectivity Plan once completed.
SV 1.5	Working with Network Rail and other partners to support the overhead electrification of the Great Western Mainline.	Electrification was delivered by end of 2017.
SV 1.6	Providing clear signage across Science Vale and establishing a clear hierarchy of routes to assist with way finding for all modes of transport.	This is being reviewed as part of several schemes in the area.
SV 1.7	Promoting the provision of a station at Grove, working with partners as part of a wider proposal to improve rail connectivity with Didcot and neighbouring areas, such as Swindon and Bristol, and in the longer term with East-West Rail to Milton Keynes.	On-going. Grove station identified as a potential infrastructure intervention in the Oxfordshire Rail Corridor Study (ORCS).
SV 1.8	Promoting an improved level of rail service at Didcot Parkway, seeking a minimum of four trains per hour to Oxford and Bicester, and securing future direct services to Birmingham and Heathrow airports as new rail infrastructure comes forward.	On-going. The ORCS has been completed to identify opportunities to enhance rail usage. The Oxford Phase 2 works have been identified as the critical next step to delivering the 2024 ambitions. A portfolio of interventions is required to deliver the 2028 ambitions, some of which can be associated with individual service enhancements, but the majority represent a comprehensive system upgrade between Oxford North Junction and Didcot.
SV 1.9	Promoting greater presence, accessibility and an improved level of rail service at Culham Station. To improve accessibility for the local area and Culham Science Centre and to encourage further business investment.	Ongoing. Supporting growth in seven Oxfordshire hubs by improving inter-connectivity is a key theme of the ORCS. The hubs identified include Culham.
SV 1.10	Promoting an improved and fully integrated public transport system with bus priority measures, linking Science Vale with innovation hubs and research locations in Oxford, in accordance with Science Transit and the Oxfordshire Bus Strategy.	On-going.

SV 1.11	Promoting the efficient transport of freight, using the most suitable routes as outlined in Oxfordshire's Freight Strategy and Oxfordshire Lorry Routes map.	On-going and to be picked up in the freight strategy part of LTCP.
SV 2.1	Delivering cycle route upgrades and maintenance on the existing network. This includes the provision of new routes, new substantial infrastructure (including bridges), branded signs and marketing measures to provide a high quality, safe and attractive network.	See cycle update below.
SV 2.2	Securing new strategic bus services and associated infrastructure between major residential sites at Didcot, Wantage & Grove, Wallingford, Abingdon, town centres / retail and the employment sites at Milton Park, Harwell Campus, Culham Science Centre, and Oxford. A minimum of two buses per hour during the morning/evening peak travel periods is required to provide a credible level of service.	On-going.
SV 2.3	Securing improvements to existing bus services and associated infrastructure between Oxford, Didcot, Wantage & Grove, Abingdon, Wallingford and employment sites in Science Vale.	On-going.
SV 2.4	Strengthening public transport links from Didcot Parkway through improved bus connections, including segregated priority sections of route, to improve bus reliability and journey times. Bus priority measures will be investigated on the A4130 from Science Bridge into Didcot, through the Valley Park development site located to the west of Didcot; and between Wantage & Grove, Milton Park and Didcot via Steventon.	On-going.
SV 2.5	Delivering the Wantage Eastern Link Road to support developments in Wantage and Grove and provide relief to central Wantage.	Wantage Eastern Link Road (WELR) is currently in the design stage and is currently estimated to be constructed by the end of 2022, however exact timescales are still being confirmed with the contractors. The various phases of WELR are being funded by money collected from Growth Deal, Homes England Marginal Viability Housing Infrastructure Fund and S106 contributions from developments in the vicinity of Wantage and Grove.
SV 2.6	Delivering Science Bridge and widening of A4130 to provide relief to Manor Bridge and support/enable development in the area including Didcot A, NE Didcot, Valley Park and NW Valley Park.	The infrastructure proposed in this policy is being delivered as part of the Housing Infrastructure Fund (HIF) project. The project is estimated to be completed by 2024.
SV 2.7	Completing the A4130 Didcot Northern Perimeter Road part 3 (NPR3), to relieve congestion on local roads, and to improve access to Didcot from the east. Supports and enables Ladygrove East development.	NPR3 is in the preliminary design phase. This scheme is linked to the delivery of the Ladygrove East housing allocation. Exact timing for delivery is still being considered.
SV 2.8	Delivering Harwell Link Road section 1 (B4493 to A417) and Harwell Link Road section 2 (Hagbourne Hill) to improve access and connections to Harwell Campus and Didcot, reduce congestion on the local network, and protect villages from unnecessary through traffic. Supports and enables Valley Park development.	Harwell Link Road was completed and opened for use on 29th March 2018. The Hagbourne Hill scheme was completed in July 2016.

SV 2.9	Improving Harwell Campus entrance to facilitate additional trips into/out of the site (at the three main entrances on the A4185) and supplement the improved Chilton Interchange.	The Thomson Avenue entrance was completed in August 2020. There are no immediate plans for upgrades to Fermi Avenue and Curie Avenue. The requirement for mitigation at these junctions will be continually reviewed through transport assessments for subsequent growth at Harwell Campus and through continued liaison with the campus.
SV 2.10	Delivering improvements along the A417 corridor to address congestion, safety and the conflict between the volume of traffic, east-west travel, and access to the villages along this route. Elements of the strategy include junction improvements, bus stop infrastructure, footpath and cycleway improvements and speed limit reviews.	No change - the updated area strategy will consider this further.
SV 2.11	Delivering improvements at Steventon traffic lights at the A4130 / B4017 junction and improvements to Featherbed Lane. To remove the 'bottle-neck' and improve journey times to the A34, Milton Park, other Didcot employment sites and to Wantage & Grove.	Parts of Featherbed Lane were widened in 2015. Oxfordshire County Council are currently at optioneering stage and are appraising potential interventions for Featherbed Lane and associated junctions (including Rowstock roundabout). Preferred options are to be identified within an Options Assessment Report due for completion in March 2022.
SV 2.12	Reducing congestion at Rowstock roundabout through measures to increase capacity of the junction.	See above.
SV 2.13	Delivering improved Access to Culham Science Centre (CSC) Phase 1 (new road from CSC entrance to the B4015 north of Clifton Hampden) to improve connectivity between Science Vale and the Eastern Arc of Oxford and direct access to CSC.	The infrastructure proposed in this policy is being delivered as part of the HIF project. The project is estimated to completed by 2024.
SV 2.14	Promoting schemes to provide relief to villages within Science Vale which are affected by high levels of through traffic.	No change - the updated area strategy will consider this further.
SV 2.15	Providing improvements to the A4130 between Didcot and Wallingford to reflect the volume of trips between the two towns. The ability to move reliably and safely along this corridor is important, particularly in helping to support planned employment growth in Science Vale.	No change - the updated area strategy will consider this further. Some S106 monies have been taken towards a scheme in this area.
SV 2.16	Delivering improved Access to Culham Science Centre (CSC) Phase 2 - new river crossing (between Didcot and CSC) to improve connectivity between Science Vale and the Eastern Arc of Oxford and direct access to CSC. This scheme also increases capacity for north/south movements across southern Oxfordshire and reduces pressure on the A34, whilst increasing network resilience across the Thames floodplain.	The infrastructure proposed in this policy is being delivered as part of HIF project. The project is estimated to completed by 2024.
SV 2.17	Delivering capacity improvements on the B4015 between Access to Culham Phase 1 and the A4074 to improve connectivity between Science Vale and the Eastern Arc of	The upgrading of this route is part of the scope of the optioneering exercise for the Golden Balls roundabout, this study is due to be

	Oxford.	commissioned late summer/early autumn 2021 and will take approximately 12 months to complete.
SV 2.18	Delivering capacity improvements at the Golden Balls Roundabout (junction of A4074 and B4015) to improve connectivity between Science Vale and the Eastern Arc of Oxford.	The optioneering exercise for the Golden Balls roundabout is due to be commissioned late summer/early autumn 2021 and will take approximately 12 months to complete.
SV 2.19	Delivering capacity improvements on the A4047 north of Golden Balls roundabout to improve connectivity between Science Vale and the Eastern Arc of Oxford.	The optioneering exercise for the Golden Balls roundabout is due to be commissioned late summer/early autumn 2021 and will take approximately 12 months to complete. The study will look at the need for bus priority measures north of the Golden Balls roundabout and consider the impacts of traffic growth along this corridor.
SV 2.20	Promoting capacity improvements to the A338 /A415 Frilford lights junction to improve accessibility between Wantage, Grove and Oxford.	The optioneering commenced in March 2021 and is due to conclude in April 2022. This optioneering exercise will consider all potential means of addressing the capacity issues at Frilford junction and the air quality issues within the Marcham AQMA.
SV 2.22	Providing new and substantially upgraded strategic cycle routes to Milton Park, Harwell Campus and Culham Science Centre through the Science Vale cycle strategy	See Cycle Strategy updates below.
SV 2.23	Securing safe and attractive walking and cycling routes as part of planning for new developments.	See Cycle Strategy updates below.
SV 2.24	Establishing links from new development to Public Rights of Way.	On-going.
SV 2.25	Establishing a bus route between Grove, Wantage, Milton Park and Didcot.	X36 linking Grove, Wantage, Milton Park and Didcot launched in January 2021.
SV 2.26	Promoting improved sustainable access to Culham Science Centre through enhanced bus connections and improved cycle routes to Abingdon and Didcot.	See Cycle Strategy updates below.
SV 3.1	Ensuring appropriate bus access, infrastructure and service patterns to complement plans for new development and suitably serve key destinations in Didcot town centre including Didcot Parkway station, the Orchard Centre and Broadway.	On-going.
SV 3.2	Securing the delivery of capacity improvements at Jubilee Way roundabout, to improve access to the town centre and support the on-going vitality of the Orchard Centre.	Jubilee Way roundabout now forms part of Didcot Central Corridor (DCC) scheme, therefore please see update below. This a standalone scheme will be removed from the updated strategy.
SV 3.3	Central Didcot Transport Corridors (Jubilee Way to Science Bridge and the Broadway) to transform the transport corridors through central Didcot, prioritising space for public transport, cyclists and pedestrians, address pinch point junctions and improve linkages between new development sites, the rail station and the town centre.	The DCC project is at the start of the procurement stage to commission a consultant to produce a placemaking strategy and options appraisal report for the project. The scope of this work has been widened to include a larger area for consideration.

SV 3.4	Pedestrian and cycle network enhancements providing improved routes with better signage to the town centre and Didcot Parkway together with better facilities at employment and residential sites, to encourage the use of sustainable, active modes of travel.	See below for cycling update. Better signage / wayfinding will be covered for certain routes in Didcot as part of the Didcot Central Corridor project.
SV 3.5	Promoting and delivering the Didcot Garden Town Green Corridors, we will work with the District councils to deliver green corridor routes for pedestrians and cyclists between the urban areas of Didcot and the surrounding countryside.	On-going.
SV 3.6	Promoting a strategic approach to planning for parking in Didcot to identify an appropriate balance of parking provision in the town and at the rail station to support town centre vitality.	On-going. Parking in the town centre will be picked up as part of the DCC study.
SV 4.1	Safeguarding and protecting the ability to provide a Southern Didcot road to relieve the B4493, southern residential roads and the town centre if significant additional development is allocated to the south of the town in the future.	Position to be reviewed in Area Strategy updates and with the District Council's Joint Local Plan work.
SV 4.2	Safeguarding and protecting the ability to provide a South Abingdon road if significant additional development is allocated to the south of the town in the future. This will provide a direct link from west Abingdon to the A415 to the east and relieve congestion in Abingdon town centre.	Position to be reviewed in Area Strategy updates and with the District Council's Joint Local Plan work.
SV 4.3	Safeguarding and protecting the ability to provide a Wantage Western Link Road if there is substantial additional development in west Wantage. This would complete the perimeter route for Wantage and provide relief to key roads within the town.	Position to be reviewed in Area Strategy updates and with the District Council's Joint Local Plan work.
SV 4.4	Safeguarding and protecting the ability to provide a station at Grove	Position to be reviewed in Area Strategy updates and with the District Council's Joint Local Plan work.
SV 4.5	Safeguarding and protecting the ability to provide A34 - Milton Park north facing slips if additional significant development comes forward in the Didcot area. This will provide a direct link between the A34 and Milton Park for traffic travelling to/from the north.	Position to be reviewed in Area Strategy updates and with the District Council's Joint Local Plan work.
SV 4.6	Safeguarding and protecting the ability to provide a Marcham bypass this may be required to help mitigate the Air Quality Management Area declared in Marcham village.	Position to be reviewed in Area Strategy updates and with the District Council's Joint Local Plan work. Further optioneering work is underway and this will inform what scheme comes forward.
SV 5.1	Secure strategic transport infrastructure contributions (including cycle schemes) from all new development based on the contribution rate per dwelling or per m2 for non-residential developments.	On-going.
SV 5.2	Secure strategic public transport service contributions for new or improved public transport services as well as bus stop infrastructure to support sustainable development.	On-going.

Science Vale Cycle Network	Our vision is for a world-class cycle network enabling users to make safe, efficient, connected journeys by bike." "Our ambition is to raise the status of cycling in the Science Vale area through the provision of innovative and high quality cycling facilities comparable with those found in the cycling countries of continental Europe, supporting the growth and investment being made in Science Vale.	See below for updates on specific routes within the Science Vale cycle network. The updated strategy will look again at the area and be formally known as the Science Vale Active Travel Network (SVATN) phase 2 and be expanded to take account of the additional allocated growth in the area (within SODC's Local Plan).
Science Vale Cycle Network - Route 1	Wantage to Harwell Campus.	This route (approx. 5000m) from West Lockinge, through Ardington Village to Hungerford Road, West Hendred is now completed as of December 2020 and allows cyclists traveling from Wantage to Harwell Campus to avoid the main roads of A417 and A4185. The rest of the route will be investigated as part of the SVATN stage 2 work.
Science Vale Cycle Network - Route 2	Wantage to Milton Park.	Steventon to Milton Park which forms part of this route, also known as the Cinder track, land has been safeguarded but landowner negotiations need to be undertaken. The route will be investigated as part of the SVATN stage 2 work.
Science Vale Cycle Network - Route 3	Abingdon to Milton Park.	3B1 (North Peep-O-Day-Lane) was opened on 24th April 2020, 3B2 (South Peep-O-Day Lane) was opened on 15th June 2020. Routes 3C and 3D have been delivered and include Improvements to an off-road section between Milton Park and Sutton Courtenay (3D) and signage improvements along Drayton Road, Brook Street, High Street and Milton Road (3C).
Science Vale Cycle Network - Route 4	Abingdon to Harwell Campus.	The route will be investigated as part of the SVATN stage 2 work.
Science Vale Cycle Network - Route 5	Didcot to Harwell Campus.	Route 5G has been delivered and includes a new stepped cycle track (approx. 900m) along Wantage Road, between Didcot Community Hospital and the B4493 Wantage Road Roundabout being constructed by Taylor Wimpey. The rest of the route will be investigated as part of the SVATN stage 2 work.
Science Vale Cycle Network	Didcot to Milton Park.	Routes 6A and 6B have been delivered and include street lighting along north side of Milton Road, Didcot, speed limit reduction to 40mph

- Route 6		and new traffic signals/speed limit signs. 6B includes conversion of the footway on the East side of Foxhall Road into a shared-use pedestrian/cycling facility. The rest of the route will be investigated as part of the SVATN stage 2 work.
Science Vale Cycle Network - Route 7	Abingdon/Oxford to Culham Science Centre.	Route 7A and 7C were delivered by December 2020 and include Improvements to existing off-road tracks along Abbey Meadows and Barton Fields. The rest of the route will be investigated as part of the SVATN stage 2 work.
Science Vale Cycle Network - Route 8	Didcot to Culham Science Centre.	Route 8G1 was delivered on the 5th November and include a new ramped cycle bypass lanes at two build-outs on the High Street in Long Wittenham (at the Red Barn and at No 35 High Street). The rest of the route will be investigated as part of the SVATN stage 2 work.
Science Vale Cycle Network - Route 9	Grove to Wantage.	The route will be investigated as part of a Local Cycling and Walking Infrastructure Plan (LCWIP) for Wantage and Grove.
Science Vale Cycle Network - Route 10	Didcot to Wallingford.	The route will be investigated as part of the SVATN stage 2 work.
Science Vale Cycle Network – not numbered	Steventon to Milton Park.	See Wantage to Milton Park above.
	Chilton to West Ilsley A34 Junction.	No change. The rest of the route will be investigated as part of the SVATN stage 2 work.
	Backhill Lane Tunnel.	Backhill Lane Tunnel was opened in November 2017.
	Berinsfield to Oxford.	The rest of the route will be investigated as part of the SVATN stage 2 work/ County strategic cycle routes work.
	Culham Village to Abingdon.	See Route 7 (Abingdon to Culham science Centre) above.

	A417 Cycle Path.	The route will be investigated as part of the SVATN stage 2 work.
	Didcot Station to Power Station Roundabout.	The Didcot LCWIP will look at potential options here.
	Cow Lane Underpass, Didcot.	The Didcot LCWIP will look at potential options here.
	Wantage Town Routes.	The Wantage and Grove LCWIP will look at potential options here.
	Other Towns and Local Schemes.	The routes will be investigated as part of the SVATN stage 2 work.
	Didcot – A Mini-Holland?	The Didcot LCWIP will look at potential options here.

Oxford Transport Strategy

Policy	Published Text	2022 Update / Context / Situation
MaaS Transit	Page 9 - Proposed Network - "In combination with work on the Oxfordshire Science Transit and Oxfordshire Bus Strategy, the Oxford Transport Strategy (OTS) helps to define the strategic transit network for the County (shown in the schematic plan). With Oxford as the central hub, the network will improve transport links within and beyond Oxfordshire; improve access for residents; and increase the connectivity to locations of major growth."	City & District Councils' Local Plans include new housing & employment allocations including Oxford unmet need sites. Network plans to be reviewed in light of this.
		Bus Service Improvement Plan (BSIP) required by October 2021, with Enhanced Partnership Plan to become effective from April 2022. Network plans to be reviewed in light of this.
	Page 13 - The future of Park & Ride - "Future housing and employment growth within Oxfordshire is set to further exacerbate congestion on the A34, the outer ring-road and other corridors that feed into the city, unless traffic can be captured before it reaches them. The expansion of the current city-edge Park & Ride sites to meet forecast levels of demand would add substantially to traffic levels on already congested routes. New outer Park & Ride sites are therefore proposed for the following corridors....."	Oxford Park & Ride study, which identified sites for outer P&R, was completed in 2016. The strategy needs updating to take into account adopted City & District Local Plans, and associated housing allocations, expansion of Seacourt Park & Ride, & potential longer term impacts of COVID-19 on travel demand & working from home as well as major behaviour change programmes in Oxford (Core Schemes & Zero Emission Zone), for example.
		Planning application for Eynsham Park & Ride now approved, with construction expected to start in early 2022 & end late summer 2024.
	Page 14 - Corridor prioritisation - "RT and buses will be prioritised to enable smooth, fast and reliable progress through: segregation (e.g. bus lanes); selective vehicle detection and prioritisation at traffic signals; traffic reduction; traffic management (e.g. queue relocation); and removal of obstacles such as loading and parking bays....."	Several corridor studies have been completed, or are underway, to consider the design of facilities for cycling and walking as well as bus services. These include radial & orbital routes within the city, such as Abingdon Road, the B4495, Banbury Road, Botley Road, Iffley Road,

		Woodstock Road, & approaches to Oxford including A44, A4165 & B480. Botley Road improvements (Phase 1) are already underway with scheme completion expected by May 2022. Funding, via the Oxfordshire Growth Deal, has also been secured for designing improvements on Banbury Road & Woodstock Road, including implementation on Woodstock Road. Core Scheme proposals allow for reconsideration of how highway space is redistributed and prioritised, given a low traffic environment.
		A40 'integrated bus lane' construction expected to be completed by March 2024 subject to gaining planning permission.
	Page 10 - Oxford Station Masterplan - "The City and County Councils and Network Rail have produced a joint master plan for Oxford Station (shown right). The master plan provides a bold vision and implementation strategy for the comprehensive redevelopment and improvement of the station...."	Adopted Supplementary Planning Document (SPD) for Oxford Station is being updated with the Oxford Station Masterplan at options development stage. A public consultation is currently programmed to launch in December 2021 / January 2022.
	Page 10 - Cowley Branch Line - "The Cowley branch line is currently used only for transporting freight by BMW. However, the line's proximity to the new and expanding employment area of the southern Eastern Arc, suggests that it could play a key role in future increased transportation of both freight and passengers...."	The Oxfordshire Rail Corridor published in June 2021; assesses the impact of planned growth in jobs and housing on Oxfordshire's rail system and identifies the role that rail can play to support the delivery of that growth. The Cowley Brach Line is within the scope of the study.
Walking and cycling	Page 21 - Enhancing the cycle network - "Cycle route enhancements are needed to provide safe and direct access to employment, educational and commercial destinations, but also to extend coverage across residential areas. Achieving this will require a combination of high quality routes providing access to key destinations, better cycle parking and other measures which make cycling easier and more attractive for short and medium-distance trips....We propose a network based on a hierarchy of Cycle Super Routes and Premium Routes (shown in the figure opposite) and Connector Routes linking major origins and destinations"	Several corridor studies have been completed, or are underway, to consider the design of facilities for cycling and walking as well as bus services. These include radial & orbital routes within the city, such as Abingdon Road, the B4495, Banbury Road, Botley Road, Iffley Road, Woodstock Road, & approaches to Oxford including A44, A4165 & B480. Botley Road improvements (Phase 1) are already underway with scheme completion expected by May 2022. Funding, via the Oxfordshire Growth Deal, has also been secured for designing improvements on Banbury Road & Woodstock Road, including implementation on Woodstock Road. Core Scheme proposals allow for reconsideration of how highway space is redistributed and prioritised, given a low traffic environment.
		The Oxford Local Cycling & Walking Infrastructure Plan (LCWIP), adopted by the county council in 2020, sets out a programme & specific measures to bring about a much more developed cycling and walking network for Oxford. In updating the OTS the Oxford LCWIP needs to be taken into account.
		Various schemes including Low Traffic Neighbourhoods, Quietway's & Quickways being introduced in Oxford, & funded by the Department for Transport's Active Travel Fund, to reallocate road space to cyclists and

		pedestrians and create an environment that is safer for walking and cycling.
		Several schemes have been introduced, or are underway, to improve & develop off-road quieter cycle routes in Oxford, including towpath & waterway upgrades, to provide alternatives to the main road network.
	Page 24 - Encouraging walking - "There is a need for major improvements to public realm and 'sense of place' in the city centre. In the short term, the pedestrianisation of George Street and Queen Street, as well as public realm improvements to St Giles, Magdalen Street and Frideswide Square will greatly improve the quality of public place within the city centre. By 2025, the establishment of the city periphery transit terminals and traffic control measures will allow Park End Street, New Road, Castle Street and Norfolk Street to become an extension of the low trafficked central core and will provide an almost uninterrupted walking route from the station to the centre. In the longer term, the ambitions for shifting bus movements underground will allow for more radical public realm improvements on High Street and St Aldates where opportunities are currently limited due to their key role as the only access to the centre from the east."	Pedestrianisation of city centre streets is dependent on effective traffic reduction which is already being investigated as part of the Core Scheme proposals, and to a lesser extent, the Zero Emission Zone (ZEZ). The strategy for city centre movement, including public realm, needs to be updated & further developed taking into account these proposals and their expected traffic reduction benefits. The county & city councils commissioned the City Centre Movement & Public Realm Strategy in 2018, which puts forward options for traffic movement and the public realm in Oxford city centre.
Managing Traffic & Travel Demand	Page 18 - Zero Emission Zone - "Through the application of a Traffic Regulation Condition, Oxford city centre is already a Low Emission Zone and operators have made great efforts in delivering vehicles which met Euro V emission standards, and are working on introducing even cleaner technologies in the near future. However, the ambition of the OTS is to start a city centre zero-emission zone for all vehicles by 2020, with the zone being gradually expanded over time as the required infrastructure and technology develops. This will support objectives to improve air quality and targets to reduce emissions from vehicles."	A final Zero Emission Zone (ZEZ) Pilot scheme was approved by the county & city councils in March 2021, with implementation expected later 2021. A wider ZEZ, covering most of Oxford city centre, is also planned subject to the outcomes of further technical work & consultation. The ZEZ will be enforced via an emissions-based local charging scheme.
		A "Euro VI" Low Emission Zone for local buses was agreed in 2019. This was due to come into effect in December 2020 but was delayed because of COVID-19. It may now be superseded by the Zero Emission Bus Regional Areas (ZEBRA) scheme if successful.
		In response to the climate emergency the county council has published its declaration '*Climate Action for a Thriving Oxfordshire*' setting out a commitment to be a zero-carbon organisation by 2030, and fully playing its part in creating a zero-carbon Oxfordshire. This includes publication of its Climate Action Framework. Oxford City Council's Air Quality Action Plan 2021-25 (approved by city Cabinet on 20 January 2020), which amongst other things, includes a local target to reduce nitrogen dioxide concentrations to 30 µg/m3 (significantly lower than the current legal limit value of 40 µg/m3) by 2025. Oxford City Council's Net Zero Action Plan (March 2021) sets out a net zero-carbon city by 2040 or earlier.

		The government released its Decarbonisation Plan in July 2021.
	Page 28 - Workplace Parking Levy - "...within Oxford it is proposed, subject to further work and consultation, that a city-wide Workplace parking levy (WPL) is introduced."	The Core Schemes, which include proposals for a workplace parking levy & traffic filters in Oxford city, was published in October 2019. Implementation is expected from 2023, subject to the outcomes of further technical work & consultation.
	Page 29 - Traffic Filters - "....it is proposed that traffic levels are reduced in the longer term by placing further restrictions on through traffic (whilst allowing unimpeded bus movements) by implementing access controls. These restriction points could be full or part-time closures – similar to the existing bus gates – or road user charging points."	
	Page 28 - Controlled Parking Zones - "Growth in the city, coupled with demand management measures – in particular WPL – will mean further expansion of Controlled Parking Zones (CPZs) is required in the city to ensure that parking is not just displaced to residential streets. Large parts of the city are already covered by CPZs and where these have been implemented they have been extremely successful in removing commuter parking. Further work will be required to understand where additional CPZs are needed along with consultation with local residents. Over time is likely that the majority of streets in the city will be covered by parking restrictions."	The Oxford Controlled Parking Zone (CPZ) programme was approved by the county's Cabinet Member for Environment in June 2019. Several CPZ schemes have since been introduced with a further 5 schemes planned for late 2021 or early 2022, subject to the outcomes of formal consultation.
	Page 30 - Freight/Deliveries - "Demand forecasting for 2031 indicates that around 2,500 HGV trips will be made to, from and within the city between 8am and 6pm per day, over a third of which would occur during the morning peak hour. To reduce the impact of freight on congestion, noise and air quality, the following measures will be developed: delivery & Servicing Plans; construction Logistics Plans; out of hours deliveries; freight will be expected to comply with increasing emissions requirements; local consolidation points; and freight consolidation centres for business, retail and construction."	Freight & deliveries in Oxford city centre will need to be reviewed, including consideration of freight consolidation, in light of Core Scheme & the Zero Emission Zone proposals. This will also need to take account of COVID-19 impacts & increasing use of the internet to access services and for purchasing goods etc.
	Page 27 - Highway Capacity Improvements - "The existing policy of improving the key ring road interchanges is consistent with the proposal to remove trips from the 'inner ring road' (the B4495) and other inner city routes. This will be continued in the short-term with the schemes at Cutteslowe and Wolvercote Roundabouts; whilst longer term plans at the A34 Botley and Peartree interchanges are being considered by National Highways, along with Intelligent Transport Systems (ITS) such as Variable Message Signs and variable speed limits to be applied along the A34 corridor. The proposed ring road improvements are shown on the plan opposite."	Upgrades to Cutteslowe & Wolvercote Roundabouts were completed in 2016.
		National Highways is in the early stages of exploring opportunities to reduce congestion and improve safety on the A34 between the M4 and M40. Peartree Interchange sustainable transport improvements are being bought forward through the Oxfordshire Growth Deal.

Appendix 2 - Health Impact Assessment of infrastructure schemes checklist

As outlined in policy 12, we are proposing to expand the use of Health Impact Assessments (HIAs). This checklist has been designed to support HIAs. It provides questions to consider when assessing a proposal. The questions are not exhaustive, and not all questions will be of relevance to all proposals.

These questions are included in an assessment tool which will be shared with relevant stakeholders for use at different stages of scheme development. The assessment should be undertaken as early as possible in the development process so that potential health gains can be maximised and any negative impacts mitigated.

When assessing schemes using the tool, schemes are scored from -1 to +4:

- -1 = Makes current situation worse
- 0 = No change to current situation, out of the scheme's control or not relevant
- 1 = Slight improvement
- 2 = Notable improvement
- 3 = Drastic improvement
- 4 = Gold standard

Where a full HIA is to be conducted, the scope should be agreed with the County Council public health team and be informed by local guidance on use of HIAs.

Checklist questions

Key requirements and principles of LTN 1/20	
Direct	Routes provide the shortest and fastest way of travelling from place to place and getting to the site.
	Cycle routes flow, feeling direct and logical.
	Access control measures, such as chicane barriers and dismount signs, are not used.
Safe	**Cyclists** are physically separated and protected from high volume motor traffic.
	Pedestrians are physically separated and protected from high volume motor traffic.
	There is a high level of safety **between active travel modes** (i.e. pedestrians and cyclists can coexist safely and with adequate space).
	The scheme area is perceived to be safe from a personal safety perspective e.g. crime.
Comfortable	Cycle infrastructure should be accessible to everyone, taking into account all age groups, disabilities etc.
	Routes are monitored and maintained to a high standard.
	Surfaces must be hard, smooth, level, durable, permeable and safe in all weathers.
	Schemes must be easy and comfortable to ride.
Attractive	Environment should be attractive and stimulating.
	Environment should be free from litter and vandalism.

Coherent	People must be able to reach their destinations easily.
	Schemes must be legible, understandable and easy to navigate.
	Schemes must be clearly and comprehensively signposted and labelled.
	Schemes must be consistent and of high quality.
Other	Cycle infrastructure caters for a significant number of cyclists, and for non-standard cycles.
	Cycle infrastructure must join together, or join other facilities together by taking a holistic, connected network approach.
	Provision of secure and accessible cycle parking.
Additional requirements taken from the Healthy Place Shaping Infrastructure Ranking Tool	
Other	Opportunities for active travel have been provided and/or enhanced.
	The needs of **children** are met.
	The needs of **older people** are met.
	The needs of **minority groups such as the LGBT and BAME communities** are met.
	The needs of **those with mental or physical disabilities** are met.
	The needs of users **from areas of deprivation** have been met.
	The scheme increases access to natural and green spaces, sports and recreational areas/land.
	The scheme adopts measures to tackle the impacts of climate change e.g. use of SUDS as flood protection and tree planting for shading.
	The scheme creates a safe environment which promotes good physical and mental health, **on approach to the scheme location** (where applicable).
	The scheme creates a safe environment which promotes good physical and mental health, **while within the boundary of the scheme.**
	Infrastructure enhances and protects connectivity between communities, destinations and places e.g. enhanced connectivity between homes, businesses and services, community spaces and the '20-minute neighbourhood'.
	The scheme promotes social interaction between a wide range of users at different times e.g. there are places to stop, rest and interact with other people.
	Integrates green and blue infrastructure, protects biodiversity, natural capital and climate resilience into scheme design and maintenance e.g. green walls, planters, water (where applicable).
	The impacts on health and wellbeing have been mitigated and reflected in the design.
	Health and health enabling infrastructure are referenced in the scheme objectives as something that will receive dedicated focus in the design.
	The **design contract** requires the delivery of Active Travel infrastructure (where applicable).
	The **construction contract** requires the delivery of Active Travel infrastructure (where applicable).

Appendix 3 – Guidance for new developments

As outlined in policy 36, we are promoting a ‘decide and provide’ approach to transport planning for new developments. This approach decides on the preferred future and then provides the means to work towards that which can accommodate uncertainty. This offers the opportunity for more positive transport planning and helps implement a transport user hierarchy by considering walking and cycling up-front

We have produced this guidance for residential developments to complement the ‘decide and provide’ approach and will work to embed it into relevant guidance and decision making processes.

Connectivity between new developments and existing settlements

- Plan at an early stage and deliver direct and safe connections which prioritise access on foot, bike or bus to/from neighbouring settlements and places of employment, retail, education and leisure facilities. This includes improving existing cycling and walking infrastructure that link the development to neighbouring communities and avoid severance, particularly where communities are located next to major roads.
- Roads and junctions (including signals and roundabouts) connecting to developments need to prioritise walking, cycling and public transport from the outset so that there is sustainable access for residents and businesses.
- New roads and junctions need to be futureproofed in line with the Innovation Framework.
- New roads should be designed in accordance with DfT’s ‘Manual for Streets’, Oxfordshire County Councils Street Design Guide and Oxfordshire County Councils Walking and Cycling Design Guides.
- New streets should be designed in accordance with the Healthy Streets Approach, LTN 120 and the Department for Transports Inclusive Mobility.
- Implement traffic calming measures including 20 mph limits on sustainable routes to new developments to ensure safety.
- Excellent access to interchanges with other transport networks such as rail and park and ride hubs need to be designed and delivered early in the development.
- Plan ahead for future sustainable links where there are potential development extensions.
- Consider measures for deliveries to be deployed in a sustainable way e.g. freight consolidation to reduce impacts of larger vehicles in residential areas.

Connectivity within the new development

- Comprehensive networks for cycling, walking and public transport which offer direct, continuous and uninterrupted routes to facilities need to be delivered in Phase 1 of the development.
- Spatial planning should aim to deliver well connected, walkable 20-minute neighbourhoods with facilities within the development that reduce the need for travel.

- Walking and cycling routes should be safe (consider surveillance, sight lines, lighting, segregation), convenient (consider directness, design speeds, minimise need to stop or divert), well landscaped, and designed to provide an inclusive street environment that meets the needs of people from early to later life.
- Wayfinding should be installed to promote movement on foot/by bike and needs to be designed to encourage residents to use active travel for short trips.
- Filtered permeability and low traffic neighbourhoods should be included, making cycling and walking routes more direct and attractive than using a car.
- Ensure the needs of those walking, including older or disabled residents, are fully considered, such as the need for shade and shelter (e.g. trees), gradients and seating for rest on the way.
- Provide mobility hubs in a range of locations and sizes in order to improve interchange opportunities, connectivity and accessibility.
- Walking and cycling infrastructure should be designed to deliver LCWIP targets for modal shift.

Access to local facilities, services and employment

- Create easy access on foot/by bike to facilities within and close to the development that enable social interaction and reduce the need to travel.
- Provide effective digital connectivity to enable home working and include flexible work/office space.
- Cycle parking that meets our best practice requirements (Appendix 5) and considers different users and types must be built into all new developments as the first consideration so that it is at least as easy to use a cycle as use a car.
- Parking should be provided in accordance with Oxfordshire County Councils parking standards.
- Developments should be designed so that pavement parking does not occur.
- Where car parking is provided, an effective network of EV charging should be included following standards set out in OEVIS and access provided to an electric car club.
- Provide suitable parking for motorcycles that meets our best practice requirements.
- Limit car spaces for each household, including consideration of car free developments and encourage provision of well-designed parking courtyards with good surveillance.
- Consider the allocation of visitor parking spaces that can be used flexibly during the master planning stage.
- Restrict non-residential parking to a minimum, consider implementation of complementary parking restrictions and design so that they can be easily repurposed for other uses.
- Provide frequent, reliable and easily accessible public transport to local facilities, employment and nearby town centres.

- Create a positive bus environment, including real-time information at stops, accessible, safe and well-lit bus shelters which facilitate modal interchange by providing cycle parking at key bus stops.

Access to communal spaces, including green or blue spaces

- Provide easy access to a network of open and green spaces (within a 10-minute walk) to enhance health and wellbeing. These should provide a mix of formal play spaces and informal open space that promotes biodiversity.
- Integrate planting to provide shade and shelter into walking and cycling routes and on structures like bus stops.
- Consider the location of green infrastructure to help improve air quality and carbon sequestration.
- Provide seating so that there are regular opportunities to stop and rest and lighting to increase accessibility and safety of green spaces.
- Provide safe access to high quality communal spaces that have been inclusively designed and promote social interaction.
- Link footpaths and cycle routes within the development with existing rights of way to facilitate access to neighbouring countryside.

Appendix 4 – Mobility Hubs

Type of mobility hub	Typical activity	Typical locations in Oxfordshire	Typical Facilities and services
Major interchange	Large number of people changing between transport modes	Existing or planned Park and Ride sites around Oxford and busy rail stations. For example Oxford, Didcot, Banbury and Bicester	• High quality waiting and ticketing facilities, including travel information (digital and/or static), refreshments and toilets • Covered, secure cycle parking and motorcycle parking • EV charging, including for car club parking, motorcycles and freight vehicles • E-bike and normal bike rental options, including cargo bike options • E-scooter hire options • High quality pedestrian and cycle routes to the surrounding area • Freight consolidation/ package delivery facilities • Community art/ play facilities • Taxi rank • Convenience shopping
Transport Corridors	People accessing high frequency bus services or rail services	Key road corridors and smaller rail stations. For example A420, A4074. Cholsey and Culham	• High quality waiting facilities and travel information • Covered, secure cycle and motorcycle parking • High quality pedestrian and cycle routes to settlements nearby, including crossing points
Employment/ housing development	People arriving on and/ or accessing longer-distance public transport travel options	New local plan strategic sites and expanding business parks	• High quality waiting facilities and travel information • Covered, secure cycle and motorcycle parking • High quality pedestrian and cycle routes to surrounding development • Car club facilities, including EV charging • Freight consolidation/ package delivery facilities

Suburban, smaller settlements and rural areas	People arriving on and/ or accessing longer-distance public transport travel options	Suburban areas of larger settlements and central locations of smaller settlements or rural areas across Oxfordshire (particularly on bus routes)	• High quality waiting facilities and travel information • Covered, secure cycle and motorcycle parking • Bike repair stand • High quality pedestrian/ cycle routes to surrounding areas • High quality urban realm- e.g. play equipment. Parklets • Car club facilities, including EV charging • Package delivery facilities
Tourism hubs	People accessing leisure and tourist activities	Bicester Village Station, central Woodstock and parts of central Oxford	• High quality waiting facilities and travel information • Covered, secure cycle and motorcycle parking • Bike repair stand • High quality pedestrian/ cycle routes to surrounding areas • High quality public realm,- e.g. play equipment, public art

Appendix 5 – Parking guidance

Cycle parking
Providing more convenient, secure and accessible cycle parking will be a critical part of increasing cycling in the county and making it a natural first choice for journeys. Considering different users and types of cycle parking will be an essential part of this.

Cycle parking needs to be provided both at the start of a cycle journey from home and at the end of the cycle journey. Destinations include town and district centres, workplaces, shops, train stations, colleges or schools, local parks, places of worship, restaurants and other leisure centres such as cinemas. There should also be visitor cycle parking for people visiting residences, particularly blocks of flats.

Destination cycle parking is broadly divided into 2 types:

- Short term – people making short visits such as to shops
- Long term – people leaving bicycles unattended for most the day or overnight

Residential cycle parking is also key to promoting cycling. People using their cycles every day value convenience and ease of access, which means having cycles very near the front door. Those with more valuable bikes or who ride less frequently may put a higher value on security. In terraced streets and by blocks of flats, on-street cycle parking is one option. This may include the removal of car parking spaces to introduce on-street cycle hangars.

These types have different requirements and so different solutions are required. There are also different types of cycle that need to be considered. For example, children's cycles, tricycles, cargo bikes and bicycles with panniers or baskets.

We expect local district councils to set out appropriate levels of cycle parking provision for all residential and non-residential developments, in line with cycling targets and the need to encourage more cycling.

To ensure these considerations are made and that suitable cycle parking is provided, we are setting out the following requirements which will need to be met by any new cycle parking, be it new developments or retrofitting schemes. In line with our transport user hierarchy, cycle parking should be considered first and should be:

- **Convenient** – placed as close to main entry/exit points as possible and generally nearer than non-disabled car parking
- **Visible**
- **Easy to access**, so that one can easily ride all the way to the cycle parking
- **Secure and safe**, in terms of both the user and cycles, including lighting and surveillance
- **Protected from weather** – long stay parking should always be covered
- **Fit for purpose**
- **Well managed and maintained**
- **Suitable for all users** – including consideration of age, physical ability and type of bicycle

Motorcycle parking

In line with our transport user hierarchy, motorcycle parking should be considered ahead of private car parking. Motorcycle parking has the same considerations as cycle parking and should also meet the cycle parking requirements above. Future electric vehicle charging infrastructure should also consider motorcycle parking requirements such as the need for a secure ground anchor.

As part of our broader work on parking we will review and map current motorcycle parking. We will make the mapped data available publicly so that facilities can be easily located. This review will also help to identify gaps in provision and guide future work.

In the short term, we have provided a high level summary of existing motorcycle parking and costs below:

District	Marked bays	Cost
Oxford City	Oxpens	Free to use designated on-street parking and any car park except Gloucester Green underground car park
	Broad Street	
	St Ebbes	
	St Giles	
	Oriel Square	
	Thornhill Park and Ride	
Cherwell	Banbury	Free in designated motorcycle area
	Bicester	
	Kidlington	
South Oxfordshire	Didcot	Free to use any car park
	Henley	
	Wallingford	
Vale of White Horse	Abingdon	Free to use any car park
	Faringdon	
	Wantage	
West Oxfordshire	Witney	Free to use any car park
	Chipping Norton	

Other forms of micro-mobility

Depending on future legislation, we will expect provision for parking of other forms of micro-mobility. Kick scooter and E-scooter parking is space efficient. Many primary schools already provide for kick scooter parking.

Zero emission vehicle parking

Many households in Oxfordshire have no access to private off-road parking, and subsequently have limited or no access to home charging for BEV's. This is a significant barrier to BEV uptake for many households.

Oxfordshire County Council, as the local highways authority, recognises the need to enable safe access to BEV charging for residents who must park their car on the public highway.

In line with the OEVIS, our priorities for enabling this will be in the first instance seeking to create off-street charging hubs. Where this is not possible, we will explore low impact on-street charging solutions and then on-street charging bollards.

Private car parking

As outlined in our vision, we are seeking to reduce the number of unnecessary private vehicle journeys. Parking policy changes are one way in which this can be achieved, particularly for shorter journeys which residents could walk or cycle.

One example of this is the Oxford workplace parking levy (WPL) which is currently being progressed. Following implementation of the Oxford WPL we will consider further WPL's across the county. Other parking policy changes we will explore are the extension of controlled parking zones (CPZs), higher parking charges in town centres and the removal of on-street parking spaces for other purposes.

We also expect district authorities to set parking standards for residential and non-residential developments that support the LTCP objectives. This includes encouraging car free developments. For instance, in Oxford, all new residential developments in a CPZ will only provide disabled parking provision.

Governance

To ensure clear direction of emerging Parking Strategies and Policies, 2 tiers of governance are in place to provide oversight and co-ordination with other agencies. The first is a parking board attended which is represented by different departments and stakeholders from multiple agencies. The second is the Parking Steering Group represented by elected county councillors who review decisions and proposals presented by the Parking Board.

Fees and charges

The management of parking is one of the most effective means of tackling congestion and its worst effects. Well planned location, availability, price and enforcement of parking can contribute significantly to easing traffic flows, especially in the peak periods, making all journeys more reliable.

Fees and charges are reviewed on an annual basis to ensure they continue to meet the council's objectives by ensuring the parking service to remains financially secure.

Coach parking

Oxford's unique character as a leading university city and a historic centre sets it apart from the rest of the county and attracts much more travel than most towns or cities of comparable size. Tourism, business and academia are vital to the economy and 35% of the county's jobs are in the city

Throughout the year thousands of coach journeys are made into the city centre to drop off and pick up visitors to the historic parts Oxford.

There are currently three main drop-off and pick up points within the city centre, but these are less than ideal often with associated complaints around air quality and congestion where coaches do not move on and sit with their engines idling.

The county and city council face both short and long-term challenges to find a balance of welcoming coach visitors to the city but protecting the environment within the city centre.

We will develop a comprehensive coach parking strategy that takes into account all relevant factors and evidence. The identified solutions will link and complement existing core strategies such as the planned Zero Emissions Zone and Core Scheme proposals.

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Oxfordshire County Council – Freight and Logistics Strategy 2022 – 2050

July 2022

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Contents

Executive Summary 4
Introduction 7
Context
LTP4 Freight Strategy 8
Freight Context 10
Barriers 16
Key principles 18
Long distance movement 19
Rail freight 20
Water Freight 21
Road freight 22
Partnership working 23
Local movement 25
Road Freight 25
Rail freight 38
Influencing new development 39
Last mile movement 41
Cycle freight 41
Consolidation Centres 43
Reducing the need to travel 45
Clean Air and Zero Emission Zones 45
Road safety 47
Technology 51
Monitoring 53
Partnership working 56
Funding and implementation 58
Funding 58
Implementation 59
Glossary 61

Executive Summary

Freight is the general term for goods transported from one place to another by any means. Freight can therefore be moved in a variety of ways including by Heavy Goods Vehicles (HGV), Light Goods Vehicles (LGV), rail, cargo bikes and emerging modes such as drones. This strategy covers all modes of freight movement in Oxfordshire.

Traditionally we have focused on just the mode responsible for transporting goods. However, it is increasingly important that we consider broader factors. We have therefore incorporated considerations about logistics. Logistics refers to the overall process of managing how resources are acquired, stored, and transported to their final destination.

The movement of goods is essential to supporting many aspects of our lives at both the local and national level. However, there are a number of complex challenges surrounding the freight system, particularly at the local level.

This strategy addresses some of the challenges associated with the movement of goods in Oxfordshire and sets out the actions required to deliver appropriate, efficient, clean and safe movement. Addressing the movement of goods is essential if we are to meet broader air quality and net-zero objectives.

This strategy has been published in support of Oxfordshire County Council's Local Transport and Connectivity Plan (LTCP). The LTCP outlines our long term transport ambitions for the county and the policies required to achieve them. This is one of a number of more detailed supporting strategies that addresses complex topics.

Background
Following review of our Freight Strategy published in 2016 and analysis of the broader context, it was concluded that a new freight and logistics strategy for Oxfordshire is required. This is for several key reasons:

- The amount of goods being moved, and vehicle miles driven have been increasing.
- The way goods are moved, and customer expectations have been changing.
- Technological changes to how goods can be moved.
- Changing policy context, particularly the increased focus on environmental goals and net-zero emissions since 2016.

Key Principles
Based on our analysis, we have identified a set of key principles which our Freight and Logistics Strategy seeks to deliver. Our key principles are:

- Appropriate movement
- Efficient movement
- Net-zero movement
- Safe movement
- Partnership working

It should be noted that whilst the movement of goods is related to a range of issues such as congestion, road safety and air quality, it is also important to the national and local economy. Solutions will therefore be required that balance these considerations and create an efficient, sustainable transport network for all.

Actions

The document outlines our proposals for how we will address the issues associated with the movements of goods in the county and deliver our key principles. The document includes three distinct sections. These are:

- Long distance movement
- Local movement
- Last mile movement

This approach has been taken to reflect the complexity of the freight system and that different solutions will be required to address the issues at each level. The proposals in each section are all seeking to deliver our key principles. A summary of the actions is provided below. For further details please use the contents to navigate to the relevant section of the strategy.

Long distance movement	**Action 1** – Promote rail freight
	Action 2 – Work with stakeholders to increase rail network capacity
	Action 3 – Monitor the use of water freight
	Action 4 – Monitor truck platooning progress and opportunities
	Action 5 – Cross boundary working
	Action 6 – Work with stakeholders to encourage alternatives to road freight
Local movement	**Action 7** – Develop appropriate HGV route map
	Action 8 – Create a map of existing weight restrictions
	Action 9 – Promotion of HGV route map
	Action 10 – Conduct countywide study to establish an approach for area based weight restrictions
	Action 11 – Fund development and delivery of the area based weight restriction programme
	Action 12 – Lobby for enforcement of moving traffic offences under Traffic Management Act Part 6
	Action 13 – Explore implementation of road user charging schemes
	Action 14 – Explore technology to aid enforcement
	Action 15 – Review best practice
	Action 16 – Review current rest stops and lorry parking facilities
	Action 17 – Promote the creation of rest stops and lorry park facilities
	Action 18 – Support BEV charging infrastructure requirements
	Action 19 – Monitor alternative HGV fuel requirements and options
	Action 20 – Strategically locate refuelling infrastructure
	Action 21 – Monitor electrified road systems study
	Action 22 – Enhance network management
	Action 23 – Improve data gathering and usage
	Action 24 – Improve data sharing
	Action 25 – Support the provision of rail freight interchanges

	Action 26 – Explore opportunities for express rail freight
	Action 27 – Seek to influence the location and design of new development
	Action 28 – Ask developers of major sites to prepare Construction Logistics Plans
Last mile movement	**Action 29** – Promote cycle freight in Oxford
	Action 30 – Promote cycle freight across Oxfordshire
	Action 31 – Freight consolidation feasibility study
	Action 32 – Safeguard land for freight consolidation
	Action 33 – Promote considerations about reducing the need for freight movement
	Action 34 – Engagement around Clean Air and Zero Emission Zones
	Action 35 – Reduce conflicts between freight vehicles and people
	Action 36 – Promote road safety education resources and campaigns
	Action 37 – Support expansion of 20mph speed limits
	Action 38 – Establish a code of conduct with food delivery operators
	Action 39 – Support the development and trialling of UAV and CAV technology
	Action 40 – Consider future technology requirements
Monitoring	**Action 41** – Delivery of the LTCP monitoring policy
	Action 42 – Analyse HGV data by axles and weight
	Action 43 – Analysis of freight data
	Action 44 – Monitoring of freight schemes
Partnership working	**Action 45** – Engagement, cocreation and problem solving
	Action 46 – Explore establishment of freight steering group
	Action 47 – Work with stakeholders to reschedule journey times

How will the Freight and Logistics Strategy be funded and implemented?
Some of the actions identified in the strategy will require funding to deliver. However, councils no longer receive funding directly to spend on transport improvements. We will therefore work hard to identify alternative funding sources. Key potential funding sources are; funding bids, developer contributions, partnership working, charging schemes and enforcement revenues.

We are committed to delivering the range of actions identified in this strategy, however it is necessary to prioritise them. This will help to guide future work on delivery of the strategy and make best of use of the resources available. In order to do this, we have grouped the actions into those we anticipate to deliver by 2025 and those that will be delivered between 2025 and 2030.

Introduction

Freight is the general term for goods transported from one place to another by any means. Freight can therefore be moved in a variety of ways including by Heavy Goods Vehicles (HGV), Light Goods Vehicles (LGV), rail, cargo bikes and emerging modes such as drones. This strategy covers all modes of freight movement in Oxfordshire.

Traditionally we have focused on just the mode responsible for transporting goods. However, it is increasingly important that we consider broader factors. We have therefore incorporated considerations about logistics. Logistics refers to the overall process of managing how resources are acquired, stored, and transported to their final destination.

The movement of goods is essential to supporting many aspects of our lives at both the local and national level. The freight system plays a key role in supporting the national economy transporting raw materials and products to factories, finished goods to retailers and goods to ports. More locally the freight system plays a key role in delivering goods to our shops, products to our homes, and serving the manufacturing and construction industries.

The UK freight system moved 154 billion tonnes of goods in 2019[1] supporting almost £400 billion in manufacturing sales and transporting 140 million tonnes of goods to ports for export[2]. However, there a number of complex challenges surrounding the movement of goods, particularly at the local level.

This strategy has been published in support of Oxfordshire County Council's (OCC) Local Transport and Connectivity Plan (LTCP) and seeks to outline our approach to addressing these challenges.

The LTCP is the County Council's statutory Local Transport Plan, required under the Transport Act 2000. It outlines our long term transport ambitions for the county and the policies required to achieve them. This is one of a number of more detailed supporting strategies that addresses complex topics in more detail.

This strategy addresses some of the challenges associated with the movement of goods in Oxfordshire and sets out the actions required to deliver appropriate, efficient, clean and safe movement. The strategy also outlines how the freight system is essential if we are to meet broader air quality and net-zero objectives, as outlined in the main LTCP.

As part of developing this strategy we have engaged with relevant partners including our district councils and the Road Haulage Association. We have engaged with these partners as we recognise the need for action at various levels to address the existing issues with goods movement in the county. We plan to continue working with a range of partners as we move forward to deliver this strategy.

[1] Department for Transport: Domestic Road Freight Statistics, United Kingdom 2019
[2] The Value of Freight, Vivid Economics, 2019

LTP4 Freight Strategy

OCC's existing Freight Strategy was produced in 2016 and was an approved strategy as part of the Local Transport Plan 4 (LTP4). The strategy sought to address the specific challenges associated with freight in Oxfordshire.

The LTP4 Freight Strategy provides an overview of freight and outlines an approach based around 6 principles. These principles were:

- Understand
- Inform
- Encourage
- Deter
- Manage
- Plan

The strategy is complemented by the LTP4 Route Hierarchy which outlines 6 different road classes, the definition and characteristics of each. The hierarchy identifies which Oxfordshire routes are in each class and whether the class is suitable for restrictions on access or permanent weight restrictions.

Using the route hierarchy, the Oxfordshire lorry route map was produced. The map identified suitable through routes in the county and suitable roads for accessing Oxfordshire's towns. It also highlighted where existing restrictions are and environmentally sensitive areas that should be avoided if at all possible.

As part of the development process for this strategy, we have conducted a critical review of the LTP4 freight strategy to understand strengths, weaknesses and identify areas to carry over. This has helped to inform and refine the content of this strategy.

LTP4 Freight Strategy actions

As part of our critical review, we have also reviewed the actions identified in the LTP4 Freight Strategy and progress made on delivering them. These are shown below and help to demonstrate progress made.

Action	Progress
Reviewing cycling and HGVs in order to understand how cyclist casualties can be reduced.	Ongoing road safety work and casualty reporting conducted.
We will improve our understanding of freight transport, the needs of freight operators and their customers as well as the impacts on local communities.	Established regular contact with the Road Haulage Association.
We will take advantage of new technology and best practice to help manage freight movements, notably through our recent adoption of Freight Gateway.	Freight gateway adopted but has since ceased to operate.
We will support the provision of appropriately sited rail freight facilities.	Ongoing work to identify suitable locations.
The county council will consider environmental weight restrictions across the County,	Burford weight restriction trial completed – note that this was funded by 3rd parties as no funding

particularly areas which are subject to significant levels of HGV traffic, prioritising the towns of Burford, Chipping Norton and Henley-on-Thames.	was available.
In Oxford we will review signing on the ring road to ensure that lorries are directed to their destinations within the city by the most appropriate routes.	Not completed.
We will integrate neighbourhood weight watch with the LorryWatch online reporting facility.	LorryWatch available but OCC no longer have access.
We will engage with freight and logistics operators and other stakeholders, reflecting our resource levels and prioritising practical solutions to problems raised.	Ongoing engagement with operators and stakeholders however limited resources and funding has limited ability to implement solutions.
We will influence the location and design of new development, particularly employment sites and any related transport infrastructure so that these can function well, with efficient freight access to and from the strategic transport network.	Ongoing consideration that OCC seek to influence.
We will ask developers of major sites to prepare Construction Logistics Plans and Delivery and Servicing Plans.	Ongoing requirement for developers of major sites.
We will seek developer contributions to mitigate the impact of freight traffic on the environment and on the local and strategic road network.	Ongoing negotiation with developers for contributions to mitigate a range of impacts including freight traffic.

Why we need a new strategy

Following review of the LTP4 freight strategy and analysis of the broader freight context, it was concluded that a new freight and logistics strategy for Oxfordshire is required. This is for several key reasons:

- The amount of goods being moved, and vehicle miles driven have been increasing.
- The way goods are moved, and customer expectations have been changing.
- Technological changes to how goods can be moved.
- Changing policy context, particularly the increased focus on environmental goals and net-zero emissions since 2016.

The freight related factors are expanded upon during our data analysis in the freight context section. The broader changes to policy context are summarised in the main LTCP document and supporting baseline report.

Freight Context

This section provides an overview of current freight conditions. This helps us to understand the importance of freight, how it currently moves, its impacts and potential future changes. This understanding has informed how we propose to manage freight.

Where possible we have identified Oxfordshire specific statistics. However, owing to the extensive and sophisticated nature of the freight network this is not always possible and so we have also included nationally published statistics. Whilst these are not specific to Oxfordshire, they help us to understand current impacts and future changes that will affect the county.

As with many sectors, freight movements were disrupted by the COVID-19 pandemic in 2020. We have therefore focused on data from 2019 which was consistent with long term trends. Further analysis can be found in the LTCP baseline report which notes 2020 trends. We will continue to monitor future data to assess whether any trends from 2020 are part of a longer term shift.

Economic Value of Freight

The UK freight system moved 154 billion tonnes of goods in 2019[3] supporting almost £400 billion in manufacturing sales and transporting 140 million tonnes of goods to ports for export. In total, the cost of the UK freight system is equivalent to around 4% of Gross Domestic Product (GDP)[4].

The freight system therefore plays a critical role in supporting the national economy and is a significant financial sector. It is estimated that the UK spends up to £80 billion per year on road freight, rail freight and warehousing. Of this, road freight accounts for around £38 billion; rail freight for around £1 billion; and warehousing for £20-38 billion. The efficient movement of freight is therefore important for both the national and local economies.

Freight Movement

The amount of freight moved, and the vehicle miles driven have been increasing over the last 15 years. In 2019 there were 154 billion tonnes of goods moved, a 1% increase from 2018 and 19.1 billion vehicle kilometres travelled, a 2% increase from 2018. In total the amount of goods moved has increased by 23% since 2009[5].

[3] Department for Transport: Domestic Road Freight Statistics, United Kingdom 2019
[4] The Value of Freight, Vivid Economics, 2019
[5] Department for Transport: Domestic Road Freight Statistics, United Kingdom 2019

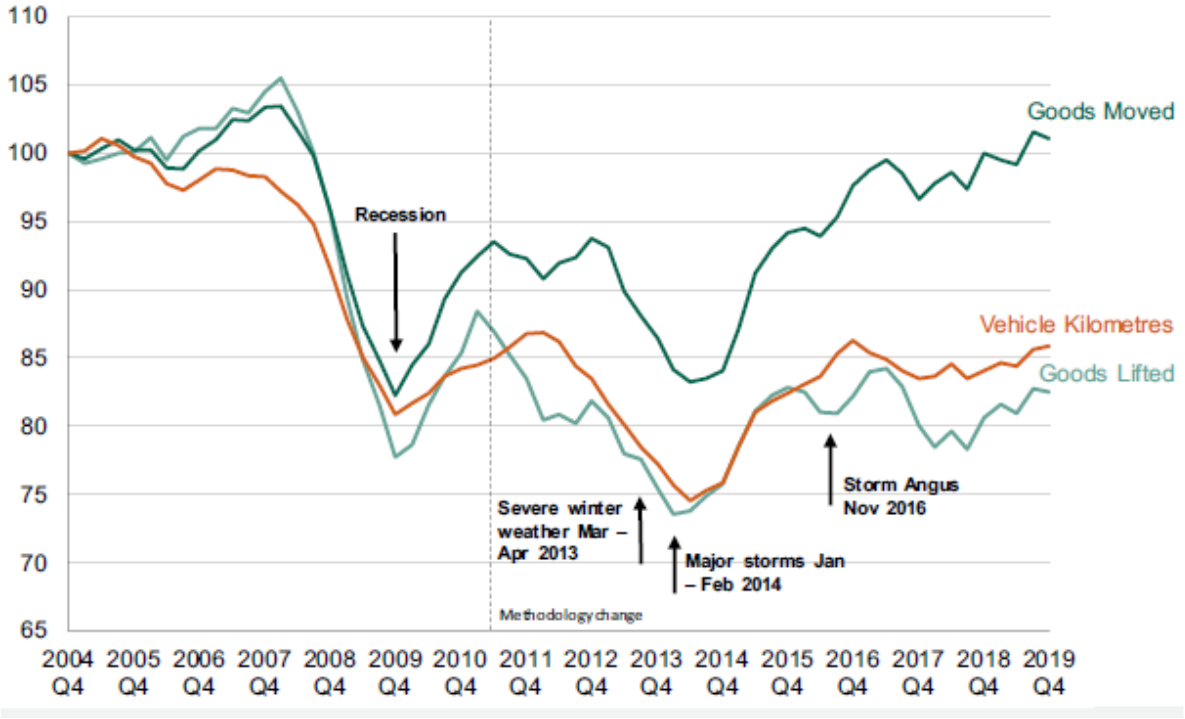


Figure 1 - Trend in goods moved, goods lifted and vehicle kilometres by GB-registered HGVs, rolling 4 quarter totals, 2004 Q4 to 2019 Q4[6]

The way in which goods are moved has also been changing over the last 20 years. There has been a significant growth in the number of LGVs, vans of no more than 3.5 tonnes, with the number HGVs falling. In total, the number of LGVs increased by 29% between 2004 and 2014, compared to a 5% decrease in the number of HGVs over the same period[7]. LGV traffic has increased by 67% over the last 20 years and currently makes up 15% of all traffic, with HGVs making up 5%.

Some of these changes may be attributable to the fact that freight is increasingly carried in larger HGVs. The share of freight carried in smaller rigid HGVs (under 17 tonnes) decreased from 11% in 2000 to only 2% in 2017. The share of freight carried in larger rigid HGVs increased from 13% to 18% over the same period[8]. Whilst these changes may help to reduce the number of HGVs on the road, they present challenges at the local level, particularly in many of the rural villages in Oxfordshire.

Other factors that may be changing the way freight is moved are the rise of online shopping and changing customer expectations. In 2018 online sales comprised 18% of total sales across all retail in the UK, up from 16% in 2017[9]. The COVID-19 pandemic has likely contributed to an increased demand for online shopping and home deliveries.

[6] Department for Transport: Domestic Road Freight Statistics, United Kingdom 2019
[7] RAC Foundation: Van Travel Trends in Great Britain
[8] The Value of Freight, Vivid Economics, 2019
[9] Office of National Statistics (2018) Retail sales, Great Britain: October 2018

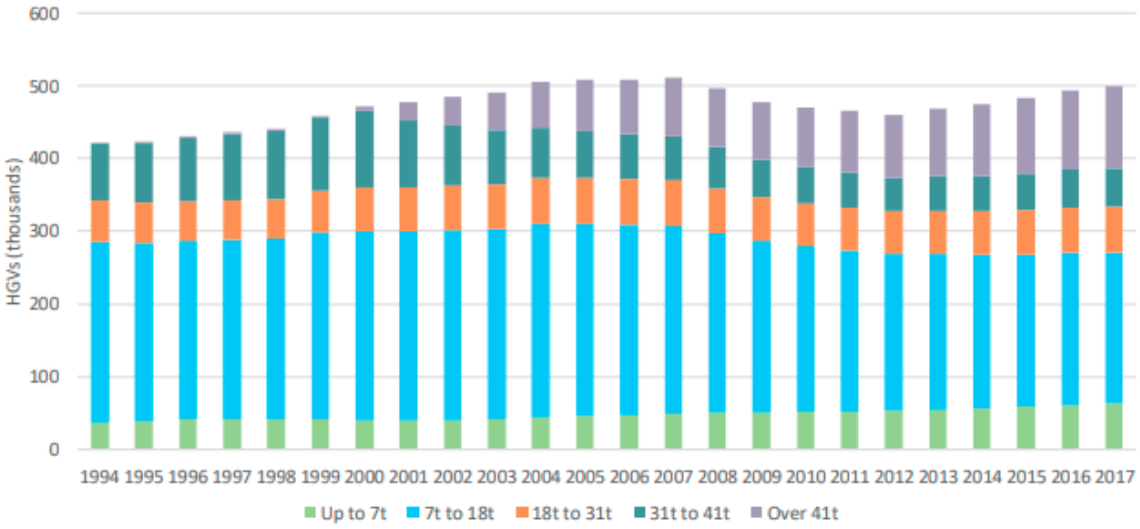


Figure 2 – Proportion of UK freight carried by HGV weight class[10]

Similarly, customer expectations have also changed, with there now being more demand for deliveries to be made in tight timescales. This presents a challenge for delivery services and can require running more vehicles to meet demand[11].

Climate Change

Transport is now responsible for the largest proportion of UK greenhouse gas emissions. In 2016 transport was responsible for 27% of total UK greenhouse gas emissions, with road transport responsible for 91% of transport emissions. Within this HGVs and vans produce 35% of road transport emissions[12].

In Oxfordshire transport is responsible for a larger proportion of greenhouse gas emissions than the national average, producing 36.5% of all emissions in the county[13]. Road transport is responsible for the majority of these emissions, 33.3%, making it the largest source of emissions in Oxfordshire.

