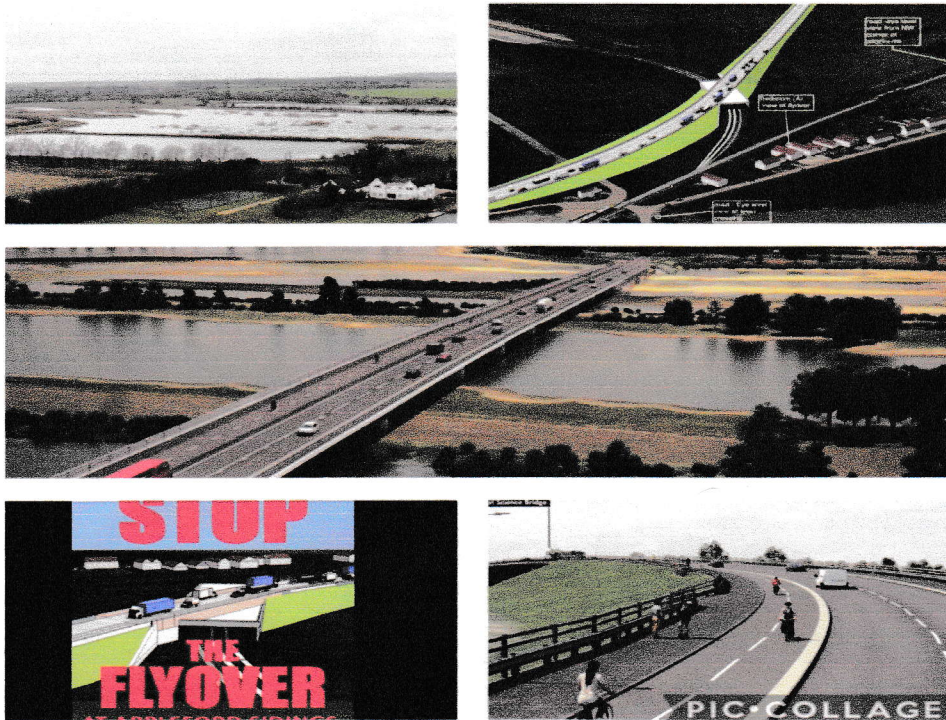


CASE AGAINST HIF - SUMMARY



The **£300m** HIF1 Road Scheme, unwanted by the five Parish Councils along its route, contradicts OCC's Local Transport & Connectivity Plan (LTCP), which was recently approved and is now Council policy.

The Scheme is financially risky & cannot be delivered within budget or on time (March 2026). It will not achieve its objectives & is poor value for money. Now is not the time for OCC to borrow **£30m** for a road.

Further, the road cannot be reconciled with OCC, VOWH or SODC's carbon reduction policies and objectives. HIF1 will expend 288,000 tonnes of CO₂ during construction (Prof. Whitelegg) & around 23,000 tonnes annually from use. Average speeds will fall from 23 mph in 2020 to **18 mph** by 2034 (Prof Goodwin based on OCC's own figures).

A partly completed patchwork scheme is the most likely outcome. HIF1 should be withdrawn to allow sustainable alternative transport infrastructure to be developed that will benefit everyone, not just car owners. Oxfordshire needs housing developments with living streets, and communities served by effective public transport systems (infrastructure).

OCC are trying to retrofit HIF1 (a legacy scheme) to modern standards, claiming it is an 'Exemplar' scheme, which it clearly is not. Stop HIF1 now and look at alternative solutions.

What kind of environment and transport infrastructure do you want for your family?