With forecasts predicting an increase in freight miles, there is further need to address the impacts of freight on climate change. If unaddressed, this could lead to carbon dioxide emissions from freight transport increasing by around 20% by 2050[14].

Action is needed to address emissions from all modes of road transport in Oxfordshire in order to achieve our goal of a net-zero transport system by 2040.

[10] The Value of Freight, Vivid Economics, 2019
[11] McKinsey & Company (2014) Same-day delivery: The next evolutionary step in parcel logistics
[12] UK Government: The Road to Zero
[13] University of Oxford Transport Studies Unit: Pathways to a zero-carbon Oxfordshire
[14] The Value of Freight, Vivid Economics, 2019

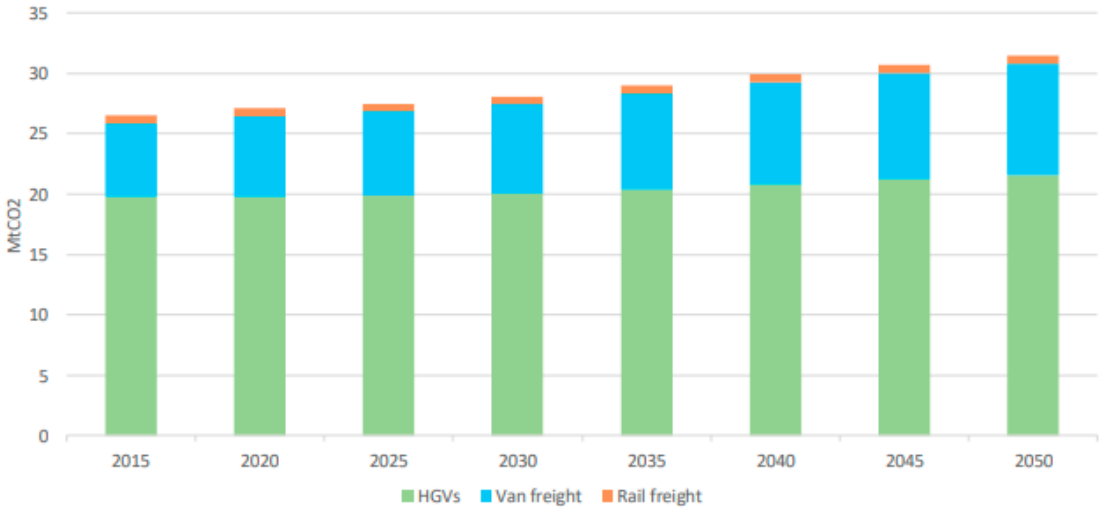


Figure 3 – Projected emissions from freight if unaddressed[15]

Local Air Pollution

Air pollution is a mix of particles and gases of both natural and human origin. The main components of urban air pollution are particulate matter (PM) and nitrogen dioxide (NO_2). Road transport is the largest source of NO_2 and fourth largest source of PM[16]. Currently, there is no clear evidence of a safe level of exposure.

In Oxfordshire, it was estimated that 3,578 years of healthy life were lost due to air pollution in 2017[17]. Research by King's College London also found that roadside air pollution in Oxford stunts lung growth in children by 14.1%[18]. Immediate action is therefore required to protect resident's health.

Congestion

The increase in vehicle miles travelled and a growing population have created issues with congestion across the UK. On average British drivers lose 115 hours per year to congestion, costing the UK economy an estimated £5.2 billion[19].

Freight is both impacted by and contributes to congestion. It is estimated that congestion delays HGV journeys by around 23% today, potentially rising to 35% by 2050[20]. Overall, it is estimated that the total cost of congestion to the UK freight system today is more than £6 billion.

Freight also contributes to congestion and this contribution could increase due to the projected rise in LGV and HGV miles. Options for reducing congestion are more limited for freight than for passenger vehicles. However, a range of options exist that we will seek to explore with freight operators. Technology is also creating new opportunities for more efficient freight movement.

[15] The Value of Freight, Vivid Economics, 2019
[16] https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution
[17] Oxfordshire Health and Wellbeing Joint Strategic Needs Assessment 2020
[18] Kings College London: Personalising the Health Impacts of Air Pollution – Summary for Decision Makers, 2019
[19] INRIX 2019 Global Traffic Scorecard
[20] The Value of Freight, Vivid Economics, 2019

Future Projections

As highlighted, the amount of freight movement is forecast to increase. The Department for Transport (DfT) has forecast LGV traffic to increase by between 23% and 108% by 2050, depending on the scenario. Whereas HGV traffic growth is forecast to be lower than other vehicle types with growth ranging from 5% to 12% by 2050[21]. The graphs below demonstrate the current levels of LGV and HGV traffic and the forecasts for growth under different scenarios.

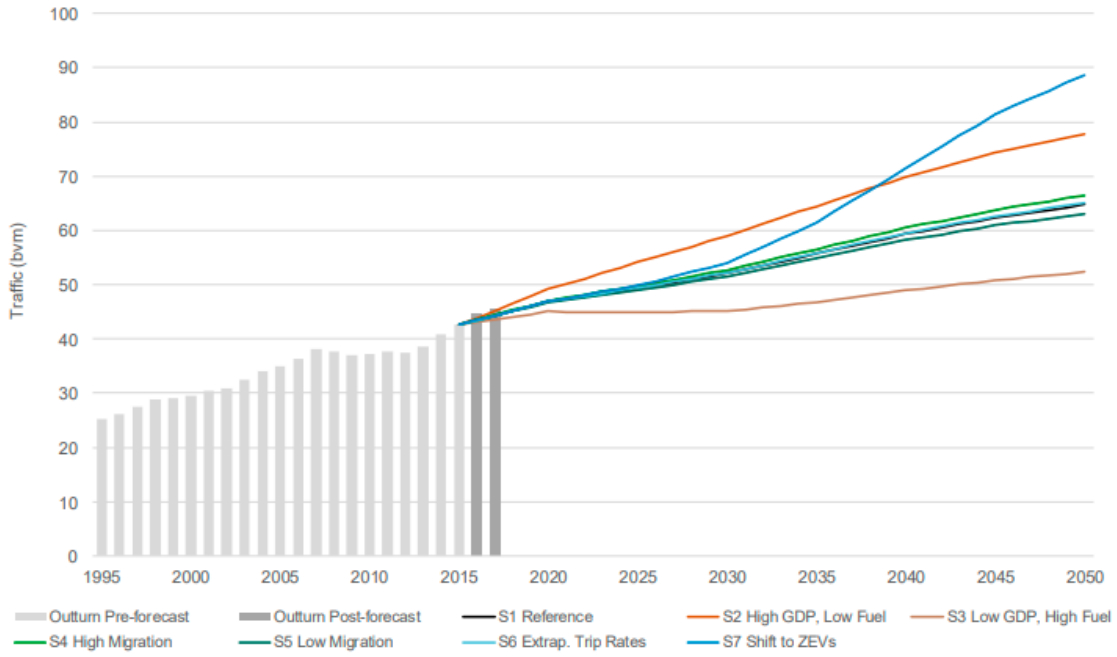


Figure 4 – LGV road traffic forecasts[22]

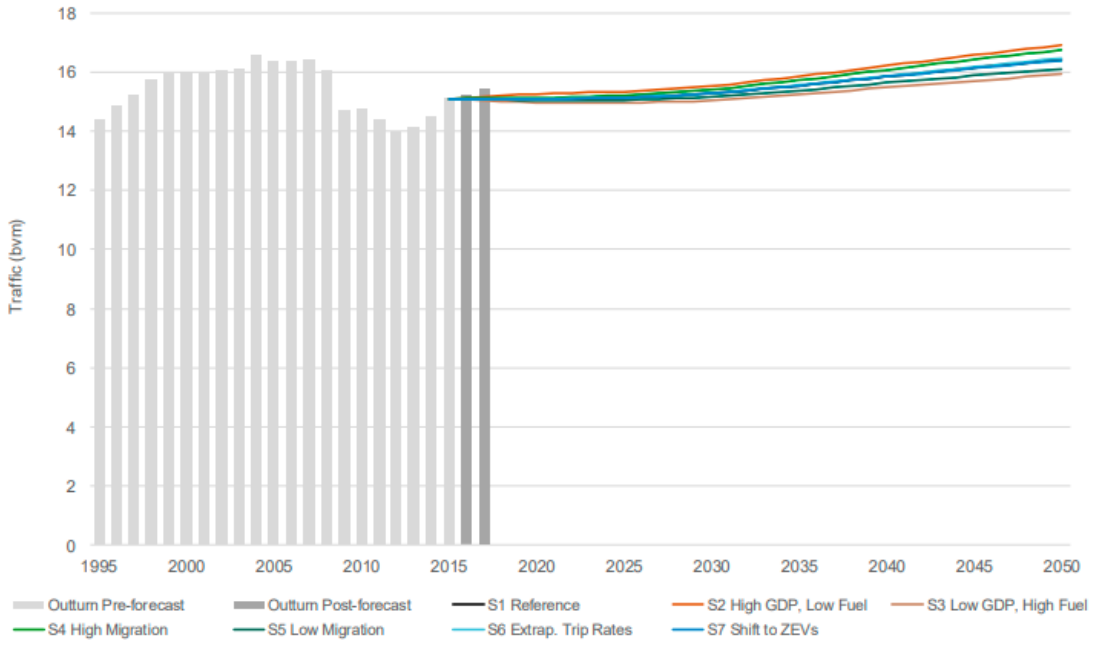


Figure 5 – HGV road traffic forecasts[23]

[21] Department for Transport: Road Traffic Forecasts 2018
[22] Department for Transport: Road Traffic Forecasts 2018
[23] Department for Transport: Road Traffic Forecasts 2018

Increased freight traffic will have knock on impacts for congestion and air quality in the county. The impacts of this projected growth and potential mitigating measures will be considered as part of this strategy.

Future fuel type

In November 2020 the UK government announced that from 2035, all new cars and vans must be Zero Emission Vehicles (ZEV). A delivery plan for how this will be achieved was published in July 2021. Zero emission LGVs are largely Battery Electric Vehicles (BEVs), utilising the same technology as electric cars.

However, there is some uncertainty regarding the future fuel type of HGVs. The uptake of zero emission HGVs has been much slower than other vehicle types owing to a range of challenges. It remains to be seen which fuel type, be it electric, hydrogen or another, will emerge as the dominant fuel.

Future projections for the uptake of these vehicles therefore vary and are unreliable. It is predicted that both battery electric and hydrogen powered HGVs will be adopted to replace Internal Combustion Engine (ICE) HGVs.

Battery electric HGVs are predicted to be adopted at scale between 2022 and 2030, exceeding ICE HGVs from approximately 2032. Hydrogen powered HGVs are predicted to be adopted at scale between 2024 and 2040, exceeding ICE HGVs from approximately 2036[24].

Owing to this uncertainty, in Summer 2021 the government consulted on when to end the sale of new non-zero emission HGVs. This was conducted following publication of the Department for Transport's decarbonisation plan. The possible dates included were 2035 and 2040.

Local Context and Issues

Many of the issues in this section have been high level. However, owing to the complex nature of the UK freight system, there are also very local challenges that affect residents across Oxfordshire. Some specific challenges for Oxfordshire in relation to freight are:

- Resilience and congestion issues on the A34 which is an important road for movement between the Midlands and southern ports.
- Inappropriate vehicles and levels of freight movement through towns.
- Road safety issues, particularly with people cycling.
- Contribution to local air quality issues.
- Last mile delivery, particularly in Oxford.
- Construction and logistics movements associated with the large number of housing development sites.
- The strong rural economy in Oxfordshire which is often away from the 'A' road network.
- Capacity of rail network through Oxfordshire for freight movement.

[24] Shell: Decarbonising Road Freight: Getting into Gear

Barriers

As part of the context it is also important to reflect on some of the key barriers. These provide context for why certain actions have been identified and the broader context that we are working in.

These barriers have highlighted that whilst the movement of goods is related to a range of issues such as congestion, road safety and air quality, there are a set of complex considerations required. Solutions will therefore be required that balance these considerations and create an efficient, sustainable transport network for all.

Complexity of the freight system

The freight system is extremely complex and much of it is beyond the county council's control. We can influence some areas of freight and logistics, but many issues will require regional, national or international developments to truly address.

Need for goods

The movement of goods is critical to the national economy, local economy and residents' everyday lives. Therefore, we need to facilitate the efficient movement of goods and carefully consider the impacts of any restrictions.

Amount of goods transported

There is a significant amount of goods that need to be moved each day. Figures for the amount of goods moved are not readily available. The best estimate we have is that approximately 400,000 tonnes (t) of goods per day are needed to resupply London[25]. The majority of this is moved by road freight.

When scaled according to population, this equates to approximately 31,000t of goods per day to resupply Oxfordshire. This would require between 1,700 and 4,000 HGV trips. Whilst we recognise this is not an accurate figure, it provides an indication of the scale of the challenge.

Modal shift

The different modes for transporting freight are part of wider system. Rail freight and emerging modes such as e-cargo bikes can help to complement road freight but cannot replace it entirely. Further detail about this is provided later in the strategy.

The volume of goods that need to be transported each day highlights why we need a combination of modes and cannot rely solely on one mode. Encouraging modal shift also takes a significant amount of time, especially to have a fundamental impact on the volumes of freight currently moved.

Market forces

Freight and logistics are ultimately part of the private sector. This means that companies already operate in the most cost effective way. Solutions, such as freight consolidation centres, are not viewed as cost effective and therefore will not be developed by market forces.

[25] Transport for London, 2014

This affects our ability to deliver some solutions and highlights the need to carefully consider supporting policy and potential impacts on local businesses and residents.

Impacts on businesses and consumers

As highlighted in the previous barrier, freight and logistics is a commercial sector. On average the industry operates on very small profit margins of around 2%[26]. Actions therefore need to consider potential impacts on local businesses which support the economy and residents' jobs.

Similarly, any increases to operators' costs have a knock on affect for consumers in Oxfordshire in the form of higher delivery costs.

[26] Statista 2021

Key principles

We have analysed the trends and issues identified in the previous section in order to develop our strategy. Based on our analysis, we have identified a set of key principles which underpin our strategy. These build on the LTCP vision and key themes but provide some more specific outcomes related to freight and logistics that we are seeking to deliver.

The following chapters include the proposed actions required to deliver our key principles. Our key principles are:

- Appropriate movement
- Efficient movement
- Net-zero movement
- Safe movement
- Partnership working

Structure of the document

The following sections of the document outline our proposals for how we will address the issues associated with the movements of goods in the county and deliver our key principles. The document includes three distinct sections. These are:

- Long distance movement
- Local movement
- Last mile movement

This approach has been taken to reflect the complexity of the freight system and that different solutions will be required to address the issues at each level. The proposals in each section are all seeking to deliver our key principles.

The proposals identified are evidence based and have been developed with input from a range of stakeholders, including the freight industry. We will continue to work in partnership with stakeholders to deliver these proposals and improve the movement of goods in Oxfordshire.

Long distance movement

The first type of movement this strategy focuses on is long distance or strategic goods movement. This is defined as those movements that pass through but do not stop if Oxfordshire. For example, movements between the Solent ports and the Midlands which pass through Oxfordshire using the A34.

Currently the majority of this movement is on roads by HGVs. This increases the number of vehicles in the county contributing to congestion, emissions and air quality issues. There may also be times when these vehicles do not use the strategic road network and move through our towns on inappropriate roads.

These long distance movements are not accessing destinations in Oxfordshire. Our goal is therefore to move them through the county in the most appropriate, efficient and safe manor. The main way in which this can be done is by encouraging the use of alternative modes.

Our priority for long distance goods movement is therefore to support the mode shift from road to rail. This is safer, helps to reduce emissions and reduces impacts on our roads.

Alternative modes
Whilst we believe there are opportunities for rail freight to help improve the long distance goods movement, it is part of a wider system and cannot replace road freight entirely. The pros and cons of the main modes are outlined below to help demonstrate why we cannot replace road freight entirely.

As outlined in the key barriers, significant levels of modal shift will take a number of years. Therefore, we recognise that this will be a gradual progress and we will need to continue to address road freight in the short to medium term.

It should also be noted that the county council only have a limited ability to influence the freight industry. A large amount of partnership working will therefore be required.

Mode	Pros	Cons
Rail	• Reduced emissions • Environmental benefits • Reduced road congestion • Improved safety • Better journey time reliability	• Lack of capacity on network • Less flexible than road • Not suitable for first/last mile • Not economically viable for short distances
Water	• Good for heavy cargo • Lower cost than road and rail • Reduced road congestion • Reduced emissions • Journey time reliability	• Slow speed • Less flexible than road • Not suited to first/last mile • Lack of facilities and knowledge
Road	• Cost effective • Can be used for all distances • Full door to door movement • Easier to track cargo	• Limitations on cargo size and weight • Slower than rail over long distances • Negative environmental and air quality impacts

	• Freight can be moved quickly	• Contribute to congestion and road safety issues

Rail freight

As noted previously, rail is the main mode which could contribute to improving the long distance movement of goods. The table in the previous section also highlighted that it is most appropriate for longer distance journeys rather than first or last mile movements.

Rail currently accounts for approximately 9% of UK Freight movements[27]. There has been a 25% decline in the amount of freight moved by rail since a peak in 2014/15. However, as shown on the graph below, this can largely be attributed to the Department for Business, Energy and Industrial Strategy's policy to phase out coal-based energy in 2015.

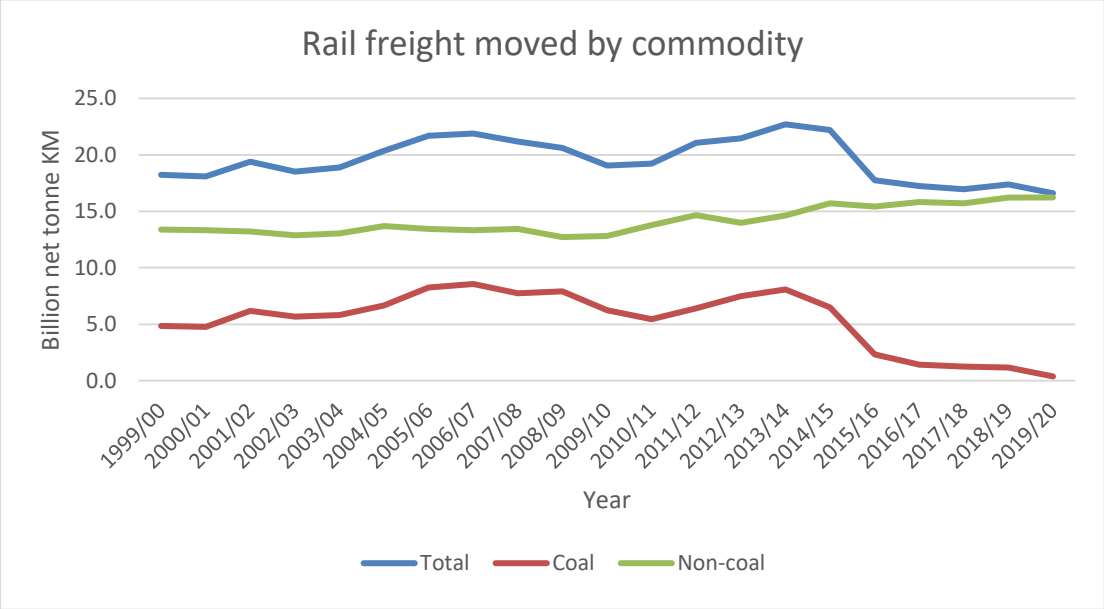


Figure 6 - Rail freight moved by commodity[28]

The amount of non-coal commodities moved by rail freight has been steadily increasing since 2013/14. There has been an 11% increase in non-coal commodities carried by rail freight in this time period[29]. This demonstrates the potential for increased rail freight movement for all commodities.

The Oxfordshire Rail Corridor Study (ORCS) forecast rail freight growth across Oxfordshire and identified the need for a 50% increase in capacity by 2033[30]. This highlights that rail freight is forecast to increase in the county and work will be required to support this.

[27] UK Rail Factsheet 2019
[28] Department for Transport: National Railways freight moved by commodity, annual from 1996/97
[29] Department for Transport: National Railways freight moved by commodity, annual from 1996/97
[30] Network Rail: Oxfordshire Rail Corridor Study

In 2018/19, 7 million road haulage journeys were avoided as a result of rail freight movements[31]. This is equivalent to 1.6 billion road vehicle kilometres. Rail freight therefore helps to reduce road congestion and create a more efficient transport network for all users.

Rail freight currently produces 76% less carbon dioxide per tonne of cargo relative to road haulage[32]. It can contribute to broader environmental benefits and with the electrification of the rail network will contribute to achieving net-zero transport emissions by 2040.

For these reasons our priority for long distance goods movement is to support the mode shift from road to rail. This will capitalise on the rail network in Oxfordshire. It will also help to reduce the number of HGVs, free up road space, tackle congestion and emissions and create a more efficient road network for all users.

Action 1 – Promote rail freight
Our priority for long distance goods movement is to encourage the mode shift of freight from road to rail. We will work with stakeholders to encourage this shift and understand what measures are required to further encourage the use of rail freight.

Whilst our priority is to support the mode shift of freight to rail, it is important that this does not affect our passenger rail network. The lack of spare capacity on Oxfordshire's rail network is currently a key constraint that will need to be addressed to enable more rail freight.

Upgrades to the rail network are beyond OCC's control. We will therefore need to lobby and work with the DfT and Network Rail to upgrade Oxfordshire's rail network and free up capacity for freight. In particular, we will take account of the recommendations in the Oxfordshire Rail Corridor Study.

Action 2 – Work with stakeholders to increase rail network capacity
We will work with Network Rail and the Department for Transport to seek improvements which optimise capacity on the existing rail network for freight and passenger services.

Water Freight
In total, approximately 95% of UK imports and exports are transported by water[33]. The majority is international traffic, however 13% of domestic freight is currently moved by water[34]. Of relevance to Oxfordshire is the 7% of water freight (1% of total freight movement) that is moved on inland waterways[35].

Inland waterway traffic is carried by barge or sea going vessels on the inland waterways network (rivers and canals). The River Thames, which passes through

[31] Department for transport: Number of freight train movements, impacts on road haulage and Freight Performance Measure: annual from 2005/06
[32] Network Rail (2017) Freight Network Study
[33] Freight transport association: Growing the UK inland water freight sector: lessons from the Thames
[34] Department for transport: Domestic freight transport, by mode: 1953 to 2019
[35] Department for transport: Waterborne transport within the United Kingdom: goods lifted and goods moved by traffic type from 2001

Oxfordshire, is the most used inland waterway for freight movement in the UK. The majority of this movement is to or from terminals within London[36].

Waterways are not congested providing benefits for the efficiency of freight movement. Barges are also capable of carrying up to 1000 tonnes compared to approximately 20 tonnes for HGVs[37]. They can therefore help to move goods more efficiently and reduce the number of HGVs.

There are currently a number of challenges around the use of inland waterways for freight movement in Oxfordshire. These include a lack of knowledge, a lack of suitable facilities and potential environmental challenges.

However, we do not view water freight in isolation and instead recognise that it could play a role in the future freight system. We will therefore continue to monitor potential opportunities in this area.

Action 3 – Monitor the use of water freight
We will continue to monitor potential opportunities for increasing the use of water freight in the county.

Road freight
Whilst our priority is to encourage rail freight for long distance movements, we recognise that road freight will still play a role, particularly in the short term. It will therefore be important that we seek to improve the safety and efficiency of these journeys.

A technological development that could help with this is the development of connected and autonomous vehicles (CAV). Connected vehicles can be defined as those equipped to exchange information between vehicle and the surrounding environment, either through local wireless networks or the internet[38]. Autonomous vehicles operate in a mode which is not being controlled by an individual[39].

The primary application of CAV technology to freight is via truck platooning. Platooning is the linking of two or more trucks in convoy, using connectivity technology and automated driving support systems[40].

The vehicles automatically maintain a set, close distance between each other when they are connected for certain parts of a journey, for instance on motorways. The truck at the head of the platoon acts as the leader, with the vehicles behind reacting and adapting to changes in its movement. In the first instance lead vehicle will be driven by a human but in time this could become fully autonomous.

[36] Transport for London: Freight and Servicing Action Plan
[37] Freight transport association: Growing the UK inland water freight sector: lessons from the Thames
[38] Lengton et al., 2015
[39] Automated and Electric Vehicles Act 2018
[40] https://www.acea.auto/uploads/publications/Platooning_roadmap.pdf

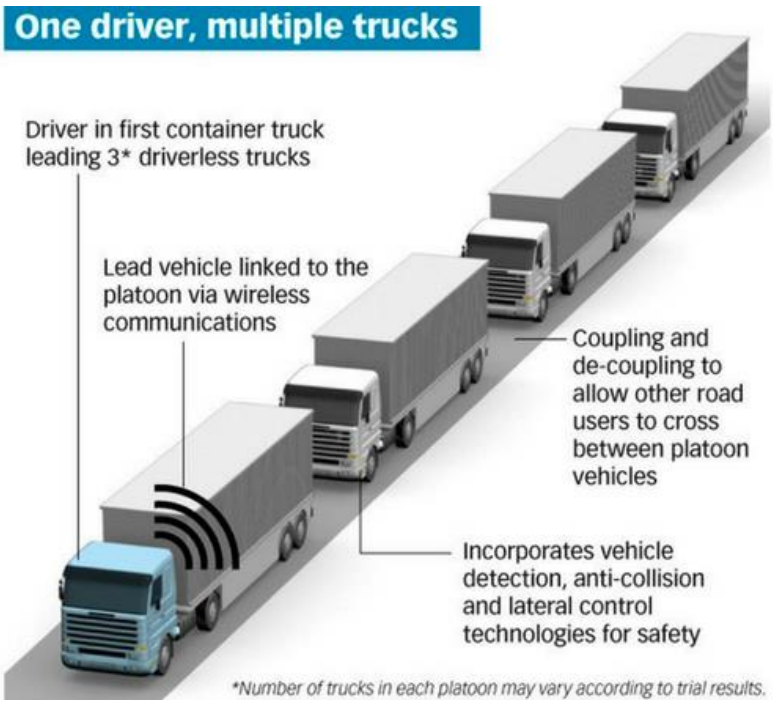


Figure 7 – Truck platooning[41]

The benefits of platooning are:

- Reduces air drag, lowering fuel consumption and CO_2 emissions by up to 16% for the trailing vehicles and 8% for the lead vehicle.
- Improves safety – 85% of road traffic collisions are due to human error.
- Improves efficiency by using roads more effectively.

In 2017 the DfT conducted a feasibility study into platooning. The study deemed that a trial on a UK motorway would be feasible. We will therefore continue to monitor progress in this area and opportunities to be involved in a trial. Any such trial would contribute to delivery of our efficient movement and safe movement key principles.

Action 4 – Monitor truck platooning progress and opportunities
We will continue to monitor progress made on HGV platooning and any opportunities to be involved in a trial.

Partnership working

We recognise that transport does not stop at county boundaries and long distance movements are particularly complex. Long distance movements by their nature pass through multiple local authorities. As a result, there may be opportunities to increase engagement with neighbouring local authorities, sub-national and national bodies to create cross-boundary solutions.

Cross-boundary working refers to the relationships developed between neighbouring local highway and unitary authorities to achieve joint-ambitions and collaborate. Sub-

[41] Singapore Ministry of Transport

national transport bodies will play a particularly important role here due to their regional oversight.

OCC are a part of England's Economic Heartland (EEH) sub-national transport body. EEH published a freight study in 2019 and we will continue to work closely with them on freight issues, particularly those around long distance movement.

There may also be opportunities to work with national bodies such as Network Rail and National Highways on cross-boundary solutions. For example, Network Rail and National Highways published the Solent to Midlands multimodal freight strategy phase 1 in June 2021. As noted, this road and rail corridor passes through Oxfordshire and so we will seek to engage and work with national bodies as part of this work.

Action 5 – Cross-boundary working
We will explore opportunities to engage with neighbouring local authorities and national bodies to develop cross-boundary solutions to long distance freight issues.

As highlighted in action 2, many of the issues associated with long distance movement require action from central government. A key issue in this category is the mode by which freight is moved. We will therefore work with and lobby stakeholders at the regional and national level to encourage the shift of freight from road to rail.

Action 6 – Work with stakeholders to encourage alternatives to road freight
We will work with and lobby a range of stakeholders at the regional and national level to encourage the shift of long distance freight from road to rail.

Local movement

The second type of movement this strategy focuses on is local goods movement. This is defined as those movements to and from destinations in Oxfordshire. For example, deliveries to local businesses, warehouses and construction sites. It doesn't consider the final stage of a goods journey and delivery to individual homes.

As with long distance movement, the majority of this movement is currently on roads by HGVs. Whilst there are opportunities to encourage the use of other modes, these are more limited, and it is important to recognise that HGVs will remain the primary mode for local movement.

Within Oxfordshire there are issues with HGVs passing through our towns and villages on inappropriate roads. This has negative impacts on residents health and wellbeing and on freight operators.

Our priority for this type of movement is therefore to encourage use of the most appropriate routes, improve safety and encourage the uptake of zero emission vehicles.

Road Freight

There are issues in Oxfordshire with HGVs using inappropriate routes. This has negative impacts on resident's health and wellbeing due to noise, air pollution and vibration. It also causes disruption to resident's everyday lives.

Inappropriate movement impacts on our historic environment. The roads in historic county towns were not designed to accommodate HGVs and so there is limited space for the vehicles to manoeuvre. This poses a road safety risk to people walking and cycling.

It also has negative impacts on freight operators. Any small increase in delay could drive a large increase in freight costs. Maintaining efficiency is important to both keep costs down and meet customer expectations. Ensuring vehicles are using the most appropriate roads is therefore of benefit to freight operators.

Ongoing changes to technology and the freight industry may make these issues worse. The shift to larger HGVs will increase the likelihood of inappropriate vehicles passing through Oxfordshire's towns. The increased use of smart phones as navigation devices has likely also contributed to vehicles using inappropriate routes.

Long distance HGV movements will also contribute to these issues; however, they are less likely to be a primary contributor as they do not require access to our county towns and are considerably more likely to be on the strategic road network. But the actions outlined in this section will also help to improve the routing, efficiency and emissions of long distance HGV movements.

HGV route map

There will always be a significant number of local HGV trips required to service Oxfordshire. These trips are essential to support the local economy and residents everyday lives.

Therefore, when trips are required it is important these are on the most appropriate routes. In order to address this issue, we believe it is important to have a clear map to show appropriate HGV routes in Oxfordshire. This has been developed following a review of the LTP4 lorry route map and will help to inform stakeholders of appropriate routes.

Action 7 – Develop appropriate HGV route map

Following review of the LTP4 lorry route map, we have developed an appropriate HGV route map. This map is shown below and identifies suitable HGV routes across the county. We have also created a digital version of this map which can be shared with stakeholders and will be used by a range of council teams.

Action 8 – Create a map of existing weight restrictions

To complement the HGV route map, we will create a digitised and up to date map of all existing weight restrictions in the county. This is part of a broader project to review, map and make available a range of transport information. Once completed the weight restrictions will be added to the map.

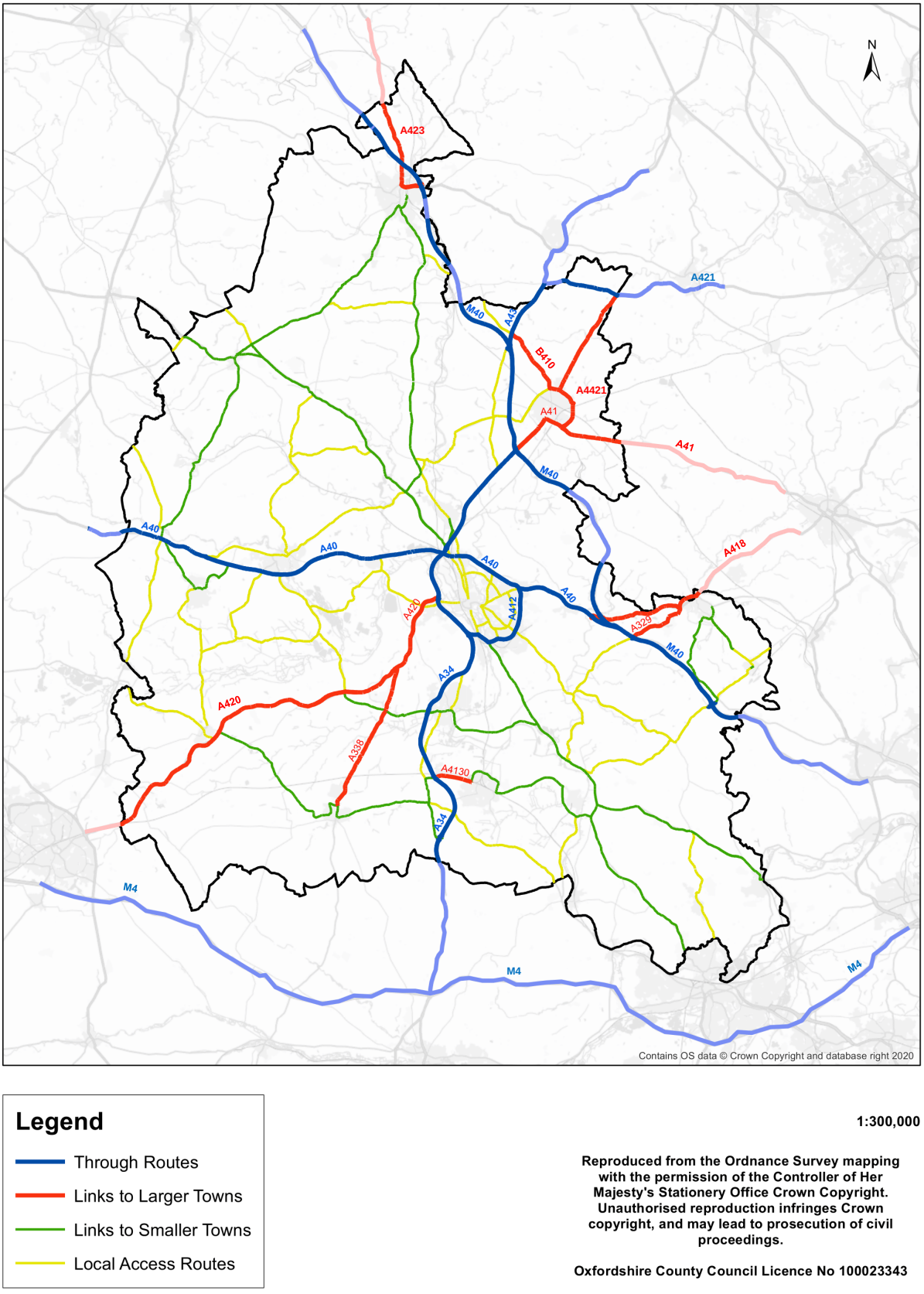


Figure 8 - HGV route map

We published a lorry route map in the 2016 LTP4 freight strategy to show appropriate routes. However, we have learnt that few drivers and freight operators use individual local authority maps so the impact on route choice is limited. Therefore, as part of this strategy we have thought about what actions can support our aspirations.

Action 9 - Promotion of HGV route map

We will promote use of the Oxfordshire HGV route map by:

- Seeking to work with HGV GPS system developers, sat nav providers and digital navigation providers such as Google Maps to incorporate our appropriate route information.
- Exploring opportunities to use online portals similar to 'freight gateway'.
- Engaging with operators, businesses and trade associations.
- Engaging with other local authorities and regional partners.

Encouraging use of HGV routes

We recognise that promotion alone will not be sufficient, and some action may be required to encourage use of appropriate HGV routes. There are a range of ways in which this can be achieved including signage and engagement with local operators.

In exceptional circumstances it may be necessary to restrict HGV traffic. This is primarily done by establishing environmental weight or width restrictions to discourage HGVs from entering an area.

Traditionally, this has been through a point based restrictions on individual roads or structures such as bridges. These restrictions have been considered and developed on a case by case basis subject to funding. However, we have found that in many cases this approach does not address the issues with inappropriate movement. This point based approach often pushes HGVs onto surrounding roads creating a new issue with inappropriate movement elsewhere.

Furthermore, this approach to weight restrictions requires significant resource and funding, is challenging to enforce and can have negative impacts on the efficient movement of goods and local businesses.

Most recently we have seen the issues associated with this approach to weight restrictions during the Burford Experimental Traffic Restriction Order (ETRO). Our findings from the Burford ETRO are summarised below.

Case Study - Burford ETRO

The Burford ETRO was established in August 2020 to prevent goods vehicles that exceed 7.5t passing through Burford. The restrictions prevented goods vehicles from using the A361 (The Hill & High Street), Barns Lane and Tanners Lane.

Permit applications for exemptions were available for locally based HGV owners/operators. This was managed by Burford Town Council.

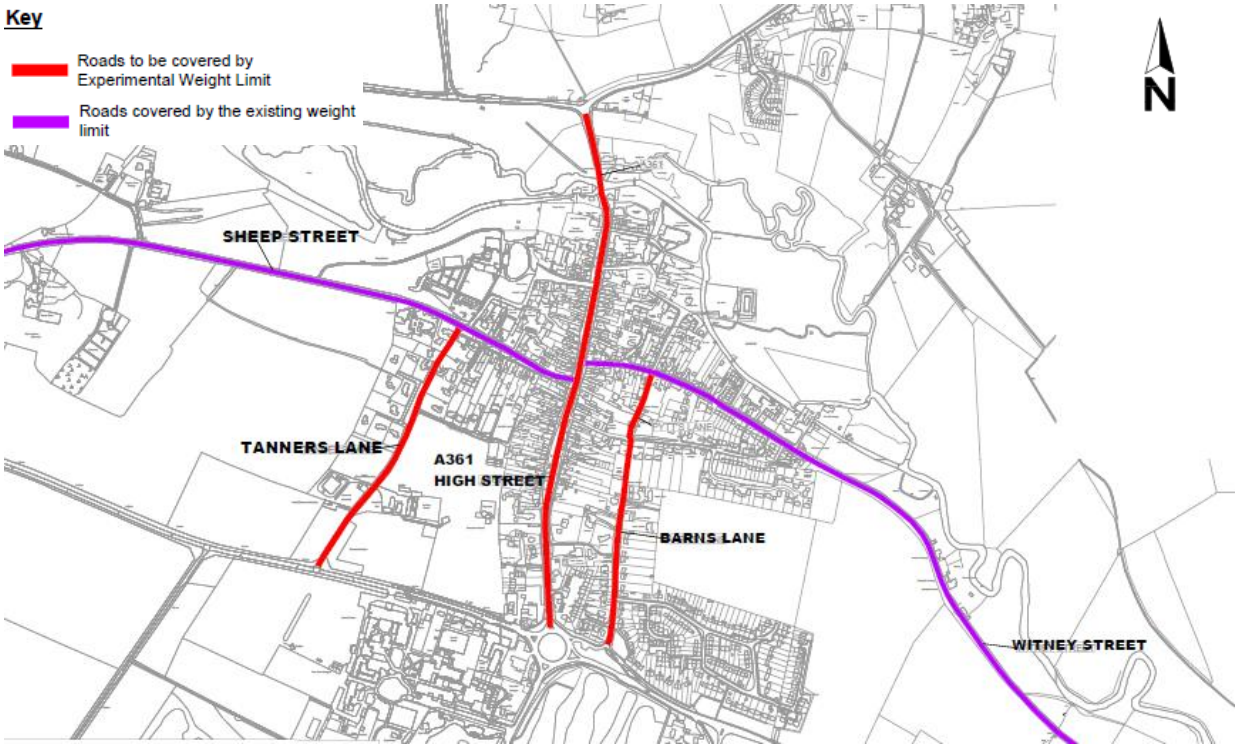


Figure 8 – Map of Burford ETRO area

A number of roads in the vicinity of Burford were monitored before and twice during the ETRO. The data had some limitations, but was useful in setting out key trends:

- There was no change in overall levels of HGVs in Burford between April 2019 and February 2021. But the data shows over 50% reductions in the heaviest vehicles with 3 axles and above.
- High increase in 3 axle and heavier HGVs at the A44 Oxford Road, Bladon roundabout.
- Increase of total HGVs on A4095 Bridge Street and B4022 West End, Witney. Both of these roads already have severe congestion.
- Increase in HGV traffic on Dry Lane and Leafield, both unclassified roads.

There were also objections from Gloucestershire County Council due to significant increases in HGVs at six survey sites, the Road Haulage Association and Freight Transport Association.

The experimental weight restriction was a unique study, and much was learnt about HGV movements in the area. The scheme saw benefits for Burford and some neighbouring communities, but the negative impacts were dispersed over a wider area and passed to Burford's neighbours.

Following this analysis it was considered that an area wide approach to environmental weight restrictions may help to share benefits across neighbouring communities and be clearer to hauliers than a series of point restrictions.

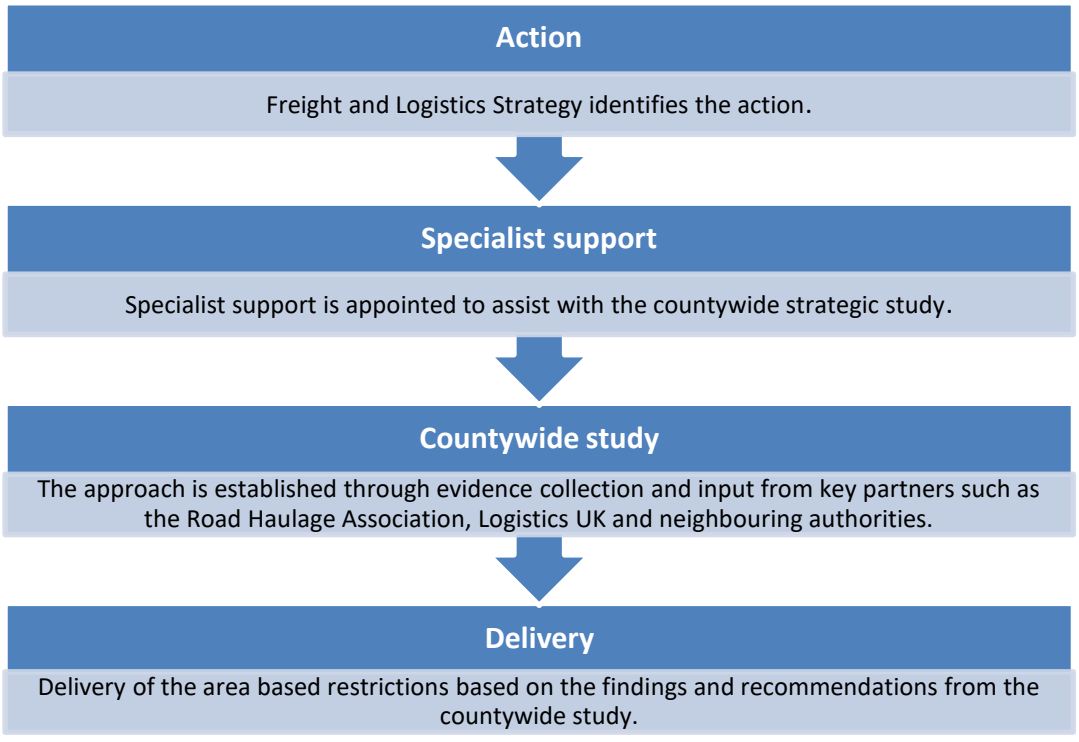
Therefore, the Cabinet Member for Travel Development and Strategy resolved to approve the consideration of developing area wide restrictions across Oxfordshire and revoke the Burford ETRO. This decision was endorsed by the county council's cabinet in February 2022.

Following the decision regarding the Burford ETRO we are therefore proposing to explore an area based approach to weight restrictions. This approach will consider how we can keep HGVs on appropriate routes in larger geographic areas to reduce freight traffic in our towns and villages and stop issues being moved from one road to another.

It is important that this approach considers the whole county and so we will pause any area specific studies to focus on a strategic countywide study. This study will set out our area based approach and will be informed by a wide range of evidence and stakeholder engagement.

Action 10 – Conduct countywide study to establish an approach for area based weight restrictions

We will conduct a strategic countywide study to establish an approach for area based weight restrictions. This work will be progressed in the following processes:



In order to develop the study and deliver the area based weight restrictions funding will be required. The county council will therefore commit to funding the development and delivery of the area-based weight restriction programme. Individual town and parish councils will not be asked to commit funding for the development or delivery of these restrictions, recognising the need for a coordinated and fair approach.

Action 11 – Fund development and delivery of the area based weight restriction programme

We will commit to funding the development and delivery of the area based weight restriction programme. Individual town and parish councils will not be asked to commit funding for the development or delivery of the restrictions.

Enforcement

Where existing action has been taken to address inappropriate HGV movement, the county council conduct enforcement. Primarily, this has been through the enforcement of existing weight restrictions.

Whilst resources have reduced in recent years, we have become more efficient allowing for an increase in activity since 2007 when enforcement began. However, we recognise that owing to the time involved for enforcement and the sheer quantity of HGV traffic on the road, breaches of weight restrictions are difficult to reduce.

We are therefore keen to explore new opportunities to improve enforcement and increase the use of our identified HGV routes. A key factor in enabling this would be if the Department for Transport (DfT) granted local authorities enforcement powers under Part 6 of the Traffic Management Act 2004.

Traffic Management Act 2004 - Part 6

Under Part 6 of the Traffic Management Act (TMA) local authorities can apply for powers to take on further enforcement themselves, rather than relying on the police. Whilst councils can enforce parking and bus lane contraventions, the provisions relating to moving traffic offences have not been activated.

If secondary legislation is passed, local authorities would be granted powers to enforce and issue penalty charges for offences such as disregarding one-way systems, failing to give priority to ongoing traffic, or disregarding box junctions.

Part 6 of the TMA enabled the introduction of the London Lorry Control Scheme (LLCS). The LLCS controls the movement of heavy goods vehicles over 18t at night and at weekends on specific roads in London. This helps to manage the environmental impact of HGV vehicles and minimise noise pollution. Enforcement is carried out in residential areas during unsociable hours through restricted use of these roads.

Action 12 – Lobby for enforcement of moving traffic offences under Traffic Management Act Part 6

We will continue to lobby for the government to pass secondary legislation allowing local authorities to enforce moving traffic offences under the Traffic Management Act Part 6.

Alongside Traffic Management Act Part 6 there are other options to improve enforcement of weight restrictions that we will explore. One of these is the implementation of road user charging schemes.

Road user charging involves charging drivers for the use of the roads they drive on. Traditionally this has involved charging vehicles based on the emissions they produce. Examples of this include the London Ultra-low Emission Zone (ULEZ) and Oxford city Zero Emission Zone (ZEZ).

Using the same principles and technology, it is possible to charge vehicles based on their weight category for use of a road. Where restrictions are in place, but issues persist, this type of charging could be implemented to act as a deterrent and help us to encourage use of the identified appropriate routes.

Action 13 – Explore implementation of road user charging schemes
Where appropriate, we will explore the implementation of road user charging schemes to reduce the impact of HGVs, including supporting weight restrictions and appropriate routeing.

There are also changes to technology that may help us to improve our enforcement. Technology continues to develop rapidly and there have been a number of innovations in the transport industry in recent years. It is therefore important that we consider these changes and how to harness them.

For example, there has been the development of cameras and sensors that can be used to identify different vehicles. These could be deployed at multiple locations, tracking HGVs in and out of weight restriction entrances and exits. This would allow for cross matching and identification of those that stopped in the area.

Action 14 – Explore technology to aid enforcement
We will monitor and explore technology that could help us to improve the enforcement of weight restrictions.

Finally, we will seek to improve our enforcement by reviewing best practice nationally and internationally on freight transport management. This includes engaging with other local authorities to understand work they are doing and the effectiveness of it and our sub-national transport body England's Economic Heartland (EEH).

Action 15 – Review best practice
We will seek to improve our enforcement by reviewing best practice nationally and internationally on freight transport management.

Parking facilities
Appropriate parking facilities are an important consideration to ensure safe and efficient local HGV movement. Appropriate parking facilities allow journeys to be made without major detours and prevent HGVs from disrupting other road users. As highlighted previously, even small detours can have a large effect on operators' costs and journey times.

Strategically located rest stops can also help to encourage the use of appropriate routes. Facilities could be located on our identified appropriate HGV routes, contributing to delivery of our priority to keep local HGV movement on the most appropriate routes.

Currently parking facilities in the South East are at 84% utilisation[42]. This is only 1% below the 'critical' utilisation level. The Welcome Break Oxford services were identified as being at 114% utilisation highlighting the pressures on lorry parking in the county.

In order to inform future work on this topic, we will review current rest stops and lorry parking facilities. This will identify what facilities are currently available and where there are gaps in the current network.

Action 16 – Review current rest stops and lorry parking facilities
We will review current rest stops and lorry parking facilities in order to improve our understanding and inform future work.

Following this review, we will promote the development of lorry parking facilities. The county council do not currently have any funding for the delivery of new facilities. As a result, external funding will be required and we will work with a range of stakeholders such as developers, neighbouring local authorities and the freight industry to understand the potential for any such facilities.

The A34 and M40 are part of the strategic road network and so are managed by National Highways. Therefore, working with National Highways will be essential to delivering any facilities on these corridors.

As part of this we will work to ensure that any facilities are located in accordance with our HGV route map. Similarly, it will be important to consider potential future fuel requirements at these facilities such as electric vehicle charging or hydrogen refuelling stations.

Action 17 – Promote the creation of rest stops and lorry park facilities
We will work with a range of stakeholders to promote the creation of rest stops and lorry park facilities. We will seek to ensure that any facilities are located in accordance with our HGV route map and that they consider the need for future refuelling requirements.

Vehicle refuelling requirements
One of our other priorities for local movement is to encourage the uptake of zero emission vehicles (ZEVs). ZEVs significantly reduce emissions of carbon, nitrogen oxides and other pollutants, both at the tailpipe and upstream in the energy system.

There are two kinds of freight vehicles, LGVs and HGVs. Both of these vehicle types will need to be zero emission if we are to deliver a net-zero transport system by 2040. However, there is a significant variation in how developed alternative fuels for these vehicles are.

For LGVs there is more certainty about the technology available. Zero emission LGVs are largely Battery Electric Vehicles (BEVs), utilising the same technology as

[42] National Survey of Lorry Parking, 2017

electric cars. As a result, the UK government has required that from 2035, all new cars and vans must be ZEVs.

In the short to medium term, electric vehicle charging infrastructure is the most pressing requirement to support these vehicles. To enable this, OCC along with our partners in the District and City Councils, has adopted the Oxfordshire Electric Vehicle Infrastructure Strategy (OEVIS), which sets out 17 policies and associated key actions for the short term (2020-2025).

The OEVIS will guide our short term work which will support all BEVs, including the freight industry. We are also planning to develop a longer-term strategy to meet the infrastructure requirements of ZEVs of all propulsion types and classes.

Our District and City councils may also produce their own strategies and delivery plans to support ZEVs. For example, Oxford City Council are currently working an Electric Vehicle Strategy. Supporting the delivery of these strategies will also be critical to supporting the uptake of ZEVs.

Action 18 – Support BEV charging infrastructure requirements
We will work to ensure that the OEVIS supports the freight industry's electric vehicle charging requirements. We will also continue to engage with freight operators as we develop a long-term strategy to understand their electric vehicle charging requirements.

HGVs are also evolving and work is progressing to develop ZEVs. However, HGV technology is further behind and there is less certainty about when alternative fuels will be adopted at scale. The primary alternatives that are being developed are BEVs, Hydrogen Fuel-Cell Vehicles (FCEV) and electrified road systems (catenary).

Battery electric HGVs are predicted to be adopted at scale between 2022 and 2030, exceeding ICE HGVs from approximately 2032. Hydrogen powered HGVs are predicted to be adopted at scale between 2024 and 2040, exceeding ICE HGVs from approximately 2036[43].

As part of the Transport Decarbonisation Plan, the government is consulting on when to end the sale of all new non-zero emission HGVs. The dates proposed are 2035 for HGVs of 3.5t to 26t and 2040 for HGVs above 26t. We will continue to monitor the outcomes from this consultation.

Whilst electric vehicle technology is generally further ahead, there are issues associated with electric HGVs that could make hydrogen an attractive alternative. These issues include the fact that batteries for electric vehicles are heavy and take up space therefore reducing the HGVs load and making each vehicle less efficient.

Hydrogen technology is further behind and there are also issues associated with it. Hydrogen is considerably less carbon efficient than electrification and so the benefits are lower. As a result, more off-setting in other areas would be required.

[43] Shell: Decarbonising Road Freight: Getting into Gear

We will need to monitor technological developments in the sector. This will include monitoring the outcomes of the zero emission HGV technology trials the government have committed to as part of the Transport Decarbonisation Plan. We will also incorporate findings from the Oxfordshire hydrogen strategy.

Action 19 – Monitor alternative HGV fuel requirements and options
We will continue to monitor developments in zero emission HGV fuels. As more is known we will update our strategy and consider the necessary requirements. This will include consideration of the zero emission HGV technology trials and findings from the Oxfordshire hydrogen strategy.

When more is known about what fuel will be used to power zero emission HGVs, there will be an opportunity for the county council to be involved in the provision of refuelling infrastructure. This could be by providing refuelling infrastructure on the council owned highway or by identifying land for refuelling stations.

There is an opportunity to develop this infrastructure in accordance with our HGV route map. Strategically locating refuelling infrastructure on this network will help to encourage use of appropriate HGV routes and deliver the associated benefits outlined previously.

Action 20 – Strategically locate refuelling infrastructure
We will seek to strategically locate zero emission HGV refuelling facilities in accordance with our HGV route map. This will support zero emission freight movement whilst encouraging use of appropriate routes.

Electrified road systems are another alternative that could be used to power zero emission HGVs. Electrified road systems use overhead cables to deliver energy to the vehicle. This reduces the need for energy storage via large, heavy batteries.

This system would rely on the overhead cables being delivered on key freight corridors. It is estimated that this could deliver as much as 80% reduction in the carbon emissions from a long-haul articulated vehicle[44]. Demonstrator projects have been delivered in the USA, Germany, Sweden, and the Netherlands.

[44] https://www.mobility.siemens.com/global/en/portfolio/road/ehighway.html



Figure 9 – Electrified road system trial[45]

In order to implement this a significant amount of new infrastructure would be required. The cost of this infrastructure is estimated to be £1 million per km. There are approximately 7,000 miles of suitable trunk roads in the UK setting the infrastructure costs of this approach at £7 billion[46].

Whilst there is a significant cost involved, electrified road systems are currently being explored further by Innovate UK-funded projects. We are involved in a project looking into this and will monitor the outcomes of the study.

Electrified road systems will also be included in the zero emission HGV technology trials committed to in the government's Transport Decarbonisation Plan. We will monitor the outcomes of these trials.

Action 21 – Monitor electrified road systems study
We will continue to monitor and engage with research projects reviewing the feasibility of electrified road systems in the UK and across Europe.

Network management
We can also support the efficiency of local freight movement by road. OCC as the Highway and Streetworks authority are responsible for a range of management functions. This includes working to manage congestion through network management.

The core purpose of network management is to tackle congestion and ensure the safe, free-flowing movement of traffic, people and freight across the Oxfordshire road network. It also has the potential to influence travel choices and prioritise public transport, walking and cycling.

[45] Siemens
[46] Government office for science: Decarbonising road freight

The Traffic Management Act (2004) places a duty on the Council to reduce and manage congestion and to collaborate effectively with other traffic authorities to achieve this. OCC is also responsible for ensuring a co-ordinated approach to maintaining public safety through approval of all works on the public highway.

Our key network management objectives are to:

- Promote economic activity in and through the county.
- Enable access to employment, leisure and educational facilities for all.
- Reduce traffic congestion, air and noise pollution.
- Reduce accidents and promote public safety.

Effective network management will be an essential part of delivering efficient goods movement in Oxfordshire. Enhanced network management can reduce the impact of roadworks, accidents and incidents on the network, therefore improving productivity and road safety for all road users.

Action 22 – Enhance network management
We will work to improve our network management to allow efficient goods movement by managing congestion and reducing the impact of roadworks, accidents and incidents on the network. More detail about how we will do this can be found in the LTCP network management policy.

In support of our network management functions, data has become available from a range of different sources and at larger quantities. New data sources include edge devices (devices that provide data between a local network and a wide network, such as routers), big data and the Internet of Things (IoT).

We are seeking to improve our approach to data because it can be leveraged to ensure we're meeting residents' needs, measure progress, understand future needs and improve our awareness of changes.

Better real time data will enhance our network management by allowing near real time adaption to changes on transport networks, helping to minimise disruptions to journeys and improve air quality. This will support the efficient movement of goods.

Action 23 – Improve data gathering and usage
We will work to enhance our network management by implementing a consistent approach to gathering and using data. More detail about this can be found in the LTCP data policy.

There has also been a shift towards providing open data. The provision of open data allows transport data to be more widely available. It can then be used for innovations in the private sector and combined with data from other sectors to improve our understanding of transport user's needs.

Open data is data that is available to everyone to access, share and use[47]. Open data should be easy to use and in a standardised format. Open data is a government

[47] https://theodi.org/

priority and is seen as a key enabler for the government's digital transport strategy. Transport Systems Catapult estimate that not sharing, and not making transport data open, could result in £15bn in lost direct and indirect benefits to the UK between 2017 and 2025[48].

Sharing our data will help navigation software providers to update their software and will enable freight transport operators to improve the efficiency of their operations.

Action 24 – Improve data sharing
We will implement a consistent approach to data sharing in order to help freight transport operators improve the efficiency of their operations. More detail about this can be found in the LTCP data policy.

Rail freight
There are less opportunities for rail freight to replace HGVs for local movements as rail is not suitable for the first or last mile and there are only a limited number of destinations in the county that can be accessed via the existing network.

However, there are still opportunities to move freight by rail for some part of its journey. This will help to reduce the length of HGV journeys and have benefits for emissions, safety and congestion.

In order to facilitate this rail cannot be viewed in isolation. Rail freight is part of a wider system. Some road movement will still be required to move goods on the first and last miles of their journey.

We know that in order to encourage rail freight for local journeys, more rail freight interchanges (RFI) are required. RFIs are rail served distribution and warehouse parks linked into both rail and the strategic highway network. These facilities are key to enabling the first/last mile road movement and encouraging use of the rail network.

In order to encourage the mode shift of freight to rail we will support the provision of appropriately sited RFIs, subject to funding being available and having regard to the impacts on local communities and on the road and passenger rail networks.

For example, RFIs may not be suitable in locations where capacity on the existing road and/or rail networks is not available, capacity of the road or rail cannot be enhanced, or in locations with particular environmental sensitivities and/or other planning constraints.

Action 25 – Support the provision of rail freight interchanges
We will support the provision of appropriately sited rail freight interchanges, subject to funding being available and having regard to the impacts on local communities and/or any other relevant planning considerations, and on the capacity and suitability of impacted road and rail networks.

[48] The case for government involvement to incentivise data sharing in the UK Intelligent Mobility sector —Transport Systems Catapult 2017

There are also emerging developments that we will explore to encourage the increased of rail for local goods movement. The main development in this area is 'express freight'. Express freight is an emerging freight sector and Network Rail are currently working to understand opportunities with operators.

Express freight views parcels as passengers. Following the decline in rail passenger number following the COVID-19 pandemic, there is more free space on some existing passenger train services. Express freight seeks to utilise this space to carry logistics and parcels.

This concept could work on multiple levels from utilising one carriage on a passenger train to carry parcels, through to using whole empty passenger trains. This approach would help to move parcels and logistics into the heart of urban areas before they are moved to their final destination by smaller vehicles. This will help to reduce the number of HGVs entering urban areas.

There is the potential for this concept to be applied in Oxfordshire due to the county's pivotal point in the UK rail network, with rail lines heading north, south, east and west. We will therefore work with partners to explore opportunities for express rail freight.

Action 26 – Explore opportunities for express rail freight
We will work with partners such as Network Rail and rail operators to explore opportunities for express rail freight in Oxfordshire.

Influencing new development
Another key way in which we will encourage local movement to be moved appropriately is by seeking to influence new development. Current forecasts are for over 85,000 new jobs and 100,000 new homes in the county between 2011 and 2031. It will be important to ensure that these developments are located and designed to facilitate appropriate freight access.

The district councils are responsible for planning functions in Oxfordshire. However, there are opportunities for us to seek to influence development. For example, we will ensure that we consider freight management measures when responding to consultations on planning policy and relevant planning applications.

This also includes seeking to ensure new developments incorporate the needs of emerging technologies like drones and autonomous vehicles that may be used for last mile delivery in the future. We plan to do this through our Innovation Framework.

The framework, which is a supporting document of this LTCP, sets out a series of principles which should be applied to the integration of innovation into new development and infrastructure, so that innovation is used to further policies and strategies such as those within this document.

Action 27 – Seek to influence the location and design of new development
We will seek to influence the location and design of new development, particularly employment sites and any related transport infrastructure, so that these can function well, with appropriate freight access to and from the strategic transport network

without adverse impacts on local communities, other road users and the environment. This includes ensuring new developments incorporate the needs of emerging technologies.

We will also ask developers of major sites to prepare Construction Logistics Plans (CLPs). CLPs provide the framework for understanding and managing construction vehicle activity into and out of a proposed development[49].

CLPs provide us with an overview of the expected logistics activity during the construction programme. This will help to reduce the impact construction traffic has on local communities in relation to congestion, pollution and noise[50].

Case study – Croydon Growth Zone

The London Borough of Croydon put in place Construction Logistics Planning guidance for the Croydon Growth Zone project. Any failure to follow the guidance meant the project being rejected[51].

Some key aspects of the guidance included:

- Site traffic was not allowed between 7:30 – 9:30am and 4:00 – 6:30pm except concrete deliveries.
- Developers had to commit to using specific signed routes for designated Growth Zone traffic.
- Developers had to commit to using the Growth Zone Navigation App which directs vehicles via approved access routes.

A full CLP assessment should include detail such as the amount of construction traffic generated, the routes the construction vehicles will use and any traffic management that will be in place. They therefore help us to encourage use of appropriate routes, whilst also contributing to several of our other objectives.

There are a number of innovations in this area, for example the Croydon Growth Zone navigation app, that we will continue to monitor and explore as appropriate.

Action 28 – Ask developers of major sites to prepare Construction Logistics Plans

We will ask developers of major sites to prepare Construction Logistics Plans to minimise the impact of the large scale residential and business development planned for Oxfordshire.

[49] https://www.arup.com/projects/construction-logistic-plan
[50] https://ccsbestpractice.org.uk/entries/construction-logistics-plan/
[51] https://www.clocs.org.uk/casestudies/clocs_case_study_lb_croydon_aug_2020.pdf

Last mile movement

The last type of movement this strategy focuses on is last mile movement. This is defined as the final stage of a goods journey to individual homes. For example, moving a package from a delivery warehouse to a customers home.

Increasingly there are issues with inappropriate last mile freight delivery. As highlighted previously, the rise of internet shopping has led to the growth of LGVs. This is causing increasingly inappropriate levels of LGV traffic on local roads. We have also seen issues with inappropriate parking of both LGVs and motorcycle food delivery services.

As last mile movement is within our towns and villages it also has more of an impact on air quality and road safety due to emissions being produced in residential areas and increased interaction with people walking and cycling.

Our priority for this type of movement is to reduce the number of freight vehicles in our towns to improve and encourage the uptake of zero emission vehicles. We are primarily focusing on freight consolidation and mode shift to cycle freight to achieve this.

Cycle freight
One of our priority focus areas for last mile movement is encouraging more use of cycle freight. This is best suited to replacing LGVs for the last mile delivery of goods in urban areas.

Cycle freight refers to the transportation and delivery of goods using bicycles or electric bicycles. It can help to reduce emissions by up to 90% compared to diesel vans and by a third compared to electric vans. It also brings benefits to operators with delivery being up to 60% faster in city centres[52].

As noted in the key barriers, cycle freight is one part of the broader freight system. We believe it has the potential to move a greater proportion of goods, but it will not have the capacity to completely replace road freight in urban areas.

It will also take a number of years before operations across the county could be scaled up. We will therefore need to support zero emission LGVs for the majority of last mile delivery in the short to medium term.

There are existing cycle freight services operating successfully in Oxford. We believe there is potential to expand the use of cycle freight within Oxford, particularly with introduction of the Zero Emission Zone, and in other towns.

[52] Possible: The promise of low-carbon freight

Case Study – Pedal and Post

Pedal and Post is a sustainable courier and storage firm operating in Oxford. Pedal and Post uses cargo bikes to deliver medical supplies and samples, e-commerce parcels and other items.

Pedal and Post have various partnerships including with Baxter Healthcare and OUH Trust. As part of this partnership, more than 25,000 products were delivered between August 2020 and February 2021. This service has halved the time it takes for products to travel from Baxter's compounding facility in Cowley to the hospital site[53]. The success of pedal and post demonstrates the benefits of cycle freight in Oxford.

As of August 2021, OCC are working to purchase e-cargo bikes for Pedal and Post using funding from the Energy Savings Trust. Pedal and Post are planning to use some of these bikes to take over veg box deliveries in Oxford, replacing LGVs which currently make the deliveries. We are also involved with capturing and evaluating data from Pedal and Post.



Figure 10 - Cycle freight operated by Pedal and Post in Oxford[54]

Outside of Pedal and Post there is also work progressing to encourage cycle freight in Oxford. As part of the Energy Savings Trust funding we are purchasing a set of lease bikes for Oxford businesses to try at a low cost before they buy.

Oxford City Council are also providing some electric cargo bikes in Cornmarket. We will be involved with reviewing the results from both of these projects to get a rounded picture of usage and further inform our understanding of cycle freight.

Action 29 – Promote cycle freight in Oxford

We will continue to promote and support the expansion of cycle freight in Oxford. This includes working with Pedal and Post and others to evaluate data and leasing e-cargo bikes to Oxford businesses.

[53] http://www.pedalandpost.co.uk/pedal-post-pedal-power-drives-improved-medical-service-and-greener-deliveries/
[54] http://www.pedalandpost.co.uk/

Cycle freight could also be effective in a range of Oxfordshire towns. We are seeking to promote the use of cycle freight across the county because it will help to reduce the number of motorised vehicles. This will improve the health and wellbeing of residents by reducing emissions from HGVs and LGVs. It will also help to reduce congestion and noise pollution.

Cycle freight will deliver benefits to freight operators and local businesses through improved journey time reliability, reduced costs and more flexible pick up/drop off destinations.

Action 30 – Promote cycle freight across Oxfordshire
We will promote cycle freight across Oxfordshire by engaging with a range of stakeholders including our District and City council's, local businesses, freight operators and developers. We will also continue to monitor any funding opportunities.

Consolidation Centres
Our other priority focus for last mile movement is exploring the potential for freight consolidation centres. Freight consolidation is an important part of logistics.

Freight consolidation centres are operations that receive multiple small deliveries and convert them into fewer deliveries to the destination. Crucially, this is often done in zero emission vehicles or by cargo bike. They can therefore help to reduce local air pollutants from freight.

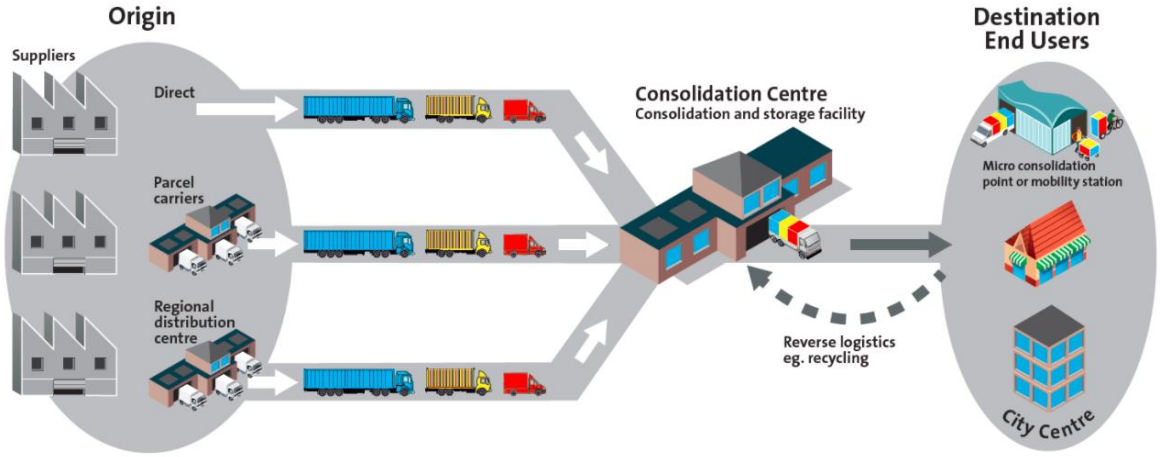


Figure 11 – Summary diagram of freight consolidation[55]

Freight consolidation centres can also provide a range of benefits such as allowing for more efficient vehicle usage and can reduce both the number of vehicles and distance travelled. This will contribute to delivery of our key principles of efficient movement and appropriate movement.

Freight consolidation centres can vary in scale and there are several different operating models. Many consolidation centres are used by a single company to improve the efficiency of their operation. However, other models exist where centres

[55] Travel West: Bristol Freight Consolidation Centre Case Study

are designed to be used by multiple operators. The most common examples are urban consolidation centres, micro consolidation centres and construction consolidation centres.

It is recognised that there are few examples of self-sustaining urban consolidation centres. However, many of those in operation have shown evidence of benefits. Examples from Monaco and Bristol are summarised below.

Case study – Freight consolidation centres

Monaco

HGVs are restricted from entering Monaco, with vehicles of more than 8.5 tonnes required to use the Monaco Consolidation Centre (MoCC). The MoCC was established in 1989 and is owned by the Principality of Monaco.

The Monaco scheme has resulted in a more efficient urban delivery system for the Principality of Monaco. Despite using diesel delivery vehicles, it was found to have reduced local air pollution by 30%, vehicle noise by 30% and traffic congestion by 38%[56].

Bristol

The Bristol Freight Consolidation Centre was initially set up as a pilot scheme in 2004 with European funding to help alleviate issues associated with freight in Broadmead, Bristol. Following the successful pilot, the operation grew, and the service extended to retailers in other parts of the central Bristol area[57].

At its peak, a 70% to 80% reduction in the number of onward trips was seen by the freight consolidation scheme. This meant that for every 10 vehicles that made a delivery to the consolidation centre, just 2 or 3 onward journeys to the central Bristol area were made. This led to a reduction of 11,034 kg of CO_2, 358 kg of NO_x and 11 kg of PM.

These examples show that locating freight consolidation centres on the outskirts of urban areas can help to reduce HGV and LGV movements and tackle the local air pollution. Utilising zero emission vehicles for last mile delivery will further enhance these benefits.

Freight consolidation centres are generally not supported by the freight industry. This is due to increased costs and issues with contamination or loss of products. Therefore, market forces are unlikely to lead the creation of consolidation centres.

We will need to consider this in terms of how they could be delivered, the need for supporting policy to encourage use and the potential impacts on cost for local businesses and consumers.

We also need to recognise freight consolidation as a long term solution owing to the time required for the development of facilities and significant modal shift.

[56] SEStran (South East Scotland Transport Partnership): Freight Consolidation Centre Study
[57] Travel West: Bristol Freight Consolidation Centre Case Study

Action 31 – Freight consolidation feasibility study
We will work with partners to review and explore the potential for freight consolidation centres, with a priority focus on enabling zero emission last mile delivery.

Action 32 – Safeguard land for freight consolidation
The development of any freight consolidation centres will require suitable land. As part of our work we will identify potential land for these facilities and seek to have it safeguarded in local plans.

Reducing the need to travel

Another important consideration for reducing the number of delivery vehicles in our local areas is whether the journey is needed at all. Reducing the need to travel is included in the main LTCP document and recognises that it can play an important role in tackling vehicle use and the associated negative impacts such as congestion and emissions.

Reducing the need to travel will be delivered in two primary ways. The first is through improved digital connectivity. Digital connectivity can reduce the need to travel by providing residents with the ability to work, shop and access services from home. This is primarily related to private vehicle usage rather than the movement of goods.

The second way we can reduce the need to travel is through planning such as the location of services within walking distance of residents. This is relevant to the movement of goods and may help to improve last mile delivery by tackling inappropriate levels of LGV traffic on local roads.

In the LTCP we have included policies which address reducing the need to travel. This is primarily through promotion of the 20-minute neighbourhood concept and our guidance for new developments.

We will work with our District and City Councils to ensure that regeneration schemes and new developments support application of these policies and incorporate considerations about reducing the need for freight movement. For example, the development of freight lockers or hubs near to developments to minimise the need for delivery vehicles to travel on local roads.

Action 33 – Promote considerations about reducing the need for freight movement
We will work with our District and City Councils to support application of the 20-minute neighbourhood and guidance for new developments LTCP policies and incorporate considerations about reducing the need for freight movement.

Clean Air and Zero Emission Zones

Whilst our priority is encouraging cycle freight, freight consolidation and a shift to zero emission vehicles for last mile movement, it is important to recognise that internal combustion engine HGVs and LGVs will continue to be the main way last mile movement is conducted in the short term.

These vehicles contribute to local air pollution. Air pollution is a mix of particles and gases of both natural and human origin. The main components of urban air pollution are particulate matter (PM) and nitrogen oxides (NO_x). Road transport is the largest source of NO_x and fourth largest source of PM[58]. Currently, there is no clear evidence of a safe level of exposure.

Air pollution is the largest environmental health risk in the UK. It causes more harm than passive smoking. Conditions exacerbated by air pollution include asthma, chronic bronchitis, chronic heart disease, and strokes. In Oxfordshire, it was estimated that 3,578 years of healthy life were lost due to air pollution in 2017[59].

Oxfordshire's air pollution comes from a variety of sources, and the mix of sources varies by location. Across Oxford road transport accounts for approximately 40% of NO_x emissions and 10% of particulate matter emissions. At roadside locations in the county with heavy traffic, road transport accounts for as much as 75% of NO_x and 20% of particulate matter emissions.

Nationally, HGVs and LGVs produce 35% of road transport emissions[60]. Action is required to address this contribution to air pollutants and as part of the LTCP we have committed to investigating the use of Clean Air Zones (CAZs) and Zero Emission Zones (ZEZs).

A CAZ is an area where vehicles with higher tailpipe pollutant emissions are restricted or charged for access. A ZEZ is an area where all vehicles except those with zero tailpipe emissions are restricted or charged for access.

In addition to the core restrictions or charges, CAZs and ZEZs may also include:

- Supporting traffic management, sustainable transport or behavioural change schemes.
- Electric vehicle charging infrastructure.
- Funding to help individuals and businesses to upgrade their vehicles.

CAZs and ZEZs generally apply to urban areas such as central Oxford and so are most relevant to last mile movement and will help to encourage the use of cleaner vehicles or alternative modes.

However, there are various considerations about how CAZs and ZEZs could apply to freight. For example, recognising that there are very few zero emission HGVs, the standards for these vehicles could be set at Euro IV.

Similarly, there is a need to consider the penalty charges for non-compliance. Owing to the fact that many HGVs are operated by freight companies' non-compliance charges may need to be higher to encourage use of cleaner vehicles.

[58] https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution
[59] Oxfordshire Health and Wellbeing Joint Strategic Needs Assessment 2020
[60] UK Government: The Road to Zero

However, it is also important to consider the economic importance of freight and the needs of local businesses when planning any scheme. Local businesses, especially smaller ones, may have little influence on the vehicles used to deliver supplies.

We will therefore seek to engage with the freight industry and local businesses to inform the development of any CAZs or ZEZs in Oxfordshire and publicise proposals so that businesses have sufficient time to retrofit their fleet.

Action 34 – Engagement around CAZs and ZEZs
We will engage with the freight industry and local businesses when planning any CAZ or ZEZ scheme to inform its development. We will also ensure there is comprehensive communications and publicity about any CAZ or ZEZ proposals.

Road safety
As part of the LTCP, we are adopting a vision zero approach to road safety. The aim of vision zero is to have zero road fatalities or life-changing injuries on Oxfordshire's transport system by 2050. This applies to all road users and includes freight and logistics vehicles. We will work with freight operators to improve road safety and contribute to our vision zero target.

Improving road safety applies to all types of movement and so the actions in this section will apply to all freight vehicle movement. We have included the actions in this section because last mile movement is within our towns and villages where there is more risk due to the greater interaction between people and freight vehicles.

Our overarching approach outlined in the LTCP will prioritise people walking and cycling over other modes. This approach will naturally help to reduce conflicts between freight vehicles and those walking and cycling, improving road safety.

However, there may also be specific road safety issues associated with freight vehicles that need to be addressed within local communities or on our appropriate HGV routes.

In 2019, there were 69 goods vehicle occupants who were casualties in road traffic collisions in Oxfordshire[61].This was an increase from 2018, however the total number of goods vehicle casualties has decreased since a peak in 2006.

[61] Oxfordshire County Council Road Traffic Accident Casualty Data Summary 2019

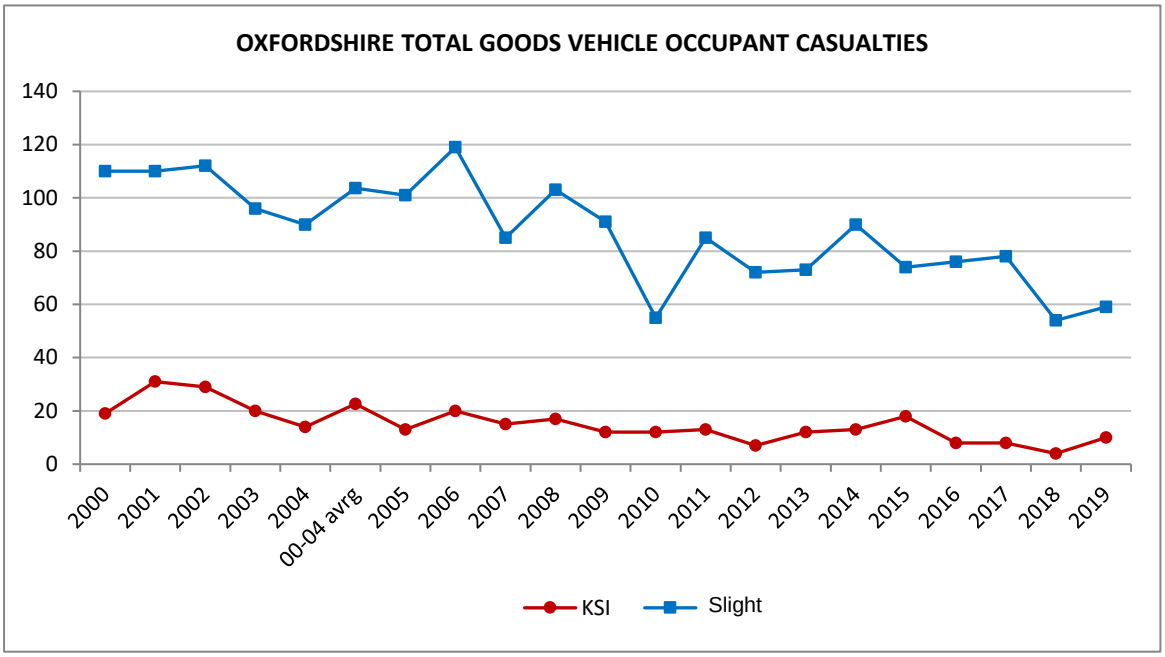


Figure 12 – Oxfordshire total goods vehicle occupant casualties[62]

Reducing conflict with people

As highlighted previously, our overarching approach in the LTCP will help to enable safe freight movement. Our transport user hierarchy sets out that we will prioritise walking and cycling first when developing future transport schemes and policies.

Application of the hierarchy will help to create attractive environments for people to walk, cycle and spend time in. It will be supported by application of the Healthy Streets Approach in Oxfordshire.

The Healthy Streets Approach is about a gradual shift to a system more focused on people. The Healthy Streets Approach provides a framework for making human health the central aspect of planning[63].

[62] Oxfordshire County Council Road Traffic Accident Casualty Data Summary 2019
[63] https://healthystreets.com/

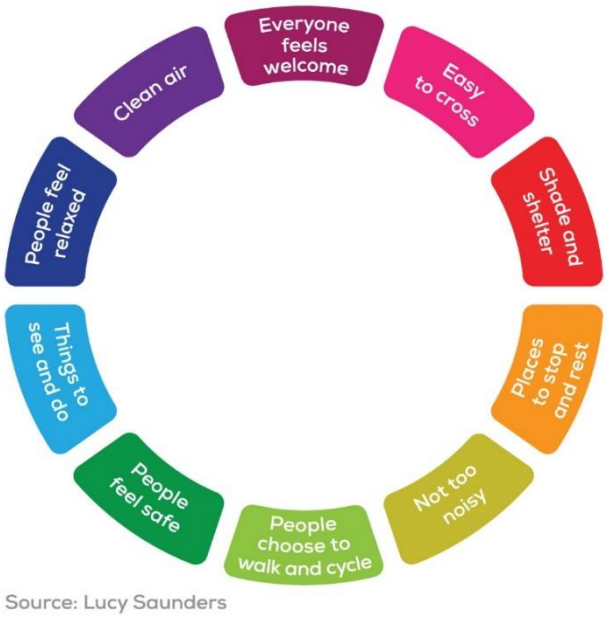


Figure 13 - Healthy streets indicators

In order to achieve this, the Healthy Streets Approach has identified 10 indicators for assessing how streets feel for human beings. There are assessment tools available that enable us to assess streets and scheme proposals against the indicators so that we can understand how appealing they are to walk, cycle and spend time in.

By embedding the Healthy Streets Approach into relevant guidance and decision making processes we can identify improvements to existing streets and seek improvements against all indicators for future proposals.

These approaches, in combination with the other LTCP policies, will reduce danger and create environments that enable goods to be moved as safely as possible. These measures will primarily be applied in residential areas and will therefore be particularly key to improving the safety of last mile movement.

Action 35 – Reduce conflicts between freight vehicles and people
We will reduce conflicts between freight vehicles and people walking and cycling through application of the transport user hierarchy and Healthy Streets Approach.

Education
Education can play an important role in helping to reduce road danger and enabling safe freight movement throughout Oxfordshire. OCC focus on educating vulnerable road users such as people cycling, children and motorcyclists to raise knowledge and reduce danger for all road users.

Oxfordshire Fire and Rescue Service (OFRS) are primarily responsible for road safety education in the county. The Fire and Rescue Services road safety policy supports the delivery of the 365alive vision that aims to save 6,000 more lives and educate 85,000 children and young adults to lead safer and healthier lives.

Over the years there has been significant investment and development of specific road safety programmes. A number of these programmes are placed into a road safety catalogue for use by area-based staff within their locality areas as and when they are needed or when specific requests are made for a specific programme.

The 365alive webpage contains road safety information for motorcyclists, pedestrians, cyclists, mobility scooter users and drivers and passengers. Key education programmes include Biker Down (motorcycle first aid) and children's cycle training (Bikeability). External education programmes are also promoted such as advanced motorcycle training courses. The OFRS also run various road safety campaigns to promote safety and key messages.

Action 36 – Promote road safety education resources and campaigns
We will continue to work with OFRS to promote road safety education resources and campaigns. This will help to raise knowledge, reduce danger for all road users and enable safe freight movement through Oxfordshire.

Speed management
Speed management in local communities will also help to deliver safe movement. A 20mph speed limit was introduced in Oxford in all residential areas, the city centre, and suburban shopping centres and although work is still needed to achieve better compliance, the effect on safety has been positive.

We are currently undertaking five 20mph trial sites within Oxfordshire to establish the best methodology for the implementation of a proposed countywide programme. All of the sites are amending existing 30mph limits to 20mph limits via a phased approach of initial sign only changes that are supported by further engineered designs to reduce vehicular speeds if required.

The LTCP outlines that we will promote 20mph as the default limit for roads through residential, villages and retail areas to ensure speeds are appropriate for the nature, environment and location. The expansion of 20mph speed limits will help to ensure freight vehicles are moving at safe speeds and will improve road safety in local communities across Oxfordshire.

Action 37 – Support expansion of 20mph speed limits
We will promote 20mph as the default limit for roads through residential, villages and retail areas to ensure speeds are appropriate for the nature, environment and location. This will contribute to improving road safety and ensuring freight vehicles are moving at safe speeds.

Food delivery riders
Food delivery riders present a specific road safety challenge associated with last mile movement. There has been a significant growth in the food delivery market over the last 6 years. This growth was further fuelled by the COVID-19 pandemic and

subsequent national lockdowns. Food delivery grew by £3.7 billion in 2020 to reach £11.4 billion, double its 2015 market value[64].

A factor in this growth has been the rise of online food delivery services such as Deliveroo, Uber Eats and Just Eat. These services work by customers placing an order through an app or website, then self-employed bicycle or motorcycle couriers transport orders from the restaurant to destination.

Whilst these services can help to support local businesses and provide residents with more choice, there are increasing numbers of safety and compliance issues associated with the delivery riders.

These issues include motorcycles using pedestrianised roads, cycling in no-cycle zones, use of pavements and inappropriate or illegal parking. These issues are particularly notable in Oxford City, but we are also seeing issues in other towns.

In order to address these issues and improve the safety of last mile food delivery in the county, we will seek to establish and agree a code of conduct with the food delivery operators.

Action 38 – Establish a code of conduct with food delivery operators
We will engage with food delivery operators and develop a voluntary code of conduct for agreement. This will set out the restrictions and safety requirements which riders will need to adhere to.

Technology
There are also a range of technological developments which may contribute towards our priorities for last mile movement. We recognise that technology alone will not solve many of the challenges identified. However, we believe it can play a role in addressing some issues and improving the efficiency of movement.

One notable technological development which can help to improve last mile movement is deliveries by Unmanned Aerial Vehicles (UAV) and Connected and Autonomous Vehicles (CAV).

UAVs, sometimes referred to as drones, are remote-controlled aircraft or small aerial devices which do not have an on-board pilot. CAVs are vehicles that operate in a mode which is not being controlled by an individual.

Currently, most UAVs are remote controlled by a human, but in the short to medium term, it is anticipated that automated UAVs will improve and facilitate wider autonomous usage. They also currently have a short range, due to battery constraints. Again, this is anticipated to improve over the short term, to allow longer distance flights.

UAVs are already being used in various practical applications, such as cargo delivery. In the near future, it's anticipated they could also be used for heavy lift

[64] Statista

facilitation. Similarly, there are already examples of small CAVs being used to conduct last mile deliveries.

Delivery UAVs will bring about benefits such as faster delivery of small items, due to the lack of congestion in the skies. This will benefit both residents and freight transport operators.

Cargo delivery by UAVs is also, potentially, between 20% and 35% more cost effective than traditional methods according to research from PWC, helping to reduce costs and meaning potentially cheaper delivery charges for people. UAVs could also reduce the need for freight vehicles, helping to lessen congestion and the associated negative impacts of LGVs.

Action 39 – Support the development and trialling of UAV and CAV technology
We will continue to promote and support the trialling of delivery UAV and CAV technology in order to improve the efficiency of goods movement. This will include working with stakeholders, monitoring progress and seeking to trial schemes in the county.

In order to facilitate these technological developments, there are future considerations that will be required now. For example, this may include landing areas for UAVs or docking points for CAVs. Considering the needs of future freight technology during construction and maintenance will help to avoid the need for potentially more costly retrofit at a later stage.

Our Innovation Framework, discussed previously, will guide both the integration of innovations within development and infrastructure, and provide a consistent approach to futureproofing for the mainstreaming of current innovations, such as CAV, UAV and 5G.

Action 40 – Consider future technology requirements
We will consider future freight technology requirements via the county's Innovation Framework. More detail about this can be found in the LTCP Innovation Framework policy or the Innovation Framework itself.

Monitoring

The final sections of this document related to monitoring and partnership working. The actions in these sections are overarching and apply to all types of movement, we have therefore included them in separate sections.

We want to improve our monitoring to improve the understanding of goods movement in the county. This data can be used to make improvements and inform the development of future solutions. Similarly, evaluating schemes helps to identify lessons learned to guide future work.

As outlined in the LTCP, there are currently a number of issues associated with monitoring and evaluation. These include inconsistent monitoring, monitoring when it is too late to alter a scheme, lack of methodological approach and challenges associated with data collection.

These issues are particularly pronounced when it comes to freight. Owing to the commercial and complex nature of the freight system it is challenging for us to collect data about patterns of movement.

Similarly, as highlighted earlier there are a lack of resources for enforcement in the county. Whilst we conduct some effective enforcement, we are aware that it is impossible to capture data about all weight restriction breaches in the county.

As part of the broader LTCP we are seeking to improve the transport monitoring and evaluation process. We plan to achieve this through four primary actions:

- Establishing a systematic monitoring and evaluation methodology.
- Conducting a data mapping and linking exercise within the county council.
- Develop long term data strategies for all key policies.
- Development of a monitoring tool.

The monitoring policy in the LTCP and the actions outlined above, will help to improve our monitoring of freight movement. To avoid repetition, we will not repeat the full LTCP policy here but support it as part of this strategy.

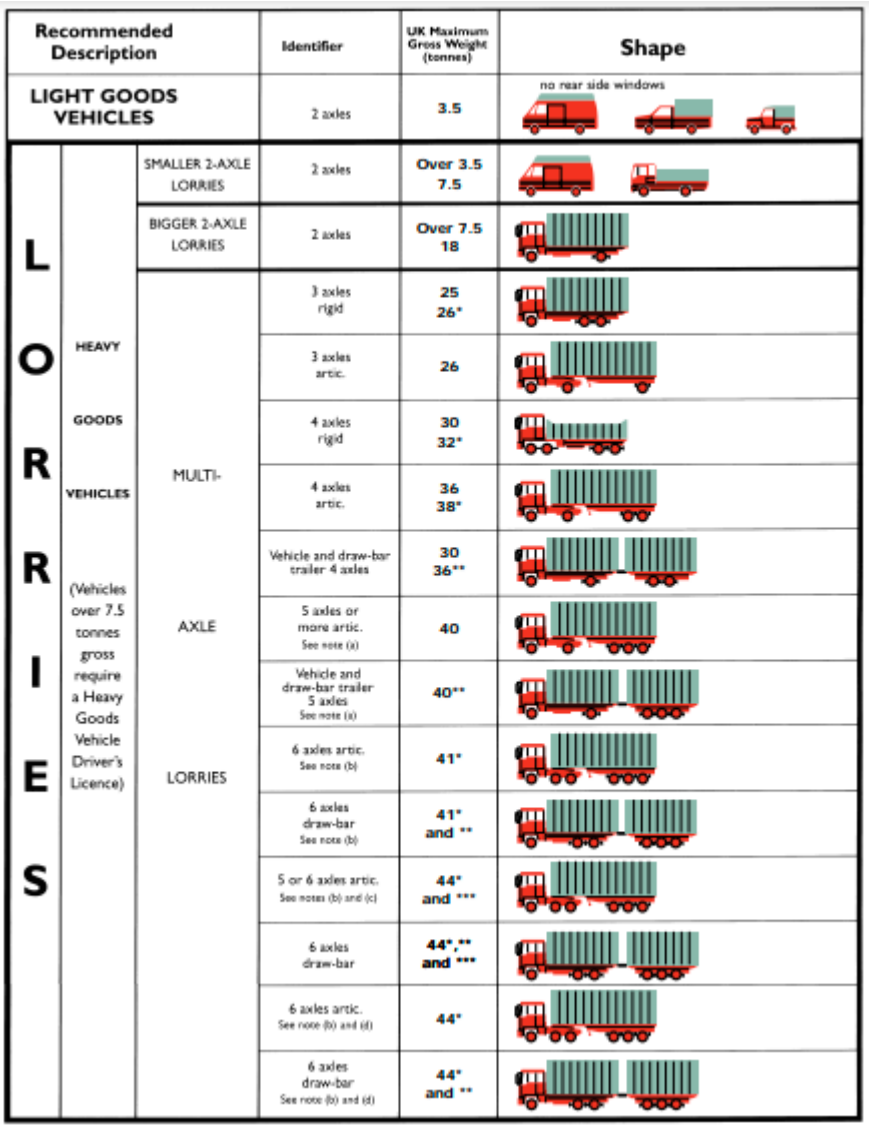
Action 41 – Delivery of the LTCP monitoring policy
We will work to deliver the LTCP monitoring policy and associated actions, ensuring that freight data and associated considerations are incorporated.

There are also freight specific data and monitoring considerations that need to be addressed. One consideration is the need to analyse HGV data according to axels and weight class.

During analysis of existing weight restriction schemes, we have noted the growth in 2-axle HGVs. As shown on the figure below, 2 axle-rigid HGVs are categorised into two groups. Smaller 2-axle lorries with a UK maximum gross weight over 3.5t and up to 7.5t, and bigger 2-axle lorries over 7.5t and up to 18t. Because 2-axle lorries can weigh anywhere between 3.5t and 18t, it makes monitoring and enforcement of a 7.5t weight restriction challenging.

The weight of a 2-axle vehicle can only be determined by checking the DVLA record therefore the number plate is needed, usually collected through Automatic Number Plate Recognition (ANPR). We will be investigating the use of cameras in future traffic monitoring to enable greater classification of 2-axle vehicles

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Recommended Description			Identifier	UK Maximum Gross Weight (tonnes)	Shape
LIGHT GOODS VEHICLES			2 axles	3.5	no rear side windows
LORRIES	HEAVY GOODS VEHICLES (Vehicles over 7.5 tonnes gross require a Heavy Goods Vehicle Driver's Licence)	SMALLER 2-AXLE LORRIES	2 axles	Over 3.5 7.5	
		BIGGER 2-AXLE LORRIES	2 axles	Over 7.5 18	
		MULTI-AXLE LORRIES	3 axles rigid	25 26*	
			3 axles artic.	26	
			4 axles rigid	30 32*	
			4 axles artic.	36 38*	
			Vehicle and draw-bar trailer 4 axles	30 36**	
			5 axles or more artic. See note (a)	40	
			Vehicle and draw-bar trailer 5 axles See note (a)	40**	
			6 axles artic. See note (b)	41*	
			6 axles draw-bar See note (b)	41* and **	
			5 or 6 axles artic. See notes (b) and (c)	44* and ***	
			6 axles draw-bar	44*,** and ***	
			6 axles artic. See note (b) and (d)	44*	
			6 axles draw-bar See note (b) and (d)	44* and **	

Figure 14 – Simplified guide to lorry types and weights[65]

The trends associated with 2-axle vehicles highlight the need to analyse HGV data across Oxfordshire by axles and weight. This will help us to better understand the pattern of larger vehicle use and the potential impacts of any area weight restriction scheme.

Action 42 – Analyse HGV data by axles and weight
We will seek to capture and analyse HGV data by axle and weight class across Oxfordshire. We will also use this understanding to inform future survey and monitoring requirements.

[65] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/211948/simplified-guide-to-lorry-types-and-weights.pdf

Freight data has historically been more difficult to obtain, however recently freight telematics data has become more common place. Telematics is the technology used to monitor a wide range of information relating to an individual vehicle or an entire fleet. This includes vehicle location data via GPS.

It is now possible for us to obtain telematics data that combines collated information from a wide range of operators. Analysis of this data enables us to identify and understand where the main freight vehicle movements are. This will help with many aspects of this strategy such as informing development of the area based weight restrictions.

Action 43 – Analysis of freight data
We will conduct analysis of freight data to understand movements and inform future work. This will include analysis of telematics data when available.

Finally, where we implement any freight related scheme, we will monitor it to understand impacts and evaluate its effectiveness. Improving our monitoring and evaluation will help us to learn from experiences and enable us to improve how we design future schemes.

The monitoring and review of the Burford weight restriction was an example of how we can regularly monitor and review the effectiveness of a scheme. We will conduct similar analysis of any future schemes.

This process will deliver more effective schemes, making better use of public money and optimising schemes so that they deliver better outcomes. It will also help to avoid problems and reduce any potential negative impacts.

Action 44 – Monitoring of freight schemes
We will conduct regular monitoring and review of any scheme that is implemented in relation to freight. This process will help us to learn from experiences and enable us to improve how we design future schemes.

Partnership working

As we have highlighted throughout this strategy, the freight system is complex and much of it is beyond the county council's control. It is therefore important that we work with partners to influence areas beyond the council's control.

Partnership working will also be essential to supporting many of the actions identified in this strategy. As outlined in the LTCP, OCC champion partnership working because we recognise the value and benefits of cultivating good working relationships with surrounding Local Authorities, regional/sub-national and statutory bodies.

Partnership working and the involvement of the whole supply chain will be essential to delivering this strategy, making more efficient use of Oxfordshire's roads and minimising the impact of freight on the county. We will work in partnership with operators, businesses, public sector organisations and our District and City councils to deliver this strategy and our long-term ambitions.

Many of the actions in this section underpin the aspirations outlined in the previous sections. We have specifically included them in this section to reflect the importance of partnership working if we are to deliver this strategy.

Engagement and cocreation
Where any issues arise with HGV movement, we will work with a range of stakeholders to explore solutions. Engagement and cocreation may help us to avoid the need for restrictions if alternative solutions can be found. Similarly, as part of the area based weight restriction study, we will engage with a range of stakeholders to explore potential solutions. This will ensure that the approach taken is tailored to the local area and has been shaped by a range of stakeholder feedback.

Action 45 – Engagement, cocreation and problem solving
Where issues are arising with inappropriate HGV movement we will look to engage with local communities, commercial operators, businesses and trade associations to understand the issue and explore solutions.

We currently host the Oxfordshire Strategic Transport Forum which consists of academics, trade associations and local transport user groups. The group is used to engage with and seek feedback on a range of transport projects we are working on.

The Road Haulage Association (RHA) are a part of this meeting to provide input from a freight operator perspective. However, we believe there is an opportunity to explore the establishment of a steering group that is more focused on freight.

The steering group would consist of the county council, District and City councils and external stakeholders such as the RHA to oversee implementation of this strategy and address general issues arising around freight. The steering group could also be established at a regional level to begin.

Action 46 – Explore establishment of freight steering group
We will explore the establishment of a freight steering group to oversee implementation of this strategy and address general freight issues. We propose the group consists of the county council, District and City councils and external stakeholders.

Another area where cocreation and joint working is possible is via network management. We previously outlined how network management can be used to improve the efficiency of local freight movement. There are opportunities to use our knowledge of network management to work with freight transport operators.

This joint working can be used to identify times of the day when there is more capacity on the road network. Freight operators could reschedule journeys to these times in order to improve the efficiency of their journeys.

Action 47 – Work with stakeholders to reschedule journey times
We will offer to work with freight transport operators to identify times of the day when there is more capacity on the road network.

Funding and implementation

The actions in this strategy have demonstrated that it will be delivered in a number of ways. This includes through the planning process, through engagement with stakeholders and in some circumstances restrictions.

This section provides an overview of how some of these actions will be funded. It also provides an overview of when we expect some of these actions to be delivered, recognising that we have a limited amount of resource and some actions will be prioritised for the shorter term.

Funding
Some of the actions identified in the strategy will require funding to deliver. However, councils no longer receive funding directly to spend on transport improvements. We will therefore work hard to identify alternative funding sources. Key potential funding sources are outlined below. Owing to the linkages with the LTCP some of these are the same as those in the main LTCP.

Funding bids
From time to time, there are opportunities to submit bids to specific grant funding opportunities. These funding opportunities come from a range of sources including central government and the DfT.

With tightening local authority budgets, these opportunities are particularly valuable, allowing us to carry out work no longer affordable from Council budgets. We will seek to bid for every suitable opportunity.

Developer contributions
We will also use developer contributions to deliver the LTCP and freight strategy. Developers either contribute towards improvements to mitigate their transport impacts or carry out works themselves under S278 Agreements with the Council.

Through this approach it is possible for developers to deliver infrastructure or contribute funding towards larger schemes. We will continue to work with developers to secure contributions which align with and help to deliver our aspirations.

Partnership working
Funding or delivery opportunities may also be available to our partners such as the Local Enterprise Partnership (LEP), District and City councils. We will continue to work with these partners to take account of the various funding sources available.

Charging schemes
We have proposed investigating charging schemes including road user charging and CAZs/ZEZs. These measures could provide a funding stream which can be used to deliver actions outlined in this strategy.

Enforcement revenues
Similarly, the enforcement of any freight vehicle restrictions could provide a funding stream from the payment of penalty fines. In the first instance this would be used to

cover the cost of enforcement, however it could also be used to deliver other actions in this strategy.

Implementation
We are committed to delivering the range of actions identified in this strategy. However, it is important to note that partnership working will be key to delivering many of these actions as the freight system is complex and we do not have control over all aspects of it.

It is also necessary to prioritise the actions. This will help to guide future work on delivery of the strategy and make best of use of the resources available. In order to do this, we have grouped the actions into those we anticipate delivering by 2025 and those that will be delivered between 2025 and 2030.

In the first instance our priority is conducting the countywide area based weight restriction study and delivering the resulting programme. As part of the LTCP review, we will review and update this section.

	Up to 2025	2025 - 2030
Long distance movement	**Action 1** – Promote rail freight	**Action 2** – Work with stakeholders to increase rail network capacity
	Action 5 – Cross boundary working	**Action 3** – Monitor the use of water freight
		Action 4 – Monitor truck platooning progress and opportunities
		Action 6 – Work with stakeholders to encourage alternatives to road freight
Local movement	**Action 7** – Develop appropriate HGV route map	**Action 13** – Explore implementation of road user charging schemes
	Action 8 – Create a map of existing weight restrictions	**Action 14** – Explore technology to aid enforcement
	Action 9 – Promotion of HGV route map	**Action 17** – Promote the creation of rest stops and lorry park facilities
	Action 10 – Conduct countywide study to establish approach for area based weight restrictions	**Action 18** – Support battery electric vehicle charging infrastructure requirements
	Action 11 – Fund development and delivery of area based weight restriction programme	**Action 19** – Monitor alternative HGV fuel requirements and options
	Action 12 – Lobby for enforcement of moving traffic offences under Traffic Management Act part 6	**Action 20** – Strategically locate refuelling infrastructure
	Action 15 – Review best practice	**Action 23** – Improve data gathering and usage

	Action 16 – Review current rest stops and lorry parking facilities	**Action 24** – Improve data sharing
	Action 21 – Monitor electrified road systems study	**Action 26** – Explore opportunities for express rail freight
	Action 22 – Enhance network management	
	Action 25 – Support the provision of rail freight interchanges	
	Action 27 – Seek to influence the location and design of new development	
	Action 28 – Ask developers of major sites to prepare Construction Logistics Plans	
Last mile movement	**Action 29** – Promote cycle freight in Oxford	**Action 31** – Freight consolidation feasibility study
	Action 30 – Promote cycle freight across Oxfordshire	**Action 32** – Safeguard land for freight consolidation
	Action 33 – Promote considerations about reducing the need for freight movement	**Action 34** – Engagement around Clean Air and Zero Emission Zones
	Action 35 – Reduce conflicts between freight vehicles and people	**Action 39** – Support the development and trialling of UAV and CAV technology
	Action 36 – Promote road safety education resources and campaigns	**Action 40** – Consider future technology requirements
	Action 37 – Support expansion of 20mph speed limits	
	Action 38 – Establish a code of conduct with food delivery operators	
Monitoring	**Action 41** – Delivery of the LTCP monitoring policy	**Action 42** – Analyse HGV data by axles and weight
	Action 43 – Analysis of freight data	**Action 44** – Monitoring of freight schemes
Partnership working	**Action 45** – Engagement, cocreation and problem solving	**Action 47** – Work with stakeholders to reschedule journey times
	Action 46 – Explore establishment of freight steering group	

Glossary

B

Battery Electric Vehicles (BEVs): A vehicle that uses an electric motor with energy stored in rechargeable battery packs.

C

Clean Air Zones (CAZs): An area where vehicles with higher tailpipe pollutant emissions are restricted or charged for access.

Connected and Autonomous Vehicle (CAV): Vehicles equipped to exchange information with surrounding environment and can operate in a mode which is not being controlled by an individual[66].

Construction Logistics Plans (CLPs): Provide the framework for understanding and managing construction vehicle activity into and out of a proposed development[67].

COVID-19: An infectious disease caused by a newly discovered coronavirus. Responsible for a global pandemic in 2020-21.

D

Department for Transport (DfT): The government department responsible for the English transport network.

E

England's Economic Heartland (EEH): Partnership authority group, which functions as a non-statutory sub-national transport body.

Experimental traffic regulation order (ETRO): A temporary traffic regulation order which highway authorities have the power to impose without consultation.

G

Global Positioning System (GPS): A device that is capable of receiving information from satellites and then calculate the device's geographical position.

Gross Domestic Product (GDP): Monetary measure of the market value of all the final goods and services produced in a specific time period.

H

[66] Automated and Electric Vehicles Act 2018
[67] https://www.arup.com/projects/construction-logistic-plan

Heavy Goods Vehicles (HGV): Commercial trucks that feature a gross combination mass of over 3500kg.

Hydrogen Fuel-Cell Vehicles (FCEV): Electric vehicles with a hydrogen fuel cell system instead of a battery pack.

I

Internal combustion engine (ICE): Device where the ignition and combustion of the fuel occurs within the engine itself. Presently used in petrol and diesel vehicles.

Internet of Things (IoT): System of interrelated, internet-connected objects that are able to collect and transfer data over a wireless network without human intervention[68].

L

Light Goods Vehicles (LGV): Commercial trucks that feature a gross combination mass of under 3500kg.

Local Enterprise Partnership (LEP): Voluntary partnerships between local authorities and businesses.

Local Transport and Connectivity Plan (LTCP): Oxfordshire County Council's new Local Transport Plan.

Local Transport Plan 4 (LTP4): Oxfordshire County Council's previous Local Transport Plan (2015-2031).

London Lorry Control Scheme (LLCS): Controls the movement of heavy goods vehicles over 18 tonnes at night and at weekends on specific roads in London.

N

New Roads and Streetworks Act (NRSWA): Provides a legislative framework for street works by contractors and works for road purposes.

Nitrogen Dioxide (NO_2): Nitrogen Dioxide is one of a group of gases called nitrogen oxides (NOx). NO_2 primarily gets in the air from the burning of fuel[69].

O

Office of Rail and Road (ORR): The independent safety and economic regulator for Britain's railways and monitor of Highways England[70].

Oxfordshire County Council (OCC): The county council for Oxfordshire.

[68] https://www.aeris.com/in/what-is-iot/
[69] https://www.epa.gov/no2-pollution
[70] https://www.gov.uk/government/organisations/office-of-rail-and-road

Oxfordshire Electric Vehicle Infrastructure Strategy (OEVIS): Oxfordshire's electric vehicle charging strategy which sets out 17 policies and associated key actions for the short term (2020-2025).

P

Particulate Matter (PM): Term for a mixture of solid particles and liquid droplets found in the air[71].

R

Road Haulage Association (RHA): Road haulage trade association.

S

S278 Agreements: A section of the Highways Act that allows developers to enter into a legal agreement with the council to make permanent alterations or improvements to a public highway, as part of a planning approval.

Strategic rail freight interchanges (SRFI): A large rail served distribution and warehouse park linked into both rail and the strategic highway network.

T

Traffic Management Act (TMA): Act of UK Parliament that details the street works regulations. All the parties interested in occupying streets / highways need to follow the specified guidelines.

Traffic regulation order (TRO): A legal tool which allows a local authority to restrict, regulate or prevent the use of any named road.

U

Ultra-Low Emission Zone (ULEZ): The charging low emission zone in central London.

Unmanned Aerial Vehicles' (UAV): Remote-controlled aircraft or small aerial devices which do not have an on-board pilot.

Z

Zero Emission Vehicles (ZEV): A vehicle which emits 0g of carbon dioxide from the tailpipe per kilometre travelled.

Zero Emission Zones (ZEZs): An area where all vehicles except those with zero tailpipe emissions are restricted or charged.

[71] https://www.epa.gov/pm-pollution/particulate-matter-pm-basics

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OXFORDSHIRE INNOVATION FRAMEWORK FOR PLANNING & DEVELOPMENT

OXFORDSHIRE COUNTY COUNCIL

CONTENTS

1	**Introduction**	**2**
1.1	Principles and Aims	4
2	**Innovation in Planning and Development**	**7**
2.1	Setting out the need for innovation in development planning	7
2.1.1	How innovation may affect the built environment	15
2.2	Innovation from a planning perspective	16
2.3	For the developer - Innovation Plans	18
2.3.1	Overview	18
2.3.2	Contents	18
2.3.3	Benefits	22
2.3.4	How it fits into the Planning Process	23
2.3.5	When to create and update one	24
2.3.6	iHUB support for developers	26
2.4	Updating this Framework	27
2.5	Change, challenge and risk	27
3	**Recommendations & Conclusion**	**31**
	Appendices	**32**
	Appendix 1 - Policy & Strategy background	32
	Appendix 2 - Additional resources	38

1. INTRODUCTION

This Innovation Framework (IF) is a guidance document setting out the need for developers and planners to consider innovation within planning and development, ideally including putting together Innovation Plans for new developments. It covers developments of all kinds, including residential, commercial, workplace, mixed use and infrastructure development. A roadmap of forthcoming innovations and a table on futureproofing measures and also included; in addition a template for developing an innovation plan is available. This document outlines the need for and benefit of considering innovation within the development process, explaining how considering innovation within development and infrastructure can support existing and developing strategies and addresses key challenges, therefore futureproofing development.



A single source of information for developers and planners to consider innovation in development and infrastructure ensures that common principles are applied from both sides of the process and a consistent approach is taken to futureproofing. This will help to assure investment in this area supports continuous development, as well as consolidate benefits across different domains by having more consistency. Developing an innovation-friendly county is positive for the regional economy, as it will also help attract innovators, support growth and accelerate the societal benefits to the area. Innovation is a term which could potentially mean a number of things depending on context. For the purposes of this framework, 'innovation' refers to anything which is new, or to traditional approaches being applied in new ways or contexts – this can range from new technologies (such as 3D printing) or data analysis and visualisation tools, through to new processes or approaches (such as co-creational public engagement, new ways of creating social infrastructure, or innovative procurement financing or recruitment techniques).

This framework does not propose that totally untested innovations be put in place within development or new infrastructure (though this may be appropriate in some situations), instead, it is suggested that emerging innovations which already have some level of evidence in place to show likely efficacy could be applied where site circumstances suggest good potential for a given application. Our aspiration is to strike a balance between enabling adoption and futureproofing developments (as to avoid costly retrofitting) while minimising the risk to

DEPLOYMENT	9	ACTUAL SYSTEM PROVEN IN OPERATIONAL ENVIRONMENT
	8	SYSTEM COMPLETE AND QUALIFIED
	7	SYSTEM PROTOTYPE DEMONSTRATION IN OPERATIONAL ENVIRONMENT
DEVELOPMENT	6	TECHNOLOGY DEMONSTRATED IN RELEVANT ENVIRONMENT
	5	TECHNOLOGY VALIDATED IN RELEVANT ENVIRONMENT
	4	TECHNOLOGY VALIDATED IN LAB
RESEARCH	3	EXPERIMENTAL PROOF OF CONCEPT
	2	TECHNOLOGY CONCEPT FORMULATED
	1	BASIC PRINCIPLES OBSERVED

Figure 1
Technology Readiness Level (TRL)

the public and the development. In terms of technology, it may be useful to consider the Technology Readiness Level (TRL), as an indicator of how advanced and ready to deploy a given innovation might be. This scale indicates 9 levels of technology readiness, ranging from level 1, where basic principles have been observed, through to level 9, where the actual system has been proven in an operational environment. This framework recommends focusing on innovations with a TRL of level 5 or above. See Figure 1.

The IF and supporting materials provide information on what should be considered within an Innovation Plan for the different stages of development, and how planners should consider innovation within the planning process, with examples and case studies of types of innovation within different areas. This covers innovations which could help to address key challenges facing developments and developers, ranging from catering for an ageing population and the need for resilience to climate change, to understanding the real needs of a given location. It also covers those which can help support key Oxfordshire and national aims, objectives, policies and strategies, such as achieving net zero carbon and enabling healthy and connected communities. Key aims and objectives are set out in the following section – these are the underlying principles which should lead the integration of innovative technologies and processes within development and new infrastructure. In addition, this IF covers how developments can be futureproofed for when current innovations become mainstream; this is based on thorough knowledge and research of existing innovations and their likely trajectory.

However, given the nature of innovation, new technologies and approaches or changes could disrupt the expected uptake. For this reason, forecasting future trends comes with risks. Near-term forecasting (within 5 years) is relatively reliable, but not an ideal timeframe for understanding and strategic planning for most development. On the other hand, whilst forecasting for 20 years and beyond would be a very helpful planning timeframe, due to the potential for maturation of new technology in this timescale and increased potential for unforeseeable events, forecasting for this long-term outlook is much more unreliable. The Institute for the Future (IFTF) therefore suggests around 10 years to be the best timeframe for forecasting. This medium-term forecast is sufficiently long to allow for the maturation of known emerging technologies and trends, while short enough to limit the impact of unknown factors, as well as being a sufficient window to encompass the timeline of much development. As such, this Framework focusses on future proofing for a 10 to 15 -year timeframe, although the longer term is touched on for context and completeness.

Oxfordshire County Council's Innovation Hub (iHUB) has led on the development of this framework. The iHUB was created in 2015, initially focussed on transport innovation, but has since broadened out into a wide range of other areas including energy, modelling, air quality, infrastructure, legal and procurement, new disruptive business models and health and care. The hub has been instrumental in developing links to business and academia, as well as securing external funding for projects for the county. Working with lead partners who are driving disruptive technologies, iHUB continue to challenge the status quo and drive new solutions for Oxfordshire and implementation beyond. The iHUB has been working collaboratively with world leading organisations to trial new ideas and models, enabling Oxfordshire to become a world leader in public space innovation. In 2018 and 2019 alone, the team secured more than £6m of income to the council, and more than £100m to the region. It has grown into one of the largest innovation teams in the country and helped the growth of companies such as Oxbotica, Latent Logic, Zipabout and Arrival.

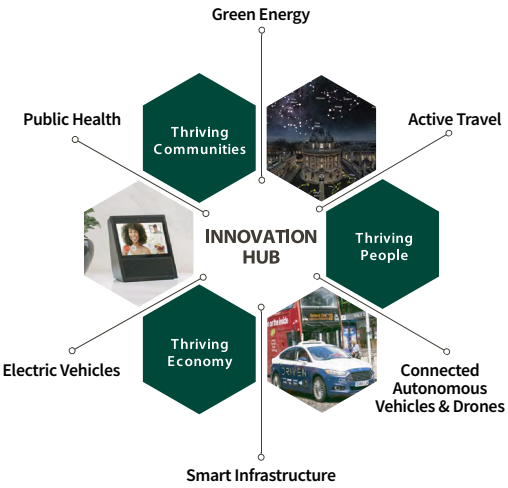


Figure 2
Oxfordshire Innovation Hub logo

1.1 Principles and aims

The Innovation Framework supports a number of key principles and policies. Innovation should not be introduced for the sake of innovation, but only where it can be shown to support these policies and aims, overcome challenges, mitigate risks, and bring benefit to the community, developer, planning authorities, other stakeholders and the environment.

There are a wide range of policies with synergies to this framework as well as other frameworks, guidance documents and strategies. This section therefore pulls together a number of principles and aims which support existing or developing policies, strategies, frameworks and guidance documents as well as introduce innovation-specific elements. The major documents with linkages to this one are covered in Appendix 1, outlining the main synergies where appropriate and providing links to the documents where available. The focus is on Oxfordshire-specific documents, rather than national or international.



Figure 3: The 9 IF principles

This IF supports 9 encompassing principles and goals, summarised in Figure 3.

In the following pages, these principles are provided in greater detail with a number of more specific aims which feed into them and identify some of the potential ways in which the overall principle could be achieved. Not all of the specific aims will be relevant to all types of development and infrastructure, but the overarching principles should be taken account of by all types of development.

- **Deliver accessibility and connectivity for all, minimising the need for travel, taking account of differing needs including all types of disability and age, with a focus on active and sustainable transport**
  - Making walking, cycling and micromobility[1] accessible, safe and desirable for all, following the standards set out in the walking and cycling design guides, with priority for active travel modes following the user hierarchy set out in the Local Transport and Connectivity Plan (LTCP)
  - Reduce the need to travel via high quality and high speed digital connectivity and physical connectivity and proximity to services
  - Support an environmental hierarchy, where sustainable modes of transport are favoured, meaning fewer journeys by fossil fuelled private car
  - Lessening traffic generation and its detrimental impacts, including on congestion, air quality and noise
  - Consider the needs of, support and facilitate first, last and only mile transport options, for both people and goods
  - Accessible electric vehicle charging infrastructure for residents and other occupiers, sufficient to meet anticipated future demand levels
  - Recognise the need for innovation that is appropriate for rural areas especially in transport and connectivity

- **Working towards Oxfordshire becoming a zero-carbon economy, with zero-carbon new development**
  - Maximising energy efficiency
  - The highest fabric standards and renewables maximised on-site to minimise embodied carbon
  - Renewably sourced heat as default in new developments
  - Community ownership of energy
  - Reduce the growth and overall volume of waste and proportionally increase recycling and reuse
  - Design to support reduced overall energy demands to avoid the need for grid upgrades

1 *Micromobility technically covers a range of small, lightweight vehicles which operate a speed usually below 25km/h, and in practical terms is used here to refer to scooters, e-scooters and e-bikes, including cargo bikes.*

- **Supporting the Oxfordshire economy, with a focus on clean, sustainable growth**
  - Adopt a Living Lab approach, facilitating collaborations, data-based evaluation and decision making
  - Provision of affordable, professional and flexible working space
  - Supporting the development of an inclusive economy for Oxfordshire, embedding sustainable and circular economy[2] practices for long term economic gain
  - Support business growth, including training, incubators and accelerators for SMEs
  - Supporting the Local Industrial Strategy's aim for Oxfordshire to be one of the top three innovation ecosystems in the world
  - Provide the quality and choice of development needed to support growth and attract specialist and flexible skills at all levels, across different sectors

- **Using and gathering evidence and data transparently, ensuring ongoing monitoring systems are embedded in development**
  - Sharing data to support best practice and creating an evidence base
  - Supporting highway network management , asset owners and other operational teams (e.g. active travel and road safety)
  - Maximising the value of existing data to identify the needs of the development area, and cater to these needs
  - Integrating suitable smart monitoring approaches into development
  - Co-creating with the community
  - Using evidence to learn from experience, including the experiences of others, and integrating learnings into approaches and actions taken

- **Embedding of circular economy practices and principles into the whole development process from conception through to ongoing usage, maximising longevity of assets and minimising waste**
  - Minimising the need for maintenance, and making required maintenance as minimally invasive as possible, through design and materials use
  - Maximising use of appropriate recycled materials in construction
  - Using building practices which minimise waste production
  - Developing an environment that supports occupants to minimise waste, whilst ensuring compatibility with local authority collection methods
  - Ensuring sufficient provision of sustainable waste management on-site
  - Providing space for the sharing economy

- **Integrating flexibility and resilience into development, to cater for foreseen and unforeseen change, challenges and disruption**
  - Provision of re-purposable space
  - Provision of co-working space
  - Climate resilience, including ensuring developments are built to withstand weather extremes and flooding
  - Resilience to society's and individuals' changing needs over time
  - Building in effective emergency planning and access measures
  - Responding to changing trends in site usage identified by monitoring techniques
  - Building in resilience to public health crises
  - Futureproofing for anticipated, relevant innovations becoming mainstream

2 *Circular economy – an economic system aimed at eliminating waste and continual use of resources, minimising inputs through reuse, sharing, repairing, refurbishment, remanufacture and recycling; it is in contrast to the linear economy, which works on the lines of 'take, make, dispose'.*

- **Creating an environment to support healthy, thriving, safe, connected, diverse and inclusive communities, with a high quality of life**
  - Designing to reduce health inequalities
  - Reducing fuel poverty through building measures
  - Creating multi-generational neighbourhoods
  - Improving and designing for road safety
  - Providing green space, including space for communal food growing
  - Providing social space for the community, including promotion of the sharing economy such as community fridges
  - Engaging and co-creating with the community to address their health and wellbeing needs and promote community cohesion
  - Designing for autonomy and independence
  - Designing for social connectedness, both within new developments and between new developments and existing communities
  - Designing for security
  - Improving the ecological offer of the site, including consideration of wildlife corridors where beneficial
  - Designing for and promoting inclusivity and diversity

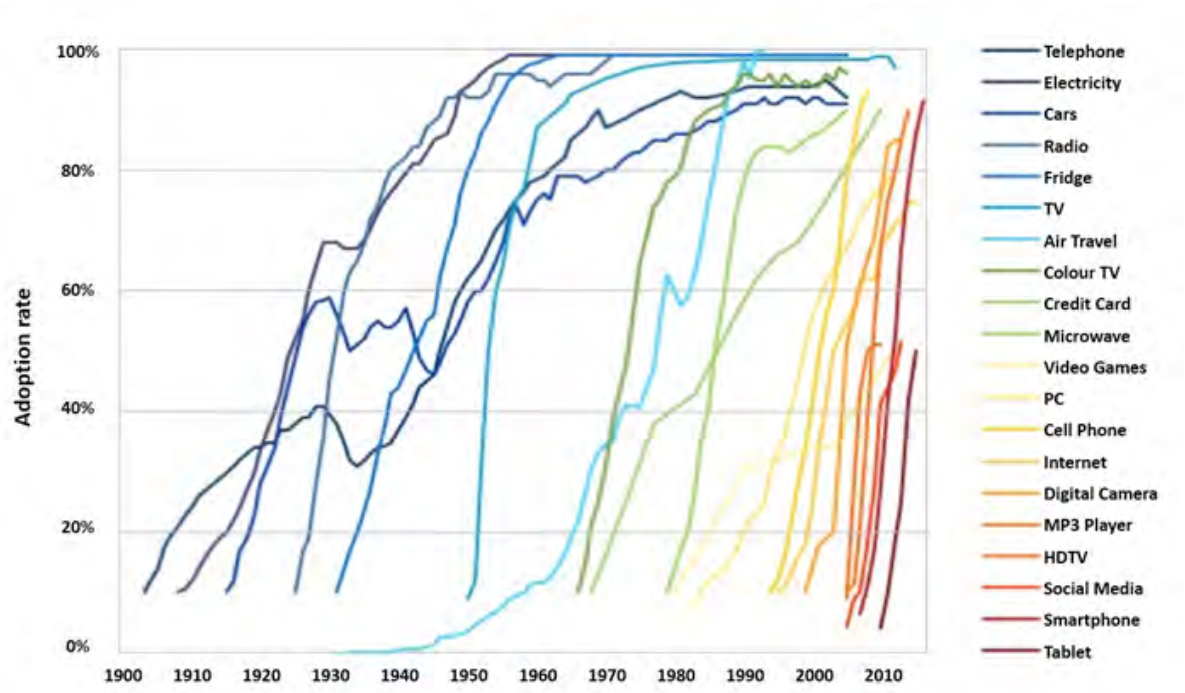
- **Ensuring appropriate solutions, software and technologies are put in place in support of the above principles, such that the solution (where relevant):**
  - Is replicable in multiple use cases or scenarios
  - Is scalable in a cost-efficient manner
  - Is platform- and vendor- agnostic
  - Facilitates data sharing
  - Has a robust cyber security design
  - Has a user-friendly interface
  - Has a simple system to system interfacing capability by design in order to avoid siloed and disjointed systems
  - Is appropriate for the specific use case and environment

- **Ensuring innovation is undertaken responsibly, maximising benefits whilst minimising foreseen and unforeseen or unintended negative consequences, following the guidance in the British Standards Institute's PAS 440:2020, Responsible Innovation Guide:**
  - Accountability for impacts on society, the environment and the economy
  - Transparency in decisions impacting on society and the environment
  - Ethical behaviour
  - Respect for stakeholder interests
  - Respect for the rule of law
  - Respect for international norms of behaviour
  - Respect for human rights
  - Balances the potential benefits against the potential risks of an innovation, considering impacts on all stakeholder groups

2. INNOVATION IN PLANNING

2.1 Setting out the need for innovation in development planning

The need for futureproofing development for new technology and for when current innovations become mainstream is well illustrated by the changing pace of technology adoption over the past century, with rates of adoption increasing (see figure 4 below).



Source: BlackRock, Asymco, Tony Seba

Figure 4: the increasing rate of uptake of new consumable items, US

Rates of innovation can also be seen to be increasing, and given the comparably long timescales involved in the development process, particularly for larger or more complex developments where gaining planning permission could take around 5 years, the need for innovation to be considered is particularly important. Whilst build-rates vary significantly depending on the market, local demand levels and the type and size of development, it will typically be around a year to 18 months between planning permission approval and the first units becoming available for use. Further, research in 2016 by Lichfields into the timelines involved in development has shown that a housing development of 1000+ units might sell at a rate of 160 units a year, meaning a full timeline of around 12 years from applying for planning permission to full completion. Once development of planning documents for larger and strategic developments, such as Area Action Plans, is also factored into this timeline, it can become even lengthier from conception to usage. Clearly, a significant amount of change in technology and innovation can be expected in this timeframe, not to mention beyond the period of occupation – by way of perspective, looking at the timeline for the internet, in under 15 years it went from inception to over 60% of US households adopting its use, whilst the smartphone a decade later went from around 10% to 90% adoption in just 5 years.

One example of the fast changes in today's world is the rate of expected adoption for connected and autonomous vehicles. There are several projects in Oxfordshire and worldwide, yet all are currently in search of the dominant

design - an operational model (both technical and financial) that can be scaled up. Once this is reached, the question is how long it would take for autonomous vehicles to become omnipresent. As a way to approximate this, the rate of adoption of the automobile is often used as a proxy. Indicatively, in the space of less than 15 years, 5th Avenue New York transitioned from a horse-and-buggy street to an automobile avenue:

Easter morning 1900: 5th Ave, New York City. Spot the automobile.



Source: US National Archives.

Easter morning 1913: 5th Ave, New York City. Spot the horse.



Source: George Grantham Bain collection.

Figure 5: 5th Avenue, New York in 1900 and 1913

Given the increased rate of uptake shown in the previous graph (figure 4), it is reasonable to expect a faster rate of adoption than this in the future, particularly given the availability of capital for SMEs to scale up more quickly than has been the case previously. Not addressing the likely future trends within development could therefore come with significant costs when it comes to the need to retrofit, either to local authorities, those occupying developments, or the developers. Consideration therefore needs to be given at all stages of the development planning system, to ensure sufficient thought for futureproofing.

There is also evidence to suggest that not futureproofing can have negative impacts on house prices. As far back as 2015, internet speeds were affecting housing values significantly, with some estimates suggesting up to 20% higher values for homes with the fastest broadband connectivity. Yet figures from early 2021 from ThinkBroadband looking at new builds up to October 2020, show there were still around 12% of new builds in the UK being built without full fibre connectivity, despite the clear government guidance towards this becoming the standard, with almost 1% of new homes with a speed of less than 10mbps for downloads. The move towards greater levels of home-working is increasing the demand yet further for good home broadband connectivity, likely exacerbating the impact on housing values.

Also in the area of connectivity, widespread use of concrete as a construction material in building walls in the 1970s is causing WIFI connectivity problems now, which were not futureproofed for. For example, the NHS have been experiencing this problem in many hospitals constructed during this period, with significant challenges in aspects such as transferring patient records, both externally and between parts of the hospital, such as from radiology to clinics.

When considering futureproofing, there are a number of questions to ask:

- What changes are anticipated during the life of the development/infrastructure?
- How likely are these changes to happen?
- What would the impact of these changes be on the development/infrastructure?
- What is the cost of futureproofing for these changes?

Answering these questions can help to identify when and how it is most useful to futureproof and avoid instances where futureproofing is undertaken for scenarios which do not ultimately occur.

There are also instances where futureproofing can be undertaken in such a way that it allows for the uncertainty of the future – for instance through flexibility by design to widen out the potential uses of a building. This might include aspects such as moveable partitions, multi-use spaces, open plan areas, or high ceilings, which can then facilitate a variety of changing functions and technologies. These kinds of flexibilities should be considered against the prevailing changes. For example, building in additional storage space may be sensible in some instances (e.g. to help facilitate the move towards greater e-commerce and the need for last-mile delivery storage solutions), but not in others (e.g. considering the move towards the down-sizing of technology, building in additional storage space for plant and machinery may not be efficient unless short-medium term business expansion is anticipated).

A roadmap of anticipated innovation is included below, but the reader is encouraged to look for the most updated version and information. This roadmap is based on research into existing roadmaps, strategies and targets set at national, European, or more local level. As such, it covers only innovations for which there is a generally high level of certainty, but it does not cover every innovation. Using this will help to answer some of the questions outlined above; in particular – what innovation might be expected within the life of a development, and how likely it is to occur. Confidence intervals have been provided for each innovation area. The reader may notice that innovations in the further future are more uncertain (shown as red), but should not be discouraged. This is to be expected in the field of innovation, and even if the precise prediction is uncertain (time, numbers), any prediction that has been included has been checked for consistency and agreement between different government, industry and academic roadmaps. Table 1, included later in this document, should be used in conjunction with the roadmap to provide advice on futureproofing measures for some of the innovations which are anticipated. Not all innovations in the roadmap need to be futureproofed for, either because they will not affect development design or infrastructure requirements, there is not sufficient confidence that they will occur, they are not relevant to a given development, or they do not support the principles guiding innovation's integration into development. Equally, the roadmap is not exhaustive and there are likely to be some innovations not included in the roadmap which should be futureproofed for in a given instance.

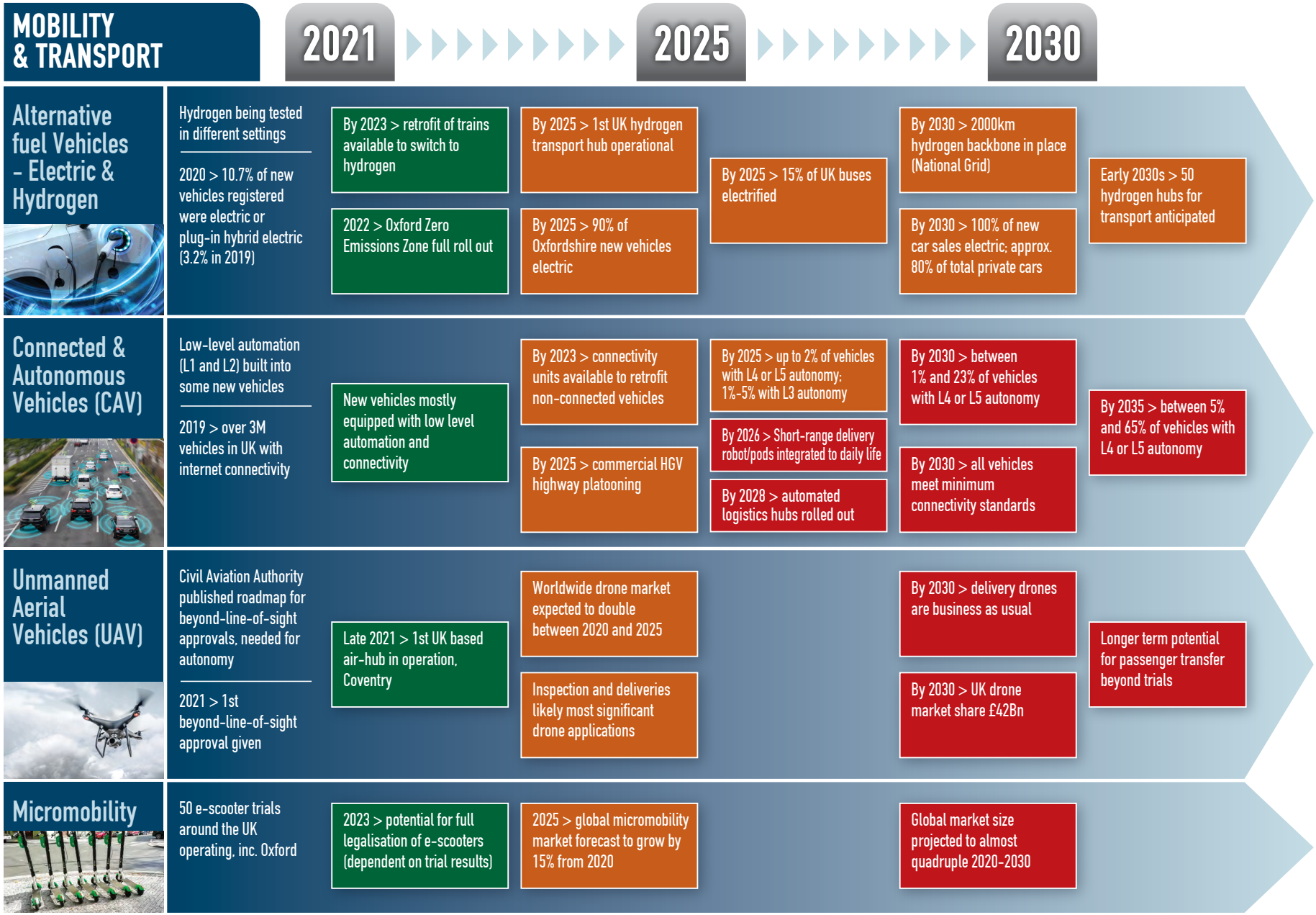
Case Study

DROMEDAS

The impact of COVID-19 has created citizen isolation across the county and is stretching the available human resources for patient care. This project seeks to alleviate this through the use of Unmanned Aerial Vehicles (UAVs) to deliver medications.



Figure 5: Innovation Roadmap



DIGITAL & COMMUNICATIONS

2021 > 2025 > 2030

Digital connectivity & communication



UK is a leading digital nation

2010-2020 > the data economy grew c. 2x faster than the rest of the economy

- Autumn 2021 > UK Government digital strategy to be published
- By 2025 > 1.12m to 1.97m data employees in Europe
- By 2027 > raised investment in R&D by 2.4% of UK GDP

5G & Next-gen mobile connectivity



2019 > 5G launched for consumer devices; coverage largely urban areas

2021 > Government review of permitted development rights for 5G equipment

- 5G bandwidth will become critical to Internet of Things data requirements
- 2025 > introduction of CAV contingent on high-bandwidth connectivity and good coverage
- By 2027 > Government ambition for most of population to have 5G access
- By 2030 > introduction of 6G networks
- By 2030 > pervasive artificial intelligence and augmented / virtual reality

Satellite communications



2019 > Global satellite communication market valued at c. $62bn

2020 > UK government acquired OneWeb (satcom company)

- By 2022 > 650 low earth orbit (LEO) satellites deployed by OneWeb
- By 2022 > superfast broadband equivalent speeds enabled worldwide through OneWeb
- By 2024 > machine learning needed to coordinate large numbers of satellites anticipated
- By 2024 > SpaceX to complete Starlink Project to provide high speed internet worldwide
- 2019-2027 > 9.2% forecast growth rate

High level of certainty (e.g. backed by laws / funding allocated for delivery)

Moderate/high certainty (e.g. backed by high profile research / government-led roadmap)

Moderate/low certainty (e.g. evidence generally in agreement on direction but inconsistencies on details or scope)

ENERGY

2021 > 2025 > 2030

Solar Energy



Price of solar photovoltaic (PV) has been falling

Currently used both on- and off-grid

- Global solar PV growth c. 115GW PA. Substantial price decreases anticipated to continue
- Increasing use of off-grid applications (e.g. for charging stations)
- By 2025 > Future Homes Standard – new homes won't be able to use fossil fuels
- By 2030 > performance to increase by c. 10% compared to 2020 level
- By 2032 > 85% of electricity from renewable sources

Hydrogen Energy



2021 > FutureGrid programme commenced, testing hydrogen as gas alternative in homes/businesses

- By 2023 > Hydrogen Neighbourhood heating trials begun
- By 2025 > Large Hydrogen Village trial commenced
- By 2023 > up to 20% hydrogen blend in gas network
- Mid-2020s > decisions about long-term strategy for hydrogen use in buildings
- By 2030 > 5GW low-carbon hydrogen production capacity
- By 2035 > fossil-fuel boilers completely phased out

Wind Energy



2019 > UK had largest capacity of off-shore wind in the world (10GW)

2010-2019 > renewables capacity grew by 5x

- 2024 > wind projects procured in 2019 start generating >5.5GW
- By 2030 > Offshore wind to produce 40GW – enough for every home
- Longer term – offshore pipeline projects alone sufficient to generate 50GW

Energy Storage



Increasing need for storage to maintain network stability as energy demand growing

- Increasing use of EVs necessitates extra flexibility. Likely to include local storage
- 2022 > CryoBattery facility to open – 1st commercial liquid air battery in UK
- Increased use of low carbon gas, hydrogen & electrochemical storage
- Increasing requirements for non-electrical storage, esp. for domestic heating systems

High level of certainty (e.g. backed by laws / funding allocated for delivery)

Moderate/high certainty (e.g. backed by high profile research / government-led roadmap)

Moderate/low certainty (e.g. evidence generally in agreement on direction but inconsistencies on details or scope)

Case Study

AIMCH

AIMCH (Advanced Industrialised Methods for Construction of Homes) is a 3-year collaborative project aiming to transform home building, using modern methods of construction (MMC). It is looking to tackle the need for additional housing set against skills and workforce shortages, poor productivity, low output and low affordability, by identifying, developing and trialling off-site construction solutions with a view to commercialisation and mass-market adoption.

The ambition is to create an approach to house building which can meet the target of 120,000 homes needed annually at the same or lower cost than traditional methods, 30% more quickly and with a 50% reduction in defects.

Further information:
https://www.aimch.co.uk/

As well as futureproofing for technological changes such as the uptake of CAVs and other technologies as described above, considering integrating innovation within planning and development can also serve to help address key challenges and support existing objectives, such as those around climate change, population health and adapting to sudden disruptions like COVID-19. Section 2.5 sets out some of the major challenges and risks developments need to address, and section 1.1 above outlined the principles which innovation should be used to support. Indeed the UK's planning system is ripe for innovation, from improved digitisation and mapping to public engagement approaches, whilst the construction industry is also lagging behind other sectors, such as manufacturing, in this area.

Potential benefits of adopting innovative solutions or technologies can be seen, with a number of significant players within property development and construction making use of approaches such as Building Information Modelling (BIM) overlaying a digital representation of a building with details about scheduling and cost to help ensure that sites are built correctly the first time. Balfour Beatty are adopting a number of innovative approaches in their work, for example using drones rather than surveyors to track the progress of infrastructure development, bringing increased accuracy and additional data collected more frequently than would otherwise be the case.[1]

According to Christian Faes at LendInvest, "technology is helping the property business to become more transparent and data-driven which in turn helps to unlock new development opportunities. From using Land Insights to assess the viability of various sites and planning permission through to Settled and ViewMyChain providing conveyancing and online agency services, new innovations are bringing greater efficiency."[2] The examples called upon here show how innovation can be effectively integrated through the whole lifecycle of a development, from the planning stage all the way through to occupation and beyond, bringing benefit to multiple players in the field.

There is also a financial case for ensuring that new technologies can be integrated into development, both from wider economic and more direct profitability perspectives. There seems, for example, to be a general consensus amongst tech experts that occupiers are willing to pay higher amounts for working spaces which are high-tech.[2] We can also see from examples such as Amazon locating in Seattle, that significant economic benefits can be brought from attracting high-profile tech companies into an area. Estimates suggest their location in the city brought around $38 billion to the city's economy, creating jobs and increasing real estate values. Companies of this kind are unlikely to seek to occupy developments which will not easily integrate the technologies they require to work effectively.

1 *Balfour Beatty (2021). Innovation 2050 - A digital future for the infrastructure industry. https://www.balfourbeatty.com/how-we-work/public-policy/innovation-2050-a-digital-future-for-the-infrastructure-industry/*
2 *Osborne Clarke (2018). Future proof real estate: is the property sector ready for the 2020s?*

Case Study

Cities-4-People

Seeking to transform mobility design, C4P aimed to provide new ways to create innovative, sustainable, and targeted mobility solutions by placing citizens at the centre of the development process. OCC partnered with C4P to solve real mobility issues in Oxford through a collaborative framework in which a community of citizens, local authorities, mobility providers and innovation experts created neighbourhood-level mobility solutions with a low environmental footprint and a sharing mentality. Partnering with University College London, Copenhagen Business School and local authorities in Hamburg, Budapest, Trikala, and Istanbul, C4P used the experiences in Oxfordshire and these municipalities to further develop People Oriented Transport and Mobility for use in urban and peri-urban environments throughout Europe.

Further information:
https://cities4people.eu/



Case Study

MaaS CAV

This project was a multi-disciplinary feasibility study that examined the integration between CAVs and Mobility as a Service (MaaS). Moreover, it studied combined business models in investing to develop and procure enabling infrastructure.

One challenge for CAV deployment in UK and in Europe in general is the need to fit new technology in historic locations. Streets in many UK towns have not been designed to meet the transport demand we have today. The study identified that new developments, where the road layouts have been designed to meet today's transport needs, could therefore present an opportunity for easier adoption of CAVs.

Infrastructure needs identified:

- good connectivity
- smart infrastructure to deliver V2N (vehicle to network) and V2I (vehicle to infrastructure) connectivity
- good road markings, with high durability and visibility
- high quality, unified signage, with consistent positioning

Beneficial Infrastructure:

- digitisation of assets and traffic information
- infrastructure to support geolocation
- simple road design
- shared-CAV lanes

Further information: http://maas-cav.info

At the same time, we need to be critical of the promises of any new technology, as there is an established psychological bias into being overly optimistic early in a technological development, followed by an overly pessimistic adjustment to expectations. This can be seen in the Hype Cycle for Technology, which illustrates these changing views towards a new technology over time (see figure 7 right). The IF can provide support into making gradual, data-based steps into sustainable long-term adoption that aligns with the IF principles, while not being overbearing in its requirements during early stages.



Source: Original author - Olga Tarkovskiy. Shared under Creative commons Attribution-Share Alike 3.0 https://creativecommons.org/licenses/by-sa/3.0/deed.en

Figure 7: General Hype Cycle for technology

2.1.1 How innovation may affect the built environment

Innovations set to become mainstream over the coming years, such as those outlined in the roadmaps in figure 5 above, will have a significant impact on our physical and built environments. They will change people's behaviour and the way in which space is allocated and used. Further, they will facilitate mitigation and adaptation to wider changes and disruption.

Many of the innovations we anticipate to become mainstream are likely to support a move towards denser development, with fewer parking spaces. These innovations range from improvements in digital connectivity, augmented and virtual reality that will reduce the need to travel and commute for business; to the mainstreaming of autonomous vehicles, which facilitate access to vehicles without the need for local parking spaces. These changes could potentially significantly cut costs and increase profitability of development, widening design options. At the same time, with both the move towards automated vehicles and increased uptake of home delivery, curbside space is likely to become significantly more valuable, with a need for drop-off space and idling locations.

Autonomous vehicles, when used in shared-vehicle and freight scenarios (rather than private-ownership) also have the potential to free up road space, due to more efficient driving and convoying options. When paired with a move towards micromobility and UAVs and the impetus to create modal shift away from single occupancy vehicle usage taking some vehicles off the roads, infrastructure needs are likely to shift and allow for greater and more equitable space allocation towards active and sustainable modes of transport.

Changes in technology can also impact on land use designation needs. In one example, greater space will be needed for storage to accommodate continued trends towards e-commerce. In addition, the type and number of locations required by freight consolidation solutions that will be needed for the supportive technology that can facilitate last mile delivery such as automated bots (Personal Delivery Devices) and UAVs will increase. In another example, the move towards home working which technology facilitates will see a reduced need for office-space – a trend increased by the impacts of COVID-19. Finally, the innovation economy itself also brings with it a need for additional land to be designated for use in research and development activities within a mixed use setting - this is already being seen in the development of Innovation Districts.

Many of the design principles applied within Innovation Districts are likely to become more universally demanded over time as other industries see the benefits of aspects such as mixed-use development, co-working space and greater social infrastructure. Providing a balance which makes the location attractive for employees is becoming more of an important factor over time, as the population ages and leaves a skilled talent shortage within the workforce. Demand for these kinds of well-designed and integrated developments is therefore set to increase over time, as employers seek competitive advantage in the 'global war for talent'.

Reliable energy supply is a key driver both for businesses and individuals which, alongside new energy models, such as local production, storage and peer-to-peer trading, will affect our built environments. Oxfordshire already has a grid capacity challenge, which taken with the need to move to net zero carbon emissions and the increased demand created by the growth in electrification of vehicles and heat, will drive developments towards facilitating local renewable energy generation and storage solutions.

Digital disruptive innovations are also likely to as an impact on development as greater information becomes available to potential buyers and occupiers of real estate. The exponential growth in big data and increasing application of the Internet of Things bring with them greater levels of transparency and potential insight. As people become more used to having these levels of information more generally and see their potential benefit (especially when paired with developments in machine learning and AI), they will become expected of all sectors. This encompasses robust, reliable and fast digital connectivity, and the means to gather data and monitor effectively.

The built environment also needs to adapt to the uncertainty inherent in innovation and more widely (e.g. economically, socio-culturally and environmentally). Whilst it is possible to make projections about likely or potential future scenarios, no projection can be 100% accurate; as such, our built environment needs to be responsive, adaptive and flexible to change. Change therefore needs to be picked up on and analysed, and systems to gather data can be built into development and infrastructure using innovations such as the Internet of Things, smart infrastructure and big data. Various innovative approaches, such as more modular design, design for disassembly, a platform approach, and designing for multiple potential uses can then facilitate flexibility or alteration, to allow for changes as they occur.

2.2 Innovation from a planning perspective

Figure 8 below demonstrates key strategic interactions with the planning process for both Local Planning Authorities and Developers.

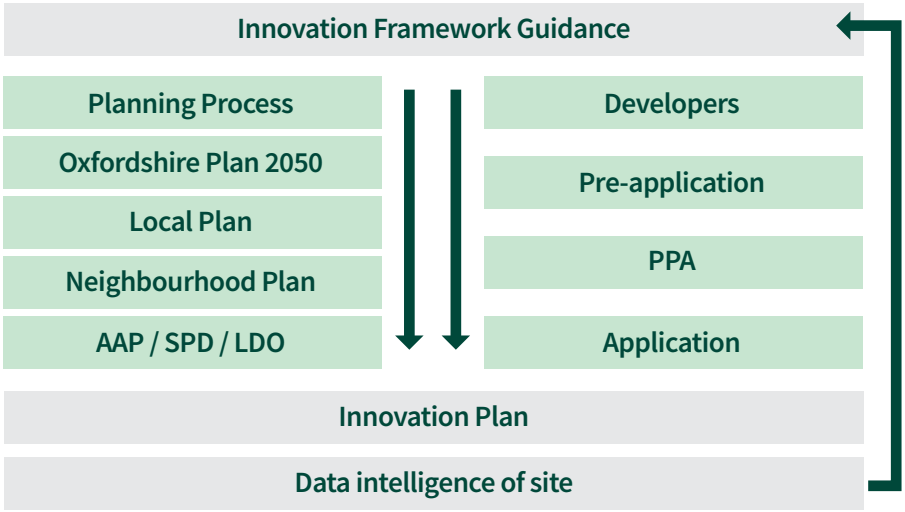


Figure 8
Strategic process flow for Innovation Framework

For planners, this means:

- ensuring developers consider innovation within their applications, ideally through the medium of an Innovation Plan (see section 2.3), by setting out the need for it within planning process documents such as Supplementary Planning Documents (SPDs) and Local Plans;
- considering innovation within infrastructure development, such as highways development, including when bidding for funding for infrastructure schemes (both in terms of futureproofing and integration);
- considering innovation within the developer funding process, and ensuring sufficient funding is secured to futureproof infrastructure impacted by development;
- on reviewing planning applications, ensuring that sufficient thought has been given by the developer to futureproofing the site, and that any innovation to be integrated into development serves a purpose to support the principles and aims, address challenges or mitigate risks;
- in assessing Health Impact Assessments submitted by developers, to ensure the impact of innovation will ideally improve health equality, but as a minimum not increase health inequalities

The iHUB is available to support integrating innovation into planning process documents such as Local Development Orders (LDOs) and into major infrastructure development design. The roadmap and Table 1 in section 2.3.2 can serve as a starting point for this, outlining key innovations to futureproof for. These are intended to act as a reference of innovations to consider within different areas, both from the perspective of futureproofing, and for the purposes of helping address any key challenges or objectives for development. It is not, however, exhaustive, and as such for more significant – strategic, or complex major – planning applications or infrastructure, it is recommended that a member of the iHUB is consulted to provide expertise.

In addition to considering innovation within the planning process, innovation can also be used to help support the planning process itself. There is significant potential to use innovative techniques within the planning process – for example, in standardisation, digitisation and digital communication and engagement approaches. Innovative

Case Study

HARMONY

"Holistic Approach for Providing Spatial & Transport Planning Tools and Evidence to Metropolitan and Regional Authorities to Lead a Sustainable Transition to a New Mobility Era (HARMONY)" is a H2020 42-month project lead by UCL, aiming to create multi-level (operational, tactical and strategic) transport models able to include the effects of emerging technologies and modes, like CAVs, drones and demand responsive transport, based on trial data.

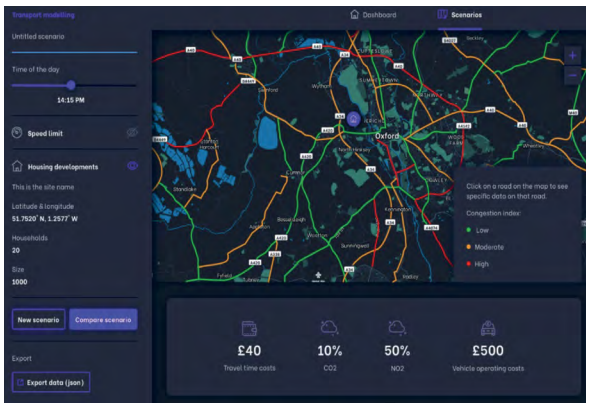
Further information:
https://harmony-h2020.eu/

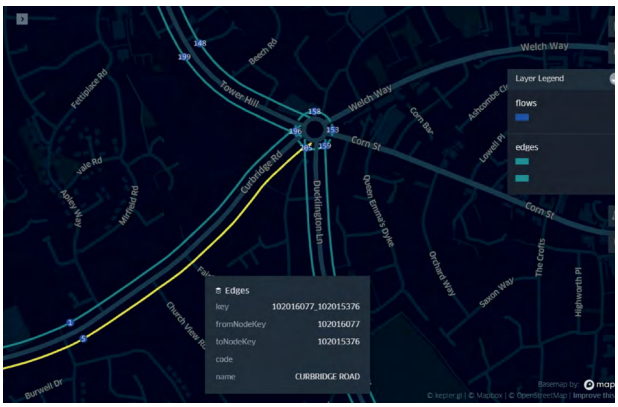
processes and tools could be extremely beneficial in securing a greater level of public participation in terms of generating more local input to the planning process, such as through developing local design guides.

In addition to digitisation, there is also potential around improved modelling approaches, to inform suitability of areas for development (e.g. in likely transport impact or expected impact of climate change on a given area such as increased flood risk).

The iHUB has led on the development of the Oxfordshire Mobility Model (OMM), MIMAS. This tool may be applied to assess the impact of development on the transport network, and its use is strongly encouraged. As well as using approaches aiming to overcome the drawbacks of more traditional modelling techniques, it has been designed to be user friendly, such that it can be applied directly by planners and transport professionals. By avoiding the need for individual requests to be run by experts in the model, each with an associated cost, this tool is considerably more accessible than predecessors. It has a number of potential applications within the planning process, as well as potential for developers to apply it, including:

- in informing Local Plans to help assess the suitability of a given area for development in terms of transport impact, particularly considering cumulative impacts;
- in supporting creating Transport Assessments for developments;
- in assessing the Transport Assessments submitted by developers, to ensure the impact has not been under-estimated by the developer;
- in assessing the level of need for developer funding to support additional transport infrastructure due to the impact of development;
- in assessing the likely impact of new infrastructure on the transport network as a whole, feeding into options appraisal and creating business cases.





2.3 For development and new infrastructure – Innovation Plans

2.3.1 Overview

An Innovation Plan is a site-specific plan produced by the developer or infrastructure planner setting out how a particular development or scheme will both integrate and plan for innovation, which helps planners and developers ensure developments that are fit for future generations. It should be considered alongside local and regional planning policy and the national planning policy framework, particularly when setting objectives for the development which innovation could help to support. For development, it should be produced as part of the planning application process and consider the different stages of development, covering the elements outlined below and guidance including the Innovation Plan template and other accompanying IF materials.

2.3.2 Contents

An Innovation Plan should cover the ways in which a site or infrastructure development will futureproof for when current innovations become mainstream, and how innovation will be integrated into the development process at each stage, in order to address challenges and risks, and achieve goals. Some of these goals and challenges will be generic, as outlined in other sections of this document; some will be specific to the site in question.

The Innovation Plan, should cover the following aspects:

- a brief outline of the development or infrastructure, with links to relevant documents containing more detailed information. This should include a site plan, design layout and/or description of the development or infrastructure;
- a section describing any specific challenges which have been identified for the development/scheme; for example, this might include aspects such as high flood risk, contaminated land, road capacity challenges, architectural or ecological impact etc;
- a section identifying any specific goals for the development/infrastructure; for example, this might include goals such as providing a higher proportion of affordable housing than usual, net biodiversity gain, increased network capacity, or reduced socio-economic deprivation etc;
- a section identifying how innovations will be applied to address the challenges and goals, including those which are more generally applicable to all development, such as climate change resilience, designing for an aging population and so on (see other sections 1.1 and 2.6 for more general goals and challenges respectively).
  - If traditional methods are (also) being used to address the above, these should be briefly noted for context.
- a section outlining how the site will address futureproofing for innovations becoming mainstream. When futureproofing, it's important to ensure that the principles outlined in 1.1 are not compromised – for example, dedicated autonomous vehicle lanes should not be installed at the expense of cycle infrastructure or walkability. The following table outlines some aspects that developments may need to futureproof for, with examples of their applications and measures which development could use to address them (for more detail, see the roadmap in Section 2.1):

Table 1: Future proofing for Innovations becoming Mainstream

Technology / Innovation	Examples of application	Futureproofing measures	Main principles and aims supported
Co-creation & civic participation 	• Local design guides	• Processes to involve citizens put in place – both digital and analogue to address all types of end user	• Taking account of differing needs • Connected and inclusive communities • Using and gathering evidence and data transparently
Connected and Autonomous vehicles (CAV) – passenger 	• Privately owned vs shared (SAV) • Automated buses, shuttles, cars or pods • Semi-automated vs fully automated • Connected vehicles without automation	• Consistent road marking • SAV idling, drop-off and pick-up points • Charging infrastructure • Connected and smart roadside infrastructure (most relevant in congested and more built-up areas) • Next Generation network management support • External Localisation & navigation technology • High definition digital mapping • Resiliency when failing or operating out of its Operational Design Domain (ODD) – where it is designed to operate	• Accessibility and connectivity for all • Catering for foreseen change • Designing to support autonomy and independence • Improving road safety
CAV – freight 	• Automated lorries, trucks, vans or robots • Connected vehicles without automation • Semi-automated vs fully automated • Platooning (convoy) • Health and care applications, e.g. delivery of health services	As above, plus: • Loading & unloading points • Docking points for bots	• Supporting first- and last-mile delivery options • Improving road safety
Digital twins 	• Digital replicas of physical entities • Better network and asset management • Building Information Management (BIM)	• Digital mapping and sensors on the network • High speed connectivity • Cloud computing resource for data storage and processing (if applying directly)	• Maximising energy efficiency • Minimising embodied carbon • Supporting reduced energy demand • Ensuring ongoing monitoring systems are embedded • Catering for unforeseen change • Maximising longevity of assets and minimising waste • Minimising the need for maintenance
Electric vehicles – passenger 	• Privately owned vs shared • Wireless charging vs wired charging • Electric buses, cars, boats or pods	• All residential properties with a drive: min 1 charge point • Unallocated residential parking: min 25% of spaces • Non-residential parking (e.g. commercial): min 25% of spaces • Smart chargers to be used, minimum 7kWh AC • Fast charging points recommended for most applications, with rapid only appropriate in some specific situations (e.g. some higher density housing, and workplaces using commercial vehicles) • Provision at mobility hubs, such as P&R sites • Consideration of additional energy needs over time, building in renewable, local energy generation to development	• Accessibility and connectivity for all • Reducing fossil-fuelled car use • Catering for foreseen change

Technology / Innovation	Examples of application	Futureproofing measures	Main principles and aims supported
Electric vehicles – freight 	• Electric vans, local delivery trucks or robots (larger freight less likely to be electrified)	As above (where relevant), plus: • Charging points at commercial locations in loading/unloading areas	• Catering for foreseen change • Supporting the Oxfordshire economy • Supporting first and last mile delivery options • Reducing the need to travel
Hydrogen vehicle – passenger 	• Privately owned vs shared • Buses or cars	• Fuelling land use designation	• Accessibility and connectivity for all • Reducing fossil-fuelled car use • Catering for foreseen change
Hydrogen vehicle – freight 	• Hydrogen lorries, trucks, vans or boats • Most relevant to longer distance/heavy load trips	• Fuelling land use designation	• Catering for foreseen change • Supporting the Oxfordshire economy • Reducing the need to travel
Internet of Things (IoT) / Everything (IoE) 	• Air quality, noise or other environmental sensors and monitoring devices connected to the internet • A tool for co-creation • A tool to support the aging population (e.g. new housing models using IoT) • Asset management • Health monitoring • Waste and resources management	• Accessible communication channels (e.g. LoRaWAN) • Electricity provision • Analytics • Cyber security and resilience measures	• Ensuring monitoring systems are embedded in development • Facilitates data sharing
Micromobility – passenger 	• Privately owned vs shared • E-bikes, pedelecs, e-scooters or e-skateboards (the latter 2 are subject to legal review)	• Secure, convenient, accessible, ideally covered storage at higher volumes • Consideration of locations for storage to avoid pavement clutter • Improved cycle infrastructure • Dedicated lanes	• Accessibility and connectivity for all • Supporting first, last and only mile transport options • Support an environmental hierarchy of transport use • Catering for foreseen change
Micromobility – freight 	• E-cargo bikes • First/last mile delivery	• Designated loading areas • Charging facilities • Microdistribution hubs • Dedicated cycle lanes	• Supporting first, last and only mile delivery • Support an environmental hierarchy of transport use • Catering for foreseen change • Reducing the need to travel
Mobility as a Service (MaaS) 	• All modes • Shared transport services (Car, e-car, bike, e-bike or e-scooter) • Integrated journey planning and payment	• Mobility hubs, e.g. bus & rail interchanges • Dedicated bike and car sharing spaces at transport hubs • Cycle parking at bus stops • Charging facilities • Real time, open source, multi-modal monitoring data • High definition, digital mapping	• Accessibility and connectivity for all • Supporting first, last and only mile transport options • Support an environmental hierarchy of transport use • Catering for foreseen change
Peer-to-peer energy trading 	• Local energy networks • Vehicle to Grid (V2G)	• Appropriate infrastructure	• Supporting the zero-carbon economy • Maximising energy efficiency • Community ownership of energy • Catering for foreseen change
Satellite communication 	• Internet provision • Personal communications • Media provision (radio, television) • Asset and conditions monitoring • Universal coverage	• Suitable locations for satellite infrastructure • Use of Ground Station as a Service providers	• Creating digital connectivity (especially relevant to rural and poorly connected areas)

Technology / Innovation	Examples of application	Futureproofing measures	Main principles and aims supported
Smart energy grids 	• Dynamic pricing, grid balancing and leveraging	• Appropriate infrastructure • Energy storage locations (battery, hydrogen, kinetic etc.)	• Supporting the zero-carbon economy • Maximising energy efficiency
Unmanned Aerial Vehicles (UAV) 	• Delivery, function performance such as maintenance or monitoring, health & care applications, e.g. delivery of medicines and medical equipment • (Longer term, passenger transfer) • Likely alternative-fuel powered	• Consider line of sight • Charging point provision • Privacy from above • High definition digital mapping • Take off/landing • Monitoring infrastructure/ corridors • Network management provisions (possible integration of air traffic management with Traffic Management Control centres) • Noise abatement considerations, especially for larger drones	• Supporting first, last and only mile delivery • Support an environmental hierarchy of transport use • Catering for foreseen change • Reducing the need to travel
Virtual & augmented reality 	• Immersive tourism • Health and care applications, e.g. for occupational therapy & addressing isolation • Creative industries	• High speed connectivity • Community spaces • Digital mapping	• Inclusive communities • Engaging with the community • Reducing the need to travel
3D printing 	• More localised production • Micro consolidation centres • Modular design	• Consolidation centres • Innovation hubs	• Reducing the need to travel • Supporting the zero-carbon economy • Reducing waste generation & growth
5G (5th generation wireless technology) 	• Telehealth • Immersive technologies • Autonomous vehicles teleoperation • Smart agriculture • Emergency response • UAV communications • Vehicle to Everything communications	• Fibre backbone • Accessible assets, e.g. streetlighting for mounting and electricity • Provision of space to avoid cabinets on pavements causing obstruction	• Creating digital connectivity • Catering for foreseen change • Reducing the need to travel

Case Study

Project LEO

Local Energy Oxfordshire develops new local flexibility and energy markets, maximising the use of local generation and network assets and enabling innovative business models for investment in low-carbon and smart energy systems. OCC is developing an Energy Mapping Tool to identify opportunities to scale up local and low carbon energy generation to support integrated system planning across the county.

Further information:
https://project-leo.co.uk

The plan should also:

- outline how it has been developed and how particular innovations have been identified for the site. A participatory approach to developing the Innovation Plan is encouraged use of innovative participatory techniques in developing the site or infrastructure design, or documents such as the Travel Plan could form part of the Innovation Plan itself;
- include targets and/or Key Performance Indicators (KPIs), which may be taken from other plans and/or set specifically for the Innovation Plan;
- include a description of how the Innovation Plan will be monitored against the targets and KPIs, covering both process monitoring and outcomes;
- include a timeline for when it will be reviewed and updated and an explanation of the process for doing this, including how monitoring information will be used to inform it; and
- outline how the plan will be transferred to others, e.g. upon transfer of ownership or where sub-contractors are expected to carry out aspects of the plan.

A full template is provided which can be used as guidance for creating an Innovation Plan. The structure suggested can be adjusted to suit the needs of the site in question – it is not intended as a rigid structure that must be adhered to. However, unless not relevant, all elements outlined within the template should be covered in the Innovation Plan as best practice.

The Innovation Plan should encompass the timeline and different aspects of the development. In addition to the technologies outlined in the table above, the roadmap in Section 2.1 includes examples of technologies, approaches and innovations that could be considered for different aspects and stages of the development process to support a number of key principles and aims and address challenges. It should therefore be used in conjunction with the template to provide guidance on what could be included with the plan. The guidance is not exhaustive and discussion with the iHUB is recommended if there are specific challenges or needs for the development in question which examples provided cannot address; this should feed into the pre-application discussions held.

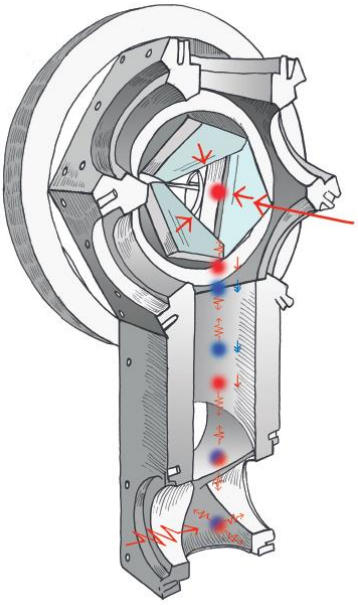
2.3.3 Benefits

An Innovation Plan should support the achievement of a variety of aims and principles common to a number of policy and framework documents as outlined in the previous section of this document (1.1) and with the documents outlined in Appendix 1. As such, it should help the developer to meet planning regulations and other obligations, for example, ensuring key legislative requirements such as the Equalities Act are efficiently met, and support planners with policy and strategy compliance. In addition, the Innovation Plan should help to futureproof developments and infrastructure to accommodate the mainstreaming of current innovations and overcome existing and forthcoming challenges, such as the requirement for housing allocations to be met whilst the construction industry faces workforce and skills shortages. This IF and supporting materials aim to provide an evidence base to show the benefits of integrating innovation into site and infrastructure development, helping developers and planners assess the suitability of different innovations for their and a site's particular needs.

Case Study

ABGRAV

The Innovate UK funded project ABGRAV aims to explore subsurface surveying using quantum gravimetry. The leading partner, M2 Lasers, will work to bring the gravimetric system to field ready state, while OCC will examine the commercial opportunity for the technology for applications related to the council's functions. These include highway maintenance, archaeology, mineral exploration and water table management. Utility mapping, sink holes detection and monitoring water table levels are some of the use cases which will be explored. Demonstration of the technology is planned for a suitable use case, determined by OCC.



Source: M Squared Gravimeter Handout

The COVID-19 pandemic is an apt example of significant disruption and societal changes with wide ranging impacts – construction output for example, fell by 35% in quarter 2 of 2020 according to the Office of National Statistics, impacting on the development sector as a whole. Use of innovative technology and approaches could serve to aid recovery following the pandemic – for example, using automated processes to a greater degree could aid social distancing, and in the process also address the workforce shortages facing the construction industry; but also help to develop sites in a more flexible way that allows a faster and more efficient response to disruptions of this nature occurring in the future. In the wake of the pandemic, now is the time to review approaches to integrate more efficient and resilient ways of undertaking development and construction, thereby supporting the re-building of the economy.

The Construction Leadership Council's Roadmap to Recovery for the Construction Industry sets out the need for transformation in order to 'sustain economic growth through the adoption of digital and manufacturing technologies to consistently deliver low carbon, sustainable and better quality outputs and outcomes'. Without this transformation the sector risks longer-term recession and further skills and capability loss, especially since Brexit has already reduced overseas workers within the industry. Particularly given the importance of the development sector to the UK economy as a whole (construction was 8.6% of GDP in 2019, and real estate was 7% of GDP), it is therefore important to ensure that recovery is sustainable; integrating innovation and futureproofing for it will help to achieve this.

2.3.4 How it fits into the planning process

Figure 8 demonstrates key strategic interactions with the planning process for both Local Planning Authorities and Developers.

Innovation should be considered at all stages of the development process, from aiding in the selection of a suitable site, to supporting its occupation and ongoing monitoring. The Innovation Plan itself should be:

- proportionate to the size and scope of the proposed development to which it relates and build on existing information wherever possible – this does not necessarily mean that larger developments should always have more wide-ranging plans than smaller ones, but that potential for innovation for a given site should be considered;
- established at the earliest practicable stage of a development proposal, ideally at the pre-application stage, in the case of development, with planners also giving consideration to innovation planning for both infrastructure and development within planning policy documents (Local Plan, SPD/AAP etc), using a co-creative approach in partnership with the community, stakeholders and developers, but otherwise within the application determination process itself;

- be tailored to particular local circumstances to ensure any innovation is appropriate to the place, with evidence to show how the local circumstances (i.e. risks, challenges and objectives) have been considered, such that any innovation being integrated is contributing to achieving the principles outlined previously (1.1);
- be brought forward through collaborative working with interested parties such as councils, communities and businesses. Engaging communities and local businesses can be beneficial in positively supporting innovation across developments, and in ensuring the plan is effectively tailored to the place and this is strongly encouraged.

2.3.5 When to create and update one

All developments and new infrastructure should integrate innovation and futureproof for when current innovations are mainstream. This holds true regardless of size, particularly the latter in order to avoid need for later retrofit. All developments and new infrastructure should integrate methods to monitor traffic that are able to distinguish different modes of transport. We recommend that for sites showing good potential for innovative techniques to be integrated and/or a particular need for futureproofing measures, an Innovation Plan is used as the medium through which innovation is planned for within new developments and infrastructure.

The innovative approaches could be integrated into the pre-application stage of the development process, in helping to assess the suitability of a site for a particular development, for example. A plan, if being produced, should be in place by the application stage of the process, to be submitted alongside the full or outline planning application, depending on the route taken. The document itself should be a dynamic and flexible document which can be updated and adapted as needed. It should therefore as best practice, be reviewed and updated at each stage of the development and occupation process (pre-application, application, reserved matters when applicable and occupation, with periodic review post-occupation), and in the case of any major disruption or change taking place, for which the plan could serve to help mitigate/support.

Consideration should be given at the pre-application stage to:

- the form and scope of the Innovation Plan;
- the outcomes sought by the Innovation Plan;
- the processes, timetables and costs potentially involved in delivering the required outcomes (including any relevant conditions and obligations);
- the scope of the information needed; and
- the proposals for the on-going management, implementation and review processes.

The above can be discussed with the iHUB, who are available to support at the pre-application and application stages of the process for larger or more complex developments. It will be possible for developers to gain some advice within the scope of an existing PPA, but for more bespoke advice, the iHUB charges for our time. The iHUB has a range of experience and expertise in innovation, including alternative fuel vehicles, connected and autonomous vehicles, health and care, community engagement, energy, data and monitoring. Some of the experience and projects the team has worked on are featured in the case studies within this document. In addition, the team has built up a wide network of partnerships, allowing potential to facilitate introductions and identify synergies. The team also has expertise in modelling and simulation, which could be provided to support site development plans. The Oxfordshire Mobility Model (OMM), MIMAS, is one modelling approach available to assess the likely transport impact of development.

At the application stage, the Innovation Plan should be submitted with the planning application for review, when the iHUB will provide feedback on the contents. A template is provided to support the creation of an Innovation Plan, but can be added to and adapted to suit the needs of the development in question. The iHUB will be able to advise on adaptations or additions to the template for specific large developments, and for types of development for which the template proves inappropriate at the pre-application stage.

Following submission with the planning application, it will be necessary to review the plan again prior to occupation of the site; in the case of large phased developments, this may require more than one review, in association with the phasing within the planning process and build-out, to ensure the plan is still relevant and encompasses the needs of the site. This will likely be a light-touch process in most instances simply to ensure continued relevancy and completeness. A process should be outlined to show how the plan will be transferred to builders (if different from the developer) and the occupier(s) of the site, to ensure that innovation continues and benefit is maximised during the build and beyond the occupation period. If the builders and occupiers have already been identified at an earlier stage, they should be included in the process of developing/updating the Innovation Plan. Synergies should be built upon with the Travel Plan and other planning-related documents, such that they support each other.

Monitoring should be an ongoing (ideally automated) process, which should also serve other monitoring requirements, such as Travel Plan monitoring, and can support network management and monitoring of travel patterns within the county, including uptake of active travel and other non-car modes.



Figure 9 below shows the process of creating and maintaining an Innovation Plan in relation to the timeline of a single-phase development.

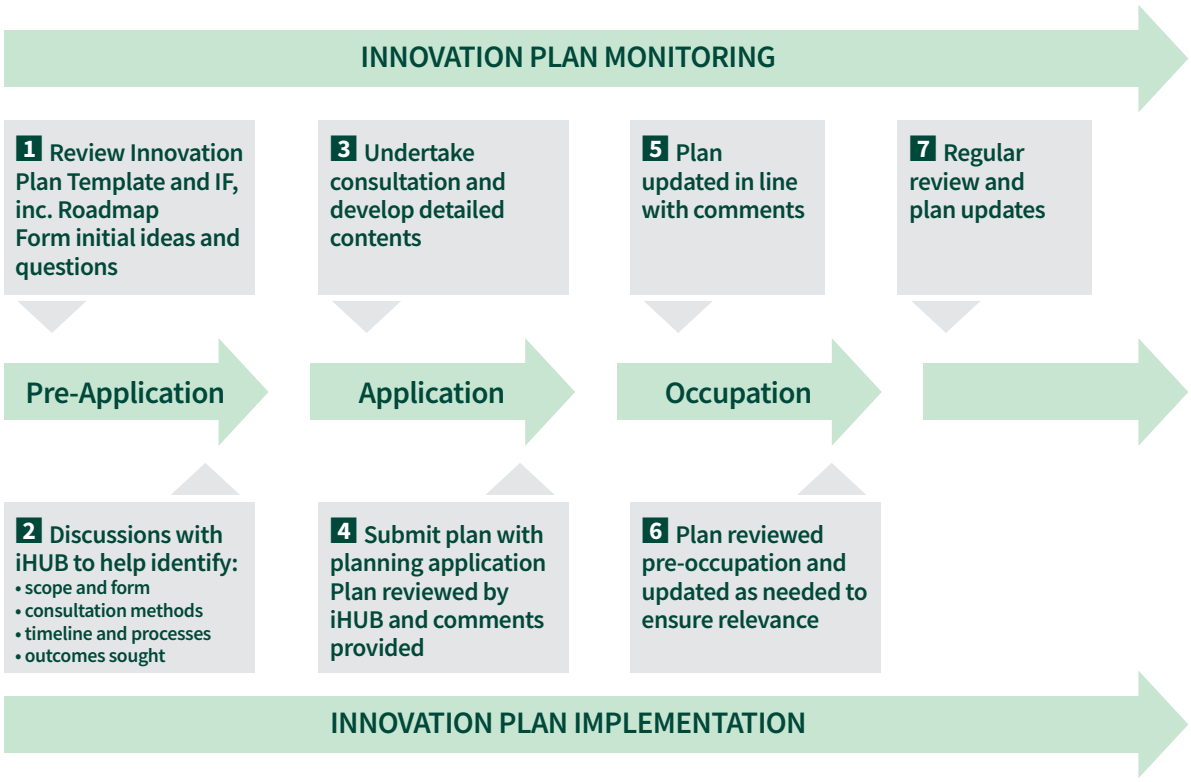


Figure 9: Innovation Plan process

2.3.6 iHUB support for developers

As outlined previously, the iHUB is available to provide support for some developments – strategic sites and more complex major developments – in considering the innovation needs of the site. Some initial support is available for sites within the scope of a Planning Performance Agreement (PPA), where agreed. Additional, more detailed and bespoke advice is also available, subject to an additional fee at the iHUB's cabinet-approved charging rates. The following packages of support are available:

Support Package	Type of Support	Level of Detail and Inclusions	Notes
1a	Site-specific Innovation SWOT (Strengths, Weaknesses, Opportunities & Threats) analysis	High level overview of site innovation needs. Includes 2 discussion meetings (pre- and post- SWOT development)	Included within PPA where agreed
1b	More detailed analysis of elements identified in SWOT	iHUB undertakes a more detailed analysis of specific parts of the SWOT carried out in 1a, as requested by the developer. Covers research and recommendations on possible approaches	1a must be concluded prior to 1b.
1c	Innovation proposal, based on outputs from SWOT	Based on the outputs of the SWOT, the iHUB reviews the potential innovation solutions and approaches for the site and creates a proposal for inclusion within the development	1a must be concluded prior to 1c.
2a	Innovation Plan Review and Suggestions	Following draft of an Innovation Plan, iHUB reviews and makes detailed comments and suggestions. Includes 2 discussion meetings	
2b	Innovation Plan Addendum or Section creation	iHUB creates a section of the Innovation Plan, and reviews other sections as per package 2a. Includes 2 to 3 discussion meetings	
3	Modelling future challenges and impacts	Using the Oxfordshire Mobility Model, combined with Innovation Roadmaps, the iHUB will assess likely future impacts and challenges for the site, and identify key issues	Can be combined with other packages for greater scope and depth

To discuss site-specific options and fees, please contact the iHUB at: cav@oxfordshire.gov.uk.

2.4 Updating this framework

By its nature innovation is a dynamic, often fast-paced process, and as such the framework document and supporting materials will also need to be updated to reflect the changing evidence base and new innovations and disruptions. As outlined above, what innovations are likely to become mainstream may be disrupted by societal changes, new technologies and approaches; each update will review changes of this kind and impact on the trajectories of innovation uptake. This IF document will therefore be reviewed and updated as necessary every 2 years. The roadmap will be reviewed dynamically, and as a minimum every 12 months, to ensure the most relevant innovations are included, and disruptions changing trajectories of uptake are integrated.

To support the process of updating Innovation Plans, dates and contents of changes made to the IF and supporting materials will be clearly identified to allow for easy review.

2.5 Change, Challenge and Risk

As well as supporting the principles highlighted in 1.1, innovation, in addition to being a potential source of change and challenge in itself, can serve to overcome some challenges and mitigate risks. This section sets out some of the key over-arching expected changes, challenges and risks likely to impact on development.

The following infographics set out key risks as identified by the World Economic Forum (WEF) in their annual Global Risk Report in 2020. It is split into the top risks by impact and likelihood, based on input from a variety of stakeholders to an annual survey undertaken by WEF.

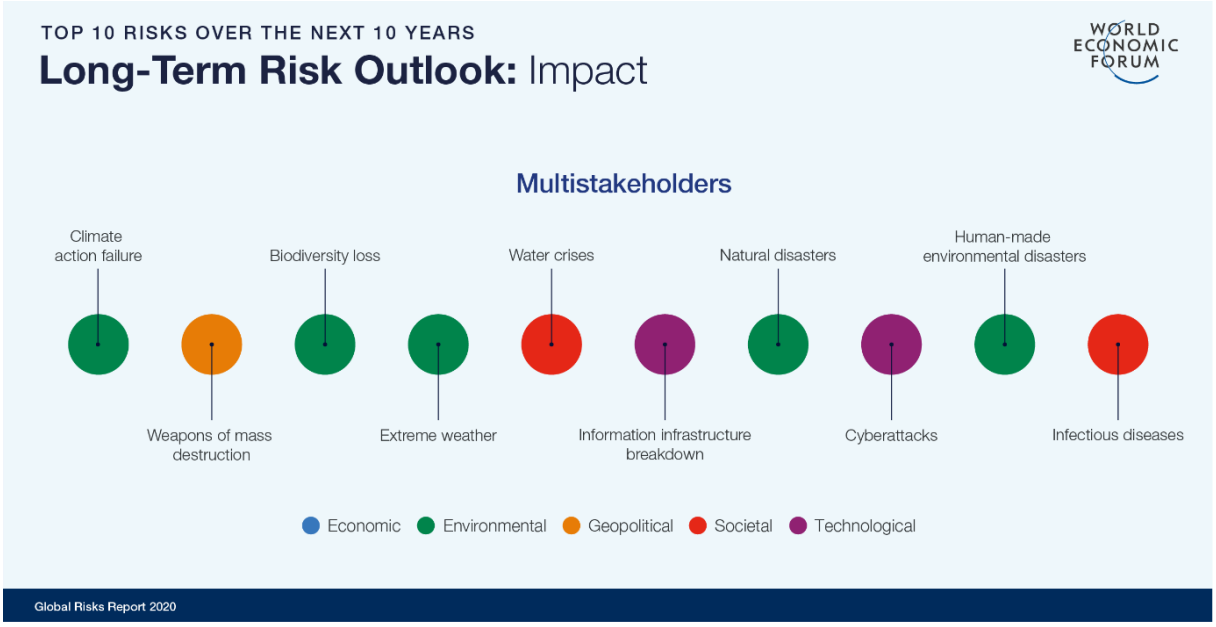


Figure 10: Top 10 risks for the next 10 years following 2020, based on Impact, as rated by multistakeholders

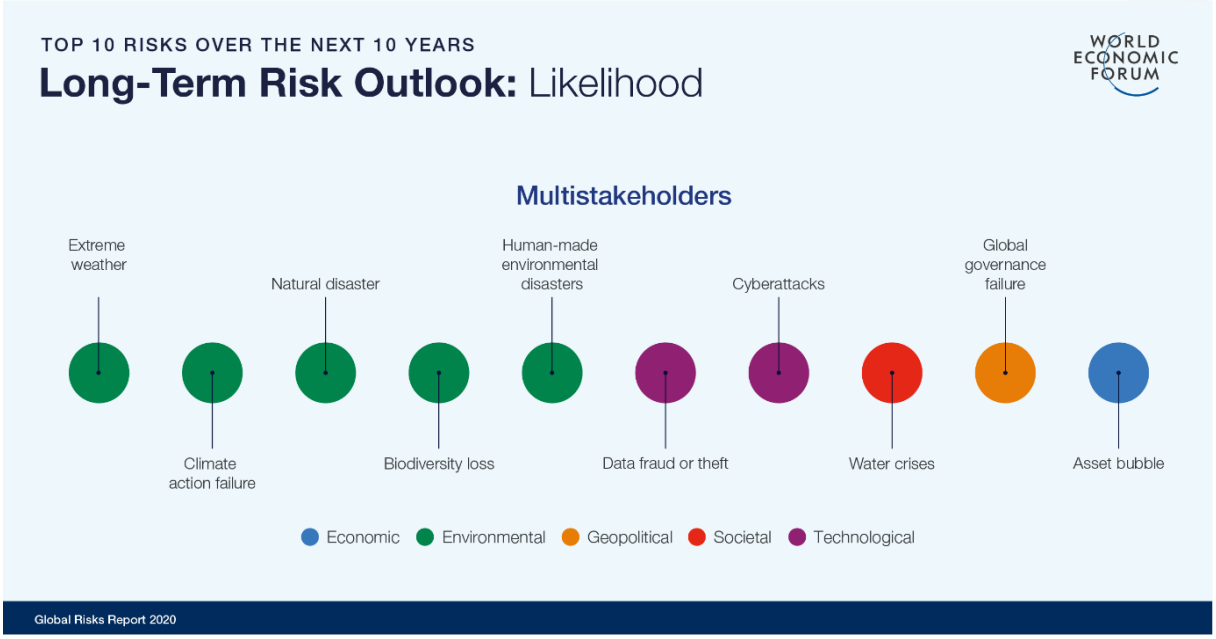
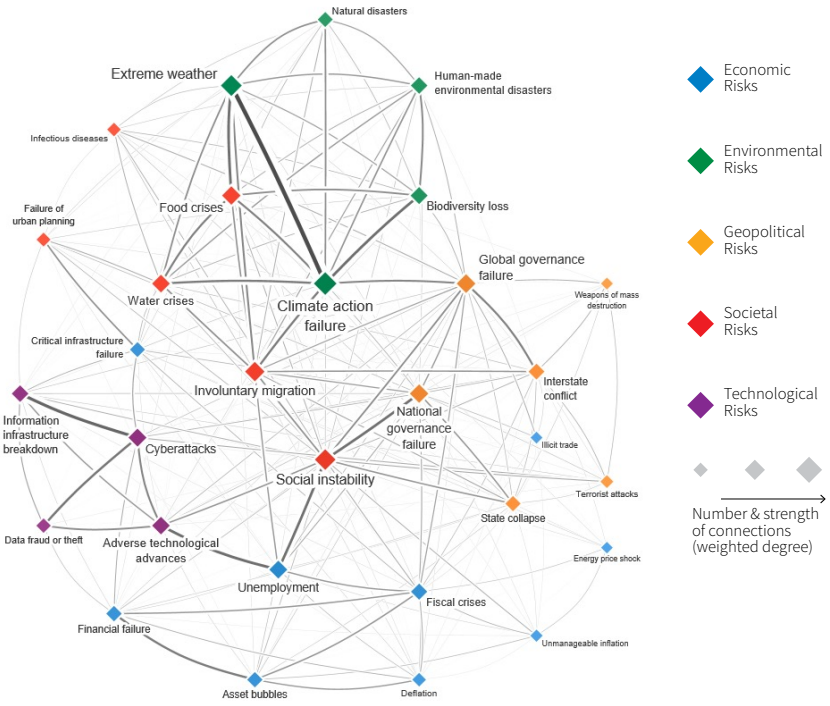


Figure 11: Top 10 risks for the next 10 years following 2020, based on Likelihood, as rated by multistakeholders



Source: WEF, Global Risks Report 2020

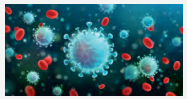
Figure 12: Connections between global risks

The graph, taken from the same report, shows the interconnected nature of these global risks. Positively influencing one risk can therefore potentially also help to mitigate connected risks and challenges.

In addition to the risks outlined above, there are also a number of encompassing challenges facing development shown in current trends, which also interplay with the above risks. These challenges and others like them need to be planned for within development to ensure it is robust and fit to meet the challenges and potential risks. If this is not done, there is potential for costly retrofit requirements at a later stage. Some of the key challenges are outlined in the following table.

Table 2: Challenges for development, planning and infrastructure by area

Area	Mobility & Transport	Health & Care	Ecology & Green Space	Waste	Digital & Communication	Energy	Buildings & Infrastructure
Climate change 	Car dominance significantly contributes to climate change, also leads to congestion, road safety, and use of space challenges. Traditionally, infrastructure and development has been primarily designed for vehicles, building in car dependency and exacerbating climate impact.	The need to design to mitigate the impacts of climate change are even greater for those in ill-health. The infirm or elderly are more significantly impacted by extreme weather events than healthy people.	Climate change is significantly impacting on ecology and biodiversity. Consideration of longer-term weather patterns and climate should be taken account of when deciding on suitable plant species for a site for example.	Climate change mitigation requires reduction of waste production and increased levels of repair, reuse and recycling. Local facilities reduce transport emissions and create local jobs.	Climate change adaptation and mitigation measures could increase demand for digital and communications services, potentially putting pressure on digital resources.	Little progress has been made in decarbonisation of heat, due to the cost of electrification.	More frequent and widespread extreme weather events (droughts, flooding, heatwaves etc) impact on design requirements and resiliency needs. Significant energy consumption from buildings Need to consider embodied carbon impact, which can be challenging to address.
Aging population 	Almost half of over-80s experience difficulty accessing amenities (supermarket, healthcare etc).	Oxfordshire's population is older than the UK average already. At the same time, the number of children and families in the county is also increasing, so the needs of the aging should not eclipse the needs of other population segments. Increased demand for (already stretched) social care services.	Over-65s are the most likely age group to be in poor health, but research also shows they may be the least likely group to benefit from green infrastructure in urban areas, due to access inequalities.	The elderly may find recycling and managing their waste challenging, especially if in poor mental or physical health and living alone. Waste storage and management approaches and locations should consider the needs of the elderly and infirm, e.g. in relation to reduced mobility.	Due to the lower levels of digital literacy amongst older generations, a higher proportion of elderly people are unable to access digital solutions. This challenge will reduce over time, however as generations which have learned how to use digital technologies become older.	The aging population could influence energy requirements, especially as it may lead to greater numbers of small households.	The construction industry is already showing an aging workforce and difficulty engaging younger entrants; this is likely to be exacerbated by the aging population.
Increasing inequalities 	Rural vs urban split –there is a high proportion of older people in rural areas with lower levels of transport amenities; combining with the aging population challenge above, this could be an increasing challenge over time. More income deprived areas often have lower transport and other amenities, further exacerbating inequalities.	There is significant segregation by multiple factors – values, education, ethnicity, power, prosperity, age etc. Housing cost drives much segregation, which in turn drives health inequalities. Those living in more deprived areas face significantly more ill health and lower life expectancy – a 15-year gap was seen between the most and least affluent wards in Oxfordshire in 2019-20.	Access to nature and green space is not equally distributed amongst social groups, with more affluent groups tending to have easier access to them. Given the mental and physical health benefits in having such access, development and transport infrastructure should aim to address this inequality.	Areas of deprivation are more likely to have lower rates of recycling amongst households. Those who are particularly well off may also be more wasteful, since they are able to keep up with changing trends more easily.	There is poor rural digital connectivity compared to urban connectivity – this exacerbates challenges faced for an aging population due to high rural concentrations of older people.	Fuel poverty is a major challenge for millions of less affluent households in the UK, due to high energy costs and poor insulation. Increasing energy demands from electrification of assets for example, could magnify this challenge.	There is a need for affordable housing – Oxfordshire's house prices are especially high compared to the national average. There is a need for integrated design to minimise social segregation (e.g. age, income, ethnicity, religion etc).
Regulatory framework and information governance changes 	E-scooter legislation. Ban on internal combustion engine new car sales from 2030. Carbon zero agenda. New forms of mobility (e.g. CAV) using new and expanding datasets. New and changing security, storage and usage governance impacts potential for deployment.	Changes in retirement age.	Potential for noise regulations.	Carbon zero agenda. Waste regulation changes following Brexit. National Resources and Waste Strategy (DRS, EPR, Plastic Tax, Consistency). Environment Bill	Data control risks – collection, storage and use requirements are changing in an increasingly digitised and sensed world. Threat of fraud or theft of data increases as more data becomes available.	Carbon zero agenda.	Planning reform. Carbon zero agenda.
Air pollution 	Traffic impact of development and new infrastructure can lead to increased air pollution.	Deaths from poor air quality were almost as high as tobacco-related deaths in 2019. There is also inequality in those most exposed to poor air quality usually being those least contributing towards it.	Poor air quality impacts on species, potentially causing decline.	Waste can contribute to poor air quality, for example through transportation requirements. Minimising waste is therefore important in reducing this impact. Provision of local facilities will also minimise the need for waste transport, helping to reduce emissions.	Greater knowledge about levels of air pollution, due to more prevalence of sensors may impact on demand in areas of poor air quality.	Domestic open fires and other fuel burning contribute to poor air quality.	Construction often has significant air quality impacts, both from particulates caused by construction dust and transport/delivery requirements.

Area	Mobility & Transport	Health & Care	Ecology & Green Space	Waste	Digital & Communication	Energy	Buildings & Infrastructure
Political changes (e.g. Brexit) 	Political change affects mobility & transport priorities and levels of support, as well as funding availability for transport infrastructure.	Brexit is exacerbating aging population challenge due to reduced migration.	Economic structures and power relations often drive environmental change, either positive or negative – political change can therefore impact on ecology.	Political changes can influence waste management options, e.g. where recycling is processed abroad.	Data storage in other countries may be impacted by political changes.	Costs of gas and other sources of energy can be affected by political changes.	Supply chain challenges already in existence could be exacerbated by political changes such as Brexit.
COVID-19 and other communicable disease 	Unpredictable mobility patterns are being caused by COVID-19 – there are some drivers towards reduced overall travel, some drivers towards increased SOV use. Long term impacts are difficult to predict.	In addition to its direct health impacts, COVID-19 has caused a significant impact on both mental and physical health due to isolation and lower levels of physical activity, exacerbating existing trends towards worsening mental health and poor activity levels.	Access to local green space has been highlighted as a key deficiency for some groups of people, particularly in more deprived urban areas, as a result of COVID-19.	Waste collection and management has been impacted by COVID-19, due to closures and social distancing. Increase in household waste levels of around 6%. Longer term impacts if we don't return to 'normal'. Changing waste composition – more card as more deliveries. Good waste disposal hygiene is important for reducing potential for communicable disease.	COVID-19 has increased need for digital connectivity to facilitate home working, and access to online services. There are particular challenges for those under-served (e.g. older, less affluent, rural etc) to access the services needed.	COVID-19 has created a higher demand for domestic energy use, against a lower demand for commercial energy use. Unpredictability of likely long-term impact on homeworking could influence levels of energy consumption.	There have been difficulties with construction slow-down during the pandemic. Consideration of land designation is needed, to respond to potential long-term shifts in demand for development and infrastructure types.
Space allocation conflicts 	Existing conflicts between different types of road user, which will be exacerbated by changing mobility trends and new modes of transport (e.g. shared mobility modes). There is a need to balance current requirements against likely future requirements as car use likely reduces long-term (e.g. in parking allocation levels).	Increasing requirements for extra care housing and retirement village provision, due to the aging population. Space allocation to non-active forms of transport supports physical inactivity, leading to massive costs to the NHS, society and business. Health is significantly affected by our environment – only 10% of well-being is determined by access to health care. Housing, green space and nature access, transport and a sense of community are large contributors.	Ecology needs to be taken account of in space allocation, to ensure than biodiversity is not reduced (and is ideally enhanced). Provision of green space can sometimes conflict with other requirements in constrained locations. Green and blue corridors for wildlife movement also need to be provided in instances where development crosses habitats (e.g. where some species might migrate for reproduction), to ensure movement of species is not impaired.	Road space allocation needs to cater for collection vehicles, and storage locations also need to be compatible with collection techniques used. These can differ between district areas and therefore need to be reviewed as part of site design. Circular/sharing economy space is needed. Consistency/ separate collection/ Extended Producer Responsibility requirements. Internal and external space needed.	There is a need for allocation of space for connectivity requirements (e.g. communications infrastructure such as 5G and satellite).	Some more sustainable modes of energy generation require specific types of location or land (e.g. solar and wind power), and can sometimes take greater quantities of space than traditional energy generation methods.	Land may be constrained, especially in urban development locations such as Oxford, making it hard to cater for all infrastructure needs and accounting for all needs outlined in the other themes.
Behavioural changes 	Changing mobility patterns – there was a decrease in shopping trips, but an overall increase in demand for transport pre-COVID-19. It may be harder to predict mobility behaviours in the future, given COVID-19 and advent of new modes of transport.	Changing mobility patterns influence levels of physical activity. People are becoming increasingly inactive, with 1/3 of the Oxfordshire population not achieving 30 minutes of activity per week.	Human behaviour can significantly impact on ecology, for example reduced use of motorised vehicles reduces risk to animals.	Behavioural change is needed to increase waste reduction, reuse and recycling of materials. Whilst recycling rates have increased significantly over past years, there is still room for improvement. Reuse and repair of items also requires support, which can potentially be facilitated by planning and development.	Uptake of new digital and communications services is increasing. New services being created will also lead to further behavioural change, impacting on the level of need for aspects such as transport infrastructure and types of development.	Increased energy demand due to uptake of electric modes of transport and heat pumps could result in grid constraints and supply constraints.	Infrastructure and development type requirements are influenced by changing behavioural patterns, which can be hard to predict and/or cater for.
Poor population health (mental and physical) 	Designing to support active travel modes is important in supporting improved mental and physical health. However, in doing so, it is important to ensure the accessibility needs of disabled users of different kinds are facilitated.	In Oxfordshire, over 1/2 of adults were classified as overweight or obese in the 2021 Joint Strategic Needs Assessment (JSNA). Growing trend in the UK towards poor mental health – loneliness is rising, general emotional state and anxiety and depression disorders are worsening. Estimated cost of physical inactivity in the UK is around £1bn a year to the NHS, and £7.4bn p/a when wider costs (e.g. loss of working days) are factored (Public Health England).	Green space and access to nature are important health determinants, both in facilitating physical activity, and supporting good mental health.	Those in poor physical and mental health, including those with disabilities, may find it hard to organise and recycle waste. Different health concerns should be taken into account in the provision of waste management infrastructure.	Increased access to digital technologies can lead to reduced physical activity and social contact, potentially exacerbating existing health concerns. However, there is also potential for improved digital connectivity, especially when paired with technologies like virtual and augmented reality to facilitate social contact for those unable to do so physically.	Energy has a number of impacts and links with health, both direct and indirect. For example, fuel poverty has been shown by several studies to impact significantly on mental health in adults and adolescents.	It is important to ensure that infrastructure and buildings are designed for a range of health concerns, which in some cases will have different requirements.

3. RECOMMENDATIONS & CONCLUSION

The case for integrating innovation within development planning is strong – it can support important objectives, help overcome major challenges and mitigate key risks; in addition, innovation brings with it the challenge of changing the status quo – it is therefore something which needs to be considered when designing for the future to ensure the need for costly retrofit is avoided as far as possible.

The recommended route for development, including infrastructure development, to ensure innovation is effectively addressed is via the medium of an Innovation Plan, which should identify both the key relevant innovation areas to futureproof for and how to do so, as well as identify any innovations which will be integrated into the development itself in order to bring about benefit.

Planners can also make use of innovative techniques and technologies in supporting a number of areas throughout the planning process, from developing Local Plans through to assessing development proposals. It is also recommended that innovation is an area of consideration when assessing planning applications, to ensure that development is being suitably futureproofed, and using appropriate innovations to support achieving specific aims and overcoming challenges and risks. The iHUB is available to support this process, alongside the use of this framework and associated supporting materials.

APPENDICES

Appendix 1 - Policy and Strategy background

Policy & Strategy (Oxfordshire, County):

- **Local Transport and Connectivity Plan (LTCP)**
  The LTCP is an over-arching plan which brings together the council's vision and goals within the transport and connectivity spheres, in order to ensure its systems are fit to support population and economic growth in the county. It is comprised of a series of sections and supporting documents with more specific focuses on locales including wider areas such as Oxford and corridors such as the A40, and themes and modes of transport, such as innovation, bus, and active and healthy travel.

  LTCP is currently being created, to replace LTP4, and due to be completed by early to mid- 2022.

- **Climate Action Framework**
  The Climate Action Framework sets out Oxfordshire's over-arching aim to become a zero carbon economy. New development will need to feed into this, and in particular, the framework stipulates the needs for:
  - Zero carbon new developments with:
    - The highest fabric standards and renewables maximised on-site;
    - Renewable heat as default in new developments;
    - Accessible electric vehicles charging infrastructure for residents; and
    - Community ownership of energy

  The framework also sets out the need for:
  - Climate resilience, which will be important for new developments to take on board and design in from the outset;
  - Promotion of the circular economy to minimise waste;
  - Continuous improvement as technology and national policy evolve, creating more areas for action; and
  - Designing out existing energy inequality

- Oxfordshire Plan 2050
  The Oxfordshire Plan is currently under development, and will set out the regional approach to ensure a joined up strategy for future housing and infrastructure development. It will identify key areas for sustainable growth, whilst considering how to help tackle climate change

- Oxfordshire's Strategic Vision for Long-Term Sustainable Development
  The Oxfordshire Growth Board has developed this strategic vision, aiming to realise sustainable growth and shape healthy, resilient communities. It looks towards an Oxfordshire in 2050 which:
  - Is carbon neutral, and moving towards removing more carbon than is emitted annually
  - Has improved biodiversity and supports social, economic and ecological resilience, building capacity to adapt to change
  - Has improved physical and mental health amongst the population
  - Is a globally competitive economy – sustainable, diverse and inclusive in narture
  - Has greater equality, so all have the opportunity to prosper

- Has a rich and diverse, high quality built and historic environment
- Has energy efficient, well-designed homes that meet the needs of the population
- Has greater digital and physical connectivity in ways which enhance environmental, social and economic wellbeing
- Has flourishing, diverse and vibrant communities

In particular, for development, it sets out an expectation that development is high-quality, with a positive impact on communities, using low-impact building and construction methods and materials, and is supported by necessary infrastructure. Everything built or designed should be fit for purpose in 2050, meaning it must respond to different circumstances.

- Oxfordshire Energy Strategy

  The Oxfordshire Energy Strategy sets out a framework for Oxfordshire to foster clean growth and lead in energy innovation. In line with the Climate Action Framework, it aims to first reduce countywide emissions by 50% by 2030 (on 2008 levels), and then achieve zero carbon growth by 2050. In particular for new builds, the strategy endorses:
  - The need for modern, clean and properly planned growth, aiming to achieve the planned increase in housing and employment, whilst meeting the county's commitment to reducing carbon emissions, meaning that:
    - New housing needs to meet the highest possible energy standard
  - Seeking the benefits of the low carbon transition by supporting:
    - Ambitious and innovative clean energy projects; and
    - Projects that reduce energy demand and increase energy efficiency for buildings and transport

- Local Industrial Strategy

  Oxfordshire's Local Industrial Strategy (LIS) is the Oxfordshire Local Enterprise Partnership's (OXLEP) strategy to position the county as one of the top-three global innovation ecosystems, responding to the UK Industrial Strategy, aiming to increase growth and productivity and create more prosperous communities. It responds to the grand challenges:
  - Artificial intelligence and data
  - Ageing society
  - Clean growth
  - Future mobility

- Older People's Strategy for Oxfordshire 2019-24

  This strategy focuses on prevention that helps people live well for longer, ensuring they can remain independent for as long as possible by making sure that they have access to the support that is needed at the time it is needed. Specifically, for developers, this highlights the need to:
  - Design for easy access to services
  - Consider the safety needs of older people in site-design, to support their ability to be physically active and socially engaged with the community
    - Good lighting
    - Easily maintained paths and roads
  - Oxfordshire's population is older than the UK average, which means designing for older users is particularly important in Oxfordshire

- Providing new housing and associated environment that can adapt to changing lifestyle and needs (including phasing of housing delivery against delivery of facilities to avoid lag)
  - Inbuilt technology
  - Energy efficiency
  - Communal open spaces
  - Walk and cycle links to local shops and facilities
  - Need for additional extra care housing

- Oxfordshire Market Position Statement (for care services in Oxfordshire) 2019-22

  This statement is aimed at potential providers of extra care housing, amongst others, in response to Oxfordshire's ageing population. Specifically for developers, the market position statement:
  - Encourages development of private retirement villages (outside of the definition of extra care housing)
  - Encourages increased provision of extra care housing, making Oxfordshire a "county where older people have access to high quality, affordable Extra Care Housing that is safe, inclusive, geographically spread, well-connected and integrated with local communities and where older people can access the care and support they need to thrive."
  - Ensure that the design of extra care homes is inclusive to meet the requirements of a range of different needs (including physical disabilities, dementia and learning disabilities)

- Oxfordshire Joint Health and Wellbeing Strategy (2018-2023)

  This strategy aims to:
  - prevent ill health before it starts;
  - give patients and services users a high quality experience as they use our services;
  - work with you on re-shaping your local services and tackle our chronic workforce shortages.

  The priorities can be summarised as:
  - Agreeing a coordinated approach to prevention and "healthy place shaping".
  - Improving the resident's journey through the health and social care system (as set out in the Care Quality Commission action plan).
  - Agreeing an approach to working with the public to re-shape and transform services locality by locality.
  - Agreeing plans to tackle critical workforce shortages.

  The strategy uses an approach which covers all ages and stages of life, ensuring A Good Start in Life, enabling adults to continue Living Well, paving the way for Ageing Well.

- Oxfordshire Electric Vehicle Infrastructure Strategy

  This strategy sets out the approach for ensuring that Oxfordshire's electric vehicle infrastructure is sufficiently comprehensive, accessible and efficient to enable rapid adoption of electric vehicles. It sets out a series of policies to achieve this. In particular, for new development:
  - Planning standards and guidance to include statements and policies supportive of EV charging infrastructure
  - Minimum standards to be set for quantities of EV charging to be provided in development in planning requirements, such that developments will only be given planning permission if they provide charging facilities to the levels identified in the Oxford City Council Local Plan (2016-2036) – these are summarised in Table 1 of this document

  A Technical advice note for developers and planning officers will be produced to support deployment of EV charging, sharing knowledge and best practice.

- Oxfordshire Infrastructure Strategy (OXIS)

  OXIS was produced to provide a view of infrastructure and development needs to support jobs and housing growth in the county from 2016 to 2031 and beyond. In particular, it seeks to:
  - Prioritise delivery of strategic infrastructure
  - Maximise use of available and planned infrastructure capacity
  - Make better informed choices about future growth locations
  - Align infrastructure delivery with growth and strategic planning work across the county
  - Better position Oxfordshire in funding and investment discussions with government
  - Improve context and quality of bids for external funding
  - Inform and enhance strategic developer funding negotiations
  - Facilitate dialogue with developers, stakeholders and the community on growth impact
  - Demonstrate Oxfordshire as an attractive business investment location

  OXIS is currently being updated, to be completed Spring/Summer 2021.

- Digital Infrastructure Strategy

  This strategy aims towards ubiquitous access to future-proof digital infrastructure within the county – full fibre and 5G connectivity, with 95% of premises having full-fibre and 100% with 5G connectivity by 2033. In particular, for new developments, the strategy aims to ensure that:
  - Local Plans are aligned with the February 2019 NPPF guidance in respect of full-fibre provision in all new housing developments

- Oxfordshire Joint Municipal Waste Management Strategy

  This strategy sets out the aims to:
  - Keep household waste growth to zero (per person per annum)
  - Increase the amount of recycled household waste to 70% by 2030
  - Send less than 3% of household waste to landfill by 2020 (not met)

  The strategy follows the waste hierarchy, whereby waste should be prevented first and foremost (reduce, reuse, repair); then waste that is generated should be recycled wherever possible (or composted), and where not possible burned to recover energy, with landfill being the last choice for disposal.

  Specifically for developers, the strategy looks to:
  - Provide a planning guide for property developers to ensure adequate provision for sustainable waste management in new developments
  - Work with local authorities, OxLEP and Growth Board to embed principles of circular economy into Oxfordshire's growth agenda

Policy & Strategy (District, Local)

- **Local plans:**
  Local plans are set out for all of Oxfordshire's districts. Some are currently in the process of being updated (as of mid-2021), and where this is the case links to both the adopted and information on the review are both linked below; in addition, other districts are anticipated to start work on Local Plans in the near future, including a joint local plan between South Oxfordshire and Vale of White Horse District Councils:
  - Cherwell Local Plan 2011-2031
  - Cherwell Local Plan Review 2040
  - Cherwell Local Plan 2011-2031 Partial Review
  - Oxford Local Plan 2016-2036
  - South Oxfordshire 2034
  - Vale of White Horse 2031
  - Vale of White Horse 2041
  - West Oxfordshire Local Plan 2031

  The district councils also have additional planning documents providing guidance on a number of issues such as air quality, neighbourhood-level planning, design guides and more. These can be reached from the planning sections of their websites:
  - Cherwell District Council
  - Oxford City Council
  - South Oxfordshire District Council
  - Vale of White Horse District Council
  - West Oxfordshire District Council

Guidance documents:

- **Streets design guide**
  This guide sets out the standards that developers should use when designing streets and place within development; it replaces the previous Residential Streets Design Guide.

- Oxfordshire Cycling design standards
  This guide sets out the standards that developers and others should use to ensure attractive and functional route design for cyclists, that will help to increase uptake of cycling including amongst demographics that usually do not cycle, making cycling the preferred mode of transport more often. It comprises a section specific to development, outlining ways to make the ideal conditions to make cycling first choice for many journeys, including outlining the need for:
  - Connected and permeable street layouts
  - General accommodation of cyclists on-street rather than via completely segregated routes, with short links just for cyclists and pedestrians to maximise permeability
  - Providing convenient and secure cycle parking
  - Ensuring good connectivity to the wider network

- Oxfordshire Walking design standards
  This guide sets out the standards that developers and others should use to ensure an attractive and functional environment for walking that is available to all users, supporting the 4 key aims for walking from the Active & Healthy Travel Strategy, to:
  - Enable and encourage walking
  - Make best value for capital investments for walking, adopting good practice standards
  - Support the county council in gaining additional funding for walking measures
  - Raise awareness of physical and mental health benefits of walking

- Travel Plan guidance
  Oxfordshire has Travel Plan (TP) guidance set out for new development in this document, outlining when and how Travel Plans of different types should be developed for new and extended sites. The Innovation Plan and TP should support each other in the relevant sections, in particular with regard to monitoring and with common aims.

- **Innovative Waste Collection guidance**
  This sets out the considerations that developers must take account of when proposing innovative waste collection and management solutions/technologies. Waste management teams at all authorities welcome early discussions with developers to ensure that any system proposed brings the environmental benefits intended.

Appendix 2 - Additional resources

Alongside the previously cited policies, strategies and guidance documents in Appendix 1, there are a number of pre-existing innovation-related resources which may be of benefit to planners and developers when considering new developments and infrastructure. These fall into a series of categories, outlined below, though some fall into multiple categories:

Information, knowledge sharing, and partnership forming resources:

- Knowledge Transfer Network (KTN): https:// ktn-uk.org
- Transforming Construction Network Plus (N+): https://www.ucl.ac.uk/bartlett/construction/about-us/transforming-construction-network-plus
- Catapults: https://catapult.org.uk
- Community Action Group (CAG) network: https://cagoxfordshire.org.uk/
- Digital Twin Hub: https://digitaltwinhub.co.uk/

Real world trials and evidence:

- Living Oxford: https://www.livingoxford.org/
- Mobox: https://mobilityoxford.com/
- Eco Bicester living lab: https://bicesterlivinglab.org/
- MK:Smart: https://www.mksmart.org
- Active Building Centre: https://www.activebuildingcentre.com
- ADEPT Living Labs: https://www.adeptnet.org.uk/livelabs
- Sharing cities: http://www.sharingcities.eu/

Tools:

- Oxfordshire Mobility Model (OMM): https://mimas.services/
- Co-creation tools: https://ccn.waag.org/
- LEO Energy mapping tool
- Building Energy Performance Improvement Toolkit (BEPIT): https://bepit.org

Innovation & Design Guides:

- Construction Innovation: https://www.ice.org.uk/knowledge-and-resources/best-practice/eight-steps-towards-innovation-in-construction
- Traffic free route design: https://theodi.org/article/introducing-the-odi-data-landscape-playbook/
- Data landscape Playbook: https://theodi.org/article/introducing-the-odi-data-landscape-playbook/
- Ten Features of a Resilient Transport Network: http://its-uk.org.uk/wp-content/uploads/2021/06/Network-Workshop-on-ITS-and-Resilience-output-document.pdf

Innovation support services and Funding:

- European Commission open innovation resources: https://ec.europa.eu/info/research-and-innovation/strategy/goals-research-and-innovation-policy/open-innovation-resources_en
- UK Research and Innovation (UKRI): https://www.ukri.org/
- European Commission funding opportunities: https://ec.europa.eu/info/overview-funding-programmes_en
- Construction Innovation hub: https://constructioninnovationhub.org.uk/
- Plantech – Connected Places Catapult: https://cp.catapult.org.uk/opportunity/connected-places-catapult-launches-digital-planning-system-challenge/

Roadmaps:

- UK Research & Development: https://www.gov.uk/government/publications/uk-research-and-development-roadmap
- Electric Vehicles: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/739460/road-to-zero.pdf
- Built environment: https://www.cdbb.cam.ac.uk/fourfutures
- Built environment: https://indd.adobe.com/view/f2092c85-cd16-4186-9035-e2a63adc2bf9
- Artificial intelligence: https://www.gov.uk/government/publications/ai-roadmap
- Artificial intelligence: https://www.ukri.org/wp-content/uploads/2021/02/UKRI-120221-TransformingOurWorldWithAI.pdf
- Urban mobility: https://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2011:0144:FIN:en:PDF
- Connected and Autonomous Vehicles (CAV): https://smarttransportpub.blob.core.windows.net/web/1/root/connected-places-catapult-market-forecast-for-connected-and-autonomous-vehicles.pdf
- CAV: https://zenzic.io/roadmap
- Path to net-zero: https://smarttransportpub.blob.core.windows.net/web/1/root/the-sixth-carbon-budget-the-uks-path-to-net-zero.pdf
- Energy: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/945899/201216_BEIS_EWP_Command_Paper_Accessible.pdf
- Real Estate: http://www3.weforum.org/docs/WEF_A_Framework_for_the_Future_of_Real_Estate_2021.pdf
- Transport Decarbonisation: https://www.gov.uk/government/publications/transport-decarbonisation-plan
- Future of flight: https://www.ukri.org/publications/future-flight-vision-and-roadmap/

Active Travel Strategy

v 0.11 - DRAFT

Local Transport and Connectivity Plan – Supporting strategy

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OXFORDSHIRE COUNTY COUNCIL

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v 0.10	May 2022	Updated draft including Action Plan
v 0.11	June 2022	Updated draft submitted to Cabinet

Summary

The Active Travel Strategy supports Oxfordshire's Local Transport and Connectivity Plan (LTCP) in its vision to create an inclusive and safe net-zero Oxfordshire transport system.

The strategy focuses on active travel modes (walking, wheeling and cycling), which are key to delivering the County Council's policies and plans for the next 10 years and to mitigating some of the biggest challenges we face: climate emergency, public health, congestion, air quality and social inequality.

It sets out specific visions for walking and cycling in Oxfordshire, and a target to **increase the number of cycle trips to 1 million by 2031**, county-wide, from our current level of 600,000.

In order to achieve this, 5 priorities for council action are identified:

- **commitment and governance** – a clear promise at all levels across the council to treat walking and cycling as a policy priority
- **walkable communities** – a compact urban realm with easy to reach destinations on foot and by cycle
- **inclusive cycle networks** – that are safe, identifiable, visible, comprehensive and of high quality, including links across towns and villages
- **managing motor traffic** – through measures such as modal filters, reducing traffic speeds, reducing road capacity and increasing the cost of parking
- **building the cultural norm** – a local social consensus and practice that supports and promotes walking and cycling and enables residents build their lives around active travel modes for local journeys

The strategy also sets out a **list of 79 actions**, which span from council transformation and data-gathering to cycle parking, accessibility barriers and community outreach. These will form the basis for a yearly action plan that will be used to monitor progress on the strategy and ensure cross-council coordination.

This is, in short, a roadmap for mainstreaming walking and cycling. It will be reviewed on a regular basis and updated as necessary in order to reflect progress, lessons learnt and new challenges and opportunities.

Contents

Summary **3**

Foreword **5**

Introduction **6**

The case for active travel 6

Policy context 7

Methodology and next steps 7

Vision and targets **9**

Priorities **11**

Commitment and governance 11

Walkable communities 14

Inclusive cycle networks 19

Managing motor traffic 26

Building the cultural norm 29

Actions **34**

Foreword

[to be confirmed]

Introduction

Walking, wheeling and cycling will be central to delivering the vision for travel that is set out in our Local Transport and Connectivity Plan (LTCP).

The LTCP is Oxfordshire County Council's statutory Local Transport Plan, required under the Transport Act 2008. It outlines our long-term transport ambitions for the county and the policies required to achieve them. As an overarching transport plan, it considers all modes and the impact of other measures such as working from home and digital connectivity.

Walking and cycling, however, lie at the centre of its policies, which include a transport user hierarchy with walking and cycling at the top, a commitment to developing comprehensive active travel networks in all towns across the county, and the aim to develop Local Cycling and Walking Infrastructure Plans (LCWIPs) for all major towns to achieve a step change in the use of cycling and walking. It further highlights the importance of physical activity for all ages – children, adults and older adults.

This Active Travel Strategy sits as a supporting document to the LTCP. It is focused only on walking and cycling and brings together and expands on LTCP policies related to active travel. It expands on the measures needed to create successful cycle and walking networks, and it provides an action plan to improve the walking experience and meet the cycling targets we've set out.

The strategy also considers the importance of traffic management techniques such as speed, parking management and low traffic neighbourhoods because these measures are integral to successfully promoting walking and cycling. It also provides the starting pieces for future pieces of work, such as the update of our walking and cycling design standards or the budgeting of a yearly action plan.

In short, this strategy constitutes our roadmap for a walking and cycling county by making active travel the safe, convenient and obvious transport choice.

The case for active travel

Increasing active travel will have a significant impact on the following Government and Council policy priorities:

- Tacking Climate Emergency
- Public health priorities – including improving health and wellbeing, tackling the overweight and obesity crisis and reducing health inequalities
- Decongestion – reducing urban traffic congestion
- Improving air quality and reducing traffic noise
- Levelling up of travel opportunities – including children, disabled and those living in areas of deprivation

Policy context

The Department for Transport's Cycling and Walking Investment Strategy (CWIS) sets out a requirement for Government to fund active travel and includes targets to double cycling in England by 2025. In 2020, the Government issued Gear Change, a white paper which sets out a range of policies to promote walking and cycling, backed up by new funding for local authorities. The policy document was strengthened in Gear Change: one year on (2021). The Government has further indicated that future active travel funding will be based on the development of Local Cycling and Walking Infrastructure Plans (LCWIPs), for which it has also published dedicated guidance. National design standards have been recently updated through Local Transport Note 1/20: Cycle Infrastructure Design (LTN 1/20) and Inclusive Mobility: A guide to best practice on access to pedestrian and transport infrastructure.

Active Travel England, an executive agency from the Department for Transport, has been recently established with powers to assess all local authority transport schemes to ensure conformity with high standards of cycling schemes set out in Gear Change and LTN 1/20.

At a local level, Oxfordshire County Council has long had the ambition to increase walking and cycling. In 6 November 2018, the council approved a motion to accelerate action on active travel, based on the commitments from our previous Local Transport Plan and its Active and Healthy Travel Strategy. More recently, our 2020 Climate Action Framework recognises walking and cycling as a key action to enable a zero-carbon Oxfordshire, and our Strategic Plan 2022 - 2025 highlights active travel and public transport as one of our nine priorities as a council.

Most importantly, Oxfordshire's new Local Transport and Connectivity Plan (LTCP) sets unprecedented targets to reduce car journeys and enhance sustainable transport. The LTCP is the County Council's statutory Local Transport Plan, required under the Transport Act 2008. It outlines our long-term transport ambitions for the county and the policies required to achieve them. This Active Travel Strategy sits as a supporting strategy to the LTCP, providing further detail on how we will meet our ambitions for walking and cycling. As such, it supersedes the Active and Healthy Travel Strategy that was part of LTP4.

Policies and actions contained in the LTCP and the Active Travel Strategy will also need to be embedded in a wide range of documents, from our own LCWIPs, area transport strategies and maintenance procedures to strategic and planning documents adopted by or in collaboration with other local authorities – including the Oxfordshire Plan 2050, Local Plans and neighbourhood plans.

Methodology and next steps

This strategy has been developed in parallel to the LTCP. It has benefitted from a wealth of inputs, ideas and research. On top of a public consultation on an earlier draft, we have had dedicated discussions with active travel campaigners, disability groups, councillors

and other stakeholders. Teams across the organisation, and from other local councils, have shared their expertise and recommendations to make it as effective as possible.

We expect the strategy to be a living document and will aim to tweak and update it on a regular basis. Reviews of the strategy will inform its strengths and weaknesses.

The list of actions in the last section, in particular, will require further development (including prioritisation, costing and resourcing) to turn it into a year-by-year action plan that is adequately tracked and monitored.

Vision and targets

The LTCP provides a vision and targets for our transport system as a whole, which supports clean growth, tackling inequality and promoting better health, well-being and inclusivity.

Building on that, we have set the following specific visions for walking and cycling, along with a framework for cycling-specific targets based on data from the Active Lives Survey, which is published yearly nation-wide.

Vision for walking

“Oxfordshire will be an area where walking is encouraged and provided for by good quality infrastructure. Town centres will have high quality urban squares and spaces to enhance the economic vitality and viability of towns. Walking routes will be improved along main urban corridors to create a pleasant and welcoming experience. Walking in villages will be safe and pleasant particularly to local shops, schools and recreation. Wayfinding will be used to enable people to use safe, attractive walking routes to access local facilities, including parks, schools, local retail centres and leisure and community facilities.”

Vision for cycling

“Oxfordshire towns and villages will be places where most residents choose active travel (walking and cycling) as the natural first choice for making most of their local journeys and many of their longer journeys in tandem with train and bus. Oxford will become a world class cycling city where cycling is celebrated and open to everybody, regardless of age, background or cycling experience”.

Cycling targets

Across the county, we will plan to increase the number of cycle trips per week from 600,000 (current baseline) to 1 million by 2031.

At a local level, we will set targets and monitoring for each LCWIP town, building on those already established:

- Oxford (target OC3 in the LCWIP): 450,000 cycle trips a week by 2031 (from baseline of 300,000 – 50% increase)
- Bicester (target BCW1 in the LCWIP): 60,000 cycle trips a week by 2031 (from baseline of 20,000 – 200% increase)

In the meantime, we will use the following interim district-wide targets (to be calculated, allocated and confirmed in policy):

- Rest of Cherwell (excluding Bicester): from 55,000 to 100,000 cycle trips per week by 2031
- West Oxfordshire: from 50,000 to 100,000 cycle trips per week by 2031
- Vale of White Horse: from 75,000 to 150,000 cycle trips per week by 2031
- South Oxfordshire: from 75,000 to 150,000 cycle trips per week by 2031

Priorities

Creating a culture where active travel is the natural way of moving around is an enormous challenge. There is no magic bullet or single way of increasing walking and cycling. An increase in these transport modes depends on a number of key policies and practices working together – a “jigsaw” where all policies and practices work together to complete the picture.

Following a review of the evidence, in particular from across the UK, the Netherlands and other European countries, we have identified five key areas or priorities that will be crucial in promoting and increasing walking and cycling:

- **Commitment and governance** – a clear promise at all levels across the council to treat walking and cycling as a policy priority
- **Walkable communities** – a compact urban realm with easy to reach destinations on foot and by cycle
- **Inclusive cycle networks** – that are safe, identifiable, visible, comprehensive and of high quality, including links across towns and villages
- **Managing motor traffic** – through measures such as modal filters, reducing traffic speeds, reducing road capacity and increasing the cost of parking
- **Building the cultural norm** – a local social consensus and practice that supports and promotes walking and cycling and enables residents build their lives around active travel modes for local journeys

Together these factors can create a society where active travel becomes the norm. The following sections expand these five factors in greater detail.

Commitment and governance

The actions that local authorities take are key to whether active travel is successfully supported and increased. The evidence is that where a council is serious about walking and cycling and willing to take bold decisions to promote sustainable transport and manage car use over a timeframe of around 10 years, an increase in walking and cycling will result.

Mainstreaming active travel within the council

Mainstreaming active travel is shorthand for walking and cycling being central to council policies, funding decisions, scheme design and implementation. The LTCP establishes a transport user hierarchy with walking and cycling at the top.

The first challenge is ensuring that all council activity supports this hierarchy and related policies. There are many groups whose decisions have a great impact on this, particularly senior management, elected members and those teams with direct responsibilities over

the transport network (such as those managing school travel, planning applications, setting funding priorities and allocation of staff resources, traffic modelling and traffic management, scheme designs, junction changes and maintenance regimes).

Similarly, it is important to have internal governance processes that ensure active travel is at the centre and its objectives and targets at the forefront of every decision-making opportunity throughout transport policy, programming, planning and delivery.

In the last few years, we have created a dedicated policy team (the Active Travel Hub), established working groups and decision boards focused on the delivery of walking and cycling schemes, and generally increased the number of officers focused on active travel. We also have a councillor spearheading the agenda in their role as Cycling Champion.

We will build on these achievements to step up our capacity and the profile of active travel within the council.

Commitment to Active Travel (CAT) scale

The Commitment to Active Travel (CAT) scale is a five-point scale from A-E for measuring the commitment to active travel – that is, the commitment to improving and increasing active travel according to best practice. It looks at the impact on cycling (rather than walking) in particular where the challenges are greater and commitment more often lacking. Evidence shows how to increase cycling, including ways that will *not* work, ways that will work *a little* and ways that will work *much better* than others.

Different areas and towns have different levels of cycling and other local cultural factors, which can make it easier or more difficult to implement the measures needed. The CAT scale identifies the readiness of an area or town to move onto more challenging forms of cycle priority and traffic management. Scale A represents commitment to the most effective ways. At the other end of the scale, E represents no commitment to active travel.

Table 1. CAT scale summary

Level	E	D	C	B	A
Mnemonic	Exclude Erode	Do minimum	Committed Comprehensive	Brave Bold	Ambitious Aspirational
Summary	Exclude needs of cyclists as marginal and unimportant	Provide basic and often inadequate cycle paths	Committed to making cycling convenient and comprehensive	Brave decisions in managing cars to promote cycling	Ambition and aspiration to put cycling at centre of travel
% of all trips by cycle	2%	5%	10%	20%	40%

On the basis of the measures adopted in the CAT scale, different travel outcomes and mode shares can typically be expected in terms of urban travel as set out in the diagram below. Note bus use is included in the walking share.

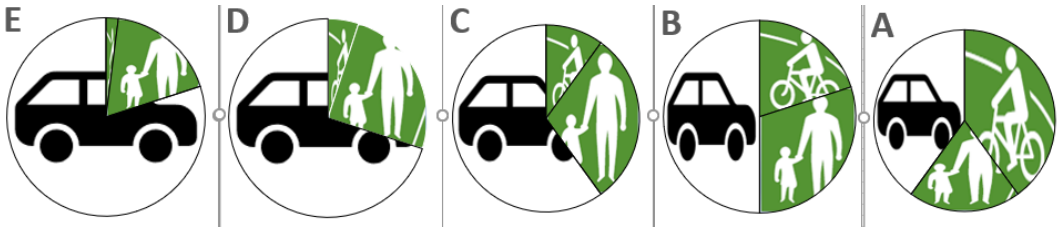


Figure 1. Typical modal share of local trips (people trips rather than vehicle trips)

As the consequence of following each CAT scale (Car % includes car passengers, taxi and motorcycle; Cycle % include e-cycles and potentially e-scooters; Walking % includes bus trips).

We first set out the CAT scale in the Bicester LCWIP and have been using it internally in further plans and prioritisation exercises.

Moving forward, we will evaluate all active travel proposals, schemes and designs against this scale. As walking and cycling levels increase locally over the period covered by this strategy, it will be expected that schemes will become more ambitious. Active travel proposals in a town should align the LCWIP cycling and walking targets for the town with the expected CAT travel outcome.

Collaboration and engagement

Collaboration with other public bodies, businesses and stakeholder groups is key to delivering the ambitious targets set out in this strategy. We have recently updated our Consultation and Engagement Strategy and we will use that to improve our consultations on key walking and cycling schemes, particularly targeting under-represented demographic groups.

Walking and cycle groups along with other environmental groups are key partners in developing new cycle routes and promoting active travel. These include a rich network of local organisations, county-wide groups like the Oxfordshire Cycling Network, Oxfordshire Ramblers and the Coalition for Healthy Streets and Active Travel (CoHSAT), and national organisations such as Cycling UK and Sustrans. On inclusive transport, some of the key groups are Wheels for All, the Oxford Inclusive Transport and Movement Focus Group and the Oxfordshire Transport and Access Group (OXTRAG).

All of these groups can help to identify new routes, suggest improvements, critique designs and publicise surveys and new routes. A good working relationship with local stakeholders brings many benefits to both sides.

Beyond formal consultations, we have committed to a co-production approach on active travel projects, and we will build on the expertise of local and county-wide stakeholder groups by bringing them into discussions at an early stage and throughout project development.

In our relationships with other local authorities and public bodies – and particularly in discussions around planning applications – we will use our role as statutory consultee to demand high standards for active travel infrastructure from design to implementation.

Walkable communities

Walking levels in Oxfordshire are already high (particularly in Oxford) compared both to UK and Europe. Most trips under 1 mile are already walked.

We will build on our current success by providing better connected walking routes combined with more attractive and welcoming urban spaces and village centres.

There are still many gaps in the walking environment particularly in villages. There are also low levels of physical activity among some groups in our communities, particularly in areas of deprivation, residents with long-term physical or mental health problems, older people, etc. The strategy will be to generally improve the experience of walking and expand walking among specific groups and in specific areas.

20 minute neighbourhoods and towns

One of the key factors in encouraging cycling and particularly walking is a compact urban realm with accessible destinations.

“20 minute neighbourhoods” is a new expression for a design concept that plans for essential facilities within 20 minutes’ walk from home. As set out in the LTCP, the idea behind this concept is that all essential everyday facilities should be within that distance so it is easy for people to base their lives on walking rather than using a car. Facilities should include shops, recreational opportunities, parks, community facilities, access to public transport (mostly bus stops) and such like. The concept fits in with the goals of low traffic neighbourhoods (LTNs) which minimise traffic within the neighbourhood.

Another popular new concept is the 20 minute town based on a 20 minute cycle ride where a wider range of facilities is within 20 minute cycle ride, which at very moderate pace is around 3 miles or 5 km. A 20 minute town should for instance include access to public transport for interurban travel (train or coach stations), employment and comparison as well as convenience shopping.

We will adopt this approach when auditing and assessing the accessibility of neighbourhoods across the county, as well as new development areas, and embed them into LCWIPs and other transport and planning schemes.

Town walking networks

Local authorities have been providing for walking by footways (popularly called pavements) in towns since at least Victorian times. Generally, unlike cycling, there is typically a nearly comprehensive network of footways along most roads in towns.

The quality of the walking network however is compromised at side road entries and when there is a need to cross main roads. Whilst footways on every street is important, funding will be focused on the main routes that make up the town-wide walking network. In most cases, the town-wide walking network will overlap with the cycle network. However, the infrastructure will be different, except where they both share off-road paths. There will also be a few additional routes not suitable for cycling, typically because of design constraints.

Pavement obstructions also compromise the quality of the network. Pavement parking (as discussed below), advertising boards and badly-position poles and utilities can all severely impact the journeys of some users – particularly those on wheelchairs. We will therefore commit to maintain pavements and keep them free of obstructions and clutter.

We will use LCWIPs to identify town-wide strategic and neighbourhood walking networks in tandem with the cycling networks. This will allow funding for improvements to be prioritised to town-wide walking networks, particularly on routes into town centres, work and transport hubs and suburban centres.

Quality Pedestrian Corridors (QPCs)

Quality Pedestrian Corridors (QPCs) represents an approach to important corridors for pedestrian movement. In urban areas, the main road routes within a mile or two of the town centre typically serve the highest flows of pedestrians, along with routes within half a mile of local shopping centres. In QPCs, pedestrians are provided a smooth obstacle-free continuous footway. QPCs are designed to give all pedestrians a high degree of comfort and particularly disabled or visually impaired pedestrians the reassurance that they can be used without obstacles. This means among other design issues:

- A minimum width path (2 metres <1000 pedestrians a day and 3 metres >1000 pedestrians a day) where all obstacles (such as street lights, bus shelters or traffic poles) are relocated outside the clear width either to the inside or outside edge.
- The surface should have no upstands and no areas of ponding. Additionally. the crossfall should be constant at around 3% and driveway entries and dropped kerbs should lie outside the clear width path.
- Priority over side roads should be installed at all side roads with side road entry treatments consisting of raised footway extensions
- There should be no sharing with cyclists within the clear width.
- In preparation for hotter summers and the impacts of climate change, street trees should be preserved and new trees planted wherever possible to provide shade and shelter
- Many older and disabled people need to take a rest. Suitable sitting opportunities will be provided at regular intervals along the route in line with disability guidance.

When developing the strategy, we will assess the feasibility of Quality Pedestrian Corridors for all main radials within 2 km of town centres and 1 km of local shopping areas, as well as main pedestrian corridors in town centres.

Town centres

It is useful to distinguish between walking trips all the way from home and walking trips in town centres (often called footfall) where people arrive by other means – car, bus, train or cycle. In Oxford there were 24,000 walking trips a day to/from the city centre, making up around 15% all trips to the city centre. There were also around 30,000 walking trips a day in Oxford city centre per day along both Cornmarket Street and Queen Street. Many of these trips were in combination with other modes, so the flows are greatest linking to bus stops, train stations and car parks. There is less data on pedestrian flows in other towns and suburban district centres in Oxfordshire.

Measuring footfall in county town centres and other suburban centres will be a key indicator of the retail health. We will concentrate on ensuring that conditions for pedestrians in town centres, particularly linking to train, bus stops and car parks are a priority for investment.

Key destination areas

Train stations in Oxfordshire are typically located some distance from town centres and often are compromised by poor junctions and narrow footways.

Many retail parks, business parks and large supermarkets have been built in edge-of-town and out-of-town locations, focused entirely to car use, with little or no thought about access by pedestrians or cyclists. In many cases, however, they may have considerable populations within easy walking distance.

Suburban and local shopping centres are often along main roads on the way to the town centre, but many suffer from excessive through traffic, undermining their viability and attractiveness. Research undertaken in Oxford shows how suburban shopping centres are reliant on local walking trips, which typically make up over 50% of trips, and also reduce car use and provide essential opportunities for car-free households. Summertown and Cowley Road in Oxford are good examples of the kind of measure that can be undertaken to improve the pedestrian experience.

We will aim to transform the pedestrian and cyclist experience from train stations, retail parks, business parks and large supermarkets to town centres and residential areas. We will also review the most important routes to the suburban centres within half a mile (1 km) to ensure that they provide adequately for walkers of all abilities. Pedestrianisation of retail areas will be considered on the basis of data and engagement with local businesses and communities.

Villages and the rural network

Many villages in Oxfordshire do not have footways on many streets and very few villages have footway links between villages. Encouraging walking in villages in support of the 20 minute neighbourhood concept is therefore often very challenging.

Consequently, it will be necessary to undertake a review and audit of walking in all villages in Oxfordshire and introduce footways along main streets in villages wherever there are opportunities.

Linked to this, we will support the reduction of speed limits in villages so that 20mph or 30mph is the default maximum speed limit, as set out in the relevant LTCP policy. Rural traffic calming measures and speed enforcement, including average speed cameras, will also help enhance the character and attractiveness of villages.

Auditing the existing walking network

There are many problems on existing footways, often insufficient to deter walking for most people but potentially impossible and impassable for some less able groups to manage.

We have recently devised a Health Impact Assessment Tool that can be used to assess the quality of streets for audit and review. Along with our walking and cycling design standards, and related checks like the Climate Impact Assessment Tool, this will provide a suit of resources to ensure quality for the pedestrian and cycling environment.

Particular focus will be on ensuring that needs of more vulnerable groups, such as children, those with mobility or sight disabilities and older people in general, are recorded.

Further understanding of pedestrian problems, priorities and preferences is also needed, as proven by the Oxfordshire Cycle Survey.

Crossings

Another key element in the pedestrian network are opportunities to cross main roads on desire lines. What is the best option for crossings? There is no single answer. Toucans, Puffins and Pelicans give the most surety but can create extra queuing and time delay to both pedestrians and vehicles and are not always safer in urban areas. Zebras allow pedestrians to cross without delay and fit in better with public realm improvements and are suitable for urban areas especially where speeds are 30 mph or 20 mph. Courtesy crossings can be used successfully in shared space schemes and areas of high-quality public realm.

We will consider the crossing needs of pedestrians on main roads to minimise delay or diversion and to satisfy existing or potential flows. The crossings will be designed as far as possible on desire lines to avoid diversion and delay.

Zebra crossings should be the default option where there is a need for a pedestrian crossing in urban areas along main roads unless other considerations take priority.

Similarly, timings of existing free-standing signalised crossings could be reviewed so that they respond without delay when called or include longer phases to accommodate slower pedestrians or wheelers.

In signalised junctions, we will install pedestrian phases on all arms where there is a significant pedestrian demand. The equivalent for urban roundabouts should be Zebra crossings on all arms.

We will also review all bus stops on main roads to ensure there is a nearby convenient crossing.

The need for community cohesion and people to cross streets will be considered on both main and residential roads, such as providing gaps in long lines of parking.

Side roads

Another gap in the pedestrian network are side roads where pedestrians, in practice if not legally, lose their priority and feelings of safety in relation to traffic. In 2021, the Government updated The Highway Code to give pedestrians much clearer priority across side roads. However, the design of many junctions put pedestrians at risk and unable to command their legal priority. There are many design solutions to reinforce pedestrian priority at side roads.

Wherever possible and funding is available, we will look at improving existing side road entries by:

- extending footways across side road entries so there is a raised crossing
- setting the Give Way lines behind the footway to give priority to the pedestrian crossing
- narrowing kerb radii to the minimum possible whilst maintaining access for appropriate vehicles

New developments will have side road entry treatments designed in accordance with the updated walking and cycling design standards.

Pavement parking

In many urban areas and some villages, pavement parking represents the greatest hazard and barrier to walking, especially for those unable to step around the parking. The urban network of footways is increasingly threatened by the spread of parking on the pavement. Pavement parking is endemic in some areas, often without any plausible justification except habit.

Pavement parking adversely affects vulnerable protected groups, including those with visual impairments, those using mobility aids, those in wheelchairs, those needing the help of carer or parents with pushchairs or walking with children. Additionally, there are costs to the authority in terms of damage to kerbs and flagstones, creating trip hazards.

The Government undertook a consultation on pavement parking in 2020 and has indicated that it will introduce legislation to make enforcement much easier. The Council responded to the consultation expressing strong support for such measures.

Accordingly, we will support enforcement to ensure that all footways (pavements) are clear of pavement parking, except where legally marked out, and will support district authorities to apply for the necessary powers to do so. Similarly, we will take measures to reduce parking pressures on road space which result in pavement parking, by introducing parking enforcement, such as controlled parking zones (CPZs) and maximum residential parking permit numbers.

Inclusive cycle networks

Cycling levels in the UK and most of Oxfordshire are very low compared to most European towns. This creates a travel gap, principally between 1 and 5 miles length, which is mostly filled by car travel but is ideal for cycling. Only a few towns anywhere in the UK or Europe have achieved a substantial increase in cycling – we will build on their evidence and experience to do the same across the county.

One key step in that direction is to develop comprehensive cycling networks that are inclusive and attractive to the preferences and abilities of all residents in all towns.

Meeting cyclists needs

Creating a cycling culture means creating an urban environment which supports and encourages cycling. There are many and often contradictory views of what constitutes an attractive environment for cycling. To better understand what actual cyclists want, we conducted a survey of cyclists in Oxfordshire in 2019 (OCS19). Over 3750 cyclists made comments on the existing infrastructure and said what kind of infrastructure they liked, didn’t mind, tolerated or avoided.

OCS19 responses can be analysed according to two cohorts of cyclists in terms of their infrastructure preferences. Group 1 (Confident or “Quick” Cyclists) prioritised directness and didn’t mind cycling alongside motor traffic. Group 2 (Cautious or “Quiet” Cyclists) preferred routes segregated and separated from motor traffic as far as possible even at the expense of some loss of directness. There are also two other distinct groups of cyclists – Competitive Cyclist and Child Cyclists. Currently, there is very little research on the infrastructure preferences of these 2 groups, but we expect that Competitive Cyclists fall into group 1 and Child Cyclists fall into group 2.

We will take these localised insights into account when designing interventions – both infrastructure and of an outreach nature.

Disability, different types of cycles and barriers

Recognition of the use of cycles as a “mobility aid” is not yet widespread. This leads to the needs of disabled people using cycles not being recognised and not being catered for in changes to the urban environment (either through planning or highway changes). Around 10 million people have a limiting impairment in England and Wales (ONS).

A 2011 London survey (Attitudes to cycling) found that 62% of disabled people said they could ride a bike. A survey by Wheels for Wellbeing (Experiences of disabled cyclists) found that most disabled cyclists (52%) owned a normal standard bike, whilst 17% owned a hand cycle, 17% a recumbent bike, 13% a trike, 8% a tandem and 18% an e-bike.

Active Lives Survey shows that 7% of the adult population with a limiting impairment in England used a cycle at least monthly and 1% at least 5 times a week. In Cambridge, figures were much higher with around 40% of disabled cyclists simply using a regular two-wheeled bike. This implies that the major barrier to more disabled people cycling is not their disability, but the town cycling culture and level of cycle-friendliness of the infrastructure.

Consequently, and in line with our commitment to build an inclusive network, we will design all new and review all cycle routes to be accessible to most types of cycles. In particular, all barriers on cycle routes should leave a clear 1.5 m width between bollards and not introduce lateral diversions unsuitable for longer bikes. We will ensure that the needs of disabled cyclists are recognised in design, including on access to cycle parking.

Walking and Cycling Design Standards

In 2020 the Government issued LTN 1/20 Cycle Design Standards to guide local government infrastructure. LTN 1/20 sets out high quality and mandatory standards how to provide for cycling. However, its guidance is not prescriptive about what to do when inevitable compromises need to be made, such as when there is insufficient space and the need is to provide for high cycle numbers, sometimes in their thousands as in Oxford. LTN 1/20 also does not discuss more innovative designs suitable for high cycling areas, such as cycle streets and turbo-roundabouts.

In terms of walking, national design guidance is spread over many documents on particular topics, including planning documents such Manual for Streets and Inclusive Mobility.

We will update the Oxfordshire Walking Design Standards (OWDS) and the Oxfordshire Cycle Design Standards (OCDS) to take into account new national guidance and best practice and provide additional guidance for Oxfordshire’s towns and villages.

These will be based on the 5 Core Design Principles (CDPs), which state that routes and networks for both walking and cycling should be:

- **Coherent**: comprehensive and consistent in quality (with priority across barriers and gaps, such as side road crossings, busy junctions and main road junctions; and appropriate facilities -such as parking- at each end of the journey)

- **Direct**: with minimal delay and diversion from desire lines, detours, deterrents or delays (and, for cycling, no dismount signs); this is important at the micro-level (e.g. at crossings) as well as over the whole journey; for cycling, this includes no dismount signs and should enable cyclists to travel at their chosen speed, with good sightlines and sufficient width to overtake other cyclists, bypass queues of cars and not be delayed by pedestrians
- **Safe**: including all the elements that make walking and cycle routes safe, including traffic speed and volume – for walking, particular attention needs to be paid to side roads and crossings of main roads; for cycling, it requires different treatments depending on the route (separation, segregation or shared space)
- **Comfortable**: meaning that the walking and cycling experience is easy, pleasant and conducive to personal security, sociability (able to walk or ride side by side), a perception of safety, minimal stress and psychological discomfort (e.g. from traffic noise, air pollution, driver intimidation and complex junctions or routes); this can be achieved by vertical and horizontal separation (e.g. in footways), minimising shared space between pedestrians and cyclists (except where flows are very low, such as on routes between villages), lighting, shade, shelter and seating
- **Attractive (Advantage)**: the most important principle of all, meaning that you want to do it, are attracted to these modes more than any others (it is your first choice and should be easier, quicker and more pleasant than, for instance, using a car); the word advantage better sums up the principle

All new active travel schemes (including any schemes with an active travel element) will be designed according to the updated standards and Healthy Streets approach. Where they cannot be met, teams will submit a Departure from Walking Standards (DWS) or Departure from Cycling Standards (DCS) form and seek a viable solution in line with all the core design principles.

Prioritising cycle infrastructure (OxCRAM)

Network prioritisation is crucial to achieving cycling targets. There is an on-going debate whether it is better to build sections of routes to a very high quality or build a wider network to a lower ‘good enough’ standard. OxCRAM provides a way of assessing whether improvements are good enough (7+) and a way of comparing value for money of the two approaches.

To meet targets in LCWIP towns, it is essential that the whole cycle network and individual cycle routes over their entire length are improved in as short a time as possible. Many cycle schemes take years to deliver short sections of a route at great cost because of the costs of traffic management and utilities in moving kerblines. Signing and lining can often provide significant improvements. By improving routes to a similar “good enough” consistent standard, a complete cycle network can be implemented in a shorter timescale and lower cost.

We will plan networks and design routes that will maximise the attractiveness to all kinds of cyclists, using OxCRAM as an audit and review process for both new and existing infrastructure. For major schemes, an independent expert reviewer might be employed to review plans at the early design stage.

Cycle routes will need to be improved to a consistent standard over their whole length. Generally, where there is competition for funding, network improvements should be prioritised over individual route improvements.

Urban cycle networks

Single cycle routes rarely have much impact on cycling levels. The evidence is mostly that one single route attracts cyclists from other less attractive routes but does not increase cycling levels. What is necessary is a high quality and dense cycle network which links to every neighbourhood. This means that all trip attractors (particularly town centres, major employment, healthcare facilities, shops and schools) are connected and linked to the cycle network. Another failure is that cycle designs are based on current flows on the underlying assumption that cycling levels will not increase, rather than target flows.

Local cycling and walking infrastructure plans (LCWIPs) will be the way that this network is identified and prioritised. LCWIPs will identify the strategic town-wide cycle network. We will develop them for all major urban settlements (over 10,000 inhabitants) by 2025, and will continue to roll them out in smaller locations if possible. All routes should be designed to the cycle design standards of the LCWIP target flows, not the current cycle flows.

Cycle Streets

A key element of a town wide cycle network are cycle streets. Cycle streets are part of the strategic cycle network along low-traffic residential roads designed for cautious cyclists. They are also be likely to be attractive to confident cyclists. These streets are designed to have the feel of cycle paths where cyclists of all abilities feel confident and happy to cycle. Low traffic speeds and low traffic volumes (typically under 1000 motor vehicles a day) are key elements.

In many towns, in part because of satnav, suitable residential streets may also be used by car and van drivers looking for a quicker alternative to the main roads. In such cases, it is necessary to introduce modal filters to prevent through motor traffic to prioritise cycling. Additional benefits can be created by introducing modal filters as part of low traffic neighbourhoods.

We will aim to introduce cycle streets as part town-wide cycle networks to provide high quality, quiet, continuous cycle routes. This will require the use of modal filters and other design features to make cycle streets meet 7+ OxCRAM design criteria.

Strategic Active Travel Network (SATN)

Oxfordshire is a rural county with many villages. These settlements are currently mainly dependent on car travel to get to facilities such as shopping, nearby town centres and access to work or train stations. Unlike many intra-urban journeys, distances can sometimes be at the longer end of what may be comfortably cycled. The increasing availability of e-bikes makes such journeys more practical and appealing to a wider audience.

As set out in the LTCP, our aim is to identify and then improve an Oxfordshire-wide Strategic Active Travel Network (SATN). This will primarily be for utility cycle journeys, linking villages to towns, other centres of employment and public transport connections. The SATN will also act as a recreational network, providing urban and rural residents with ways of going for cycle rides to visit nature and other areas of recreation. This will also support the rural economy by encouraging economic tourism.

The SATN improvements will prioritise the following links:

- to rural train stations, particularly from towns not served by a train station, such as Witney and Abingdon
- between urban areas and employment and nearby villages identified in LCWIPs
- to larger settlements where there are more potential cyclists
- to and from the National Cycle Network routes

The SATN will consist of the following types of routes:

- routes alongside rural main roads by off-road cycle tracks
- routes (mostly on road) along rural minor roads made attractive by low traffic volumes and low traffic speeds
- routes along upgraded public rights of way and other permissive paths

Implementing the SATN will require significant funding and resources (such as land acquisition). Routes along rural minor roads in most cases will need significant improvement to make them attractive to cyclists. This may include modal filtering or junction changes to remove unsuitable rat running traffic, lower speed limits, speed enforcement, traffic calming measures, lighting, converting roads into Quiet Lanes and other measures. Schemes will be designed to be sensitive to the rural and village environment.

Cycle parking

Good quality sufficient and secure cycle parking should be provided at both home locations and destinations. Districts should set out detailed cycle parking policies for new developments in line with best practice for both new dwellings and workplaces. Likewise, there is a need to introduce secure parking in existing housing and existing cycling destinations such as shops, workplaces and leisure facilities.

As part of the Oxfordshire Cycle Design Standards, the Council will develop cycle parking standards and guidelines as a guide for District Councils and planning. An initial set of guidance is also included as part of the wider parking guidance in the LTCP.

We will explore options to overcome key barriers to the deployment of cycle parking – namely the funding regime (capital bids often do not allow for this) and identifying suitable road space for the location of cycle stands and hangers.

We will also work with businesses, train operating companies, shops and leisure facilities to provide high quality cycle parking in their premises and ensure the same is done in the county council's own facilities, such as libraries.

Maintenance

Good quality surfaces are essential for safe and comfortable walking and cycling. Road maintenance is an important element in ensuring that road or path surfaces on the network are smooth, well drained and attractive. In addition, regular pruning of vegetation overlooking cycle paths and footways is important to create a safe and welcoming environment for active travel.

Road improvements, especially routine resurfacing, also present a low-cost opportunity to make significant improvements to cycle routes, particularly those which are reliant on just line-marking and especially on main roads where traffic management is a substantial element of scheme cost. Longer term road closures, such as bridge closures due to weight restrictions, will be seen as opportunities to exempt active travel and thereby encourage active travel.

We will improve our maintenance regime to ensure that the footways and cycle route surfaces are smooth, well-drained and safe, especially taking into account the extra vulnerability of cyclists to potholes and rough and deformed surfaces, and the impact of uneven footways on pedestrians and wheelers with reduced or impaired mobility. This will include following up re-instatement works which often deteriorate into surface un-evenness and hazards. A maintenance programme of cutting back vegetation overlooking cycle paths will also be established, working with local communities to identify problem areas.

Where there are road closures or restrictions, every opportunity will be taken to see whether active travel can be exempted and thereby encouraged.

Safety and health benefits

There is a common popular perception that cycling is 'dangerous', which many surveys have shown to be one of the main reasons people give as to why they do not cycle. Furthermore, this perception of being at risk is reinforced by the actual road environment for cyclists. Research (Sissons, Joshi and Aldred) found that cyclists experienced by far the highest number of "incidents or near misses" per mile travelled for any vehicle. These perceptions and experiences undermine a cycling culture.

Perceptions of safety however need to be distinguished from actual safety impacts. For Oxford, there were between 2014 and 2019 around 150 reported slight cyclist injuries and 30 serious injuries each year. Cyclist casualties are very rare events compared to the very large number of cycle trips (around 15 million cycle trips in Oxford a year). This indicates that the serious reported casualty risk for each cycle trip is 1 in a million. Put another way, a commuter cyclist would need to cycle for around 2000 years before they were likely to have a reported serious cycle accident. In other words, most people, especially non-cyclists, have a distorted idea of the risk of cycling. This is also shown in surveys

comparing cyclists and non-cyclists which show that regular cyclists have a lower perception of road danger than non-cyclists.

On the other hand, the health benefits of cycling far outweigh any casualty risk by a factor of at least 20 to 1. Cycling reduces the risk of heart attack by around 50%, reduces certain cancer risks by about a third, improves fitness, reduces depression and mental health problems, reduces the risk of dementia and improves muscle strength and co-ordination and helps prevent weight gain and obesity.

Cycling lies in the optimum range of physical activity and travelling is an activity that around 90% of people do for substantial length of time each day giving many people an easy way to build physical activity into their daily routine. Surveys also show that cycling is pursued over lifetimes (unlike most sports). In Netherlands, 24% of all journeys by over 75-year-olds are by cycle. Surveys show that most cyclists were sufficiently active to maintain good health. In brief, cycling prolongs a healthy life. The highest risks are not cycling but sitting for much of the day without taking any regular physical activity.

We will promote the significant benefits of everyday cycling and walking to health and wellbeing, with a particular focus on encouraging inactive people to take up cycling and walking. Activating people to cycle more will include measures such as cycle training for children, adults and families, and social and group rides, in order to build confidence that cycling is safe.

Assessing the real risks of cycling

Police data miss two aspects of cyclist safety. First, the Police only collect data on public highways. Cycle tracks are excluded. Secondly, they depend on the casualty being reported so have a bias towards serious collisions involving motorised vehicles and cyclists.

The OxCam survey of cyclists in both Oxford and Cambridge found that around 33% of cyclists had had an accident (coming off your cycle whether or not there is any injury) in the last year. Scaling up responses suggests 17,000 cyclists of the 50,000 Oxford cyclists are likely to come off their bike each year, most of which would not result in any injury, 4000 would result in a slight injury and 800 in a serious injury. This suggests that a cyclist might have a serious cycling injury every 60 years of cycling, though this figure may be skewed on the high side because many respondents were younger and more likely to have cycle accidents.

The OxCam survey indicates that the majority of cyclist accidents are due to skidding because of surface problems or cyclists losing control. In contrast, Police STATS 19 data indicates that most (74%) cyclist casualties are in collision with a car. In the STATS 19, cyclists were only responsible in 11% of cyclist accidents, compared to 85% where the other vehicle driver was responsible, showing that measures to manage car traffic are likely to be most effective in reducing cyclist casualties.

Based on this, we will produce an annual report and analysis of cyclist and pedestrian casualties to monitor the trend in STATS 19 casualty data. This will be used to analyse the

safety impacts of new and different infrastructure, particularly innovative one. We will undertake measures to reduce all cyclist and pedestrian casualties, including those not reported to the Police.

Managing motor traffic

The main competitor for cycling over the distance between 1 mile and 5 miles is car use. Nearly 60% of car journeys are under 5 miles. To promote cycling it is essential that cycling is given a realistic competitive advantage over car use. Car use has many negative externalities which are not factored in by a car user and thereby car use is encouraged in an un-economic way for shorter journeys. The policy behind this strategy is for a fairer distribution of benefits, so that cycling replaces the car as the usual way of linking residents to urban facilities – such as shopping, visiting town centres, seeing friends and such like.

There are strong and compelling reasons why it is necessary that individuals must change travel behaviour, but on the positive side, the evidence is also that such changes will ultimately and increasingly be beneficial to everyone.

On the other hand, the alternatives of *not* managing and constraining traffic are many and can be summarised as:

- Increasing costs for individuals in loss of fitness and ill-health and for society in treating ill-health and premature death
- Worsening of obesity crisis leading to long term illnesses with additional cost burdens on the NHS
- Continuation of high traffic casualty rate with many unnecessary serious accidents and occasional fatalities
- Worsening of traffic congestion in both urban areas and on strategic inter-urban roads leading to individual frustration and a loss of income with economic disbenefits such as higher commodity prices
- Continuing issues of traffic noise and poor air quality leading to ill health, particularly affecting children and the elderly
- Worsening of climate emergency and failure to meet targets to reduce carbon emissions

All of these harms falling disproportionately on those who are the most deprived in society, exacerbating inequality.

Managing car use is therefore the main challenge in promoting cycling. Its impact is often more important than providing cycle routes. In many ways this needs a fundamental cultural shift among providers and the population.

Traffic management measures by CAT scale

Traffic management is essential and crucial to promote cycling beyond a certain level. A major barrier however is the acceptability of more effective forms of traffic management. The chart below gives an idea of different traffic management schemes at different CAT scales.

Table 2. Traffic management measures by CAT scale

CAT level	A	B	C	D	E
Traffic models base on:	Multi-modal models and traffic reduction	Peak traffic flows no longer priority	Meeting only existing peak traffic flows	Meeting Increase in car use in forecasts	Meeting high future forecasts in car use
Residential areas	Car free neighbourhoods	LTNs	CPZs	No car parking restrictions	Build urban freeways
Town Centre Car parking	Minimal car parking only for disabled and deliveries	Reductions in parking and high car parking charges	Car parking charges discourage excessive car use	Car parking with minimal charges	Central and free car parks with plentiful capacity
Main road network	Main roads closed to most traffic Average speed cameras	20 mph limits Junctions and vehicle lanes narrowed	Junction changes to cater for cycling	Junction changes to meet peak traffic	Junction widening New roads
Town circulation	Town centre traffic filters	Restrictions on some main routes to give cycling advantage	Minor road filters for benefit of cycling	Main road traffic capacity maximised	Expansion of ring roads
Signalised Junctions	Signalised junctions replaced by cycle friendly junctions	ASLs and lead in lanes and removing vehicle lane	ASLs at all signals	ASLs at a few junctions	Multi-lane signals with no cycle provision
Roundabouts	Shared space schemes with minimal traffic	Dutch single lane and turbo-roundabouts	Narrowing roundabout entries	Off road cycle track	Multi-lane entries

We will pursue traffic management schemes in accordance with proposed LCWIP targets and mode shift targets as shown by the CAT scale. Any scheme or proposal will need an assessment of the negative and positive impact on cycling and walking to ensure that they support the active travel targets.

In tandem with district councils, we will seek powers to implement traffic management measures in support of active travel targets, such as decriminalised parking powers and moving traffic offences powers.

Low Traffic Neighbourhoods (LTNs) and modal filters

Low Traffic Neighbourhoods (LTNs) are a key element in developing most town-wide cycle networks. Whilst the name is new, the concept of creating low traffic areas is well established in town planning, including Radburn design principles, cul-de-sacs and pedestrian precincts as advocated in 1960s publication “Traffic in Towns”. There are many existing LTNs throughout Oxfordshire towns, some by original design, some introduced to prevent rat-runs and some by geographical accident. The urgency to protect other residential areas from through traffic has been exacerbated by a doubling in traffic since the 1980s and satnav technology which directs drivers along residential streets as a way of avoiding traffic on main roads.

Where LTNs also differ from many existing low traffic areas is the intention to alter the balance between motor traffic convenience and active travel convenience. Modal filters give advantage to cycling over car use by making cycle journeys more direct and quicker and car travel longer and more inconvenient. LTNs also work effectively in developing quiet routes and cycle streets. The benefits of LTNs in terms of promoting active travel, reducing car use and improving safety, air quality and urban liveability are now well established in the research literature.

In developing LCWIP cycle networks, we will identify where LTNs can be created or improved to provide safe areas for local cycling and walking to promote strategic cycle routes.

Traffic speed

Traffic speed reduction and enforcement is essential to promote cycling. A major Government-funded research found that reducing traffic speed is the single most important element of improving cycling safety and encouraging more cycling (TRL Report PPR 580):

> “Of all interventions to increase cycle safety, the greatest benefits come from reducing motor vehicle speeds. Interventions that achieve this are also likely to result in casualty reductions for all classes of road user. This may be achieved by a variety of methods, including physical traffic calming; urban design that changes the appearance and pedestrian use of a street; and, possibly, the wider use of 20 mph speed limits”.

At 20mph speeds, there are very few serious cyclist injuries and virtually no cyclist deaths except those related to lorry turning movements. In rural areas and along rural roads, traffic speed is the main deterrent for more cyclists and the main reason for the higher rate of cyclist injuries in rural cycling.

Traffic speeds are related to speed limits, traffic calming measures and enforcement. Oxfordshire research showed that traffic calming schemes reduced casualties by 50% on average. Average Speed Cameras (ASCs) are a new form of enforcement where traffic speed is measured between 2 or more points over a route. Unlike the traditional spot camera enforcement, they are almost 100% effective in monitoring and therefore enforcing speed limits.

We will introduce 20 mph speed limits in accordance with our LTCP policy, and particularly in response to local demands in support of cycling and walking. We will also assess and reduce traffic speeds along rural lanes and roads as a way of encouraging more cycling and as part of the Strategic Active Travel Network proposals.

Parking

The other key element in managing motor traffic is parking. The availability of free or low-cost parking at destinations is a major factor in generating car journeys. Reducing and restricting car parking availability and introducing parking charges are essential measures to induce behaviour change.

As part of developing LCWIPs and in area transport strategies, we will implement the measures outlined in the LTCP, such as introducing parking charges, workplace levies, on-street restrictions and control such as double and single yellow lines and Controlled Parking Zones (CPZs).

Building the cultural norm

The importance of providing for existing cyclists

There is a prevalent but mistaken belief that existing cyclists are unimportant and can be ignored and that all efforts should be applied to new cyclists along with a view that new cyclists will inevitably be cautious. Evidence shows that there are several fundamental errors in this approach which could undermine achieving the targets set out in the LTCP and this strategy.

Nearly all cycle journeys are made by frequent and therefore mostly confident cyclists. National data shows that around 8% of the population who cycle 3+ times a week make 80% of all cycle journeys. If you also include the 7% of population who cycle weekly, normal cyclists (15% of the population) make 95% cycle trips, whereas 20% of the population who are infrequent (less than weekly) cyclists make only 5% of all cycle journeys.

Increasing cycling depends on more people taking up frequent cycling (3+ times a week). In Oxford, frequent cyclists make up 20% of the adult population and in Cambridge 35% of the population. This reliance on frequent cyclists in high cycling towns is found across Europe. Towns and countries with more cycle journeys have higher percentages of frequent cyclists, but often quite similar levels of infrequent cyclists.

There is also considerable churn where every year some people start cycling or cycle more and others stop cycling or cycle less. Reducing losses to cycling by improving the cycling experience for existing cyclists is likely to be as important or more important than getting new cyclists.

The increase in frequent cycling relies mostly on existing cyclists cycling more. In other words, it is easier to persuade existing weekly cyclists to cycle 3+ times a week than a non-cyclist to take up cycling.

New cyclists generally have similar views to existing cyclists in terms of infrastructure choice. OCS19 found that new cyclists typically only differed in underlying categories, such as attitude, gender, age or frequency cycling rather than how recently they took up cycling. The evidence indicates as they become more regular cyclists, they take on the infrastructure choice of confident cyclists.

Cyclists also differed between Oxford and outside Oxford. Oxford cyclists by each category (such as age) were more likely to be confident cyclists than cyclists of the same category from outside Oxford, suggesting that the prevailing cycle culture has an even more important impact than personal characteristics. That means a new cyclist in high cycling culture is more likely to be a confident cyclist from the start.

People versus journeys

There is a short-term conflict between two policy objectives of public health and cycling targets on who to prioritise. On the one hand, public health priority is to encourage more people, who currently take no exercise and do not cycle, to take up cycling because of the greater health benefits compared to existing cyclists who are already mostly healthy. On the other hand, cycle research shows that increasing cycling trips is mostly dependent on persuading existing cyclists to cycle more.

Getting harder to reach groups such as children and older cyclists is dependent on living in a cycling culture and requires specific interventions to address the barriers they may experience to cycling. Good quality routes alone are unlikely to have much impact without an established cycling culture, as people’s choices, or parents’ willingness to let children cycle, are more dependent on living in a cycling culture rather than the existence of a good cycle route (though a good cycle route is also necessary, as is their ability to own and repair a bicycle and all necessary equipment). Together with cycle route improvements, cycling activation measures are important in enabling residents who feel that cycling is not an option for them due to cost, cultural or confidence barriers to change behaviour. Activation measures focus on working with local community groups to engage residents who may experience greater barriers to enjoying a healthy lifestyle, due to a range of social factors that mean that they experience greater health inequality.

We will ensure that improvements to cycling and walking networks and access to green infrastructure are supported by community activation measures that enable the whole community and particularly those with greatest need to benefit from these improvements and to become more active and for healthy day-to-day behaviours to become the norm.

Cycling culture

The barriers to more cycling are mostly “normative” – they represent an individuals’ ideas of whether cycling is an acceptable mode of travel for themselves in terms of the prevailing culture. Social norms are mainly formed by what other people do. This helps to explain why “critical mass” of cyclists is effective in sustaining and increasing cycling. An examination of historical trends in cycling across UK towns between census results and European countries found that the strongest correlation was between cycling levels in previous and recent surveys even over 20 year periods. In low cycling areas there is a “chicken and egg” dilemma with very few cyclists and therefore no visible cycling culture, which helps explain why it is such a challenge to increase cycling.

Social norms or normative beliefs represent what a person’s prevailing culture says is or is not acceptable. Surveys have shown that cycling still has a very low status among many sections of the population, though this has improved over the last 10 years. One negative connotation of cycling for many non-cyclists is that it is inherently dangerous, effortful and unpleasant.

An extension of this idea emanating from TRL research is that cyclists are an “out” group and car users an “in” group. This has been the prevailing culture for the last 50 years and is still reflected in a lot of media stories and complaints against cyclist behaviour.

Triggers

Most travel choices are of a habitual nature. In terms of changing behaviour, it is useful to identify barriers (real and cultural), benefits and triggers. Triggers are important in that travel is habitual and they can overturn the habit.

Triggers are events that make people consider changing travel behaviour. Triggers that have been associated with a change to cycling are London Congestion Charging, increasing parking charges at train stations, petrol price hikes in 2008 and most recently the COVID-19 lockdowns which saw a 46% increase in cycling in one year. In Ghent, the introduction of traffic filters throughout the town to make it like an LTN led to an increase in cycling from 22% to 35% of all trips over a few years. It is expected that Connecting Oxford proposals might have similar effects.

On an individual level, changes in house, job, school, life stages, loss of car or health warnings can trigger changes, but triggers can also work both ways, so for instance acquiring a driving licence or buying a car is highly likely to lead to less cycling.

We will support transformative changes to the highway environment to kickstart levels of cycling and walking.

Activation and outreach

Activation and outreach measures will be a key element of building confidence in encouraging people to take up walking and cycling. These take many shapes and forms, including:

- cycle network maps, both paper and electronic
- wayfinding routes to promote active travel in local neighbourhoods
- web pages to advertise and publicise new routes and other information
- electronic rides illustrating routes, where cyclists can experience routes before trying out in reality
- social media websites
- competitions with rewards to incentivise new and existing cyclists
- buddying up where confident cyclists take new cyclists for rides together
- support and fun groups focused on walks and cycle rides together
- bike libraries offering the loan of free cycles and helmets
- free Dr Bike sessions to help low-income cyclists to maintain their bicycle

We will continue to develop these measures to support the targets in this strategy to increase walking and cycling in line with best practice. We will also ensure that local cycling and walking activation plans are developed in conjunction with the development of LCWIPs so that the impact of network improvements is maximised.

Children and schools

A child cyclist is more likely to become an adult cyclist. Providing opportunities for children to learn to cycle and then to be able to cycle comfortably with parents and afterwards to gain independence by cycling alone to visit friends, go to school or visit places is a fundamental element of a civilised transport system.

The number of children cycling is a good indicator of the cycle friendliness of an urban area and evidence of a cycling culture. Higher levels of cycling are most associated with higher levels of everyone cycling where there is a cycling culture. For instance, Cambridge has the highest levels of children cycling of any local authority.

Over the last 50 years, children’s right to travel independently in UK has been eroded, mostly through increased motorisation and parental restrictions. The UK has some of the lowest levels of children cycling throughout Europe. For instance, 50% of children’s trips to education in Netherlands are by cycle compared to around 2% in the UK. Another study (Bly, 2005) found that children on average cycled 18 minutes a day in Netherlands compared to 2 minutes a day in the UK. 41% of children in Oxfordshire currently do not meet physical activity guidelines.

However, around 90% of children own a cycle and many children use their cycles at least weekly. This represents a significant potential to increase cycling among children. Cherwell School in Oxford represents best practice in Oxford with 58% of children regularly cycling to school.

In line with our LTCP policies, we will encourage active travel to schools by

- encouraging schools to provide adequate cycle parking
- reviewing and improving cycle routes to school
- implementing LTNs and School Streets around schools wherever feasible
- providing Bikeability opportunities for all children
- ensuring there are safe places for young children to learn to cycle
- ensuring new school locations are designed to school street standards
- providing family cycle training so that parents feel confident cycling with their children
- increasing the number of bike libraries in schools so that low income families are able to access equipment

Actions

Specific, trackable actions are needed to make progress on the ambitions and priorities outlined in this strategy.

This section contains a list of 79 actions, organised around 13 different areas, which constitute a starting point for a full programme of work that will involve teams across the organisation ranging from transport policy and scheme design to climate action, public health and communications.

This list will be further developed through a process of prioritisation, budgeting and allocation of responsibilities across teams. This will result in a year-by-year action plan, which will be updated on a regular basis to reflect progress, amended and new potential actions.

1. Council transformation

1.1. Adopt an **active travel governance framework** to coordinate and oversee all walking and cycling projects

1.2. Publish a **yearly review** on the state of walking and cycling in Oxfordshire, including journey data, progress towards targets and status of key actions in this strategy

1.3. Empower **Walking and Cycling Champions** to raise the profile of active travel within local councils

1.4. Establish a **training programme** for officers and councillors to increase skills and expertise on active travel

1.5. Increase the **number of officers** dedicated to active travel and expand their range of professional backgrounds

1.6. Host the **Cycle County Active County 2023** conference

1.7. Update and track progress on the council's **travel plan** for staff and internal operations

1.8. Review the council's **travel and expense policies** to prioritise sustainable transport

1.9. Expand and improve **cycle facilities** (including visitor parking, secure parking, changing rooms and lockers) across council buildings

1.10. Reduce and re-prioritise **car parking** space for council staff and introduce charges in council-owned public parking

2. Collaboration and engagement

2.1. Experiment with new **consultation and engagement processes** to increase input from under-represented demographic groups

2.2. Adopt a **co-production approach** and establish ad-hoc governance arrangements in all major active travel policies and schemes

2.3. Consolidate the **Oxfordshire Active Travel Roundtable** as a county-wide forum for discussing walking and cycling

2.4. Support **local walking and cycling forums, partnerships and events** across the county

2.5. Consolidate consultation and advisory groups focused on **inclusive mobility** with experts and stakeholders with lived experience of disabilities

2.6. Create a **network of volunteers** to support inspection, maintenance and improvement of key walking and cycling routes

2.7. Improve processes for **identifying local walking and cycling routes and necessary improvements** in collaboration with parish and town councils, schools, neighbourhood groups and residents

2.8. Engage with **city and district councils** to support the prioritisation of active travel modes in their policies, local and neighbourhood plans and design guidance

2.9. Engage with **national and regional bodies** to seek consistency with our ambitions and priorities regarding active travel

3. Data

3.1. Develop a programme to **measure pedestrian and cyclist movement** in key locations (such as town centres, shopping areas or leisure destinations) and main active travel routes and manage target reporting and information

3.2. Carry out an **Oxfordshire Pedestrian Survey** to gather localised data on behaviours, preferences and challenges for pedestrian movement

3.3. Integrate **active travel infrastructure data** into our GIS and asset management systems

3.4. Support **research and innovation projects** aimed at better understanding active travel patterns and interventions

3.5. Increase the amount of **open data** and publicly shared information on active travel

4. Design guidance

4.1. Update the Oxfordshire **Walking and Cycling Design Standards** in line with new national guidance and best practice

4.2. Review the Oxfordshire **Street Design Guide** and align with updated walking and cycling standards and upcoming national street design guidance

4.3. Integrate active travel **design guidance, assessment tools and quality control** mechanisms all the way from planning through to initial design, detailed design and implementation in all transport infrastructure projects

4.4. Review processes around **planning applications**, particularly for new developments and associated network improvements, to ensure designs prioritise sustainable travel modes and they provide high quality active travel routes and facilities

5. Network development

5.1. Produce complementary **Local Cycling and Walking Infrastructure Plan (LCWIP) guidance** to ensure consistency in contents and format across the county

5.2. Develop **LCWIPs for all major settlements** in Oxfordshire

5.3. Explore the development of **LCWIPs for small rural settlements** or networks of villages

5.4. Develop a county-wide **Strategic Active Travel Network (SATN)** to guide the prioritisation and design of inter-urban routes

5.5. Produce a **network update of the Science Vale Active Travel Network (SVATN)** and integrate it into the SATN

5.6. Develop a list of potential **greenways** as high-quality leisure routes for walkers, cyclists and horse riders

5.7. Engage in discussions around **new developments** from an early stage (masterplanning, outline designs) to identify options for improving the local walking and cycling network and ensure sustainable travel is prioritised in-site

5.8. Develop a **pipeline of walking and cycling infrastructure schemes** in line with adopted plans (particularly LCWIPs), a review of the existing active travel network and the application of existing prioritisation tools

5.9. Publish an online **map of transport schemes** featuring the location and status of walking and cycling improvements

6. Traffic management

6.1. Develop a **speed reduction programme** (20 mph speed limits, traffic calming measures, etc) along key active travel routes

6.2. Explore and develop proposals to introduce **Low Traffic Neighbourhoods** across the county to enhance urban areas and create safe cycle routes

6.3. Develop proposals to acquire **traffic management powers** such as decriminalised parking, moving traffic offences and the extension of controlled parking zones

6.4. Review the designs of key new and existing **junctions** to ensure they prioritise walking and cycling movement and support car reduction targets

7. Maintenance and road operations

7.1. Improve public reporting of unsuitable walking and cycling infrastructure via **FixMyStreet**

7.2. Prioritise walking and cycling infrastructure (footways, cycleways, verges, etc) in highways **maintenance** programmes and operations

7.3. Ensure **improvements to active travel infrastructure** are integrated into wider road maintenance and repair interventions by consulting schemes on a case-by-case basis across the council and with walking and cycling groups

7.4. Review current policies and procedures to ensure **road works, maintenance activities and temporary road closures** prioritise active travel modes and ensure accessibility

7.5. Review current policies to prioritise walking and cycling in **controlled crossings and traffic signals**

7.6. Integrate active travel data into existing **network management and highways modelling** systems

7.7. Review policies and use of **coloured surfaces** as a potential tool to improve pedestrians and cycle safety and route legibility

8. Accessibility and public realm

8.1. Review policies for installing and removing **access control barriers** to ensure footways and cycleways are accessible to all types of pedestrians, wheelers and cyclists

8.2. Review **signage and utilities policies** to minimise street clutter and reduce asset costs and risks

8.3. Develop a **barrier removal and street decluttering programme** along all major walking and cycle routes

8.4. Explore possibilities for reducing designated **pavement parking** bays and improving enforcement of illegal parking on pavements

8.5. Pilot the installation of **parklets** (including seating, greenery, cycle parking or other facilities) as an experimental way of repurposing existing parking bays

8.6. Engage with city and district councils to improve **public facilities** (benches, bins, shelters, toilets, fountains, etc) along key pedestrians areas and corridors

9. Cycle parking

9.1. Improve and increase on-street **public cycle parking** in areas of high demand

9.2. Develop a network of **secure cycle parking** facilities at mobility hubs, workplaces and key destination areas

9.3. Develop a programme for installing **cycle hangars** in residential areas

9.4. Support businesses, schools and other organisations in providing more and better **private cycle parking facilities** within their premises

10. Shared micro-mobility

10.1. Pilot a network of **shared micromobility services** (bicycles, e-bikes or e-scooters) in areas of potential high demand

10.2. Explore the potential for a **cargo bike sharing scheme**

10.3. Explore the potential for community-based shared **micromobility schemes based in rural areas** and mobility hubs

11. Activation and outreach

11.1. Support **schools** with a variety of tools (travel plans, Street Tag, Park and Stride, School Streets, etc) to increase sustainable transport of pupils, families and staff

11.2. Deliver a programme of **camera enforcement in schools streets** to promote safety outside schools

11.3. Develop, pilot and scale an active travel support offer for **workplaces**

11.4. Develop an active travel **communications strategy** covering behavioural change campaigns and infrastructure and community projects

11.5. Deliver an **active travel outreach programme**, in collaboration with local community groups, to enable disadvantaged residents to cycle and walk more

11.6. Support the development of **travel plans for new developments** to encourage modal shift

11.7. Pilot the installation of **pedestrian and bicycle counters** (public displays) on key active travel routes

11.8. Explore schemes to support residents to try and buy **e-bikes, cargo biked and adapted bikes**

11.9. Expand the offer of **Bikeability training** to schools, workplaces and community groups, and support the creation of dedicated facilities for learning to ride

12. Travel information

12.1. Review and consolidate **active travel information** on the council's website

12.2. Integrate **active travel and public transport information** into a single website or source to facilitate travel planning across sustainable modes

12.3. Produce **walking and cycling maps** for all major settlements across the county

12.4. Improve **signage and wayfinding** on key active travel routes

13. Road safety

13.1. Develop a council's **communications protocol** for dealing with road safety incidents involving vulnerable road users

13.2. Engage with local media reporters and public bodies to promote use of the **Media Guidelines for Reporting Road Collisions**

13.3. Engage with Thames Valley Police to improve mechanisms for **reporting road traffic offences**, including the submission of dashcam footage and similar devices

13.4. Publish an **annual safety report** and analysis of cyclist and pedestrian casualties, accidents and incidents, including estimates of those unreported to the police

13.5. Develop a framework to assess the **impacts of new infrastructure** (particularly innovative designs) in terms of changes to safety, comfort and pedestrian and cycle flows

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Cherwell District Council and Oxfordshire County Council

Equality and Climate Impact Assessment

Local Transport and Connectivity Plan

August 2021

Contents

Section 1: Summary details 3
Section 2: Detail of proposal 4
Section 3: Impact Assessment - Protected Characteristics 8
Section 3: Impact Assessment - Additional Community Impacts 14
Section 3: Impact Assessment - Additional Wider Impacts 17
Section 3: Impact Assessment - Climate Change Impacts 18
Section 4: Review 21

Section 1: Summary details

Directorate and Service Area	Environment and Place, Strategic Infrastructure and Planning
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Local Transport and Connectivity Plan
Is this a new or existing function or policy?	New policy document
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).	The LTCP outlines a clear vision to deliver a zero-carbon Oxfordshire transport system that enables the county to thrive whilst, protecting the environment and making Oxfordshire a better place to live for all residents. We plan to achieve this by reducing the need to travel, discouraging unnecessary individual private vehicles and making walking, cycling, public and shared transport the natural first choice. Policies have been identified in a range of key categories in order to achieve this. Possible impacts include improved accessibility benefitting older and disabled residents. It will also help to improve connectivity for rural areas and create a more balanced transport system benefitting all residents, including those in areas of deprivation. Impacts also include benefits for other council services, such as through improved health and a significant contribution to reducing carbon emissions from transport by changing the way residents travel.
Completed By	Joe Kay / Melissa Goodacre
Authorised By	Lauren Rushen / Sandra Fisher-Martins
Date of Assessment	August 2021

Section 2: Detail of proposal

Context / Background Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.	Local Transport Plans are statutory documents, required under the Transport Act 2008. We are calling ours the Local Transport and Connectivity Plan (LTCP), to better reflect our strategy both for digital infrastructure and for connecting the whole county. The LTCP outlines our long term vision for transport in the county and the policies required to deliver this. The LTCP vision and policies will be used to influence and inform how we manage transport and the types of schemes we implement. The current Local Transport Plan 4 (LTP4) was adopted by the Council in 2016. It has provided a strategic transport policy framework for Oxfordshire over the last few years. However, the local and regional policy context has changed significantly since the publication of LTP4. This includes the council's new corporate priorities, commitment to enabling a zero carbon Oxfordshire by 2050 and increased national emphasis on encouraging walking, cycling and public transport use. The LTCP is an opportunity to develop a transport policy framework that reflects these changes and implements a new way of thinking.
Proposals Explain the detail of the proposals, including why this has been decided as the best course of action.	The LTCP outlines a clear vision to deliver a zero-carbon Oxfordshire transport system that enables the county to thrive whilst, protecting the environment and making Oxfordshire a better place to live for all residents. We plan to achieve this by reducing the need to travel, discouraging unnecessary individual private vehicles and making walking, cycling, public and shared transport the natural first choice. Policies have been identified in the following key categories in order to achieve this: • Walking and cycling • Healthy place shaping • Road safety • Digital connectivity • Public transport • Air and environmental quality • Network and congestion management • Innovation • Data • Freight

	• Regional connectivity • Local connectivity It was decided that this was the best course of action in order to address the following key challenges. These were identified from evidence base analysis, stakeholder engagement and public consultation: • Decarbonisation – Delivering a zero-carbon transport system is a critical part of contributing to UK targets and addressing climate change. • The private car – Increasing private car use is having negative impacts on human health and the environment. • Future growth – Proposals for over 85,000 new jobs and 100,000 new homes in the county will have a significant impact on our transport network. • Connectivity – There is a need to improve connectivity by all modes, particularly along certain corridors. • Wider challenges – Transport is also critical to addressing wider challenges, notably public health, inequalities, air quality, safety and climate action. This course of action was also required because previous approaches to reducing car use in the county have not been successful. Attempts to manage traffic flow and accommodate other modes have been unsuccessful as the car remains the dominant mode of choice. This has created environments that are not welcoming places for people and negatively impact on biodiversity and air quality.
Evidence / Intelligence List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.	The LTCP is supported by an evidence baseline report. Analysis of this data has helped to identify the challenges and underpin the policies identified. This report includes data about: • Policy context • Road and rail links • Private car • Public transport • Walking and cycling • Road safety • Air quality • Freight • Highway maintenance • Health

	• Natural and historic environment • Rivers and canals • Population • Young people • Deprivation • Urban vs rural • Economy • Digital connectivity • Future housing and jobs There have also been 2 rounds of public engagement on the LTCP to date. An engagement exercise was undertaken in Spring 2020, with the public and stakeholders asked to comment on a series of topic papers focused on different transport and connectivity topics. Following this, public consultation was conducted on the vision document in February-March 2021. This included seeking feedback on the draft vision, key themes and proposed policies. Feedback from this consultation has been used to refine the vision, key themes and policies in the LTCP. There has also been engagement with County Councillors through the cross-party Transport Cabinet Advisory Group and Locality Meetings and broader stakeholders via the LTCP Stakeholder Group. The Steering Group includes representatives from transport operators, transport user groups, the Local Enterprise Partnership, and the key employers of Oxford University and Oxford Brookes. All of this engagement has helped to understand different groups needs and refine the proposals in the LTCP.

Alternatives considered / rejected Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.	A do nothing approach was not considered appropriate for a range of reasons. This includes: • Changes to national, sub-national and local policy since 2016 that need to be reflected • The previous LTP4 does not account for new priorities such as decarbonisation • The need for a new approach to transport policy if we are to tackle transport and associated challenges in the county such as congestion and air quality. During the policy drafting process, a range of policies have been developed and amended. There are currently over 80 policies in the LTCP, so we have not included all approaches that were considered here. However, reasons for not progressing certain approaches include poor alignment with the vision and broader objectives, level of ambition and feasibility challenges. The Integrated Sustainability Appraisal that accompanies the LTCP includes a more detailed assessment of reasonable alternatives.

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	☐	☒	☐	LTCP includes policies that will improve accessibility, benefitting older and younger residents. Key policies that will improve accessibility for different age groups are summarised below. **Walking and cycling** – All of the policies in the walking and cycling section seek to improve the choice of routes available and the range of resident they support. This includes developing greenways which will be traffic free routes for less experienced cyclists such as children. **School Streets** – Will improve road safety by closing roads and make it easier for children to access school by walking or cycling. **Community Transport** – Offers transport solutions to those that are elderly or less mobile, helping to improve accessibility and tackle isolation.		Combination of policies will be delivered by a range of stakeholders.	Annual review and monitoring of LTCP.

Disability	☐	☒	☐	LTCP includes policies that will improve accessibility, benefitting disabled residents. Key policies that will improve accessibility for disabled residents are summarised below. **Transport user hierarchy** – Outlines the way in which we will develop, assess and prioritise transport schemes and policies. This includes mobility aids and non-standard bicycles etc. ensuring future work will consider the needs of disabled residents. **Healthy Streets Approach** - Embedding the Healthy Streets Approach into relevant guidance and decision making processes will improve the human experience of streets and consider factors directly related to disability. **Connected and Autonomous Vehicles (CAV)** – Supporting the uptake of CAV's has the potential to improve the accessibility of disabled residents.		Combination of policies will be delivered by a range of stakeholders.	Annual review and monitoring of LTCP.

Gender Reassignment	☒	☐	☐				
Marriage & Civil Partnership	☒	☐	☐				
Pregnancy & Maternity	☒	☐	☐				

Race	☐	☒	☐	LTCP includes policies that will help to improve access to walking and cycling infrastructure for ethnic minority groups. Key policies that will help to achieve this are summarised below. **Walking and cycling** - All of the policies in the walking and cycling section seek to improve the choice of routes available and the range of residents they support. **Health Impact Assessment (HIA)** – By requiring HIA's for significant infrastructure projects we will ensure impacts on vulnerable or disadvantaged groups are identified and addressed. **Community activation** – Measures to support infrastructure schemes will enable the whole community and particularly those with greatest need to benefit from the improvements.		Combination of policies will be delivered by a range of stakeholders.	Annual review and monitoring of LTCP.

Sex	☐	☒	☐	LTCP includes policies that will help to improve access to walking and cycling infrastructure for women. Key policies that will help to achieve this are the same as those summarised in the previous row.		Combination of policies will be delivered by a range of stakeholders.	Annual review and monitoring of LTCP.
Sexual Orientation	☒	☐	☐				
Religion or Belief	☒	☐	☐				

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	☐	☒	☐	The LTCP includes specific consideration for rural communities and includes polices that will improve connectivity. Key policies that will help to achieve this are summarised below. **Strategic active travel network (SATN)** – Development of the SATN will serve as a roadmap for planning walking and cycling improvements in the more rural areas of the county. **Greenways** – Development of Oxfordshire Greenways will provide off-road routes for active travel in rural areas. **Rural journeys** – This policy will ensure we work with partners and stakeholders to develop tailored solutions for our smaller market towns and rural areas that improve connectivity,		Combination of policies will be delivered by a range of stakeholders.	Annual review and monitoring of LTCP.

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
				accessibility, and contribute to delivery of our transport vision			
Armed Forces	☒	☐	☐				
Carers	☒	☐	☐				
Areas of deprivation	☐	☒	☐	The LTCP and its policies will benefit all residents including those in areas of deprivation. Key policies that will help to achieve this are summarised below. **Health Impact Assessment (HIA)** – By requiring HIA's for significant infrastructure projects we will ensure impacts on vulnerable or disadvantaged groups are identified and addressed. **Community activation** – Measures to support infrastructure schemes will enable the whole community and particularly those with greatest		Combination of policies will be delivered by a range of stakeholders.	Annual review and monitoring of LTCP.

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
				need to benefit from the improvements. **Passenger micromobility** – Will improve simple, low cost access to bicycles and e-scooters for all residents and help to unlock more town for more people.			

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Other Council Services	☐	☒	☐	The LTCP will benefit resident's health, wellbeing and accessibility. This will have positive impacts on other services such as public health.		Combination of policies will be delivered by a range of stakeholders.	Annual review and monitoring of LTCP.
Providers	☒	☐	☐				
Social Value [1]	☒	☐	☐				

[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

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	☐	☒	☐	The LTCP will be a key part of changing how residents travel and reducing carbon emissions on our highways. This includes a policy which commits the council to assessing, managing and minimising embodied and operational carbon in transport infrastructure projects.	Assessment of embodied and operational carbon will help future transport infrastructure projects to mitigate or reduce future carbon emissions.	Combination of policies will be delivered by a range of stakeholders.	Annual review and monitoring of LTCP.
Our fleet	☒	☐	☐				
Staff travel	☐	☒	☐	Through the LTCP vision, policies and associated communication, the LTCP may help to change staff travel patterns and encourage the use of walking, cycling, shared and public transport.		Combination of policies will be delivered by a range of stakeholders.	Annual review and monitoring of LTCP.
Purchased services and products	☒	☐	☐				

(including construction)							
Maintained schools	☒	☐	☐				

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

We are also committed to enable Cherwell to become carbon neutral by 2030 and Oxfordshire by 2050. How will your proposal affect our ability to:

Climate change impacts	**No Impact**	**Positive**	**Negative**	**Description of impact**	**Any actions or mitigation to reduce negative impacts**	**Action owner** (*Job Title, Organisation)	**Timescale and monitoring arrangements**
Enable carbon emissions reduction at district/county level?	☐	☒	☐	The LTCP will be a key part of changing how residents travel and reducing carbon emissions from transport.		Combination of policies will be delivered by a range of stakeholders.	Annual review and monitoring of LTCP.

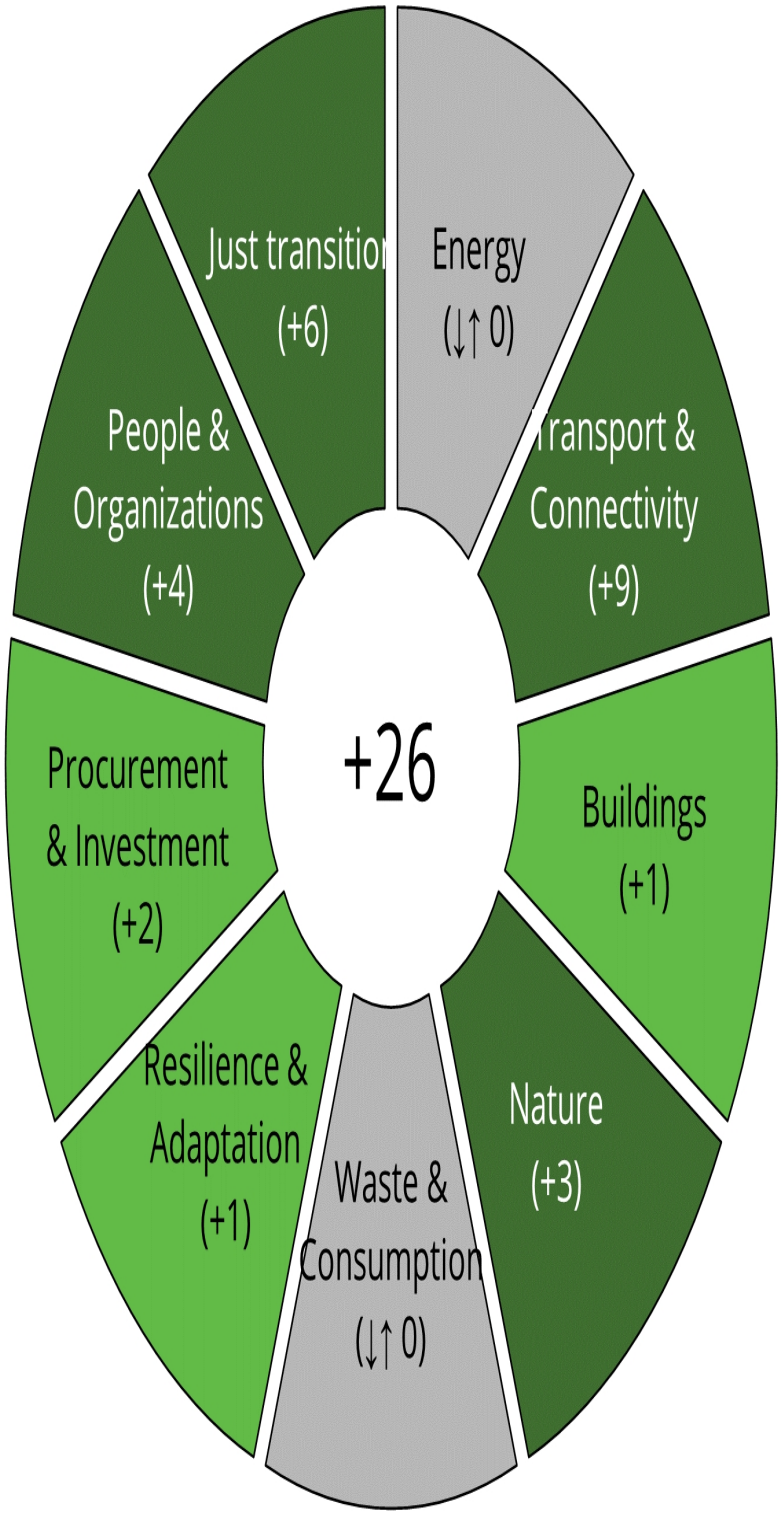
Section 4: Review

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	February 2023 (annual review of LTCP following adoption in early 2022)
Person Responsible for Review	Joe Kay, Strategic Transport Lead
Authorised By	Lauren Rushen / Sandra Fisher-Martins

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Oxfordshire Council has committed to being a carbon neutral organisation by 2030 (8 years and 0 months away).

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Divisions Affected - All

CABINET

21 June 2022

VISION ZERO

Report by Corporate Director for Environment and Place

RECOMMENDATION

The Cabinet is RECOMMENDED to

(a) **Approve the County Council Vision Zero commitment to:** "Eliminate all fatalities and severe injuries on Oxfordshire's roads and streets, to have a safer, healthier, and more equitable mobility for all. Work closely with partners and stakeholders to take a whole system approach, working together on infrastructure, behaviour, technology and legislation to achieve this change"

(b) **To note the proposed 'Vision Zero' programme and governance arrangements being assembled** as set out within this report.

(c) **To note the drawdown of initial funding of £0.25m** from the Budget Priorities Reserve to develop and start to progress the implementation of Vision Zero. Required for additional resources and delivery of key infrastructure changes at known areas of concern for road users.

Executive Summary

1. This report provides an overview of the proposed approach and scope of Vision Zero for Oxfordshire.

2. The Vision Zero commitment will involve the development of a strategy and action plans to try and reach a target of zero for fatalities and life changing injuries from road traffic collisions by 2050: with an interim target of 25% reduction by 2026 and 50% reduction by 2030 across Oxfordshire.

3. The success of this will not only be determined by what we do, but also how we can work with key partners, such as Thames Valley Police, the Department for Transport, and industry (for legislation changes and technology advancements).

4. The initiative is at an early stage of development and we can benefit from the experiences of Transport for London and other local authorities which have embarked on a similar initiative.

Background

5. Following recent tragic fatalities on Oxfordshire's roads, and the general desire and requirement to improve road safety across Oxfordshire, the County Council is committed to progressing a Vision Zero approach.

6. Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. It was first implemented in Sweden in the 1990s and has proved successful across many important European cities. It is currently being actively progressed within the UK in a number of every increasing authorities.

7. The county council has several relevant initiatives being progressed in isolation, for instance 20 mph and school streets programme, along with some gaps which will require new activity to be commenced. As such, it is proposed to bring together a single programme under the umbrella of Vision Zero for maximum impact and improved focus.

8. Improving road safety is now planned to form a key part of the County Council's Local Transport and Connectivity Plan, which encourages walking and cycling in Oxfordshire. The proposal to adopt a Vision Zero approach to road safety was identified during consultation.

9. An initial sum of £0.25m has been identified for the delivery of prioritised Vision Zero initiatives to support vulnerable road users in particular.

Context

10. Within Oxfordshire, although there has been a downward trend in the total number of reported road casualties over the past 10 years, road deaths have remained unchanged, with an average of 25 per year. This is reflects the National picture across Great Britain.

11. The national reporting system for road traffic collisions and the resulting casualties defines a wide range of injuries as 'serious'– for example any fracture is included. In recent years an annual average total of 210 serious injuries have been reported.

12. Local authorities have a statutory duty under section 39 of the 1988 Road Traffic Act 8 to "take steps both to reduce and prevent accidents". Local authorities also have a duty to manage and maintain their road networks under section 16 of the Traffic Management Act 2004.

Proposed Vision Zero Vision Statement

13. It is important to have a vision that sets a clear ambition and commits the council to taking a new approach. The proposed vision statement is:

> "Eliminate all fatalities and severe injuries on Oxfordshire's roads and streets, to have a safer, healthier, and more equitable mobility for all. Work closely with partners and stakeholders to take a whole system approach, working together on infrastructure, behaviour, technology and legislation to achieve this change"

Proposed Approach and Work Programmes

14. The strategy will bring together a series of workstreams and projects into a single programme. This approach will facilitate the delivery of short, medium, and longer-term initiatives associated with the delivery of regulatory requirements and renewed focus within the Local Transport Connectivity Plan and Oxfordshire County Council Priorities.

15. The focus will be on reducing risks for all road users with a special emphasis on active travel modes given pedestrians, pedal cyclists, and motor cyclists vulnerability to severe injury in the event of a collision, and the deterrent effect of safety concerns to the wider use of these modes. There will also be an emphasis on youth programmes and Road Safety Education for young road users.

16. To support the delivery of Vision Zero's ambition, a programme approach is being taken, and it is proposed that the initial main workstreams are as outlined below:

    1 - Policy (updated LTCP and any supporting documentation)

    2 - Speed Management (reviewing speed limits, exploring opportunities with TVP on improved speed management, including average speed cameras)

    3 - New Infrastructure (guidance docs, good design practices)

    4 - Cycling Safety (initially focusing on Oxford and known junction problem areas, looking at highway improvements, working with haulage companies around cycle safety)

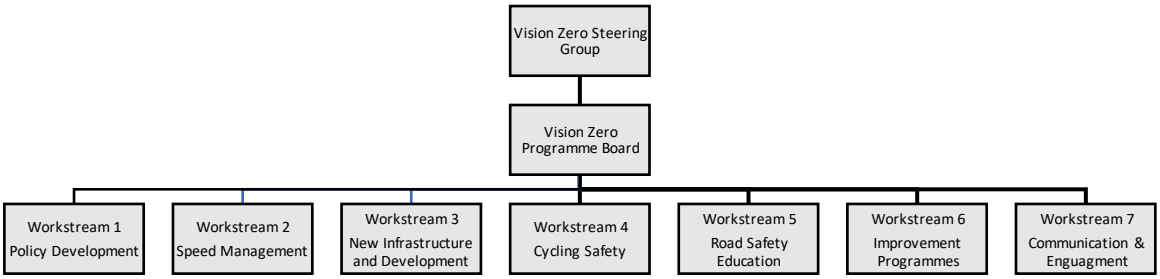
    5 - Road Safety Education (reinvigorated publicity, promotion, training, behaviour, youth programmes)

    6 - Improvement Programmes (delivery, alignment, and monitoring of programmes such as 'Road Safety and Accessibility', '20mph')

    7 - Communication & Engagement (publicity, information availability, improvements planned, dedicated webpage, and engagement events including those for young road users)

17. The programme will be overseen by the Corporate Director for Environment and Place and Portfolio holder for Highways Management and led by the Director of Highways and Transport Operations.

18. The governance will be made up of individual workstream meetings, reporting into a Vision Zero Programme Board (chaired by Director of Highway & Transport Operations) with a Steering Group (chaired by Portfolio Holder for Highways Management) providing overall guidance and holding everyone to account.



Progress update

19. Specific action has been taken following the commitment to Vision Zero in respect of cycle safety (workstream 4). The Oxford Parkway junction has had some temporary layout changes made which are being monitored, and if deemed successful will be made permanent, along with some lining changes to assist cyclists to navigate through the junction. Plans at The Plain are progressing, such as re-aligning the entrance between Cowley and Iffley road. Any changes will initially be temporary and monitored for impact.

20. This work follows a number of very valuable meetings between officers, councillors, local cycling group leads and other stakeholders. Further work by the group is being undertaken to look at other known junctions of concern across Oxfordshire. This is all currently being funded through the Road Safety and Accessible programme.

Proposed Policy Areas of Focus

21. Initial thoughts for specific policy areas for inclusion within the Local Transport & Connectivity Plan and associated documents are:

- **Policy 1 - Reducing speed limits to improve safety**
  Inappropriate speed is cited as a factor in collisions resulting in death or serious injury on streets across Oxfordshire. If a pedestrian is hit by a vehicle at 20mph, they are about five times less likely to be killed than if they were hit at 30mph.

- **Policy 2 – Improving junction safety**
  Collisions at junctions make up a significant number of all reported incidents and has increased over the past few years. The accidents that are reported as serious tend to involve either a pedestrian or cyclist.

- **Policy 3 – Supporting safer behaviour and safer vehicles**
  Data shows a number of all collisions are due to a limited number of behaviour types. These behaviours are themselves not associated with any one user group but are associated with individual actions.

- **Policy 4 – Improving personal safety and security**
  Alongside reporting of reported incidents, perceptions of safety can be a significant barrier, or enabler to wider social mobility and uptake in active travel, particularly amongst vulnerable groups. Through implementing measures to increase active travel movements and increase activity in local communities, it is considered that greater user volumes will give an increased sense of safety in numbers for user groups, particularly cycles and pedestrians so we will prioritise investment in Highway's infrastructure that makes it more likely that people will walk, cycle, or use public transport and deprioritise schemes that make it less likely they will do so.

- **Policy 5 - Improving post incident response and learning lessons**
  Understanding the causes of collisions is fundamental to learning from them and preventing reoccurrence. Working with both the local police force and other key stakeholders it is important that appropriate remedial action is undertaken where required.

Proposed Policy Targets

22. To support and measure the success of the county councils' policies and interventions, it is proposed to have stepped targets to reach zero fatalities and life changing injuries by 2050. The interim targets are proposed as a 25% reduction by 2026 and a 50% reduction by 2030.

Corporate Policies and Priorities

23. This project aligns with several of the Alliance Priorities namely:
    - Put action to address the climate emergency at the heart of our work.
    - Prioritise the health and wellbeing of residents.
    - Invest in an inclusive, integrated, and sustainable transport network.
    - Green spaces.

24. Vision Zero will support help to deliver the Local Transport and Connectivity Plan draft part 1 (main policies) and emerging part 2 (area and corridor strategies).

25. Successfully delivering vision zero will also be an enabler and key to the success of health and active travel initiatives and programmes.

Financial Implications

26. There are financial Implications to delivering Vision Zero, both with regard to resources as well as the cosy of physical infrastructure improvements. The financial

requirements for delivery of the Vision Zero ambition and existing commitments are currently being established. To enable this development and some immediate changes to take place, an initial funding allocation of £0.25m from the Budget Priorities Reserve is proposed to be committed, supplemented initially where appropriate using the road safety and accessibility programme funds. Further funding once the strategy is developed is expected and will be considered through the council's budget setting process.

Comments checked by:
Filipp Skiffins, Assistant Finance Business Partner,
filipp.skiffins@oxfordshire.gov.uk

Legal Implications

27. There are no immediate legal implications arising from this report. All Vision Zero schemes that are delivered will be carried in accordance with the relevant powers and, as necessary, will be subject to statutory consultation.

Comments checked by:
Jennifer Crouch, Principal Solicitor, Jennifer.crouch@oxfordshire.gov.uk

Procurement Implications

28. Vision Zero will mainly use existing county council contracts, such as the use of highway maintenance Milestone contract for the delivery of minor-short term improvements. If the programme does require something outside of existing contracts, then frameworks will initially be considered before open tender.

Comments checked by:
Becky Saunders, Head of Category,Becky.Saunders@Oxfordshire.gov.uk

Staff Implications

29. The programme will be developed and delivered using existing staff supplemented with consultancy support as required - covering both general and specialist extra capacity. This additional support will be funded from the proposed budget outlined within this report.

Equality, Inclusion & Sustainability Implications

30. An overarching Equality & Climate Impact Assessment has been completed for the programme. This concludes there are no negative consequences for protected

characteristics, community, wider or climate change impacts as a result of implementing Vision Zero. To confirm any policy, infrastructure, or Traffic Order change etc, will be consulted on individually as required.

Risk Management

31. The Vision Zero initiative and associate programme is to be pursued in itself to help manage risks. There are two main risks regarding the programme; one is the funding to deliver the aspirations of the programme and managing expectations of what will be achievable with the initial funding, and any potential further funding. The second is the sphere of influence, as Vision Zero is a whole system concept and as such will require technology advancements, and input from others to support the safety of vehicles and education/training of users (for all modes/vehicles). A risk register is being developed will be managed through the normal programme management process.

Consultations

32. No consultations have been undertaken to this point. To confirm any policy, infrastructure, or traffic order change etc, will be consulted on individually as required. Engagement with specific interested parties and stakeholder groups have taken place as appropriate.

33. We will approach and actively engage with partners, stakeholders, and community groups as we develop the strategy and associated action plans. The type and level engagement will vary and be tailored as appropriate.

Bill Cotton
Corporate Director for Environment and Place

Annex:	None
Background papers:	None
Other Documents:	ROSPA document (May 2013) - Responsibilities as Highway Authority for Councillors: local-councillors-guide.pdf (rospa.com) Oxfordshire County Council road casualty report: https://www.oxfordshire.gov.uk/residents/roads-and-transport/road-safety/road-casualties

Contact Officers:
Paul Fermer (Director of Highways and Operations), paul.fermer@oxfordshire.gov.uk
Caroline Coyne (Programme Manager), caroline.coyne@oxfordshire.gov.uk

May 2022

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Divisions Affected - ALL

CABINET

21 June 2022

National Bus Strategy – Draft Enhanced Partnership

Report by Corporate Director for Environment and Place

RECOMMENDATION

1. **Cabinet is RECOMMENDED to**

   (i) **Approve the draft Oxfordshire Enhanced Partnership Document (attached as Annex 1) for submission to the Department for Transport.**

   (ii) **Consult on the draft Enhanced Partnership Document with all Oxfordshire Bus Operators, for the statutory 28 objection period.**

Executive Summary

2. The purpose of this report is to set out the proposals for the Oxfordshire Bus Enhanced Partnership (EP), reflecting the Council's indicative Bus Service Improvement Plan (BSIP) funding allocation and the schemes / measures which this is proposed to fund. It also asks for agreement to the draft EP attached as Annex 1, including the Governance arrangements for the Partnership (also summarised separately in Annex 2).

3. The draft Partnership document would then be submitted to the Department for Transport (no later than the end of June) and consulted upon, initially with bus operators, with any changes required included in the Final version, due to be submitted later in 2022.

Background

4. The National Bus Strategy (NBS), published in March 2021, required Local Authorities to commit to enter into an Enhanced Partnership (EP) with bus operators, or to pursue Bus Franchising, in order to be able to access all future Government funding for buses. In June 2021, Cabinet agreed to *"commit to establishing an Enhanced Partnership across Oxfordshire and give formal notice of the Council's intention to prepare an Enhanced Partnership and invite all local bus operators to confirm their intention to participate".*

5. In October 2021, Cabinet approved the submission of a £56m Bus Service Improvement Plan (BSIP) to Government, a requirement of the NBS, this was subsequently submitted. The next step is to develop the formal proposals for the EP, to reflect the ambitions and commitments set out in the BSIP. At that time, EPs were due to have been completed and signed off, following BSIP funding announcements that were due to be made early in 2022.

6. The County Council was only advised in early April on its indicative BSIP funding award, of up to £12.7m, covering the 2022/23 to 2024/25 financial years. The funding allocation is subject to a number of requirements and caveats, as set out in the award letter attached as Annex 3.

7. Government requirements and deadlines keep changing. A draft EP is now required to be submitted, by 30th June. Statutory consultation with bus operators would then take place, followed by a separate consultation with Stakeholders and other statutory parties. The Partnership Document would then be revised and updated, in the context of the Council's final confirmed BSIP funding allocation. The deadline for completion of the final EP document has yet to be confirmed, but is expected to be autumn 2022.

What an Enhanced Partnership is and what it includes and covers

8. An EP is a statutory arrangement under the Bus Services Act 2017 which can specify, for example, timetables and multi-operator ticketing. It is important to be clear that an EP is a legally binding commitment between the Local Transport Authority (LTA) and Bus Operators specifying what improvements will be made to bus services that operators (which would remain substantially commercial) would still run. The EP sets out exactly what the County Council and Oxfordshire bus operators must deliver and comply with. Once the EPP and EPS are 'made', as statutory documents, they will need to be formally agreed between the Council and bus operators before the Partnership can come into effect.

9. An EP is therefore a significant step change in joint working and commitment to a shared vision. This will be important to enable Oxfordshire to continue to benefit from the operators' pro-active approach, and to allow them to continue to bring investment and innovation to the Oxfordshire bus market, building upon and supporting the recent 'Zero Emission Buses Regional Areas' (ZEBRA) funding award Oxfordshire has provisionally secured to roll out fully electric buses across the Oxford 'Smartzone' bus operating area

10. An Enhanced Partnership comprises two parts – an **Enhanced Partnership Plan (EPP)** and an **Enhanced Partnership Scheme (EPS).** The EPP will largely reflect the published BSIP and is proposed to comprise a summary version of the BSIP document. The EPS sets out exactly what the County Council and Oxfordshire bus operators must deliver and comply with. Once made, they will be binding commitments and as statutory documents, will need to be formally agreed between the County Council as Highway Authority and Oxfordshire's Bus Operators before the Partnership can come into effect.

11. The draft of the overall EP document reflects the Council's BSIP and policies/interventions designed to support buses. It is important to note that, even though the indicative BSIP funding award falls some way short of what was bid for, the Council's BSIP remains its agreed commitment to bus improvement – so it is not the case that a lower level of funding than the Council bid for means schemes being removed from the Plan, more a question of what is prioritised for funding at this time. The list of capital and revenue schemes to be funded from the Council's initial BSIP allocation is attached as annex 4.

12. The accompanying EP Scheme identifies the Council's (minimum) level of commitment required irrespective of funding, with the addition of the committed schemes and measures proposed to be funded from the indicative BSIP funding award and other funding sources, in other words which elements of the Plan the Council and operator partners are able to commit to, given the funding awarded.

13. These base commitments include the £1m annual fund for schemes to improve Bus Journey Time Reliability - lining/signing and other engineering/accessibility measures, traffic signal priority schemes and network management. The EP also refers to specific requirements, for example, to at least maintain the current bus priority network, and the opportunity to include proposed new County Council powers to enforce moving traffic offences. A list of OCC and bus operator commitments are included as annexes to the EP document – this reflects the proposed schemes the Council and operators propose to fund from the BSIP allocation and other sources.

Enhanced Partnership Development, Consultation and Governance

14. The process for agreeing an Enhanced Partnership is prescriptive, with a strong emphasis on bus operator support, ensuring there is the opportunity for objections to the proposals to be made and considered. Operators have already been heavily involved in developing the proposals to date and will be consulted formally on a draft EP once it had been approved and submitted.

15. Consultation on EPPs and EPSs is required by law under the Transport Act 2000. As well as all bus operators (who must be consulted first), statutory consultees include user representatives, the Traffic Commissioner, the Police, affected local authorities, Transport Focus and the Competition & Markets Authority. Best practice also recommends consulting MPs and major local employers. Public consultation is not a requirement and has already been undertaken on the BSIP, informing what is included in the draft EP.

16. It is critical that there is agreement with bus operators and other Stakeholders on our respective commitments. To achieve this, the EPP sets out how the Partnership is proposed to be overseen by a new Board and Governance model, attached as annex 2. This is an extract from the draft Plan, designed to ensure that the main Board has equally balanced local authority and bus operator representation, and that there is a voice for partner District & City Councils and smaller operators.

17. It should be stressed that involvement of partner organisations is not limited by formal Board membership. For example, there will be opportunities for partners to be involved in the EP working groups also set out in Annex 2, which are being set up feed up to and inform Board decisions. Also, consideration can be given to attendance at EP Board meetings without voting rights, should this add value.

Corporate Policies and Priorities

18. The Bus EP directly supports the Council's priority to *invest in an inclusive, integrated and county-wide sustainable transport network, fit for the 21st century and to create a transport network that invests in public transport to significantly reduce our reliance on car journeys and prioritises [active and] public transport over road capacity for cars*. It is also central to meeting priorities to Address the Climate Emergency (see below) and Tackle Inequalities.

Climate Impact Assessment

19. An impact assessment has been completed and is included in Appendix 5. The results are summarised in Figure 1, but in summary it is anticipated that the schemes that are being committed to by the Council and operators as part of the Enhanced Partnership will significantly contribute towards the Council's climate change ambitions. It will do this through:

    (a) Encouraging modal shift from private cars to public transport by making buses more reliable, quicker, and cheaper for young people;
    (b) Linking major growth areas, and so ensuring that new developments are served by sustainable transport;
    (c) Commit both operators and the Council to work together to deliver Zero Emission Vehicles in Oxford;
    (d) Enabling healthier lifestyles through the use of public transport, owing to more people walking to bus stops.

20. The development of new infrastructure, for example bus lanes, may increase the likelihood of flooding. Opportunities to mitigate this risk will be explored as the schemes are developed.

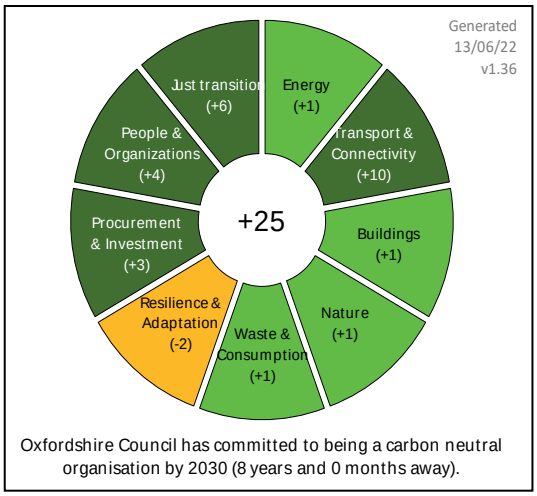


Figure 1 - Climate Impact Assessment Summary of Results

Financial Implications

21. The Oxfordshire BSIP is a highly ambitious investment programme for buses comprising a number of priority capital investment schemes (which if funded would need to be incorporated into the Council's capital programme), supported by a package of revenue-funded interventions, all considered essential to meeting these outcomes as well as directly supporting other investment/ funding opportunities, in particular the Central Oxfordshire Transport & Connectivity Strategy, its core schemes (specifically Traffic Filters, which has been identified as a priority in the BSIP capital programme) and the ZEBRA zero emission buses projects. A summary table outlining the funding commitments and implications for each of the elements is attached as Annex 4. Note that this does not include the ZEBRA commitments as these are funded separately

22. Given only part of this funding has been secured, consideration will need to be given on what other funding sources or budgetary requirements there could be to achieve these outcomes. At this stage, there are no specific new budgetary implications identified. However, the draft EP document assumes (and requires) current commitments to supporting buses to be at least maintained in the 2022/23 and ongoing commitments will need to be factored into future years' budget setting process. These include, for example, the annual £1m Bus Journey Time reliability fund.

23. The BSIP also identifies revenue funding streams (e.g., to support potential new rural bus services) which, if progressed, may require ongoing Council revenue funding beyond the end of the current BSIP funding period (2024/5) if any services funded are to continue and other funding cannot be secured. These commitments would need to be built into future Council budget planning.

24. The requirement for additional measures to prioritise and support bus operation – including a potential statutory requirement to provide socially or economically necessary services – would also have financial implications. These are not yet able to be quantified, but need not necessarily be additional, as they could for example result in reprioritisation of funding from other projects or programmes.

25. Government has allocated Oxfordshire LTA Bus Capacity Fund revenue funding of £378,00 to support and resource the development of the BSIP and EPs, which can be spent on staff resource, consultancy support or other activity. Approximately £100,000 has been spent so far, with the remainder programmed for spend to support this activity in over the next two financial years.

Comments checked by:
Rob Finlayson, Finance Business Partner (Communities)

Legal Implications

26. An Enhanced Partnership, once 'made', is a legal undertaking by all parties with specific requirements. The Council as LTA has the formal responsibility for making the Enhanced Partnership Scheme. In doing so, this potentially places more significant and binding obligations on the Council to deliver scheme

requirements. If an authority includes any facilities or measures in an Enhanced Partnership Scheme, they have a legal obligation to provide the facilities and take the measures not later than the date(s) specified in the scheme and continue to provide those facilities and take those measures throughout the life of the scheme or until a scheme is varied to remove the obligation to do so. The only exception to this rule is if the EPS is formally postponed or if the authority is temporarily unable to provide a facility or take a measure due to circumstances beyond their control.

27. It is for this reason that, in the EP documentation, each time it is stated that the Council "will" do something (for example put in a traffic filter or any scheme which requires a Traffic Regulation Order), the wording 'subject to statutory consultation, etc' has been included, as clearly the Council cannot predetermine the outcome of any consultation, so it has to be made clear that these are not foregone conclusions. There is a need to ensure that the Council will not end up in breach of the EP if a filter or similar doesn't proceed, as within the legislative framework that allows us to introduce such measures, that has to be a possibility. This is a risk in terms of potential challenge to the EP by operators, which would be mitigated by the requirement to revise the EP scheme, for which there is a process, to reflect this or any other agreed change (see para 33).

28. When considering any type of partnership, even if underpinned by legislation, LTAs must consider competition issues. In this case, this is not just to ensure compliance with competition law, it is also to preserve as far as possible the passenger benefits of lower fares, quality services and innovation that competition between operators will help foster. This is also an issue for operators and will need to be worked through in finalising any Enhanced Partnership Plan. Further guidance on competition requirements is expected to be issued by the Government in due course.

Comments checked by:
Jennifer Crouch, Principal Solicitor (Environment Team), Law & Governance

Staff Implications

29. BSIP support funding is being used to create a stronger in-house capability to support buses, develop and implement an Enhanced Partnership and Bus Service Improvement Plan, and to maintain this higher level of activity beyond these initial commitments. Commitment to additional staff resource would require an ongoing staff (revenue) budget commitment, once the allocated Government funding has been used and an element of the BSIP (revenue) funding allocation has been identified to fund this.

Equality & Inclusion Implications

30. Supporting bus services, which provide essential connectivity for relatively deprived areas, is an important contributor to the Council's commitment to Tackling Inequalities in Oxfordshire. Committing to do so via this Partnership framework will strengthen this.

Sustainability Implications

31. The Enhanced Partnership will also provide a framework and Governance for promoting buses (particularly supporting increased bus use and switch away from car travel) and their significant contribution to supporting Climate Action and reducing the Carbon impacts of travel.

Risk Management

32. The principal risk is the uncertainty over the future funding commitments as these influence the Council's ability to deliver the Oxfordshire BSIP and secure its outcomes. One way we have sought to mitigate this is by ensuring that these proposals are closely tied in with the Central Oxford Travel Strategy (plus its Core Schemes) and the recently approved ZEBRA project, demonstrating that they all support each other, increasing the likelihood of funding coming forward.

33. In addition, if the Council does not its obligations set out in the approved Partnership, there is a risk of operators resorting to legal action against the Council, which could result in (for example) funding being withdrawn or the Council unable to bid for future funding streams. One example of any changes to the EP scheme arising from the outcomes of any statutory consultation, as outlined in para 27. The expectation would be that the EP would be revised and agreed/updated by consensus, to reflect any resulting changes.

Consultations

34. Public and Stakeholder consultation on the BSIP took place in summer 2021, which influenced the final submission. The EP effectively translates these BSIP into commitments, subject to funding, so further public consultation is not required. However, as stated, it is a requirement to undertake Stakeholder consultation on the EP proposals. As well as the statutory consultees identified, it will also be important to consult with organisations which provide substantive funding towards buses and/or have a strategic role in the bus network (for example the Hospital Trust, Universities and other major employers).

Bill Cotton
Corporate Director for Environment and Place

Annex 1: Draft Enhanced Partnership Document
Annex 2: Extract from draft EP document – Summary of Partnership Governance and Working Groups
Annex 3: Oxfordshire BSIP funding allocation letter
Annex 4: BSIP Summary and Financial Implications of the Enhanced Partnership
Annex 5: Completed Climate Impact Assessment

Background papers: Nil

Contact Officer: John Disley – john.disley@oxfordshire.gov.uk; 07767 006742

June 2022

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OXFORDSHIRE COUNTY COUNCIL



Oxfordshire Enhanced Partnership Plan & Scheme

May 2022

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TABLE OF CONTENTS

Part A: Enhanced Partnership Plan

1. Introduction 3

2. Current Situation 7

3. Engagement 14

4. Governance and Review 17

Plan B: Enhanced Partnership Scheme

5. Introduction 21

6. Scope 22

7. Facilities, Measures and Requirements 24

Annex A: Facilities to be provided by Oxfordshire County Council

Annex B: Measures to be undertaken by Oxfordshire County Council

Annex C: Requirements to be met by local bus operators

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PART A: ENHANCED PARTNERSHIP (EP) PLAN

1. Introduction

1.1. The Oxfordshire Enhanced Partnership (EP) Plan is made in accordance with Section 138G(1) of the Transport Act 2000 by Oxfordshire County Council ('the Council').

1.2. The EP Plan has been prepared to cover the county of Oxfordshire and all non-exempt bus services operating within it, including cross-boundary services. Oxfordshire is a discrete area with a relatively self-contained network, and as such the Council do not consider it necessary to enter joint EP arrangements with any neighbouring authorities.

1.3. The purpose of the EP Plan is to set out the relevant context under which the Council and local bus operators will seek to achieve the overarching outcomes of the National Bus Strategy, which are to build back bus use to pre-pandemic levels and to increase mode share still further in the future. The detailed commitments made by each party are contained in the EP Scheme which forms Part B of this document.

1.4. The Council determined that an EP was the preferred mechanism for securing improvements to local bus services in the county as a result of the Bus Service Improvement Plan (BSIP). The Oxfordshire area will therefore be covered by a single EP Plan and Scheme from [Date of commencement to be included] until further notice.

1.5. The objective of the EP Plan and Scheme is to facilitate a significant increase in local bus patronage over its life. The measures contained in the EP Scheme will enable this by:

- keeping buses at the heart of decision-making;
- making buses faster and more reliable;
- upgrading bus infrastructure;
- improving the image of buses; and
- making buses easier to access and understand.

1.6. The current Oxfordshire bus map (correct at October 2021) is shown overleaf and indicates the geographical coverage of the EP.

1.7. All of the Council's neighbouring authorities are progressing similar proposals for EP Plans and Schemes on the same timescale as Oxfordshire. The effect of the EP Plan and Scheme on other areas will be to enhance those bus services which operate on a cross-boundary basis and ensure that standards are raised throughout the sub-region.

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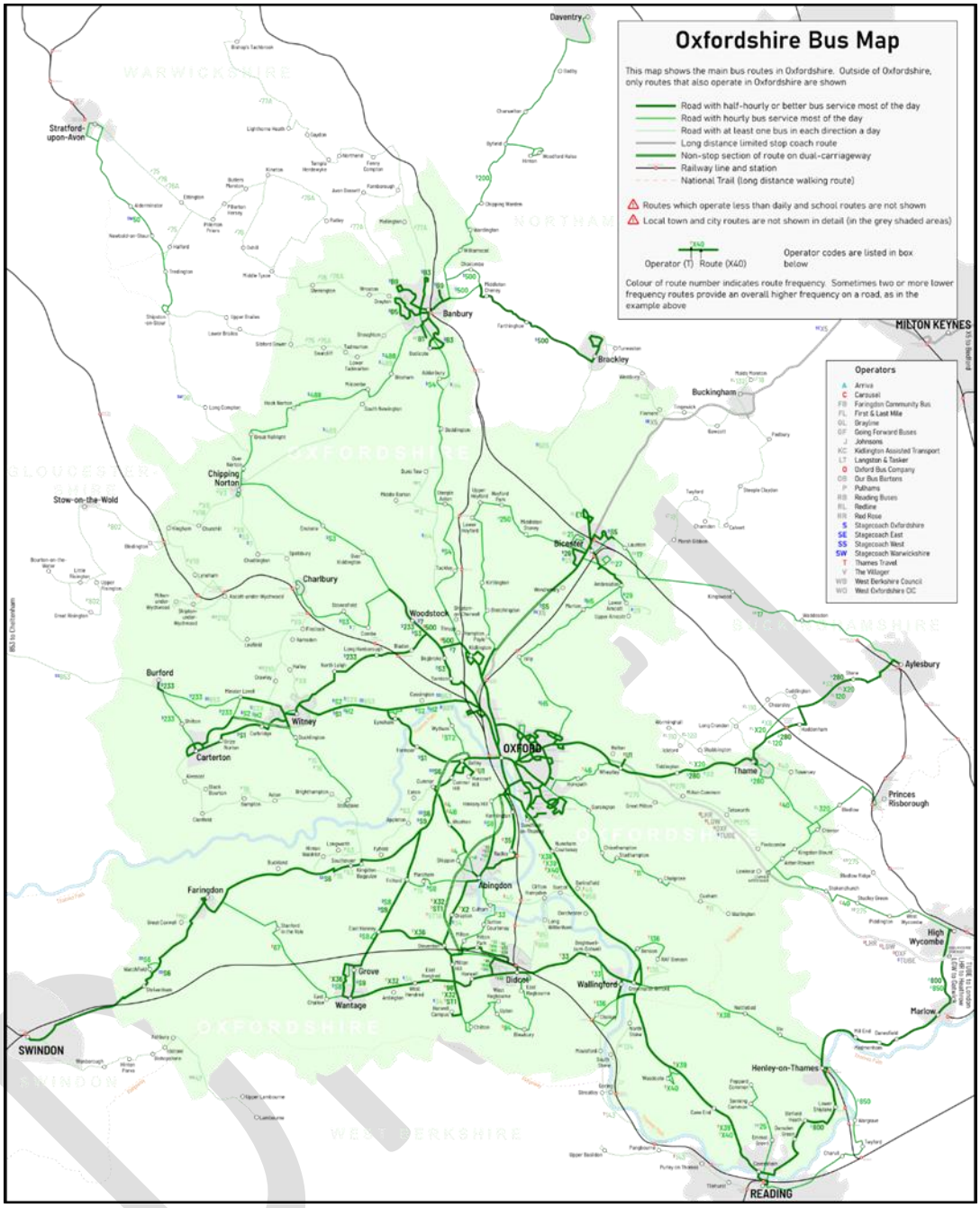


Figure 1: Oxfordshire bus map

1.8. The BSIP contains a significant programme of planned works that seek to improve bus services in Oxfordshire. In March 2022, indicative BSIP funding was allocated by the Department for Transport that will fund many of the schemes of the BSIP. These schemes are contained within the EP Scheme. For the schemes for which BSIP funding is not confirmed, the Partnership will explore alternative sources of funding with the view to delivering these schemes as soon as is reasonably practicable.

1.9 How the Council is embedding the BSIP in the operation of this partnership is summarised in Table 1. It should be emphasised that to enable a number of the approaches and achieve the necessary objectives, the indicative funding allocated by the Department for Transport through the BSIP process needs to

be confirmed by the Department. Particular proposals which are dependent on further funding have been highlighted.

BSIP objective	EP approach
1. Keeping buses at the heart of decision-making	Embed Council commitment and the corporate priority to *'invest in public transport to significantly reduce reliance on car journeys'* Governance of EP via the Partnership Board informs decision making, e.g. via the County/City Council Joint Member Group The Local Transport & Connectivity Plan Mode Hierarchy is applied to reflect the priority given to bus and ensure that positive decisions are made to promote and support bus travel and improve integration with other modes
2. Making buses faster and more reliable	Implement bus priority measures at key locations including Oxford city centre* Improved management of roadworks, including appointment of a bus champion Implement signal detection technology improvements*
3 Upgrading bus infrastructure	Identification and improvement of the bus stop estate, with defined standards Development of the mobility hub concept in rural areas and areas associated with growth Improvement to Real Time Information provision Greater emphasis on the quick and timely deployment of funds already held by the Council for improvement of the bus stop estate
4.Improving the image of buses	Developing a consistent/single brand for the Smartzone area services, including livery* Consideration of measures to assist boarding/alighting on certain busy routes Roll out of audio-visual systems, Wi-Fi and device charging on new vehicles* Ensuring buses are promoted by the County Council and partners through existing and new channels
5.Making buses easier to access and understand	Development of an improved bus network, with greater hours of operation and coverage* Improvement of cross-boundary bus links* Modernisation and improvement of multi-operator ticketing systems* Simplification of bus ticket range, including extension of youth fares* Roll out of tap-on tap-off technology on new vehicles to non-participating operators* Behavioural change initiatives with employers*

	Enhanced publicity and customer information Development of a customer charter

*Table 1: BSIP objectives and EP approach * subject to confirmation of funding*

1.9. The EP replaces the existing voluntary Quality Partnership arrangements which exist in Oxfordshire.

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2. Current Situation

Network Characteristics

2.1. Historically, Oxfordshire has had a successful commercial bus network. This is largely due to very significant use of the bus for journeys to, from and within Oxford, the county's main centre.

2.2. Oxfordshire's bus use per capita is the highest for any shire county in England. This is a significant achievement given that Oxfordshire is the most rural county in the South East and is due to historical partnership working between the LTA and local bus operators.

2.3. The Oxfordshire bus network is made up of several elements:

- Frequent urban routes in Oxford city;
- Premium inter-urban routes;
- Second tier inter-urban routes;
- Local routes within the county towns; and
- Routes linking local villages to the county towns.

2.4. Frequent urban routes in Oxford have a high level of demand arising from the city's high-density urban form and demographics. There are current frequencies of more than 20 buses per hour on some radial routes in Oxford – these bus services have historically operated on a fully commercial basis from 0500 to 0000 daily with night bus services until 0300 on many of the main corridors.

2.5. Competition between the two major operators on the key corridors matured into a Qualifying Agreement in 2011. Since then, services on some key corridors have been coordinated with a joint ticketing arrangement in place (branded as SmartZone, which is available on most buses in the city).

2.6. Premium inter-urban routes link Oxford with the County's main towns using fast main 'A' roads. These are designated as 'Premium Routes' and there has been some investment in improved infrastructure over the last two decades. The stated aim for the concept is a frequency of at least 4 buses per hour during weekday daytimes, with at least an hourly evening and Sunday service. Growth in frequencies and passenger numbers has been driven by development in Oxfordshire's main towns.

2.7. These corridors link Oxford with areas such as Aylesbury, Thame, Abingdon, Wallingford, Reading, Wantage, Swindon, Witney, Carterton, Kidlington and Bicester, and are provided by four of the county's main operators.

2.8. Second-tier inter-urban routes generally provide links between Oxfordshire's towns, and there are some less-frequent routes connecting with Oxford. Typically, these bus services operate at least hourly during weekday daytimes. There is a mixture of fully commercial but also on some financially supported bus services. Some are currently partly funded by developer contributions, either on a pump-priming or lifeline basis. Most of these routes have evening

and Sunday services, although last journeys of the day are generally earlier than for the 'Premium' inter-urban routes.

2.9. Banbury, Witney and Didcot benefit from local urban services which offer more comprehensive coverage of the towns. The most developed network is in Banbury, with some services operating up to 4 buses per hour with support from developer contributions. Great Western Park in Didcot benefits from a similar level of frequency, together with frequent links to major local employment centres at Harwell and Milton Park. In both Banbury and Witney, some urban services are provided by community transport operators.

2.10. Some lower frequency inter-urban and connector services provide links from rural areas into Oxford and the county towns. Generally daytime only services, several are provided by community transport operators who have taken over routes from commercial providers following withdrawal of public sector financial support.

2.11. Away from the main inter-urban bus routes along main roads, there are many Oxfordshire villages which have no local bus service. The lack of access to the public transport network for people living in these settlements is a significant issue, intended to be addressed by some of the measures set out in this Plan..

2.12. Whilst the Oxfordshire bus network is largely self-contained, there are several important bus routes operating into neighbouring LTA areas, including Buckinghamshire, West Northamptonshire, Warwickshire, Gloucestershire, Swindon, West Berkshire, Reading and Wokingham.

2.13. In the 2021/22 financial year the Council is expected to provide £4.2 million of financial support to the bus network (excluding concessionary fares and income from entitled student travel). This can be broken down broadly as shown in Figure 2 below. It is the intention of the Council to maintain financial support for the bus network subject to funding availability.

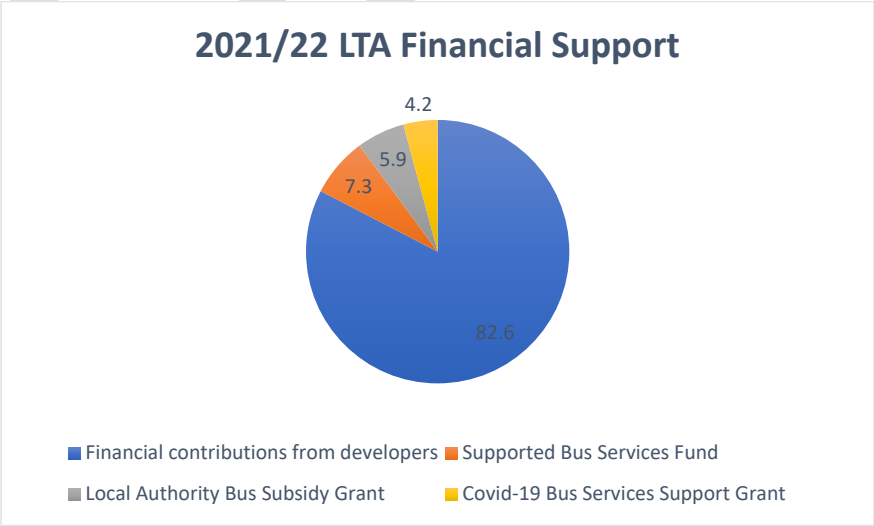


Figure 2: Sources of financial support (%)

2.14. The LTA has been extremely successful at leveraging Section 106 contributions from the promoters of development schemes, and it is expected that this will be an increasing source of income in the future as further growth takes place.

2.15. Such contributions have always been considered as an investment in the future Oxfordshire bus network, and as such are intended to cover the cost of an agreed level of bus service serving a new development for an initial period.

Recent Trends

2.16. Due to its considerable success, the current Oxfordshire bus network is provided on a largely commercial basis. The network has remained relatively stable since 2016 when supported bus services were removed due to financial constraints.

2.17. Figure 3 below indicates the strong growth in bus patronage between 2010 and 2014, followed by a period of relative decline through to 2019/20.

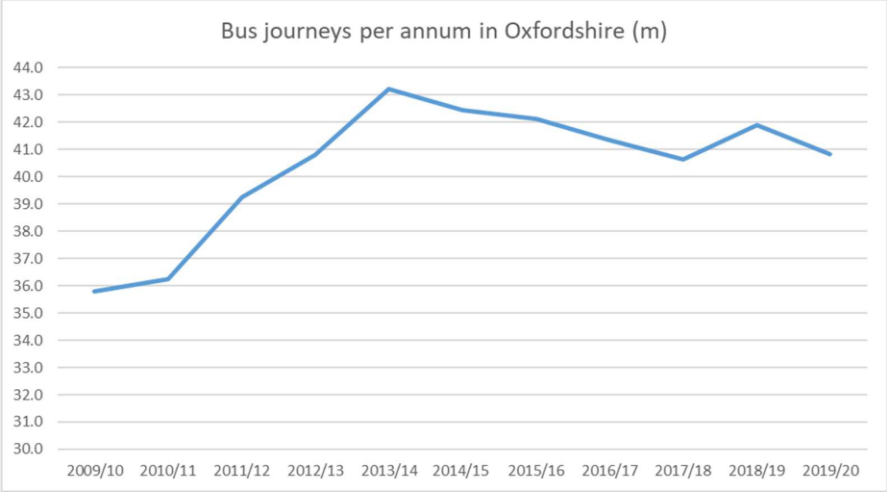


Figure 3: Bus journeys per annum in Oxfordshire

2.18. Several factors are responsible for the reduction in passengers, including increasing levels of general traffic leading to delays (especially in Oxford and the larger towns), with a corresponding increase in journey times and decline in reliability. This is compounded by increasing levels of roadworks, particularly associated with growth.

2.19. As a result, increased operating costs and declining patronage caused a deterioration in commercial viability to bus operators. Lower commercial rates of return have declined below the level required to replace the fleet on a systematic basis, resulting in an increase in the average age of the Oxfordshire fleet and the withdrawal of some of the weaker commercial routes.

2.20. During the COVID-19 pandemic, bus patronage fell significantly, and the Government provided welcome financial support for the continued operation of an almost complete bus service around the county. Passenger numbers are increasing but are still below the levels necessary to sustain full commercial operation of the pre-pandemic bus network.

2.21. Currently, overall bus patronage is running between 75% and 80% of pre-Covid levels. Pressures relating to the reduction in Government financial support and ongoing problems with staff retention and recruitment means that it is likely some changes to the network will be necessary in the period up to October 2022. This may reset the pre-EP baseline to a lower level than at present and represents a risk to the network.

Factors affecting bus use in Oxfordshire

2.22. There are several factors likely to affect bus use during the Plan period. These are outlined below.

Geography and demography

2.22. Oxfordshire is one of the most rural counties in south east England. Provision of bus services in the rural areas is considerably sparser than in the towns, in Oxford city or on main radial corridors.

2.23. Oxfordshire covers just over 1,000 square miles and has an estimated current population of 697,000, approximately 161,000 of whom live in Oxford. ONS data suggests that 21.7% of the population are aged over 60.

2.24. There are high levels of personal wealth, coupled with high levels of vehicle ownership (17.5% of households overall have no available car or van, although this is significantly higher in Oxford). The county is the 10th least deprived of 151 upper-tier authorities, but there are significant pockets of deprivation. One area in Oxford is in the 10% most deprived nationally, with a further 16 amongst the top 20% – six of these are in Banbury and one in Abingdon.

2.25. In Oxfordshire's deeper rural areas, the operation of commercially sustainable conventional bus services is extremely challenging. Consideration is therefore being given to adoption of alternative means of provision in these areas.

Growth and development

2.26. Oxfordshire is an attractive location to live and work, and as such very significant growth of the population and housing stock over the next 12 years is expected. The most recent wave of Local Plans in the county (ending in 2031/2034) allocated sites for 100,000 new dwellings for this period. Some have already been delivered and some may be delivered late, but at a conservative estimate some 50,000 new dwellings will be delivered in the decade from 2022 onwards.

2.27. Oxfordshire's internal estimate of population growth is for an increase of 13,600 new residents per annum over this period, or an almost 20% increase in population from the 2019 estimate of 697,000 people over the next decade.

2.28. The LTA is already planning for new bus services for most of these new residents, which will be funded by Section 106 payments negotiated from developers to establish the services as viable commercial operations. The effect

of population growth from planned new developments is predicted to increase the number of County bus passengers by 10%, or by 4 million passengers per annum, by the tenth year (2031).

2.29. A summary of some of the current and forthcoming major housing development proposals expected through adopted Local Plans is included in Table 2 below.

District	Development (and quantum)
Oxford City	Barton Park (885)
West Oxfordshire	Eynsham (3,200) Witney (2,850) Chipping Norton (1,200) Carterton (900)
Cherwell	Bicester (7,900) Banbury (4,900) Begbroke and Yarnton (1,950) Kidlington (1,790) Heyford Park (1,600)
Vale of White Horse	Didcot (3,350) Grove (2,500) Wantage (1,500) Shippon (1,200) Abingdon (1,150) Faringdon (900)
South Oxfordshire	Oxford (5,380) Chalgrove (2,100) Culham (2,100) Didcot (1,880) Berinsfield (1,700)

Table 2: Recent and future development pipeline

Congestion

2.30. The Council and local bus operators work proactively together to identify local congestion locations. Congestion on the network can lead to a vicious cycle of delays, increased journey times and increased resource requirements leading to higher fares or service reductions, a decline in patronage and further increased congestion.

2.31. In order to tackle these issues, the Council and bus operators entered a Punctuality Improvement Partnership (PIP) in 2020. The current target for services measured at origin points is 90% of all journeys operating within a window of no more than one minute early or five minutes late.

2.32. Whilst current performance is 87%, this metric may be less important than average bus speed in the context of the Oxfordshire frequent bus network. In Oxford city, bus speeds declined on most corridors over the period 2015 to 2018 as indicated in Table 3 below.

Corridor	2015	2018	% change
Banbury Road (service 2)	16.01	15.02	-6.18
Iffley Road (service 3)	12.72	13.34	4.87
Botley Road/Old Road (service 4)	17.47	16.97	-2.86
Cowley Road (services 1/5)	11.92	11.41	-4.27
Woodstock Road (service 6)	18.42	15.85	-13.95
London Road (service 8)	11.90	11.45	-3.78
Abingdon Road (service X13)	16.89	14.97	-11.36

Table 3: Bus speeds in Oxford city (sample) (mph)

2.33. Measures undertaken through the EP Scheme will intend to reverse this downward trend and improve bus journey times for passengers, leading to a virtuous circle of increased productivity and patronage growth.

Transport policy, climate change and air quality

2.34. The Council declared a 'climate emergency' in April 2019 and adopted a Climate Action Framework. The Oxfordshire Fair Deal Alliance, which assumed control of the authority in May 2021, has identified several policy objectives in relation to transport, which include:

- tackling the 'climate emergency' through rapid decarbonisation, proper accounting of carbon emissions and ambitious targets, as well as supporting climate resilience; and
- increased investment in an inclusive, integrated, county-wide active and sustainable travel network fit for the 21st century to improve choice and reduce car journeys across the county.

2.35. The Council's emerging Local Transport and Connectivity Plan (LTCP), which is anticipated to be adopted in 2022, contains several ambitious targets for which public transport is key, including:

- replacing or removing 1 in 4 current private car trips by 2030;
- delivery of a zero-carbon transport network by 2040, alongside replacement or reduction of 1 in 3 current private car trips; and
- delivery of a transport network which contributes to a climate positive future by 2050.

2.36. There is a total of 13 Air Quality Management Areas (AQMAs) in Oxfordshire, including the whole of Oxford city. These are all areas with good bus connectivity and patronage growth through improved services and vehicle restraint will assist with improving air quality in these locations. The Council is

working with bus operator partners to secure investment in zero-emission buses through Government competitive funding processes to assist with decarbonisation of the county's bus fleet, and an allocation of £32.8m of funding from the Department for Transport's ZEBRA scheme was confirmed by the Department in March 2022. This funding is dependent on the implementation of a package of core transport schemes for Oxford City, as described in 2.37 below.

2.37. The County and City Councils are also progressing a Zero Emission Zone (ZEZ) pilot in Oxford city centre, the first phase of which came into place in April 2022, (with further phases planned) together with developing plans for a package of core transport schemes for Oxford Cityscheme which includes traffic filters and a Workplace Parking Levy to discourage car trips and significantly improve bus journey times and reliability, whilst also directly supporting the roll-out of zero-emission buses through the ZEBRA project.

Car parking availability and pricing

2.38. Within Oxfordshire, parking charges and availability vary between Oxford city centre, its suburban district centres and county town centres.

2.39. Parking is generally administered by the district councils, which have their own policies and practices regarding provision and charging in their off-road car parks. The County Council is only responsible for on-street parking and, since November 2021, for parking enforcement throughout the LTA area.

2.40. Oxford city centre is the most expensive location for parking, with longer-term stays discouraged in favour of the comprehensive Park & Ride system – which has five sites located on or close to the ring road, with new sites and 'transport hubs' under development aimed at encouraging switch from car to bus earlier in the journey.

2.41. The extent and cost of public car parking at the Oxford University Hospitals Trust sites in Headington is a difficult and emotive subject, but the Trust have staff parking policies which are pro-bus and encourage use of the extensive (and expanding) network of direct bus links. The Trust subsidises bus travel through additional discounting to bus passes through an employee ticketing arrangement..

2.42. In the rural districts, discounted or free parking is perceived as a means of encouraging footfall to town centres. Consequently, Vale of White Horse and South Oxfordshire councils offer free parking for up to two hours in their car parks, whilst West Oxfordshire has a free parking policy. Parking is also free of charge in the privately-operated Bicester Village and the Banbury Gateway Shopping Park, which reduces the scope for more realistic parking charges elsewhere in the area.

2.43 This Partnership needs to work to encourage provision and the use of other modes of transport to serve employment areas and retail areas. This should be carried out alongside a comprehensive parking management policy that seeks

to effectively manage parking demand, and encourage the use of sustainable modes of transport to these locations.

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3. Engagement

Existing consultations

3.1. Two sources of information are available regarding passenger experiences of using the bus services in Oxfordshire, and what both users and non-users might want to see through the BSIP and EP processes:

- a survey undertaken by Transport Focus (2019); and
- an engagement exercise undertaken by the Council in preparation of its BSIP (2021).

3.2. The Transport Focus work was undertaken as part of an annual national project to identify the relative strengths and weaknesses of the bus network in each local authority area, and amongst the larger transport groups. Table 4 below highlights some of the key outcomes from the survey and compares it to a similar exercise undertaken in 2016.

	2016 (%)	2019 (%)	% points change
Overall satisfaction	91	93	+2
Value for money	60	61	+1
Punctuality	72	71	-1
Journey time	85	82	-3
Bus stop	82	85	+3

Table 4: Bus satisfaction in Oxfordshire (Transport Focus, 2019)

3.3. The exercise revealed generally high levels of customer satisfaction, although value for money was the lowest ranked of all the major categories. Overall satisfaction with bus services actually improved slightly, although scores for punctuality and journey times declined – commensurate with the congestion issues previously described.

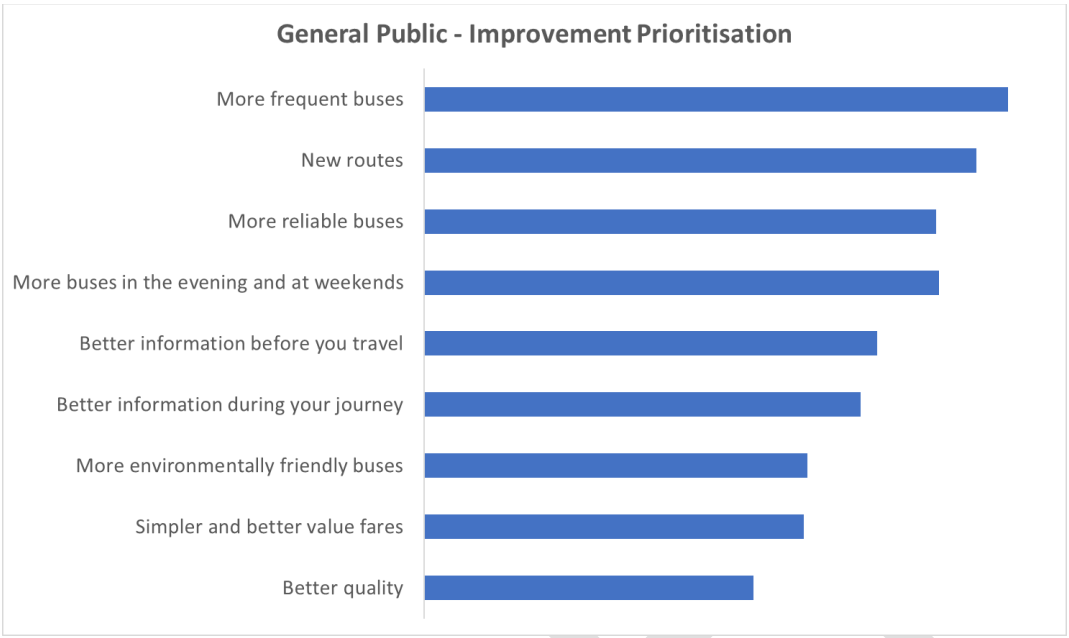
3.4. In summer 2021, the Council undertook an engagement exercise related to the preparation of the BSIP. Four groups were particularly targeted:

- General public;
- Oxfordshire County Council members;
- Town and parish councils; and
- Wider stakeholders.

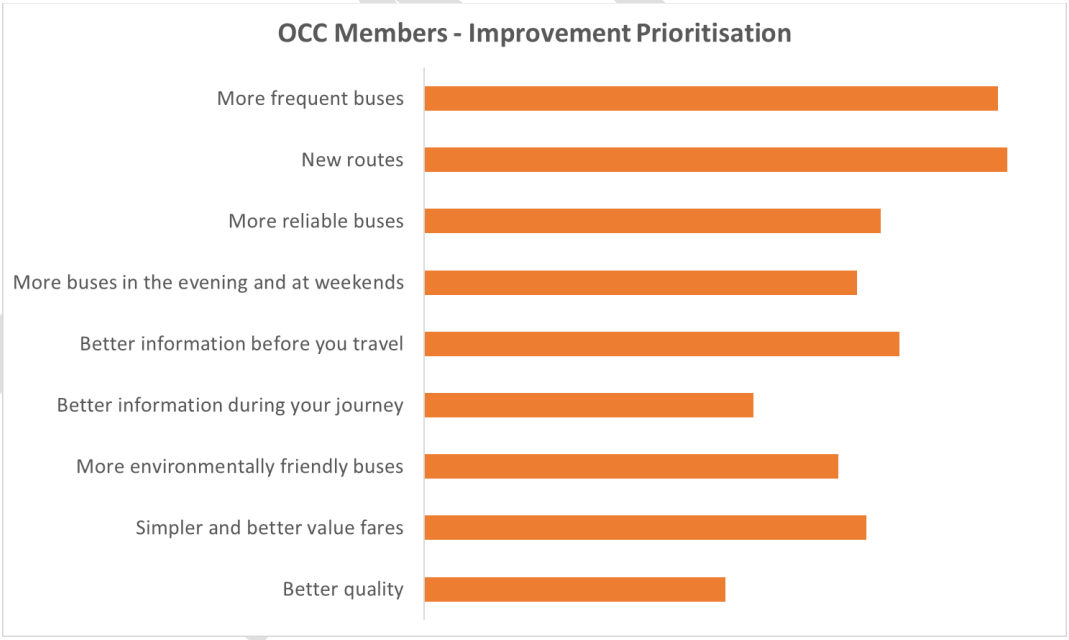
3.5. All four surveys gave a clear preference for more frequent buses, new bus routes and more reliable buses, the themes of which underpin the proposals set out in the BSIP and subsequently the EP Plan and Scheme.

3.6. The responses endorse and strengthen the Premium Route policy of frequent services, the Rural Flexible Bus strategy and the Eastern Arc rapid transit proposal, and the emphasis on Bus Priority measures to secure reliable and faster journeys.

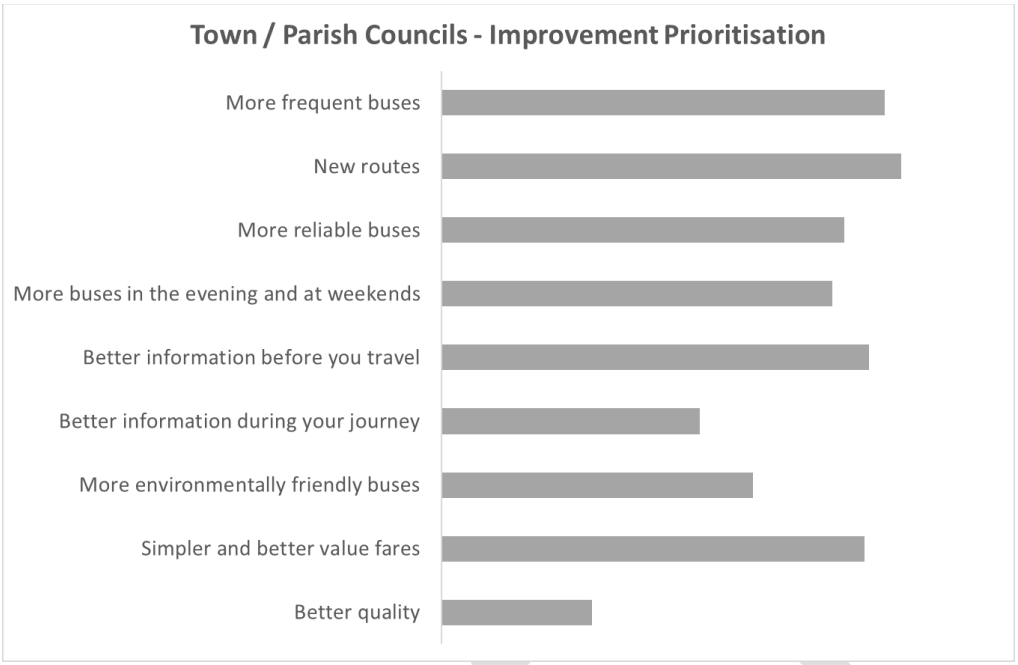
3.7. Figure 4 below summarises the preferences of each group.



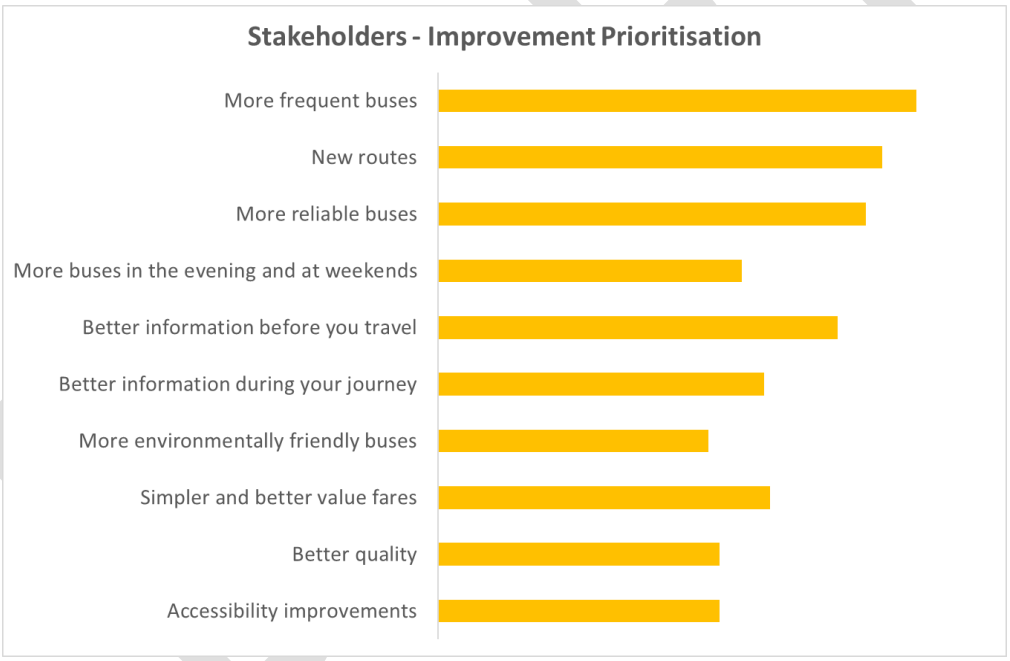
Responses: 261 (207 bus users)



Responses: 20



Responses: 39



Responses: 14

Figure 4: Results of bus improvement prioritisation surveys

3.8 The County Council also received some additional comments on buses as part of its public consultation on its Draft Local Transport and Connectivity Plan. Overall, the policies in 'public transport' chapter of the LTCP were well supported with policies in this chapter averaging 75% 'strongly support' or 'partially support'. The 'bus strategy' policy was particularly well supported with 86% of respondents 'strongly' or 'partially' supporting the policy. The importance of buses and the need to improve the public transport system to meet the LTCPs goals was a recuring comment throughout the questionnaire.

3.9 Respondents identified a very wide range of additional considerations in free text responses. In total 11 different topics were identified, with a range of specific suggestions within each of these. The 2 most common topics were 'general public transport comments' and 'cost'.

3.10 General comments about public transport were wide ranging and included a range of suggested ways to improve the bus system in Oxfordshire or complaints about the current system. The most comments were around the need for more bus services, the need to stop cuts to bus services and the need for reliable bus services.

3.11 Comments about 'cost' were all related to the need to make bus services cheaper in Oxfordshire. This included suggestions to make bus services free for young people, free park and ride and subsidised bus fares.

Future consultation plans

3.12 In line with published guidance, the Council will be reviewing its BSIP on an annual basis. As part of this process, the Council will engage with stakeholders, and seek feedback on performance and priorities for the Partnership to consider.

3.13 In doing so, the Council needs to fulfil its statutory duties to engage with hard-to-reach groups, including those with protected characteristics under the Equalities Act. The Council will always seek to go above and beyond the statutory minimum in engaging with communities and stakeholders as part of plans to improve bus services across Oxfordshire.

3.14 The EP Board will develop a detailed consultation plan for ratification. The Council and bus operators have a number of established communication channels such as online portals, on-bus notices, social media and libraries through which such an exercise would be undertaken.

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4. Governance and Review

EP Plan and Scheme length and review

4.1 The EP Plan and Scheme will take effect on [Date TBC] until further notice.

4.2. The EP Plan and Scheme will be initially reviewed no later than 31 March 2025, to align with the end of the anticipated BSIP funding period. Further reviews will take place at no greater than three-yearly intervals from the date of the previous review but may take place more frequently where required.

4.3. The EP Scheme is only applicable if the EP Plan is in place. Therefore, should the EP Plan be revoked, the EP Scheme will automatically cease to take effect. Equally, the EP Plan would be revoked should no EP Scheme(s) be in force.

Governance arrangements

4.4. A new Enhanced Partnership Board will be created with 10 voting members – 5 officers from the public sector and 5 from the private sector, as detailed in Table 5 below.

Member organisation	Votes
Oxfordshire County Council officers	3
Oxfordshire City & District Councils officers	2
Operator with >25% market share: Go Ahead Group (Oxford)	2
Operator with >25% market share: Stagecoach West	2
Other Bus Operators	1

Table 5: Proposed Oxfordshire EP Board members

4.5. In this way, neither the public nor private sectors have an absolute veto on measures to be enacted through the EP Plan and Scheme. A simple majority is required for decisions to be made. The Board will meet at least four times per year, in person or virtually. The position of Chair will be held on a rotational basis with public and private sector partners each holding it twice per year. By exception, the position of Chair may also be held by a mutually-agreed independent person for a maximum of 6 months. Similarly, District/City representatives would be agreed annually.

4.6. For a proposal to be accepted, a majority of those in attendance is required. Board members are required to propose deputies should they be unable to attend meetings. Should other bus operators achieve >25% market share, the Board will be reconstituted as appropriate.

4.7. Beneath the EP Board, a separate Partnership Forum will be created which will meet twice annually and comprise Board members plus six other stakeholders who have a financial interest in the bus network. These are:

- Oxford Brookes University;
- University of Oxford;
- MEPC plc (owners of Milton Park);
- Harwell Campus / Science and Technology Funding Council;
- UKAEA Culham Science Centre; and
- Oxford University Hospitals NHS Trust (subject to continued funding being made available).

4.8. Other stakeholders such as bus user and transport interest groups may be invited to join and/or present at individual meetings as appropriate. Recognised bus user groups (Transport Focus and Bus Users UK) will be invited to attend Board meetings in a non-voting capacity. They may contribute to the matters on the agenda at the discretion of the chair.

4.9. The EP Board will be supported by Working Groups aligned to the BSIP and EP objectives outlined in Section 1. The Working Groups will be the main delivery mechanism for measures approved by the EP Board.

4.10. The Working Groups and the areas of interest are shown in Table 6 below. Membership of the working groups will be decided by the EP Board. These are the interventions the partnership believes are necessary to deliver the objectives of the EP.

Group Name	**Areas covered**
Keeping buses at the heart of decision-making	Interaction of enhanced partnership outputs with other council / Stakeholder workstreams Bus strategy
Making buses faster and more reliable	Bus priority schemes Roadworks management Pinch points and congestion hotspots Punctuality improvement
Upgrading bus infrastructure	Bus stops Mobility hubs Real Time Information (estate / systems) Bus Interchanges New developments – bus access Decarbonisation infrastructure
Improving the image of buses	Branding and marketing Quality standards Vehicle features
Making buses easier to access and understand	Smart ticketing Behavioural change initiatives Real Time Information (customer facing tools) Publicity and customer information

	Customer charter

Table 6: EP Board Working Groups

Bespoke arrangements for varying or revoking the EP Plan and Scheme

4.11. The EP Plan cannot be varied without recourse to the full formal variation procedure laid down by Section 138K of the Transport Act 2000.

4.12. Under powers at Section 138E of the Transport Act 2000, EP Scheme variations where this section is quoted will be subject to the bespoke voting mechanism set out below.

4.13. Consideration will be given to potential EP Scheme variations proposed by a member of the EP Board. The proposer of a variation should demonstrate how this might contribute to achieving the objectives set out in the BSIP, EP Plan and current local transport policies. Such requests should be in writing and submitted to the LTA by email at bsip@oxfordshire.gov.uk.

4.14. On receipt of a request for a variation under this section, the Council will convene the EP Board with at least 14 days' notice to consider the proposal. If the proposed variation receives the required number of votes, the variation can be made subject to any Council approval processes that may be necessary.

4.15. Once the EP Scheme variation has received sufficient approval, the Council will publish the revised EP Scheme on its website. EP Board members who are absent or not expressing a view at the meeting (either in person or in writing) will be deemed to be abstaining from the decision.

4.16. Any variation proposal rejected may be resubmitted no sooner than 6 months from the date of initial rejection.

4.17. If any member of the EP Board considers it is necessary to revoke the EP Scheme, the EP Board will be convened. If the decision is taken to revoke the EP Scheme it will follow the legislative procedures for revocation. Timescales and voting requirements are as per for paragraph 4.14 above.

4.18. If at any point in the future, any area covered by this EP Scheme is included in a bus franchising scheme, the relevant requirements set out in this EP Plan and Scheme will cease to apply to areas covered by the franchising scheme, in line with the arrangements set out in the scheme and as per the terms of Section 123H(6)-(8) of the Transport Act 2000.

Implications for Small and Medium Sized Operators (SMOs)

4.19. The vast majority of commercial services in Oxfordshire are provided by large operators. However, a small proportion are provided by small and medium sized operators (SMOs). It is important to ensure that the effects of the partnership do not unduly impact upon smaller operators' ability to engage or to comply with requirements.

4.20. The EP Board structure affords operator voting rights to both large and small operators. In addition, some operator requirements may not be placed upon certain categories of service which represent many smaller operators' main commercial interests. In other cases, funding will be made available to support SMOs to meet the requirements.

Competition Test

4.21. Oxfordshire County Council has undertaken an assessment of the impacts of the EP Plan and Scheme, made on [Date TBC}, on competition and believes it will not or is unlikely to have a significantly adverse effect for the purposes of Part 1 of Schedule 10 of the Transport Act 2000.

4.22. The implementation of an EP Plan and Scheme is intended to deliver improvements to bus services for passengers in a deregulated environment. The EP is not expected to have significant adverse effects on competition as operators remain free to amend and introduce new services in the area provided that the necessary standards contained in the EP Scheme are met.

4.23. In any event, the LTA considers that the EP Plan and Scheme would be justified because:

(a) it is with a view to achieving one or more of the following purposes:

- securing improvements in the quality of vehicles or facilities used for or in connection with the provision of local services;
- securing other improvements in local services of benefit to users of local services; and
- reducing or limiting traffic congestion, noise or air pollution

(b) its effect on competition is or is likely to be proportionate to the achievement of that purpose or any of those purposes.

4.24. The Competition and Markets Authority (CMA) have been consulted on the EP Plan and Scheme as required by Section 138F of the Transport Act 2000.

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PART B: ENHANCED PARTNERSHIP (EP) SCHEME

5. Introduction

5.1. This document fulfils the statutory requirements for an EP Scheme, in accordance with Section 138 of the Transport Act 2000.

5.2. The EP Scheme sets out the legal obligations on Oxfordshire County Council and local bus operators and is the mechanism by which the commitments made in the BSIP and EP Plan are delivered. It places obligations:

(a) on local authorities to deliver their requirements; and
(b) on all bus operators to abide by the standards of service it imposes.

5.3. Enforcement action can be taken by the registration authority if any bus operator fails to abide by such standards.

5.4. The EP Scheme has been jointly developed by Oxfordshire County Council and bus operators that provide local bus services in the county, with the intention of achieving the intended improvements and delivering the objectives of the associated EP Plan.

Commencement date and review

5.5. The EP Scheme will take effect on [Date TBC] until further notice.

5.6. The EP Scheme will be initially reviewed no later than 31 March 2025, to align with the end of the anticipated BSIP funding period. Further reviews will take place at no greater than three-yearly intervals from the date of the previous review but may take place more frequently where required.

5.7. The EP Scheme is only applicable if the EP Plan is in place. Therefore, should the EP Plan be revoked, the EP Scheme will automatically cease to take effect. Equally, the EP Plan would be revoked should no EP Scheme(s) be in force.

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6. Scope

Geographical scope

6.1. This EP Scheme and Plan covers the area of the county of Oxfordshire. This is shown by the substantive area shaded in green in the current Oxfordshire bus map (correct at October 2021) in Figure 5.

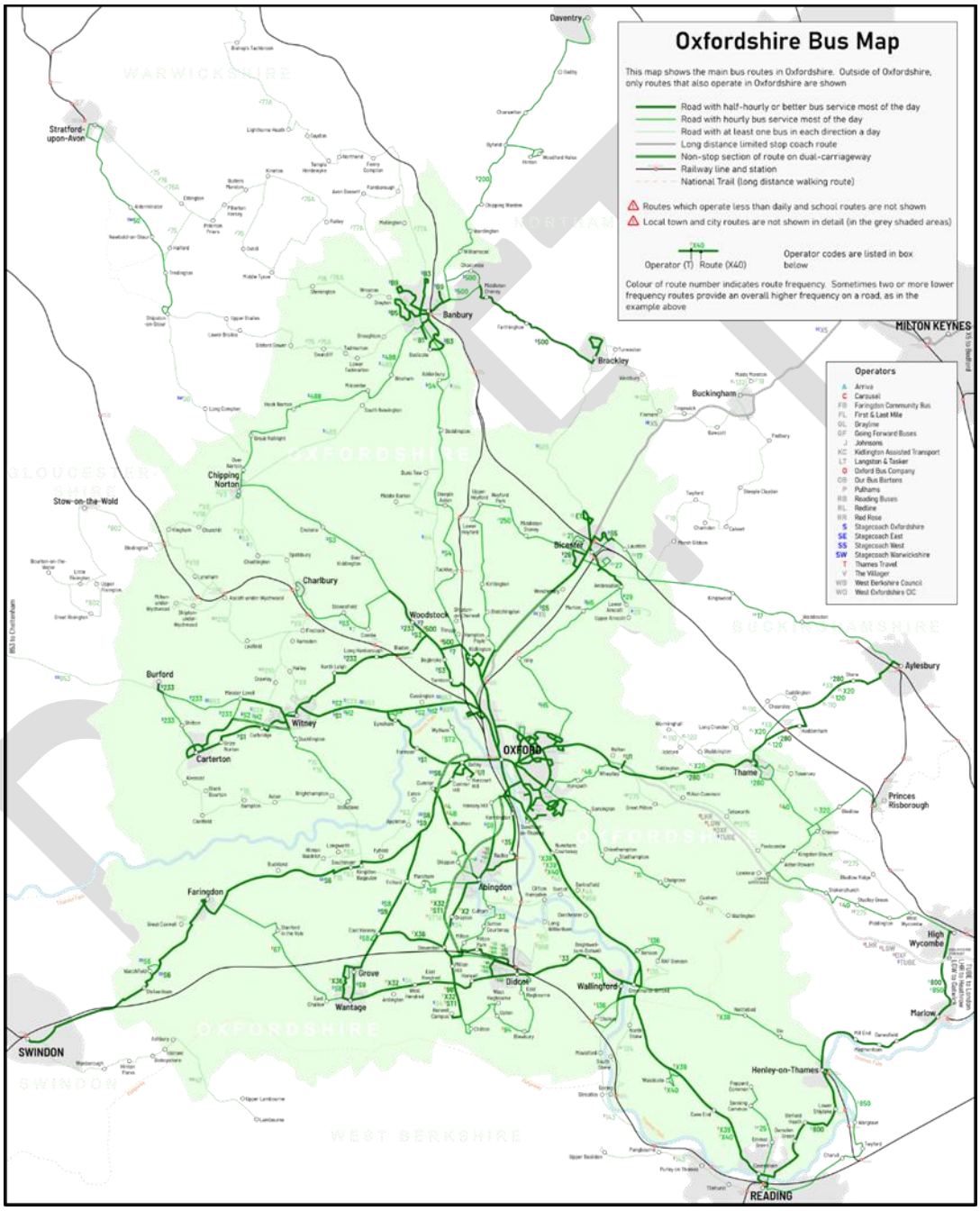


Figure 5: Geographical scope of the EP Scheme

Exempted services

6.2. The EP Scheme covers all local registered bus services operating in the county of Oxfordshire, with the following exemptions:

- Long distance coach services where less than 50% of the route length is registered within Oxfordshire and where the service is operated by a vehicle registered as a coach;
- Local bus services which are operated under contract to other local authorities;
- Local bus services which operate during school term time only and are primarily intended to convey schoolchildren;
- Local bus services operated under Section 22 of the Transport Act 1985 ("community bus services");
- Publicly-registered bus services whose primary role is to serve tourism and the leisure market, for example city sight seeing buses in Oxford;
- A service which is registered as a local service under section 6 of the Transport Act 1985, but which would otherwise be an excursion or tour within the meaning in section 137(1) of that Act; and
- Services operated because of the historical interest of the vehicle.

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7. Facilities, Measures and Requirements

7.1. Facilities, measures and requirements to be provided under the EP Scheme are detailed in annexes as follows:

- Annex A: Facilities to be provided by Oxfordshire County Council;
- Annex B: Measures to be undertaken by Oxfordshire County Council; and
- Annex C: Requirements to be met by local bus operators.

7.2. **Facilities** are defined as physical assets that are provided at specific locations along particular routes (or parts of routes) within the EP scheme area or new and improved bus priority measures. This is deemed for such purposes of section 138D(1) of the Transport Act 2000.

7.3. **Measures** are defined as improvements with the aim of:

- increasing the use of local bus service serving the routes to which the measures relate or ending or reducing a decline in their use; or
- improving the quality of local bus services.

7.4. All obligations on the local authority with respect to facilities and measures apply to Oxfordshire County Council. The Council will liaise with Oxford City Council/District Councils, town and parish councils with regards to bus shelters as they can be responsible for ownership and maintenance of these.

7.5. All obligations on local bus operators are detailed in Annex C and apply to any registered local bus service provided that it is not exempted from obligations under the EP Plan or Scheme, unless otherwise stated in the list of requirements.

Connecting Oxford and ZEBRA – Delivery of associated improvements

7.6 The County Council will install 6 bus gates that are the key infrastructure components of the Council's Zero Emissions Bus Regional Area (ZEBRA). These will be operational, subject to detailed design and statutory consultation, by 30 April 2023. These will be maintained in a fit-for purpose state throughout their operational life, with the County Council using its best endeavours to fix any issues with this infrastructure in an efficient and timely manner. The delivery of these traffic filters will enable bus journey time improvements to be delivered, with a target of a 10% improvement in bus journey times against pre-COVID levels to be achieved.

7.7 Oxford Bus Company and Stagecoach will deliver the necessary new buses and changes to depots and associated infrastructure to enable all routes operating wholly within the Oxford Smartzone area to be operated by all-zero emission vehicles. These new buses will meet the latest accessibility standards, and will also have audio and visual passenger information in operation at all times.

7.8 The first zero emission bus will be operational in Oxford by 31 July 2023. All of the routes operating wholly within the Oxford Smartzone area will be fully operated by Zero Emission Buses by 31 March 2024. Operators should also

use reasonable efforts to ensure that any vehicles surplus to requirements as a result of ZEBRA funding which are of at least Euro 5 emissions standards should be redeployed on other routes within Oxfordshire, where such redeployment will lead to improved vehicle quality and improved air quality standards on the routes in question.

Cherwell Street, Banbury

7.8 The County Council will delivery bus priority improvements that will enable buses operating along Cherwell Street, Banbury, to gain priority over general traffic. This will be operational, subject to technical feasibility, detailed design, and statutory consultation, by [INSERT DATE]. These improvements will be maintained in a fit-for-purpose state throughout their operational life, with the County Council using its best endeavours to fix any issues with this infrastructure in an efficient and timely manner.

7.9 In delivering these improvements, the County Council will seek to connect this scheme with existing priority measures and planned schemes in Banbury. This includes the existing bus lane on George Street in Banbury, and planned improvements on Tramway Road in Banbury.

Other bus priority infrastructure improvements

7.10 The County Council will seek to deliver other bus priority infrastructure improvements identified in the BSIP, which have not been funded through BSIP funding, as soon as practicable. This is subject to available funding, technical feasibility, detailed design, and any statutory consultation.

Real time information improvements

7.11 The County Council will install new or upgrade existing 50 real time information screens across the Enhanced Partnership area per annum. The County Council will maintain these additional screens and existing screens in a fit-for-purpose state, and will replace screens subject to funding availability. How these improvements will be targeted will be agreed with operators, and may be subject to local consultation where substantial infrastructure works are required,

7.12 The County Council will also seek to deliver additional functionality to the real time system, and seek to integrate with new solutions and technologies. This is subject to funding being available, and agreement with operators.

7.13 Operators will arrange the delivery of vehicle location data and real time predictions to the County Council or its nominated data systems supplier using generally accepted data standards, either as currently or as they develop. The operator must provide to the County Council free access to this data with no additional or ongoing cost to the County Council. Both operators and the County Council or its nominated data systems supplier must maintain appropriate cyber security protections to enable this without significantly compromising data security.

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Bus priority traffic signals

7.14 The County Council will deliver improvements that prioritise buses at [x] traffic signals across Oxfordshire by 2025. The County Council will maintain this infrastructure and supporting software in a fit-for-purpose state.

7.15 Operators will arrange the delivery of vehicle location data and real time predictions to the County Council or its nominated data systems supplier using generally accepted data standards, either as currently or as they develop. The operator must provide to the County Council free access to this data with no additional or ongoing cost to the County Council. Both operators and the County Council or its nominated data systems supplier must maintain appropriate cyber security protections to enable this without significantly compromising data security.

Ticketing arrangements

7.16 Operators will work in partnership and deliver a discounted ticket for persons aged from 16 to 18 years old (inclusive), subject to funding being confirmed by the Department for Transport and being practical to deliver within competition rules. This will ultimately achieve a £1 flat fare for all young people travelling within the existing Oxford Smartzone, and will enable young people aged up to 19 years old to travel for a child fare on participating bus services throughout Oxfordshire.

7.17 All operators subject to this partnership will be required to continue to accept current joint ticketing arrangements that are in place in Oxfordshire on any services that are subject to those arrangements. Any new services and operators seeking to operate in areas covered by these joint ticketing arrangements must use their best endeavours to accept these ticketing arrangements on their services.

7.17 All operators and the County Council commit to investigating, trialling, and implementing where feasible simplified fares, multi-operator tickets, and other types of ticketing innovation to serve passenger in Oxfordshire. Any such ticketing schemes will be considered by the Enhanced Partnership Board, and where required be included within the scope of this Enhanced Partnership. The terms and conditions of any such schemes will be negotiated between the County Council, operators, and other partners in those schemes.

7.18 All operators commit to accepting contactless payment for all ticket products offered in Oxfordshire by 2025. Additionally, on bus contactless payment must be offered on all local bus services covered by this partnership by 2024.

Improvements to bus services

7.17 The County Council and bus operators will, subject to funding being identified, identify opportunities to improve and enhance local bus services, based upon the service priorities established in the Bus Service Improvement Plan. These being frequent urban routes, primary interurban routes, and secondary services.

7.18 The County Council will work with bus operators to explore opportunities to expand the local bus network, subject to available and future funding. The Council will also use reasonable endeavours to manage and maintain the existing local bus network in close cooperation with bus operators, subject to available and future funding.

7.19 The County Council will work with bus operators, and neighbouring local authorities and developers where applicable, to introduce and maintain the following services specifically. These are to be wholly or partly funded through the Department for Transport's Bus Service Improvement Plan funding, and the successful delivery of these projects is contingent on this funding being secured. The details of specific routes and areas served will be subject to further feasibility and liaison with bus operators.

Service	**Summary**
Newbury – Harwell – Didcot / Oxford	This scheme will initially seek to operate a new service between Newbury and Harwell. Subject to further funding and the commercial success of the route, options to extend the service to Didcot or Oxford will be explored.
Bicester – Brackley	New bus service 505 started around 2 years ago, funded by section 106 contributions in Brackley. The BSIP process offers an opportunity to restart this essential bus link and to tie it in with plans for a refreshed hourly bus service from Brackley to Northampton and with the existing s5 Bicester to Oxford bus service.
New rural bus projects	New semi-flexible routes: New North Downs service – linking to Didcot and Harwell Campus. This could link the rural villages of North Moreton, South Moreton, Aston Tirrold, East Hagbourne, West Hagbourne, Blewbury, Upton and Chilton. There will be integration with Premium interurban bus services in Didcot and Harwell, as well as train services at Didcot Parkway. New Cherwell Valley service - linking to Bicester. This could link the rural villages of Bucknell, Ardley, Fritwell, Somerton, Souldern, Clifton, Stratton Audley, Fringford, Hethe, and Hardwick. There would be intergration with Premium interurban bus services in Bicester, and potentially integration with rail service at Bicester Village station.
SBSF Projects	Maintain the following services: 46: Cowley Templar's Square to Wheatley ASDA via Horspath, Littleworth, Wheatley Village. Third party funding has been obtained to extend this service to

	Great Milton and Oxford city centre and to improve the days and hours of operation. 63: Southmoor to Oxford via Longworth, Appleton, and Cumnor

Improvements to bus stops and interchanges

7.21 The County Council will, subject to funding being identified, seek to establish a network of mobility hubs across Oxfordshire. This is with the intention to provide an enhanced passenger experience waiting at interchanges and interchanging between services, and to improve the overall quality of the built environment. Operators are expected to contribute positively and proactively to this work, and this will require contributions from local stakeholders.

7.22 The County Councill will seek to maintain current bus stops and interchanges to their current standards. The County Council will use reasonable endeavours to seek opportunities and funding to improve the quality of local bus stops, park and ride facilities, and interchange facilities.

7.21 The County Council and bus operators will work with train operating companies to better develop and deliver coordinated services between bus and rail services across the Scheme area. This will require positive input from all parties, and the need to balance the need to interchange between bus and rail and other markets served by both bus and rail services.

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ANNEX A: FACILITIES TO BE PROVIDED BY OXFORDSHIRE COUNTY COUNCIL

Objective	Facility provided	Location	Timescale
Making buses faster and more reliable	Bus gates	Oxford (High Street)	Existing facilities to be retained at least at current hours of operation
		Oxford (Abingdon Road/St Aldates)	
		Oxford (George Street)	
		Oxford (Magdalen Street East)	
		Oxford (Castle Street/Norfolk Street)	
		Oxford (Barton Park/Foxwell Drive)	
		Banbury (Usher Drive/Rother Road)	
		Didcot (Station Road)	
		Wantage (Elder Way)	To be provided by a third party in 2022
		Didcot (Diamond Drive/Larch Drive)	To be provided by a third party in 2022
	Bus lanes	Botley (West Way) – eastbound from Eynsham Road to Seacourt	Existing facilities to be retained at least at current hours of operation
		Oxford (Botley Road) – eastbound from Seacourt to Binsey Lane	
		Oxford (Botley Road) – westbound from Osney Bridge to west of Bridge Street	
		Oxford (Abingdon Road) – northbound from Redbridge P&R to Canning Crescent	

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		Oxford (Abingdon Road) – southbound from Old Abingdon Road to Redbridge P&R	
		Oxford (Old Abingdon Road/Bertie Place) – eastbound from Go Outdoors to Abingdon Road	
		Oxford (London Road) – eastbound from Gipsy Lane to Osler Road	
		Oxford (London Road) – westbound from Gladstone Road to Stile Road	
		Oxford (London Road) - eastbound from Gladstone Road to Lyndworth Close	
		Oxford (London Road) – westbound from Thornhill P&R to Headington Roundabout	
		Oxford (A4185 Oxford Road/Banbury Road) – southbound from Kidlington Roundabout to Harefields	
		Oxford (A4185 Banbury Road) – southbound from Carlton Road to Grove Street	
		Oxford (A4185 Banbury Road) – southbound to Cunliffe Close to St Margaret's Road	
		Oxford (A4185 Banbury Road) – northbound from Bevington Road to Cunliffe Close	

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		Oxford (A44 Woodstock Road) – southbound from Pear Tree P&R to BP Garage	
		Oxford (Woodstock Road) – northbound from Leckford Road to outside 229 Woodstock Road	
		Oxford (Woodstock Road) – southbound from roundabout with A40 to Beech Croft Road	
		Kidlington (A4260 Oxford Road) – southbound from The Broadway to Kidlington Roundabout	
		Banbury (George Street) – eastbound from Christchurch Court to Cherwell Street	
	Pre-signal detection/ advance	Oxford (Botley Road) – eastbound	Existing facilities to be retained
		Oxford (A44 Woodstock Road) – southbound	
		Oxford (Abingdon Road) – northbound	
		Abingdon (Wootton Road) – northbound	
Upgrading bus infrastructure	Park & Ride	Thornhill Park & Ride – terminal building	Existing facilities to be retained at least at current hours of operation
		Water Eaton Park & Ride – terminal building	
	Bus stops	All County	Existing facilities to be maintained at an acceptable level

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ANNEX B: MEASURES TO BE PROVIDED BY OXFORDSHIRE COUNTY COUNCIL

Measures that are to be funded through the Bus Service Improvement Plan and Zero Emission Bus Regional Area (ZEBRA)

Scheme Name	Details	Location	Timescale for delivery
ZEBRA improvements to buses	Provision of £38.8 million in funding, of which £32.8m is to be provided by the Department for Transport and £6 by Oxfordshire County Council, for procurement of 159 battery-electric buses, consisting of a mix of single and double-decker buses. To be operated by the Oxford Bus Company and Stagecoach Oxford. Operators have committed to provide £xxm of funding to support this project *Note: achieving this measure is dependant upon the delivery of the equivalent measure by bus operators, as outlined in Appendix C.*	Buses to operate around Oxford, and all services operating wholly within the Oxford Smartzone to be converted to operation by Zero-Emission vehicles as a result of this scheme.	TBC

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Scheme Name	Details	Location	Timescale for delivery

Other general measures

Objective	Area	Measures	Timescale
Keeping buses at the heart of decision-making	Enhanced Partnership Board	Make suitable officers available for all meetings of the Enhanced Partnership Board	Ongoing
Making buses faster and more reliable	Roadworks management	Provision of Route Monitor (via Elgin) to identify works on bus routes and ensure data sharing with bus companies	February 2022
		Permanent provision of an Active and Bus Travel Champion within the Network Management Team to support works promoters with active and bus travel mitigations	Temporary provision in place. Permanent position 2023 (subject to funding)
		Review existing Conjoined Routes to ensure suitability to bus operators	April 2022
		Deliver further improvements to Street Manager (working jointly with DfT)	Ongoing
		Promote active and bus travel mitigations via the HAUC local and regional groups.	Ongoing

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		Ensure that filming and public events on and adjacent to the highway have suitable mitigations for active and bus travel	Ongoing
		Advise operators of planned works adhering to nationally set notice periods as follows: Minor works – 3 days Standard – 10 days Major – 3 months	Ongoing
	Parking and Moving Vehicle enforcement	Use intelligence driven data to identify parking and enforcement hot spots across the County and enforce appropriately with particular emphasis on bus routes	Ongoing
		Implement new restrictions (including Controlled Parking Zones) across the County to better manage the flow of traffic with particular emphasis on bus routes.	Ongoing
		Introduce physical measures (e.g. ANPR, mobile cameras) to enable enforcement of moving traffic offences including bus stop clearways	March 2023
	Highway Asset Management & Maintenance	Give enhanced priority to bus critical infrastructure when identifying maintenance schemes for investment. Commensurate with other needs / demands.	Ongoing
		Acknowledge the potentially heightened adverse effect that a safety / serviceability defect can have on the network and its	Ongoing

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		users where bus infrastructure is concerned and to ensure this consideration is reflected in the categorisation of those defects for repair, in line with the County Council's adopted policies and risk-based approach.	
		Ensure that the importance of bus infrastructure is reflected in the Council's updated Strategy and Plan for Highway Asset Management	July 2022
		Ensure that the presence of high frequency, premium and otherwise essential bus services is considered in the designation of sub-sets of the highway maintenance network; such as the Winter Service Network and the Resilient Network	Ongoing
Upgrading bus infrastructure	Bus stop accessibility and improvement	Define corridor-based programmes of bus stop improvement measures – shelters, improved signage kerbing, buildouts, lay-by repairs etc	August 2022
	Real Time Passenger Information	Continued roll-out and replacement of new RTPI screens at key locations	Ongoing
	Traffic signal priority	Development of AVL-UTC interface specifically to facilitate Bus Priority. Traffic Signal hardware and configuration support	March 2023
Making buses easier to access and understand	Bus network support	Continue to secure S106 funds from development and utilise on bus network support	Ongoing

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ANNEX C: REQUIREMENTS TO BE MET BY LOCAL BUS OPERATORS

Objective	Requirement	Timescale
Keeping buses at the heart of decision-making	Make suitable company officers available for all meetings of the Enhanced Partnership Board, where relevant	Ongoing
Upgrading bus infrastructure	Ensure that Premium Route number grids are updated where a service change involves alterations to route numbers [timescale to be determined]	Ongoing
	Ensure that updated timetables are provided at bus stops where a service change involves alterations to timetables [timescale to be determined]	Ongoing
Improving the image of buses	All buses operating into Oxford City Centre to meet Euro V emission standards in line with the Low Emission Zone	Completed
	All buses operating into Oxford City Centre to meet Euro VI emission standards in line with the Bus Ultra Low Emission Zone	To be determined following outcome of ZEBRA bid
Making buses easier to access and understand	Proactive marketing and promotion of bus services through appropriate printed and online publicity and local campaigns to raise awareness	Ongoing

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4. Governance and Review

EP Plan and Scheme length and review

4.1 The EP Plan and Scheme will take effect on [date] 2022 until further notice.

4.2. The EP Plan and Scheme will be initially reviewed no later than [date] 2025, to align with the end of the anticipated BSIP funding period. Further reviews will take place at no greater than three-yearly intervals from the date of the previous review but may take place more frequently where required.

4.3. The EP Scheme is only applicable if the EP Plan is in place. Therefore, should the EP Plan be revoked, the EP Scheme will automatically cease to take effect. Equally, the EP Plan would be revoked should no EP Scheme(s) be in force.

Governance arrangements

4.4. A new Enhanced Partnership Board will be created with 10 voting members – 5 officers from the public sector and 5 from the private sector, as detailed in Table 5 below.

Member organisation	Votes
Oxfordshire County Council officers	3
Oxfordshire City & District Councils officers	2
Operator with >25% market share: Go Ahead Group (Oxford)	2
Operator with >25% market share: Stagecoach West	2
Other Bus Operators	1

Table 5: Proposed Oxfordshire EP Board members

4.5. In this way, neither the public nor private sectors have an absolute veto on measures to be enacted through the EP Plan and Scheme. A simple majority is required for decisions to be made. It should be emphasised that, while the aim is for decisions to be made by the Partnership as much possible, as the LTA is in effect the accountable body for the EP, formal decisions on budget / funding and legal requirements to support schemes (for example Traffic Orders) are a matter for the County Council as Transport Authority to ultimately decide.

4.6 The Board will meet at least four times per year, in person or virtually. The position of Chair will be held on a rotational basis with public and private sector partners each holding it twice per year. Similarly, District/City representatives would be agreed annually, via process to be agreed with Oxfordshire Partners.

4.6. For a proposal to be accepted, a majority of those in attendance is required, i.e. meetings require a minimum of six Board members to be quorate. Board members are required to propose deputies should they be unable to attend particular meetings. Should other bus operators achieve >25% market share, the Board will be reconstituted as appropriate.

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4.7. To support the EP Board, a separate Partnership Forum will be created, to meet twice annually and comprise Board members plus (six) other stakeholders who have a financial interest in the bus network. These are currently:

- Oxford Brookes University;
- University of Oxford;
- MEPC plc (owners of Milton Park);
- Harwell Campus / Science and Technology Funding Council;
- UKAEA Culham Science Centre; and
- Oxford University Hospitals NHS Trust

4.8. Other stakeholders, such as bus user and transport interest groups, may be invited to join and/or present at individual meetings as appropriate. Consideration may also be given to potential partner or Stakeholder attendance at EP Board Meetings on a 'non-voting' basis if agreed. A process setting all this out will be established for the final Partnership document.

4.9. The EP Board, while it represents the formal Governance, will be supported by Working Groups aligned to the BSIP and EP objectives outlined in Section 1. The Working Groups will be the main delivery mechanism for measures approved by the EP Board and will provide the opportunity for other organisations to be involved in shaping and influencing the Partnership.

4.10. The Working Groups and the areas that each is proposed to cover are shown in Table 6 below and reflect the interventions the partnership believes are necessary to deliver the objectives of the EP. Membership of the groups will be open to Stakeholders including District/City Council and other partners, for decision by the EP Board. To maximise their effectiveness, the working groups will be encouraged to push recommendations up to the Board for decision / implementation, so involvement in them is a major opportunity to influence.

Group Name	Areas covered
Keeping buses at the heart of decision-making	Interaction of enhanced partnership outputs with other council / Stakeholder workstreams Bus strategy
Making buses faster and more reliable	Bus priority schemes Roadworks management Pinch points and congestion hotspots Punctuality improvement
Upgrading bus infrastructure	Bus stops, Mobility hubs & Bus Interchanges Real Time Information (estate / systems) New developments – bus access Decarbonisation infrastructure
Improving the image of buses	Branding and marketing Quality standards Vehicle features
Making buses easier to access and understand	Smart ticketing Behavioural change initiatives Real Time Information (customer facing tools) Publicity and customer information Customer charter

Table 6: EP Board Working Groups

Department for Transport

Stephen Fidler OBE FCIHT
CO-DIRECTOR: LOCAL TRANSPORT
DEPARTMENT FOR TRANSPORT

GREAT MINSTER HOUSE
33 HORSEFERRY ROAD
LONDON
SW1P 4DR

Web Site: www.dft.gov.uk

4 April 2022

Transport Director
Oxfordshire County Council

[by email]

Dear Transport Director,

BSIP: Indicative funding allocation for Oxfordshire County Council

Thank you for submitting your authority's Bus Service Improvement Plan (BSIP). We appreciate the time and effort you and your local bus operators have put into development of your plans.

We are pleased to offer you an indicative funding allocation up to **£12,704,921 (of which £8,743,028 capital and £3,961,893 revenue)** to commence delivery of your BSIP. This is total funding from 2022/23 to 2024/25.

This letter does not constitute a formal or binding grant offer. Funding confirmation will be conditional on your submission and implementation of an Enhanced Partnership which includes firmer and more detailed commitments from the Local Transport Authority and local bus operators to deliver a package of prioritised and ambitious improvements to bus services, in line with

i. your BSIP;
ii. the guidance provided with this email, such as the prioritisation of bus priority schemes (where relevant) and high profile and impactful interventions that reduce and simplify fares.

Whilst we appreciate that it has taken some time to provide this indicative funding allocation, Ministers remain keen to progress quickly with implementing BSIPs. They wish to ensure that, if at all possible, that funding is confirmed and EPs are in place in sufficient time to inform final decisions on service levels once recovery funding ends from October. Our planned next steps are:

a) By **Monday 2 May** please can you complete the summary table at Annex 4, setting out how you intend to use this funding allocation - showing your prioritised interventions, delivery timelines and costs in a standard format and with as much detail as possible of how it will be reflected in your EP.

Ultimately, we will expect final summary tables to be published alongside your EP. We recognise that it may be challenging for some authorities to secure formal agreement to this update give timescales and forthcoming elections. Its purpose is to provide us with an early sense check of how your EP is developing and allow us to support you in meeting our criteria to receive finalised funding allocations. We are therefore keen to receive an update from all LTAs. Please indicate if your update does not have formal or political approval, which we will recognise in our engagement with you. This update supersedes our earlier request for a draft Enhanced Partnership (or variation) by the end of April.

b) As soon as possible, and **by the end of June**, please provide:
    - an updated summary table, incorporating any feedback;
    - a draft EP (or variation to an existing EP) which shows how relevant aspects of the BSIP will be implemented. This does not need to have completed the statutory process for operator objections but should be accompanied by letters of support from sufficient operators to demonstrate that it is likely to be supported at that stage;
    - a separate document which sets out how any commitments which would not be implemented through or included in detail in an EP (such as the tendering of additional services or new DRT schemes) have been selected and will be delivered - with clear outcomes, outputs, milestones and costs; and
    - confirmation from your section 151 officer that they consider that the funding represents value for money (vfm) and that they will continue to monitor this and comply with our vfm reporting and approval requirements.

c) We will review your draft EP and either provide further feedback, to be incorporate before we can provide funding, or agree that it meets our expectations and the criteria set out above, and confirm your funding allocations. If further feedback is provided you will have an opportunity to strengthen your EP before any amendment or withdrawal of your funding allocation.

d) If and when funding has been confirmed, you should proceed to make your EP (or variation).

The following annexes set our more detail about the next steps and our requirements:

- **Annex 1** sets out detail of what the Department expects of Enhanced Partnerships, and by when, in order to confirm and release funding.
- **Annex 2** provides guidance on the Department's investment priorities and exclusions. We recognise that you may face difficult choices on how to prioritise funding within the indicative allocation. In particular, this annex sets

out that we expect the vast majority of your allocation to be spent on bus priority, ambitious and eye-catching initiatives to reduce and simplify fares, and increased service frequencies and new or expanded routes.

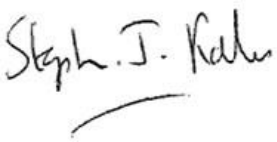
- **Annex 3** summarises the basis on which grant funding will be provided, including our expectations on our value for money, branding, and the Public Sector Equality Duty.
- **Annex 4** contains the summary table to be completed.

We will finalise funding profiles with you before funding is confirmed. As far as possible, please shape your plans around the broad national funding shown in the table at Annex 4.

Do not hesitate to contact us with any queries by emailing BSIP@dft.gov.uk.

We look forward to working with you.

Yours sincerely,



Stephen Fidler

Annex 1 - Requirements for those delivering BSIP outcomes via an enhanced partnership

Required content for the draft EP to be submitted to DfT by the end of May 2022.

It is important that the draft EP that you submit to us captures as much detail on how you will deliver BSIP outcomes as possible. There are two elements of this:

EP Plan content

The EP plan is a high-level strategic document that sets the bus network in the EP area into context. Further information on the role of the EP Plan is at paragraphs 3.3-3.4 of the EP Guidance to be found at:

The bus services act 2017: enhanced partnerships (publishing.service.gov.uk)

And

National Bus Strategy. Creating an Enhanced Partnership: example format and structure (publishing.service.gov.uk)

As explained in the published BSIP guidance and EP template, the EP Plan should draw heavily on the published BSIP – updated to reflect the latest circumstances, anticipated future network requirements reflecting post-pandemic demand and the development of your proposals following feedback from the Department and funding allocation. In addition to the statutory requirements on content for all EP plans (as set out paragraph 3.4 of the EP Guidance), we expect all EP plans to include content covered in the following sections of the published BSIP template at Annex B of the published BSIP guidance:

Section 1 – Overview

This will not include (referring back to paragraph 3.4 of the EP guidance) the information at bullets 3 and 4, but should include the information referred to at bullets 1 and 2 – i.e. Name of LTA(s) that the BSIP covers (also setting out whether the BSIP covers a single LTA or more than one and the justification for that decision) and a map showing geographical area(s).

Section 2 – Current Bus Offer to Passengers

Section 3 – Headline targets

EP Scheme content

The EP mechanism allows local transport authorities (LTAs) to include specific commitments on how BSIP outcomes will be delivered 'on the ground' using:

(a) the funding allocation outlined in this letter; and

(b) other funding that individual LTAs will invest in buses. This should include commitments on funding levels for tendered services and any DRT (which may

support overall patronage), concessionary fares budgets and staff resources devoted to bus issues within the authority or which support the Enhanced Partnership more widely. Other relevant funding (e.g. through block grant funding or funding from s.106 agreement) should also be included.

Commitments without significant costs – such as to parking charges or other policies should also be included.

These commitments are recorded in the EP Scheme (not the EP Plan) and the published EP template sets out what the statutory content must cover. We expect all draft EP schemes submitted to DfT to include content as set out in the following sections of the EP template:

Section 3 – Obligations on the local authorities

This is a very important section of the draft EP scheme that we will scrutinise closely because it contains details on how you will support buses in your area. It should include all existing activity to support bus services (including bus lanes, Key Route Networks, funding etc) and set out clearly what improvements will be delivered and by when. It will need to reflect any prioritisation choices made as a result of the funding available and relevant commitments made in the BSIP, clarification meetings with the Department, the Department's feedback on your BSIP and your response to it. It should cover all enhancements whatever the funding source (including for example planned investment through the City Region Sustainable Transport Settlements or Levelling Up Fund where relevant). All commitments should be specific and have clear timescales for delivery.

Each commitment included in the draft EP scheme needs to be either:

Facilities – These are new physical assets or changes to them that are provided at specific locations within the scheme area. This is particularly relevant to bus priority measures – where we expect to see all existing and proposed new bus priority included in the EP scheme however it is funded – but will also cover other physical enhancements such as improvements to bus stops or information displays. We expect to see all significant facilities that the LTA provides to support bus services re-committed to in the scheme.

Measures – an LTA can also include in an EP anything that is within its powers – either statutory or otherwise – to deliver the BSIP. There is deliberately no definition of what a 'measure' is, so there is total flexibility for LTAs and operators to agree what LTA commitments to include as 'measures' to deliver BSIP outcomes and meet the requirements of the Strategy. The only requirement is that 'measures' must be for the purpose of:

- increasing the use of local services serving the routes to which the measures relate or ending or reducing a decline in their use; or
- improving the quality of local services.

Examples of measures include:

- Better information provision (eg a centralised website or app)

- Funding for discounted fares (and how it will operate on a fair and equitable basis – either directly or via reference to a supporting document)
- Reviews of parking policies or cost of council parking,
- Enforcement action on bus lanes
- Management of a Key Route Network (whether new or existing) are all examples of measures that could be included in an EP.
- Commitment to promote eligibility for the concessionary bus pass and/or contact those who are eligible to receive it.

This section should also include any steps the authority needs to take to implement the Passenger Charter in the BSIP.

We would expect all EPs to contain as a measure:

- Significant bus priority (unless there is demonstrably no need for it) which includes bus lanes wherever there is a congestion problem and physical space to install them
- Funding for impactful reductions and/or simplification of multi-operator fares
- Commitments to work with operators to promote concessionary bus travel and to proactively inform local residents when the authority becomes aware that they are eligible for such a concession.
- Commitments to overall funding that the authority will provide for buses, from all sources, in each financial year of this funding. This should demonstrate that the indicative funding provided is additional to previously planned 2022/23 bus funding levels and that base funding for buses is not reduced.

Further information on how these mechanisms work is at paragraphs 3.29-3.33 of the EP Guidance document.

Section 4 – Obligations on bus operators

This section should set out clearly the reciprocal actions that operators will take under the EP and BSIP. It should include commitments that are both made voluntarily or through savings generated or as a result of funding committed to in the measures section of the scheme (for example on fares).

Examples of potential obligations include:

- Impactful changes to fares levels and structures – such as discounted, capped or zonal multi-operator fares (including to no or limited premium to the price of multi-operator tickets).
- Commitments to promote and offer multi-operator tickets
- Commitments to publish information about other operators' services or to not publish operator-specific timetable or other information
- Branding of buses, websites etc
- Provision of CCTV
- Provision of Audio-Visual Information
- Driver training (including on disability awareness)
- Commitment to the Passenger Charter and actions within it

- Frequency of timetable changes
- Provision of information to the LTA
- Advertising and marketing commitments

We expect that wherever the Department is funding bus priority measures (through this funding or other sources), any operating expenditure savings resulting from that new bus priority should be reinvested by the bus operators that benefit from them in other BSIP commitments. This should be written into the EP scheme as part of the obligations on bus operators.

We also expect to see commitments in EPs that either bus operators will include all services within their operating area (regardless of who provides them) on their timetables and websites, or that there will be a single set of multi-operator information available across all operators. This is so that passengers do not need to consult multiple sources to find out about all the bus services they may wish to use or mistakenly believe there are fewer services than actually operate.

The obligations in the EP will apply to all registered local bus services in the area. So the authority should take care to include exemptions for any services they do not intend to include – such as sightseeing tours, long distance coaches registered as local buses or charity events with historic vehicles (that operate for hire or reward and also fall within the definition of a 'local service').

Level of detail in the EP scheme

The ultimate goal is that the EP scheme is very specific with full details of all measures and obligations. For example, it would specify exactly what bus priority will be provided by in what form and where as a measure and the operators would make explicit commits on the obligations that would fund.

However, the funding offered in this letter is only indicative at this stage, some elements of the scheme (such as detail of bus priority) may need detailed work to finalise and we recognise that there may be continued uncertainty on future passenger demand and commercial service levels as patronage continues to go. There may therefore be limits on how specific some aspects of the EP scheme may realistically be when it is first made or amended to reflect this funding.

For a bus priority scheme, for example, further detailed design and consultation may be required before precise details can be included. In that case we would expect the draft EP to contain as a minimum commitments as part of the measures to:

- The corridor that the priority will serve, with clear start and end locations.
- Targets for journey time savings and reductions in peak vehicle requirements (overall or for particular services) agreed with operators that the detailed scheme design will seek to achieve.
- The next steps and delivery timescales for the scheme including a target operational date.

- Commitments to consultation on the scheme, including measures to understand the full breadth of support – such as surveys of bus users on the corridor and representative polling[1].
- Details of how operators will be engaged in scheme design and consultation.

In the same way if the operating savings arising from a planned bus priority scheme are not clear, or patronage is sufficiently uncertain that firm funding commitments cannot be given we expect to see detailed in the obligations sections of the draft EP:

- the operating cost information that operators should share on a transparent (and if necessary confidential) basis for each bus priority scheme and to what timescales;
- how and when that will be used to calculate the funding to be reinvested by the operators in improvements for passengers;
- what those improvements will be, who they will be set by and how the money will flow (including whether it will be reinvested directly by the operator concerned with the agreement of the LTA or will involved funding being contributed to support measures across the EP as a whole).

Similar principles apply to any fares or other arrangements which require further work – the delivery timescales, outputs (e.g. types or cost of ticket), process and benefits (e.g. patronage growth sought) should all be clearly specified and transparent in the draft EP (or variation) in terms of both measures and obligations.

This scale of commitment will be needed to give the Department sufficient confidence to move from an indicative funding allocation to confirmed funding. Funding will be confirmed once a draft EP or variation has been reviewed by the Department, we have confirmed (following any agreed changes or clarifications) it is sufficiently detailed and meets our expectations for funding and it has then been formally made or varied.

We would then expect you to move to progress at pace to implement the commitments made in the EP. The further detail, once worked up, should then be included in the EP scheme using the scheme's variation mechanism. For example, a table describing precisely where new bus lanes or junction improvements will be made, what they will be, who is responsible for delivery and when those interventions will be made – see the EP Template for an example. It may be appropriate to vary the EP scheme at regular intervals to achieve this.

As EPs are varied LTAs and operators should ensure that the outcome objectives set for each intervention will still be achieved. If a specific intervention funded through this grant is not taken forward, is expected to have noticeably lower benefits, is not expected to offer value for money or is intended to be stopped or removed the

[1] When planning bus schemes you are reminded to have regard to the Department's additional Network Management Duty statutory guidance issued in May 2020 and updated in July 2021. Consultations, especially on schemes where there is public controversy, should ideally use objective methods such as professional polling to British Polling Council standards, to establish a truly representative picture of local views and to ensure that minority views do not dominate the discourse. Polling results should be one part of the suite of robust, empirical evidence on which decisions are made.

Department’s agreement to alternative interventions will be required, otherwise funding may be reduced or withheld. This will be reflected in the grant funding letter.

All other schemes to support or enhance bus services of infrastructure which are funded directly or indirectly by central government should also be incorporated into the EP scheme once funding is secured – on a similar basis to the approach set out above.

Annex 2 – BSIP funding priorities and exclusions

The indicative funding allocation we have offered will require you to carry out some prioritisation or refocussing of the ambitions set out in your BSIP.

Annex 1 set out our ask of your draft Enhanced Partnership (EP) or draft EP variation; this annex sets out further guidance on:

(a) the types of investment we wish to see prioritised
(b) the types of investment that we do not expect to fund.

As with BSIPs themselves, we do not expect all plans to look the same and fund exactly the same outputs; you will understand the make-up of interventions needed in your local areas. But we are looking for your plans to reflect national priorities where possible.

The guidance in this annex should help you to prioritise between types of intervention. If, given the size of your indicative allocation, you also need to prioritise within these interventions, we would expect to see investment focussed in a smaller number of areas where there is the most potential to grow bus usage – rather than to be spread more thinly across the geographical area.

If your BSIP contains the types of measures described under (a), but you believe it is essential to fund other measures instead or as the vast majority of your indicative funding, please contact us as soon as possible to discuss this.

Your updated plan will only receive funding if the Government is satisfied that the proposed spend is consistent with this guidance, or there is a compelling local case for different spend.

These are guidelines specifically for use of BSIP funding from the Department, not guidance on the wider content of plans and investment from other sources of funding.

a) Investment priorities which we expect to use the vast majority of your indicative funding allocation

- Our top priority for capital investment is **bus priority** given the significant benefits it can deliver and the operating cost savings it can realise for reinvestment in other aspects of the BSIPs. For funding to be confirmed you will need to demonstrate that you intend to deliver significant bus priority (or that it is demonstrably not required) and that, as set out in the National Bus Strategy, your plans will include bus lane on any roads where there is a frequent bus service, congestion, and physical space to install one. This will involve providing bus lanes in areas where they are most needed, not just where they are easiest to deliver. All bus priority should be based on data from operators, the Analyse Bus Open Data service or other sources which evidence where it is needed most. Bus operators should be fully involved in the development and finalisation of these plans.

- For revenue allocations, our top priorities are:
    - **ambitious and eye-catching initiatives that reduce and/or simplify fares, at pace**. For funding to be confirmed we will be looking for plans that will capture the imagination of potential bus users and make the experience for non-users and existing passengers demonstrably better – not simply reducing the price of an existing complex ticketing product which is not well understood. We are keen to see pilot reductions start as soon as possible during 2022/23 (to seek to attract passengers back after the pandemic and reflecting the end of recovery funding from October) and on a temporary basis where new services, bus priority or other enhancements are introduced. We expect LTA investment in fares reductions to reduce over time as patronage grows and operators are able to reinvest the operating cost savings from bus priority measures being implemented (where relevant)[2].
    - **increased service frequencies and new/expanded routes** – including better evening and weekend services, new routes that serve identified priorities such as employment sites and services and new Demand Responsive Transport. We recognise that the starting point for service enhancements may now be lower than originally envisaged in your BSIP or potentially than services currently provided, given the end of recovery funding in October. If so, this should be explained clearly in the document to be provided to accompany your draft EP including why you believe the baseline will be lower and why the improvements selected have been chosen. You should not simply use funding to support existing service levels and patterns.

b) Investment types we do not expect to be funded from your indicative allocation

- Any schemes where it is not clear that the primary benefits accrue to buses – e.g. road schemes which increase network capacity with only a tangential or subsidiary benefit to bus services.

- Generic marketing or advertising costs that are not directly related to specific improvements (such as a fares change, or new services). We would expect operators to fund routine marketing and for expectations on its co-ordination and funding levels to be set in the EP. Where there are specific local issues identified with post-COVID recovery, Bus Recovery Funding can be used by operators and the LTA for local travel demand management measures to attract people back to bus. We are also continuing to consider the best timing for a national “Back to Bus Campaign” as promised in the National Bus Strategy.

[2] We are continuing to work with potential partners of a technical solution to facilitate Pay-As-You-Go multi-operator revenue allocation, and will update you in due course.

- Provision of on-bus hardware such as CCTV or audio-visual equipment. Where required, we expect these to be operator-led contributions and commitments to deliver them to be included in the EP – if necessary as measures to be funded through operating cost savings generated by bus priority measures.

- Investment in existing infrastructure unless there is an evidenced case that it directly tackles barriers to bus use (notably safety) and drives patronage growth. We do not expect to fund, for example, wholesale replacement of functioning, non-life expired infrastructure which meets accessibility and safety requirements but is not consistent in its branding or look and feel.

Annex 3 – Anticipated funding conditions

We envisage funding being provided as a grant under s.31 of the Local Government Act 2003. A draft grant letter will be provided following our review of your draft Enhanced Partnership and any accompanying delivery commitments. We will reserve the right to reduce funding (from this or other DfT funding to the authority) if EP or other funded BSIP commitments made by the LTA are not delivered, or the ambition of the EP is reduced significantly.

Transparency, Accountability and Monitoring

You will be expected to publish, once funding is confirmed, your final summary table setting out your delivery commitments and timescales, the funding which the LTA is committing from this and other sources and what improvements are funded by operators.

You will also be expected to agree a clear plan for ongoing monitoring and evaluation of progress against your delivery commitments and report at least 6-monthly against your BSIP targets and potentially other specified metrics – giving Government and local electorates the opportunity to judge your performance. The Department may publish information about the delivery commitments and BSIP targets of each LTA receiving this funding, and progress against them, on a single, easily accessible website.

We will reserve the right to reduce funding (from this or other DfT funding to the authority) if EP or other funded BSIP commitments made by the LTA are not delivered, modified, delayed significantly or removed or if the ambition of the EP is reduced significantly.

Public Sector Equality Duty

You should consider how best to design your interventions to make sure that the impacts on and benefits for all transport users are taken into account. As such, Oxfordshire County Council should have due regard to the public sector equality duty under section 149(1) of the Equality Act 2010 in exercising its functions, and in particular when developing schemes.

Value for Money

The value for money of all individual investments under £20m should be considered through the local authority's governance frameworks in the usual way – with confirmation sent to the department by the s151 officer that this funding continues to represent value for money at least annually. We will also provide a form to be signed by your s.151 officer and returned with your draft EP plan and scheme.

Any individual intervention over £20m in total value may require a business case to be developed and approved by the Department.

Concessionary Travel

All LTAs receiving funding for their BSIP are expected to promote bus use wherever possible. This includes promoting the availability of the England National Travel Concessionary Scheme (ENCTS) and ensuring that it is easy to apply for. They should also encourage operators to promote ENCTS (and not prevent them from doing so through funding agreements). Unless there are exceptional circumstances we would expect any existing “no marketing” clauses in concessionary travel funding agreements to be removed by 1 April 2023.

Demand Responsive Transport

Demand responsive transport (DRT) services provided under this funding should offer free travel to ENCTS passholders, between 09:30 to 23:00 on weekdays and at all times on Saturdays, Sundays and bank holidays. We would not normally expect DfT to replace existing standard bus services significantly, but where such services are replaced, the concessions offered should not be reduced.

Where DRT is planned, we expect to see clear arrangements in place to ensure a high standard of integration with other services and a clear timeline for delivery, with particular regard to elements such as continuity of service, accessibility, safety and fare levels. Where the intention is to use DRT or community transport to provide services which fall outside the EP, we would encourage the use of a separate contractual agreement, a memorandum of understanding or, for section 22 operators, a voluntary partnership agreement to set out the arrangements in place to support the delivery of BSIP outcomes.

Branding and publicity

Whilst there are important benefits of local brands for transport services - including promoting local identity, loyalty and accountability - to emphasise the role played by government funding, you must also prominently co-brand any vehicles, signage, websites and all public-facing printed material. Media announcements and releases about improvements funded or part-funded by this money must also be co-branded, must prominently acknowledge the role played by HMG funding and offer HMG the opportunity in good time to include a comment.

Annex 4 – Summary table



BSIP summary template April 22.xlsx

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OXFORDSHIRE BSIP:
SUMMARY OF THE BSIP PROGRAMME AND FINANCIAL IMPLICATIONS

Purpose

The purpose of this note is to provide a high-level summary of Oxfordshire County Council's plan for investing in buses, being funded through BSIP.

Background

In October 2021, the Council adopted its Bus Service Improvement Plan. This set out a programme of investment in capital infrastructure projects and the purchase of new vehicles, and funding for revenue support for new and expanded buses. This included funding that was bid for through the BSIP, the separate ZEBRA funding bid for zero emissions buses in Oxford (that was successful), Section 106 funding, and the Council's own resources. The total BSIP funding bid for was £53.424m.

In April 2022, the Council received a letter from the Department for Transport setting out its indicative allocation of BSIP funding to Oxfordshire and the conditions attached to the funding. This indicatively allocated £12.705m to Oxfordshire, about 24% of its total BSIP funding request. This funding has been allocated as so:

	Revenue	**Capital**
Indicative DfT allocation	£3,961,893	£8,743,028

In light of this funding settlement, the Council undertook a prioritisation exercise with Cabinet members and bus operators to identify a prioritised list of schemes to fund through BSIP. This included rescoping some projects to fit a revised funding allocation. This process also took account of the DfT's stated preferences for investing in bus priority infrastructure, revised and discounted fares, and new and innovative services.

Summary of the programme of EP-related works

BSIP Scheme Reference	Scheme Name	Source of funding	Funding Secured				Unconfirmed post-2024/25 ongoing costs (per year)
			2022/23	2023/24	2024/25	Total	
Capital Schemes							
C1	Traffic Filters, Oxford	BSIP		£3.4m		£3.4m	None
		Other (non-OCC capital)	£0.4m			£0.4m	
C2	Countywide Traffic Signal Upgrades	BSIP	£0.093m	£0.575m	£0.575m	£1.243m	None
C5	Cherwell Street Bus Lane, Banbury	BSIP		£1.3m	£1m	£2.3m	None
		Section 106	£0.05m	£0.45m		£0.5m	None
C12	Real time information	BSIP	£0.05m	£0.8m	£0.75m	£1.6m	No capital costs
		Other (non-OCC capital)	£0.15m			£0.15m	
R1	Rural bus project *Capital cost of purchase of vehicles to run the services*	BSIP	£0.2m			£0.2m	No capital costs
None	Bus Journey Time Reliability Fund	OCC	£1m	£1m	£1m	£3m	£1m
Revenue schemes							

BSIP Scheme Reference	Scheme Name	Source of funding	Funding Secured				Unconfirmed post-2024/25 ongoing costs (per year)
			2022/23	2023/24	2024/25	Total	
R1	New rural bus services *C. North Downs – linking to Didcot and Harwell Campus* *D. Cherwell Valley - linking to Bicester*	BSIP		£0.25m	£0.25m	£0.5m	£0.3m
R2	New Cross-border Services *Newbury-Harwell-Didcot/Oxford*[1] *Bicester-Brackley*	BSIP	£0.041m	£0.245m	£0.245m	£0.531m	£0.27m
		Other (non-OCC revenue)	£0.025m	£0.069m	£0.059m	£0.153m	
R3	SBSF Services retained	BSIP	£0.228m	£0.261m	£0.266m	£0.755m	£0.27m
R4	Youth Fares	BSIP	£0.305m	£0.611m	£0.611m	£1.527m	£0m[2]
R6	OCC Additional Staffing	BSIP	£0.161m	£0.161m	£0.161m	£0.483m	£0.161m
R9	Journey planning	BSIP	£0.025m	£0.075m		£0.1m	None
Totals (Capital and Revenue):			£2.728m	£9.197m	£4.917m	£16.872m	£2.001m

[1] To be part-funded by West Berkshire
[2] Assumed that commercial revenue risk will be borne by bus operators

Capital scheme summaries

Traffic Filters, Oxford

As part of the Oxford ZEBRA bid, a series of 'Traffic Filters' are proposed at strategic points across Oxford that are intended to restrict movement by general traffic except by buses and other permitted vehicles. These 'Traffic Filters' would be similar to the current successful Oxford City Centre bus gates, which constrain general traffic through the use of camera technology, backed by the appropriate enforcement legislation, signage and penalties for infringement. It is proposed that traffic filters will be installed on Thames Street, Hythe Bridge Street, St Clements, St Cross Road, and Hollow Way. Initial consultations took place in 2019/20, and further public consultation is planned for summer 2022.

Countywide Traffic Signals Upgrade

This will be a rolling programme of upgrades to the existing capability of traffic signals across Oxfordshire, which already have Urban Traffic Management Control (UTMC) capability. These upgrades will initially focus on upgrading signals on the premium bus routes in Oxford and the major towns in Oxfordshire. As the programme progresses, this will then be rolled to signal locations along the interurban premium bus route corridors.

The intention is, as a minimum, to insert modules can be inserted into each signal installation (junctions and the various types of pedestrian/cycle crossing), and these can then be configured to detect approaching buses through an interface with the AVL (Automatic Vehicle Location) component of Oxfordshire's Real Time Information system. The traffic light sequence at each signal installation can then be progressed more quickly to offer the oncoming bus a green light, or a green signal can be extended to allow an approaching bus to pass. Opportunities to develop a more enhance smart signal capability will also be investigated as part of this work.

Cherwell Street Bus Lane, Banbury

This scheme constitutes an extension of the existing bus lane on George Street from the current George Street / Cherwell Street Junction, to the Cherwell Street / Bridge Street junction, a distance of 155 metres. Combined with the existing bus lane on George Street, this will give a length of bus lane of 305 metres. The scheme is also likely require reconfiguration of traffic islands between George Street and Bridge Street. This scheme is part of a package of infrastructure in Banbury that will significantly improve local bus services in the town. The most notable is access improvements to Banbury Station along Tramway Road (£4.56 million), when combined with this scheme, will improve bus journey times from the town centre to the east of the town.

The provision of a section of bus lane and reconfigured traffic islands between the George Street and Bridge Street junctions, would save around 2 minutes (one sequence of the signals) for buses approaching the Town Centre on the following routes: B5, B9, S4, 488 (10 buses per hour) as well as on services operated by Johnsons and Community operators. A reconfiguration of the signals would also save around 2 minutes per bus for outbound journeys on the same routes, plus the B3 to Bodicote, the B9 to the Gateway Centre and the 500 to Brackley (so a total of 16 buses per hour) plus Johnsons and Community operators

Real time information

The proposal is to deliver a rolling programme of enhancements to the at-stop real time information and supporting software capability. This will consist of a mixture of signs and totem poles at 230 bus stops, with stops along the premium bus routes in Oxford and the major towns being prioritised, along with real time infrastructure at key hubs to be served by the new rural bus projects in the North Downs and Cherwell Valley.

Additionally, an upgrade to the 'Oxontime' system is proposed. This will provide a functionality that will tell users at the roadside when a bus is cancelled. Furthermore, any other network updates to be displayed, which would improve the customer experience. This data is already supplied by operators to the County server, but the system is not currently configured to display such essential information.

Capital and revenue scheme summaries

New rural bus projects

Two semi-flexible new bus routes would be created in the more rural parts of Oxfordshire that experience the highest levels of transport deprivation and poor accessibility in the county. Two new buses would be purchased by the Council, and initially these vehicles would be maintained and operated by the Council's in-house fleet service.

New North Downs service – linking to Didcot and Harwell Campus. This could link the rural villages of North Moreton, South Moreton, Aston Tirrold, East Hagbourne, West Hagbourne, Blewbury, Upton and Chilton. There will be integration with Premium interurban bus services in Didcot and Harwell, as well as train services at Didcot Parkway.

New Cherwell Valley service - linking to Bicester. This could link the rural villages of Bucknell, Ardley, Fritwell, Somerton, Souldern, Clifton, Stratton Audley, Fringford, Hethe, and Hardwick. There would be intergration with Premium interurban bus services in Bicester, and potentially integration with rail service at Bicester Village station.

Revenue scheme summaries

Youth fares

Extending the existing City youth fare discount offer (currently offered by the Oxford Bus Company using their ID card scheme) and expanding it to all operators, meaning anyone aged under 19 years old has a £1 flat fare for travel within the city. This reduces inequalities, as young people without a card or who travel on other services currently pay half fare.

In addition, across Oxfordshire, we would extend the existing levels of young persons discount currently offered to those aged 16 and under (outside of the city) to those aged under 19, making thousands more people eligible for lower bus fares.

Newbury – Harwell – Didcot / Oxford service

This service would link West Berkshire and Oxfordshire. Historically there was an hourly Newbury to Oxford bus service along then A34, but in more recent times, this service was split into several sections and finally the Harwell Campus to Newbury section of route was lost. Between Newbury and Harwell, current public transport options require catching two trains and a bus. This scheme will initially seek to operate a new service between Newbury and Harwell. Subject to further funding and the commercial success of the route, options to extend the service to Didcot or Oxford will be explored.

This scheme would provide access to employment sites, especially at Harwell, in both directions, as well as providing an hourly all-purpose daytime bus service.

Bicester – Brackley service

New bus service 505 started around 2 years ago, funded by section 106 contributions in Brackley. The BSIP process offers an opportunity to restart this essential bus link and to tie it in with plans for a refreshed hourly bus service from Brackley to Northampton and with the existing s5 Bicester to Oxford bus service.

SBSF Projects

Thirteen Oxfordshire bus services were created, or amended, in September 2020, using £588,000 from the DfT's Supported Bus Services Fund. These services have now operated for the full year of the DfT scheme, and more funds have been found internally within OCC to extend their operation until March 2022.

This funding will see the continuation of the following services. Options are being explored to retain an additional 5 SBSF funded services through Section 106 funding.

46: Cowley Templar's Square to Wheatley ASDA via Horspath, Littleworth, Wheatley Village. Third party funding is being used to extend this service to Great Milton and Oxford city centre and improve the hours of operation.

63: Southmoor to Oxford via Longworth, Appleton, and Cumnor

Journey Planning

It is proposed to procure the services of a Journey Planning company to conduct research at Oxfordshire's leading employers. as a means of understanding the home-to-work travel patterns at these companies From this, a package of bespoke interventions will be designed by local bus companies, with the aim of increasing the proportion of people travelling by bus.

Additional OCC Resource

3 additional posts at OCC will be created to deliver the improvements contained in the BSIP and other priority public transport projects.

- Lead Officer (Infrastructure Delivery). Required to co-ordinate the delivery of infrastructure projects proposed in the BSIP. This requires specialist programme management skills.

- Lead Officer (Network Management). Required to co-ordinate and deliver improvements to Countywide Traffic Signals and Real Time Information Improvements. Both require specialist technical skills and knowledge of network management systems and processes.

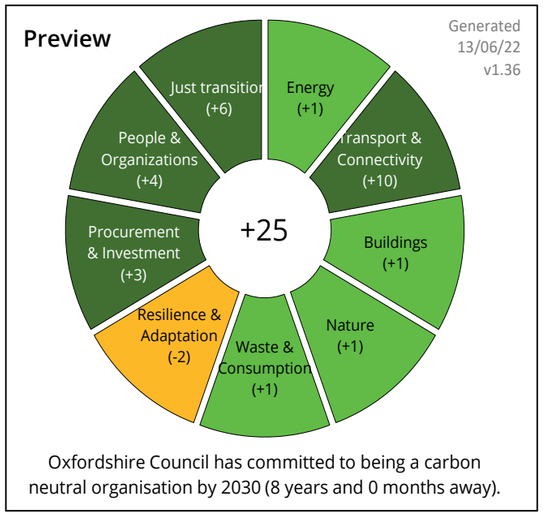
- Lead Officer (Service Improvements). Required to co-ordinate the delivery of service improvements proposed in the BSIP, including co-ordination with bus operators, developers and neighbouring authorities. This requires specialist skills and domain knowledge.

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Climate Impact Assessment

Summary

Directorate and Service Area	Environment & Place - Transport
What is being assessed	Bus Service Improvement Plan and Enhanced Partnership for Buses
Is this a new or existing function or policy?	New
Summary of assessment	By encouraging more people to travel on buses, the BSIP and Enhanced Partnership will achieve a number of climate goals, reduce emissions from travel, and reduce energy consumption.
Completed by	James Gleave
Climate action sign off by	Tammy Marrett
Director sign off by	John Disley
Assessment date	13 May 2022



Detail of proposal

Context / Background	Oxfordshire County Council is being required by the Department for Transport to enter into an Enhanced Partnership with local bus operators, as part of the National Bus Strategy - Bus Back Better. This is with the aim to make buses more reliable, improve their overall quality, and to reverse recent declines in bus use across Oxfordshire. Additionally, the County has been indicatively allocated £12m in funding through its Bus Service Improvement Plan to make improvements to infrastructure and bus ticketing across Oxfordshire.
Proposal	Entering into an Enhanced Partnership is a requirement of the Department for Transport, and is necessary in order to access the allocated BSIP funding. This will set, by way of a binding contract between the County Council and bus operators, commitments to improve the local bus network, particularly focussing on improving reliability and reducing costs. Both of which have been identified by operators and users as significant barriers to bus use. The detailed programme includes: - New bus priority schemes, including traffic filters in Oxford and bus priority on Cherwell Street in Banbury - A flat £1 fare for all aged 19 years old and under in Oxford, with discounted youth fares also extended across Oxfordshire - New cross-border services from Harwell to Newbury, and Bicester to Brackley - 2 planned rural demand responsive bus services - Upgrades to enable bus priority at traffic signals across Oxfordshire - Upgrades to the real time bus information system
Evidence / Intelligence	The evidence included as part of this analysis of the impact comes from a mixture of sources. Among them includes - The National Bus Passenger Survey (Transport Focus) - Department for Transport statistics on local bus use - Consultation feedback as part of the Bus Service Improvement Plan and the Local Transport and Connectivity Plan - Academic research on the main determinants of bus use
Alternatives considered / rejected	The alternative option considered was to do nothing, and to continue with the operation of the bus network without adopting a BSIP or an EP. This was unviable for two reasons. First, it was indicated by the Department for Transport that future bus funding would require an EP and BSIP being in place. Therefore transformative improvement in buses in Oxfordshire would be unfeasible without it. Second, even before COVID-19 there had been a steady drop in the use of local bus services. A do-nothing scenario would likely result in either no change, or more likely a further decline in bus use, which would be contrary to the Council's goals on climate change.

Category	Impact criteria	Score (-3 to +3)	Description of impact	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Energy	Increases energy efficiency	1	Will encourage the use of low emission and zero emission buses by setting in place a legal requirement for the bus operators to deliver their elements of the Oxford Zero Emission Bus Regional Area (ZEBRA) bid for low and zero emission buses in Oxford.	The County Council will be required to deliver traffic filters in Oxford in order for the bus companies to meet their requirements to deliver zero emission buses	JD	Monitoring delivery of the ZEBRA programme via EP Board
Energy	Promotes a switch to low-carbon or renewable energy	0	Will encourage the use of low emission and zero emission buses by setting in place a legal requirement for the bus operators to deliver their elements of the Oxford Zero Emission Bus Regional Area (ZEBRA) bid for low and zero emission buses in Oxford. But this is covered under acceleration of electrification of transport.	The County Council will be required to deliver traffic filters in Oxford in order for the bus companies to meet their requirements to deliver zero emission buses	JD	Monitoring delivery of the ZEBRA programme via EP Board
Energy	Promotes resilient, local, smart energy systems	0	No identified impact is anticipated			
Transport & Connectivity	Reduces need to travel and/or the need for private car ownership	3	Significant improvements to journey time, reliability, and fares will make bus use a much more attractive proposition. Studies of users and non-users, including the National Bus User Survey, indicates that these 3 factors are the key drivers behind satisfaction with bus services, and are the main barrier to the use of buses. It is anticipated that the impact of these measures will improve bus use by 10%, bringing back the use of buses to pre-COVID levels. Data from the National Travel Survey indicates that bus users are less likely to own a car than non-regular bus users, even accounting for income levels.	Achieving this impact will require a comprehensive programme of schemes and initiatives to be delivered.		EP Board

Transport & Connectivity	Supports active travel	1	Evidence from the National Travel Survey indicates that users of bus services are more likely to walk and cycle compared to regular car users. Additionally, academic evidence indicates that users of public transport are more likely to actively travel as part of their daily trips, as they need to walk to and from stops. However, it is anticipated (although not evidenced) that there may be some abstraction from use of active travel should buses be made more attractive to use, especially in Oxford.	When delivering infrastructure improvements, opportunities will be considered to deliver improvements to active travel as well. For example the traffic filters in Oxford also benefitting cyclists and improving the overall street environment.		
Transport & Connectivity	Increases use of public transport	3	Significant improvements to journey time, reliability, and fares will make bus use a much more attractive proposition. Studies of users and non-users, including the National Bus User Survey, indicates that these 3 factors are the key drivers behind satisfaction with bus services, and are the main barrier to the use of buses. It is anticipated that the impact of these measures will improve bus use by 10%, bringing back the use of buses to pre-COVID levels. Data from the National Travel Survey indicates that bus users are less likely to own a car than non-regular bus users, even accounting for income levels.	Achieving this impact will require a comprehensive programme of schemes and initiatives to be delivered.		
Transport & Connectivity	Accelerates electrification of transport	3	Will encourage the use of low emission and zero emission buses by setting in place a legal requirement for the bus operators to deliver their elements of the Oxford Zero Emission Bus Regional Area (ZEBRA) bid for low and zero emission buses in Oxford.	The County Council will be required to deliver traffic filters in Oxford in order for the bus companies to meet their requirements to deliver zero emission buses	JD	Monitoring delivery of the ZEBRA programme via EP Board

Buildings	Promotes net zero new builds and developments	1	There may be an indirect impact through the requirement in the EP to explore enabling sustainable development by requiring new bus links to be delivered as part of new developments. Evidence from Transport for New Homes indicates that doing so is likely to lead to new developments that are more sustainable in a transport sense, however the wider impact on matters such as build quality and reducing energy use of buildings is unevidenced.	None	EP Board
Buildings	Accelerates retrofitting of existing buildings	0	No identified impact is anticipated		
Nature	Protects, restores or enhances biodiversity, landscape and ecosystems	0	No identified impact is anticipated		
Nature	Develops blue and green infrastructure	0	No identified impact is anticipated		
Nature	Improves access to nature and green spaces	1	Improving local bus services, particularly in terms of providing new services in rural areas, is likely to improve access to green spaces and nature for those without access to a car. There is evidence that indicates that people who use public transport generally have lower access to nature than those without access to cars. However, as these services have yet to be specified, their specific impacts cannot be evidenced.	The new rural bus services will be specified over the coming months. Significant negative impacts will be identified, and appropriate actions to mitigate these impacts will be taken.	
Waste & Consumption	Reduces overall consumption	1	A reduction in car ownership means that the use of shared transport resources more generally is expected. Users of car clubs, car share, and bike share are more likely to use public transport. However, the most significant impact is likely to be in Oxford	None identified	
Waste & Consumption	Supports waste prevention and drive reuse and recycling	0	No identified impact is anticipated		

Resilience & Adaptation	Increases resilience to flooding	-1	In most cases, new infrastructure works is likely to involve reuse or reallocation of existing highway space. However, expansion of surfaced areas cannot be ruled out. A greater surface area covered by tarmac is likely to increase storm water run-off.	Seek to explore methods of integrating SUDS and other sustainable drainage principles into infrastructure schemes
Resilience & Adaptation	Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts)	-1	In most cases, new infrastructure works is likely to involve reuse or reallocation of existing highway space. However, expansion of surfaced areas cannot be ruled out. A greater surface area covered by tarmac is likely to result in increased likelihood and intensity of the urban heat island effect.	Explore methods of integrating planting into infrastructure schemes to provide shade and reduce reflection from tarmac
Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains	0	Impact of these schemes is uncertain	Monitor scheme delivery for impacts as they arise
Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability	2	New bus services will be procured, which in themselves will provide a low carbon transport option for residents and encourage sustainable travel. The environmental performance of companies and the vehicles they use will be considered as part of the tendering process	The cost of lower emission vehicles is typically higher than older vehicles owing to depreciation. This will be considered as part of the overall assessment of value for money.
Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero	1	New bus services will be procured, which in themselves will provide a low carbon transport option for residents and encourage sustainable travel.	The cost of lower emission vehicles is typically higher than older vehicles owing to depreciation. This will be considered as part of the overall assessment of value for money.
People & Organizations	Drives behavioural change to address the climate and ecological emergency	2	The provision of a high quality public transport network is essential to achieving modal shift. This comprehensive package of measures will tackle the main barriers to using public transport in Oxfordshire, and encourage more people to use buses. Particularly important will be tackling reliability, which has been identified as the most significant barrier	There is no specific work programme on behaviour change in the BSIP and EP. But both the Council and operators will work together on joint promotion activities

People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency	2	The provision of a high quality public transport network is essential to achieving modal shift. This comprehensive package of measures will tackle the main barriers to using public transport in Oxfordshire, and encourage more people to use buses. The benefits are likely to be particularly strong in Oxford, where a significant proportion of Council employees work	There is no specific work programme on behaviour change in the BSIP and EP. But both the Council and operators will work together on joint promotion activities
Just transition	Promotes green innovation and job creation	1	New, more innovative technologies and service offerings are being considered as part of the rural mobility projects and investment in RTPI. However, this is yet to be fully scoped, and so its impact cannot be quantified	Risks will be identified through the scoping process
Just transition	Promotes health and wellbeing	2	People who use public transport are more likely to use active travel, particularly walking to and from bus stops. By improving the overall quality of public transport and boosting ridership, more people will be able to live a more healthy lifestyle. Also, the rural transport projects will serve the most transport-deprived areas of Oxfordshire, and will provide links to healthcare facilities for those without access to a car.	Risks will be identified through the scoping process
Just transition	Reduces poverty and inequality	2	Buses are more likely to be used by those who experience some degree of exclusion, particularly that based on gender, ethnic group, and disability. Improving bus services will therefore improve access to key services and employment. The planned discounted Youth Fare will also overcome a key cost barrier for low income young people seeking employment and further education	Risks will be identified through the scoping process

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Divisions Affected - Didcot, Hendreds & Harwell, Sutton Courtenay & Marcham, Berinsfield & Garsington

CABINET

21st June 2022

Didcot Garden Town Housing Infrastructure Fund (HIF) Revised Grant Determination Agreement

Report by Director for Transport and Infrastructure

RECOMMENDATION

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

    1. **Approve the amendments to the Grant Determination Agreement (GDA)**

    2. **Seek an additional letter of comfort from Homes England and Department of Levelling Up, Housing and Communities (DLUHC).**

    3. **Authorise the signing of the Grant Determination Agreement by the Director for Transport and Infrastructure, in consultation with the Director of Law & Governance, Director of Finance, Cabinet Member for Travel and Development Strategy and Cabinet Member for Finance.**

Executive Summary

2. The Cabinet meeting of 15th March 2022 approved the renegotiation of the HIF Didcot Garden Town Grant Determination Agreement (GDA), between Oxfordshire County Council and Homes England, with a request for terms to include:

    a) an extension to the availability period to 31st March 2026 and assurance that risks to the delivery time frame caused by exceptional circumstances outside the Council's direct control will be mitigated
    b) confirmation of an increase in funding to £239,816,437
    c) confirmation that the Council has flexibility, subject to timescale and costs, to design and deliver infrastructure that will reduce the carbon impact and reduce the need to travel by car.

3. A deed of variation has been drafted which includes the points outlined by Cabinet on the 15th March. Apart from 2a above, all other requests have been accepted by Homes England and will be included in the amended GDA.

4. The request for inclusion of additional assurance relating to exceptional circumstances including the current global economic challenges has been declined by Homes England

5. This report outlines the renegotiated position and options considered.

6. The residual risks are outlined for the Council which include the County Council are responsible for any cost and time overruns and the mitigation measures available.

7. A Didcot area strategy has been scoped and will look at the movement of people and goods in the Didcot area connected to the HIF1 scheme. The strategy will present future development and complementary measures needed to influence travel behaviours.

8. A CAG has been established and is now meeting regularly to advise the Portfolio holder on the scheme development and the wider Didcot masterplan and strategy.

Exempt Information

9. The correspondence between the Council and Homes England regarding the draft Grant Determination Agreement Deed of Variation is subject to further legal advice and detailed negotiation and is therefore confidential.

Grant Determination Agreement – Deed of Variation

10. The Cabinet meeting of 15th March 2022 directed the renegotiation of the HIF Didcot Garden Town Grant Determination Agreement (GDA). Following the negotiations, the following amendments have been agreed in principle by Homes England.

11. These changes have been agreed and included initially in a letter dated 07 February 2022 (see Appendix 1) and included in the draft Deed of Variation.

a) an extension to the availability period to 31st March 2026
b) confirmation of an increase in funding from HIF to £239,816,437
c) updated schedule 1 which includes the description has been amended to allow for design amendments. These include:
    i. to reduce the embodied carbon through design, construction, material changes
    ii. Measures to facilitate further faster connected public transport, active travel, connections to transport hubs and Connected Automatous Vehicle networks.

iii. Increased Biodiversity across the scheme including further tree planting and carbon absorbing planting.
iv. Using innovation to dynamically monitor the infrastructure relating to carbon and biodiversity to understand further future interventions needed.

12. In addition, Homes England have agreed to changes in the GDA to enable construction of each scheme to take place as soon as land has been secured without the need for all land to be secured before any construction commences. This will enable a smoothing of the spend profile and a reduction of risk to the Council.

13. The extension to timescales and additional funding are subject to additional conditions set by Homes England:

i. Confirmation that the council remains committed to unlocking 12,655 housing outputs for this investment.
ii. Confirmation that the additional funding required to cover the cost increases of the scheme are met by council reserves or other sources; and,
iii. Confirmation that the council has completed the required due diligence work.

14. The Council requested to extend the GDA exceptional circumstances to reflect the current global situation and impact on supply, energy and increase costs. The Council also requested that the exceptional circumstances should cover the availability period of the funding to enable a mechanism to discuss with Department for Levelling Up and HM Treasury. Homes England would not agree to change as this would change the core provisions in the agreement and the wider implications on the national HIF programme.

Financial Implications

16. The GDA amendment will increase the HIF1 allocation by £21,800,000 as set out in Table 1 below. The Council has agreed to provision for the balance through prudential borrowing, should this be required. However, the Council will be capping the contribution at £30m due the potential impact on other Council services. The scheme will need to be carefully managed to ensure that there is no further overspends above the capped limit.

17. This will be achieved by:
(a) looking for further value engineering opportunities and reducing elements of the scheme that can be delivered through other means.
(b) Increasing the capital governance using the Strategic Capital Board, prior to contract award for any stage or element of the project to ensure the Council contribution does not exceed the £30m cap. If there were any risk of the contracts overspending without available funding, then triggering a decision to stop any further work on that element of the scheme.

(c) To continue to regularly review and quantify the risks for the scheme ensuring there is contingency set aside for known risks.

18. There is a value engineering exercise ongoing to reduce costs where possible. This will allow for savings and efficiencies which can be reallocated for design amendments to reduce the carbon impact and reduce the need to travel by car.

19. The revisions allowing construction expenditure to be brought forward will change the profile of the schemes. This is being revised alongside the land acquisition strategy to smooth the spend profile and further reduce the financial risk

Table 1 – Revised Funding Summary

20.

Source	**Value (£'000's)**
Housing Infrastructure Fund grant	£ 218,020
Section 106 (held)	£ 6,736
Section 106 (underwritten by Council but expected to be received prior to project close)	£ 9,713
Additional capital contributions	
Additional Housing Infrastructure Fund grant	£ 21,800
Oxfordshire Local Enterprise Partnership	£ 10,000
Council capital borrowing (approved as part of budget 8th February 2022)	£ 29,893
Total	**£ 296,152**

21. Contingency and inflation have been included in the cost estimates. Due the volatility of the construction sector and inflationary indices, any further inflation is being assessed across the capital programme and Oxfordshire are in discussions with Homes England about how this will be managed. At present the increased inflation is a quantified risk for the council and will be addressed when it becomes an issue and further information is available.

Comments checked by:

Lorna Baxter, Director of Finance

Legal Implications

22. There are several legal mechanisms within the current GDA agreement which reduce the risk on the Council. The milestone extension events outline the exceptional circumstances that, if they occur, trigger discussions with Homes England and result in movement of the Milestone Date(s) set in the GDA.

23. There is a mechanism for escalating issues affecting the delivery of the infrastructure schemes to Homes England and the DLUHC. This escalation has

been used in negotiating the revised availability period and finances in the GDA Deed of variation.

24. Any changes to the GDA as amended by the Variation Agreement are binding on the parties, any correspondence outside of the legal agreement may be considered but parties are not committed to the obligations set out in a letter.

Comments checked by:

Bede Murtagh, Contracts Solicitor

Staff Implications

25. The Deed of Variation will allow the scheme to continue and resources to be deployed on the set workstreams. Further staff and consultant support is being brought in to advise on the design changes and innovative measures needed to align the design to the Councils ambitions.

Equality & Inclusion Implications

26. The equalities implications of the HIF1 Scheme have been assessed robustly through the design development stages of the Scheme and in reaching the preferred option. These equalities implications have been considered in line with the Equality Act 2010 through the completion of an Equality Impact Assessment (EqIA)

Sustainability Implications

27. The HIF1 Scheme is designed to promote sustainable modes of travel for access into and around Didcot by commuting traffic by modal shift away from the private vehicle and on to public transport or by walking and cycling. High-quality pedestrian and cycling infrastructure will be provided along the full length of the Scheme, with new routes setting the conditions for new bus services between Oxford, Culham, Didcot and Harwell. In reducing traffic congestion levels, this has positive impacts on air quality and carbon emissions, especially in local villages such as Sutton Courtenay, Appleford, Long Wittenham, Clifton Hampden and Burcot.

28. During the next stages of Scheme delivery, there will be specific sustainability targets for the design and build contractor with the likes of re-use of site-won materials as an example of how additional environmental impacts during construction will be reduced.

Risk Management

Managing the financial risk for the Council

29. The core concern for the Council is the financial risk faced if there are any delays to delivery caused by exceptional circumstances. The Council will have to pay for any cost overruns past the end of the funding availability period of March 2026. This is of special concern during the construction phase when the expenditure is at its highest with forecast showing approximately £16m spent per month.
30. At the time of contracting the original agreement with Homes England, a clause was inserted to ensure that Homes England could not clawback funding that had been spent on the scheme in good faith. Therefore, if the Council wants to stop the scheme due to the financial risk, they will not need to repay any funding spent to date.
31. The current GDA requires the Council to secure all the land prior to the start of construction of any of the four infrastructure pieces. This means that all the infrastructure elements will be constructed at the same point and creates a peak of expenditure at that point.
32. Homes England have agreed to remove the requirement for full assembly of land prior to construction which means that the construction of the four elements can be phased. Once all the land has been secured for one element of the scheme, then construction can commence, spreading the construction expenditure over a number of months. This in turn will reduce the risk of high expenditure after the availability period ends.
33. The terms of the GDA will be simplified so construction funding is available when needed and conditions for each individual element are fulfilled.
34. Mitigation measures are being put in place including close monitoring of the programme timescales and finances especially the activities that are influenced by third parties.

Consultations

35. Consultation has taken place with the Director of Law & Governance, Director of Finance, Cabinet Member for Travel and Development Strategy and Cabinet Member for Finance in direction of negotiations and drafting the Deed of Variation

Options Considered

36. The outcome of the negotiations does not fully address the request set out in Cabinet of 15th March in Homes England excluding the provisions for exceptional circumstances to include the current global economic situation.

37. Three options have been considered:

Options	Details	Risks	Mitigations
Option 1 – no agreement	Cabinet remains committed to mitigating any exceptional circumstances due to the financial risks. The Council will respond	This would not deliver the infrastructure needed to support the housing and provide benefits to the local communities in the Didcot area. (Several housing developments have been	Allow the 12,866 houses to come forward without the infrastructure. Seek agreement with the Local Planning Authorities for early adoption of new policies and standards

	to Homes England saying if the provisions cannot be changed, the Council will no longer proceed with the HIF1 scheme.	granted permission on the proviso that HIF1 is coming forward.) This decision will open the Council up to challenge. This would also impact the reputation of the Council and potentially impact future government funding.	including enhanced public transport with appropriate funding. Seek agreement from developers to avoid planning by appeal and costs to the council.
Option 2 – pause for further negotiation	To pause the HIF1 scheme to allow further discussion with Homes England, Department for Levelling Up and HM Treasury until the issues are resolved	This is unlikely to result in any material change and would cause pressure on delivery of the scheme by the agreed March 26 end date. This would require a further negotiation on the availability period date with HMT, and further delay the infrastructure required in the area, and indications are this would not yield any additional support/ changes.	Continue negotiations with Homes England and DLUC and HMT.
Option 3 – proceed with the revised GDA	Agree to the changed scheme description and GDA amendment to amend time, budget and changes to the phasing of release of funding. Seek a further letter of comfort from DLUHC that in the case of exceptional circumstances, Homes England will support in facilitating discussions with HM Treasury.	Changes to the agreement, outlined in Risk section of the report will mitigate the financial risk but not as fully as Cabinet had sought. The letter of comfort will not have legal basis but be a commitment from Government.	Continued dialogue with Homes England. Continued review of the programme and risks throughout the project lifecycle. Engage the Government Infrastructure Project Authority (IPA) to bring industry expertise and advice where required. OCC will retain the option to stop the project at key decision points to manage financial risk (without clawback).

14. Recommendation is that Cabinet agrees to Option 3, where the GDA is signed with amendments regarding the increase of time, budget, phasing of elements and adjustments to the scheme description to allow further changes in line with the Councils priorities and requestion a letter of commitment from Government.

15. It is recommended that a letter should be written from the Council Leader to Homes England and Department of Levelling Up stating that the Council is committed to delivering the HIF1 Didcot scheme, but the Council is capping its contribution and should any of the schemes in the programme put a risk on the council that will result in the cap will be exceeded then there would be an

expectation that the escalation clauses would be invoked and if necessary work on the scheme stopped until the risk was removed.

Owen Jenkins, Director Transport and Infrastructure

Annexes (Exempt): Annex 1 – Change Request approval letter

Contact Officer: Owen Jenkins
Director of Transport and Infrastructure
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June 2022

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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Divisions Affected - Eynsham, Kidlington South, Wolvercote and Summertown

CABINET

21 June 2022

A40 HIF2 Smart Corridor Housing Infrastructure Fund (HIF) Revised Grant Determination Agreement

Report by Director of Transport & Infrastructure

RECOMMENDATION

1. **The Cabinet is RECOMMENDED to**

   a) Note the draft terms of the proposed Deed of Variation

   b) Authorise the Director of Transport & Infrastructure, in consultation with the Director of Law & Governance and Director of Finance, to finalise the terms of, and enter the Deed of Variation to the Grant Determination Agreement.

Executive Summary

2. In December 2021, the Full Business Case for Science Transit (Eynsham Park and Ride and A40 eastbound bus lane) was approved by DfT resulting in a grant of £35m. Adding this to funding previously secured (Housing and Grwoth Deal, OxLEP & s106) this provided Science Transit with a total budget of £51.3m.
3. On 28th August 2020, the Grant Determination Agreement GDA was signed, granting £102,011,499 for the delivery of the HIF2 Smart Corridor schemes (Dualling, westbound bus lane and Duke's Cut works) during the Availability Period, end date of which was originally set at 31 March 2024.
4. In October 2021, the HIF2 funding was increased to £106,756,836 and an extension of the Availability Period was granted to 28th February 2025.
5. The HIF and Science Transit schemes are in effect one project as the Full Business Case produced for Science Transit for the DfT demonstrates, which is why the Grant Determination Agreement contains the DfT milestones.
6. To minimise the risk of funding requirements beyond the expiry of the Availability Period, the HIF2 Programme Team have agreed with Homes England that costs associated with the Science Transit Scheme can be drawn down against the Homes England HIF2 funding, with the balance of the DfT funds secured for Science Transit used at the back end of the combined (HIF2

and Science Transit) draw down. By combining all available funding, OCC can draw upon and spend the HIF2 grant as early as possible within the Availability Period (February 2025). This would include spending HIF2 grant on Science Transit works. This approach considerably de-risks the HIF2 programme, as time sensitive money (HIF2 grant) is spent as early as possible.

7. The HIF Grant Determination Agreement (GDA) changes agreed in principle, between Oxfordshire County Council and Homes England, include:
   (a) Inclusion of the delivery of the Science Transit scope within the Infrastructure to be delivered under the GDA.
   (b) Update to the Milestones schedule and Delivery Plan to reflect an integrated programme for HIF2 and Science Transit.
   (c) Draw down of Homes England funds against costs incurred on the Science Transit programme.
8. The DfT grant conditions allow the grant to be used on capital infrastructure other than Science Transit.
9. Agreement in principle has been reached with Homes England on items detailed in this paper, however final details of the updates to the schedules and clauses require further discussion and agreement with Homes England.

Exempt Information

10. The Grant Determination Agreement Deed of Variation (see Annex 1 for draft) is subject to legal advice and negotiation and until agreed remains confidential.

Grant Determination Agreement – Deed of Variation

11. Following discussions with Homes England the following amendments have been agreed in principle:

   (a) Inclusion of the delivery of the Science Transit scope within the Infrastructure to be delivered under the GDA.
      (1) Substitution of Schedule 1 (Infrastructure details and Milestones) with an updated Schedule 1 – Infrastructure information now including Science Transit as being part of the infrastructure to be delivered.
      (2) Substitution of Annexure 3 (Infrastructure Site), reflecting inclusion of Science Transit within the Infrastructure Site.
   (b) Update to the Milestones schedule and Delivery Plan to reflect an integrated programme (HIF2 and Science Transit).
      (1) Substitution of Schedule 1 (Infrastructure details and Milestones) with updated Milestones and Milestone dates.
      (2) Substitution of Schedule 8 (Delivery Plan) now including updated delivery dates, with the east bound bus lane included within the delivery of the Integrated Bus Lanes.
   (c) Draw down of Homes England funds against costs incurred against the Science Transit programme.
      (1) Substitution of Annexure 1 (Expenditure Forecast), reflecting a combined HIF2 and Science Transit spend profile.

(d) The DfT (LGF) Award becomes part of the Public Sector Financial Assistance and Public Sector Contribution.

(e) Balancing Sum (amount by which the Public Sector Contribution exceeds the Actual Infrastructure Expenditure) is to be paid to Homes England, but only on underspent on the HIF2 Projects.

12. Agreement in principle has been reached with Homes England on items detailed in this paper, however the draft Deed of Variation (Annex [1]) incorporating the detailed changes being proposed is, at the time of issue of this report, with Homes England for consideration.

Financial Implications

13. The GDA amendments will not change the HIF2 funding provided by Homes England, which remains at £106,756,836. The amendments however will allow for accelerated draw down of Homes England funds. The DfT grant received for the delivery of Science Transit (Eynsham P&R and eastbound bus lane) will be used at the back end of the integrated HIF2 and Science Transit construction programme.

Comments checked by:

Rob Finlayson, Finance Business Partner

Legal Implications

14. The Grant Determination Agreement provides that it may be amended by agreement in writing between the parties. The amendments are being dealt with by way of a Deed of Variation. The draft Deed, which has been prepared by legal services, is with Homes England for consideration and is subject to negotiation.

Comments checked by:

Jayne Pringle, Interim Principal Solicitor

Risk Management

15. There is a risk that Eynsham Park and Ride and east bound bus lane overspent may impact availability of funding for completion of HIF2 core schemes. This is mitigated by ensuring that detailed costs are recorded against each of the schemes and expenditure per scheme will be capped at the agreed and authorised budget.

16. In case of HIF2 Programme CPO / statutory process failure, the DfT funds are available to reimburse Homes England for any costs incurred and refunded against Park & Ride and east bound spent. Costs will be recorded against each of the schemes to ensure the relevant information is available to allow reimbursement.

17. Key risk to the Council in signing the GDA Deed of Variation is the risk of the County Council having to pay for any cost overruns. If the infrastructure programme timescales slip past the funding Availability Period, then the Council will be subject to high residual costs to complete the infrastructure. Note – this is already an active risk associated with the current GDA and previous Deed of Variation, this new Deed of Variation does not increase this risk. The change to the spending profile will assist to mitigate the financial risk on the Council.

Consultations

18. Consultation has taken place with the Director of Transport and Infrastructure, Director of Finance and the Cabinet Member for Travel and Development Strategy.

Owen Jenkins, Report by Director of Transport & Infrastructure

Annexes (Exempt):

[Annex 1 – Draft Deed of Variation/ Heads of terms]

Contact Officer: Owen Jenkins
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June 2022

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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Division(s): N/A

CABINET – 21 June 2022

FORWARD PLAN AND FUTURE BUSINESS

Items identified from the Forward Plan for Forthcoming Decision

Cabinet, 19 July 2022

Topic/Decision	Portfolio/Ref
▪ **A40 Access to Witney - Compulsory Purchase Order and Side Road Orders** To seek approval of the Statement of Reasons and Orders Plans and approval to make the Compulsory Purchase and Side Road Orders.	Cabinet, 2022/012 - Cabinet Member for Travel & Development Strategy
▪ **Capital Programme Monitoring Report - May 2022** Financial Report on capital spending against budget allocations, including any necessary capital programme approvals.	Cabinet, 2022/015 - Cabinet Member for Finance
▪ **Climate and Natural Environment Policy Statement** Agree a new Climate and Natural Enviornment Policy Statement.	Cabinet, 2022/028 - Cabinet Member for Climate Change Delivery & Environment
▪ **Cowley LTN Experimental TRO** To make permanent or remove.	Cabinet, 2022/051 - Cabinet Member for Highway Management
▪ **Didcot Garden Town HIF1 - Compulsory Purchase and Side Road Orders** To seek approval of the Statement of Reasons and Orders Plans and approval to make the Compulsory Purchase and Side Road Orders.	Cabinet, 2021/134 - Cabinet Member for Travel & Development Strategy
▪ **Oxfordshire-Cherwell Partnership Transition Plan** To approve the transition plans for the discontinuance of the Oxfordshire County Council – Cherwell District Council s113 Agreement.	Cabinet, 2022/071 - Leader
▪ **Provision of Services for Adults and children affected by Domestic Abuse** Cabinet approval is sought for: permission to commence a procurement exercise for accomodation and support services for adults and children affected by domestic abuse and; provide a	Cabinet, 2022/043 - Councillor Mark Lygo

support service for perpatrators to reduce associated harms in line with the Domestic Abuse Act 2021.	
▪ **Business Management & Monitoring Report - April/May 2022** To note and seek agreement of the report.	Cabinet, 2022/016 - Cabinet Member for Finance
▪ **Delegated Powers - July 2022** To report on a quarterly basis any executive decisions taken under the specific powers and functions delegated under the terms of Part 7.1 (Scheme of Delegation to Officers) of the Council's Constitution – Paragraph 6.3(c)(i). It is not for Scrutiny call-in.	Cabinet, 2022/017 - Leader
▪ **Digital Inclusion Strategy** To seek approval of the Oxfordshire Digital Inclusion Strategy and agree the actions that the County Council will undertake.	Cabinet, 2022/021 - Cabinet Member for Corporate Services
▪ **Equality, Diversity and Inclusion Action Plan 2022-23** To agree the equality, diversity and inclusion action plan for 2022-23.	Cabinet, 2022/069 - Cabinet Member for Public Health & Equality
▪ **Oxfordshire Strategic Rail Freight Interchange** To seek delegated authority for officers to respond in the council's statutory consultee role, to consultations on this proposed development, which, as Nationally Significant Infrastructure Project, falls outside the council's current Scheme of Delegation.	Cabinet, 2021/164 - Cabinet Member for Travel & Development Strategy
▪ **Oxfordshire Voluntary and Community Sector Strategy** To seek approval for the draft Oxfordshire Voluntary and Community Sector Strategy.	Cabinet, 2022/025 - Cabinet Member for Public Health & Equality

Deputy Leader of the Council *(including: Children, Education & Young People's Services)*, 19 July 2022

▪ **Proposed Age Range Extension at Nettlebed Community Primary School** To seek statutory approval to lower the age range of Nettlebed Primary School to 3-11.	Deputy Leader of the Council, 2022/072 - Deputy Leader of the Council

Cabinet Member for Highway Management, 21 July 2022

▪ **Oxford- A40 junction with Blandford Avenue and Davenant Road – proposed access restrictions and traffic calming measures** A decision is sought on a proposed proposed access restrictions and traffic calming measures.	Cabinet Member for Highway Management, 2022/037 - Cabinet Member for Highway Management
▪ **Witney - Proposed 20mph Speed Limits** To seek approval of the proposals.	Cabinet Member for Highway Management, 2022/024 - Cabinet Member for Highway Management
▪ **Burford: A361 Priory Lane by Co-op store** A decision is sought on a proposed loading bay.	Cabinet Member for Highway Management, 2022/074 - Cabinet Member for Highway Management
▪ **Charlbury: proposed extension of 30mph speed limit, traffic calming measures and waiting restrictions** A decision is sought on a proposed extension of the 30mph speed limit on the B4026 Spelsbury Road, additional waiting restrictions and traffic calming build out.	Cabinet Member for Highway Management, 2022/077 - Cabinet Member for Highway Management
▪ **Garsington: Wheatley Road – proposed zebra crossing** A decision is sought on a proposed zebra crossing.	Cabinet Member for Highway Management, 2022/076 - Cabinet Member for Highway Management
▪ **Oxford: Reliance Way – proposed waiting restrictions** A decision is sought on proposed waiting restrictions.	Cabinet Member for Highway Management, 2022/078 - Cabinet Member for Highway Management
▪ **Oxford: Various sites** A decision is sought on proposed electric vehicle charging parking places.	Cabinet Member for Highway Management, 2022/073 -

	Cabinet Member for Highway Management
▪ **Oxford: Various sites – proposed amendments to parking permit eligibilty** A decision is sought on proposed amendments to parking permit eligibility.	Cabinet Member for Highway Management, 2022/075 - Cabinet Member for Highway Management
▪ **South and Vale districts various locations – proposed new and deleted Disabled Persons parking Places** A decision is sought on proposed new and deleted disabled persons parking places.	Cabinet Member for Highway Management, 2022/036 - Cabinet Member for Highway Management
▪ **Sydenham: B4445 traffic calming measures** A decision is sought on proposed traffic calming measures.	Cabinet Member for Highway Management, 2022/079 - Cabinet Member for Highway Management
▪ **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 - Cabinet Member for Highway Management