

County Council

3 November 2020

Schedule of Business

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OXFORDSHIRE COUNTY COUNCIL – 03 NOVEMBER 2020

SCHEDULE OF BUSINESS

VIRTUAL MEETING

This Meeting will be from 10.30 am to 3.30 pm.

AGENDA ITEM	PAGE NO.	MAXIMUM DURATION	APPROX START TIME TIME LIMIT PER DEBATE	SUBJECT	PROPOSALS (M = Motion; SEC = Seconder; Am = Amendment S = Statement; Q = Question; REC = Recommendation to be determined)
1.	2		10.30	Minutes Minutes of the Meeting held on 08 September 2020 (CC1). Members are asked to note the following correction: Minute 50/20 replace 'Johnston' with 'Johnson'. Minute 51/20 replace 'Motion' with 'Motions'.	

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2.	2			Apologies for Absence	Cllrs Billington and Afridi
3.	2			Declarations of Interest	
4.	2			Official Communications <ul style="list-style-type: none"> • Maurice Billington • Item of Urgent Business 	
5.	2			Appointments HOSC Councillor Susanna Pressel in place of Councillor Laura Price.	-

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6.	2			Petitions and Public Address	Petitions Mr Chris Jessop, Chairman of Goring Parish Council regarding 30 mph speed limit in Goring. Ms Kathy Haig (Headteacher of Burford School) and Mr Richard Martin (Governor) regarding a pelican crossing on A40.
7.	2			Questions with Notice from Members of the Public Question from Mr Chris Henderson to Councillor David Bartholomew – see Annex 3	Bartholomew

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8.	3	30 mins	10.50	<p>Questions with Notice from Members of the Council</p> <ol style="list-style-type: none"> 1. Carter to Constance 2. Carter to Heathcoat 3. Carter to Constance 4. Bulmer to Constance 5. Sudbury to Constance 6. Cherry to Walker 7. Bearder to Bartholomew 8. Bearder to Hudspeth 9. Bearder to Hudspeth 10. Roberts to Bartholomew 11. Webber to Hudspeth 12. Pressel to Stratford 13. Pressel to Constance 14. Pressel to Walker 15. Matelot to Constance 16. Turnbull to Lindsay-Gale 17. Buckley to Constance 18. Buckley to Constance 19. Sudbury to Lindsay-Gale 20. Sudbury to Constance 21. Hanna to Constance 22. Hanna to Heathcoat 23. Hannaby to Walker 24. Hannaby to Stratford 25. Hannaby to Stratford 	See Annex 2

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8(a)		40 mins	11.20	<p>Item of Urgent Business – COVID Update Post Prime Minister’s Announcement</p> <p>‘Under the provisions set out in Section 100B(4) of the Local Government Act 1972 (as amended) the Chairman of the meeting is of the opinion that the following item - COVID Update Post Prime Minister’s Announcement can be taken after Agenda Item 8 as urgent business in view of the recent Government announcement and developing national situation.’</p>	Hudspeth, Brighthouse, Webber

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10.	3	10 mins	12.20	Committee Meeting Dates <i>Members are asked to note the Council Date in 2021 should read the 9 February 2021 and not the 16th as printed.</i>	(M) Chairman (SEC) Vice Chairman S Harris
11.		30 mins	12.30	Motion by Councillor Liz Leffman	(M) Leffman (SEC) Hanna S Gray S Matelot S Brighthouse S McIlveen S Roberts S E Smith
			1.00 pm	30 Minute Lunch Break	

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12.	3	30 mins	1.30	Motion by Councillor Charles Mathew	(M) Mathew (SEC) Field-Johnson (AM) Bearder (SEC) S Constance S Bartington S Price S Leffman S Buckley S Johnston
13.	4	35 mins	2.00	Motion by Councillor Liz Brighouse	(M) Brighouse (SEC) Turnbull S Lindsay-Gale S Bartholomew S Stratford S Waine S McIlveen S Banfield S Harris S Azad

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14.	4	25 mins	2.35	Motion by Councillor Suzanne Bartington	(M) Bartington (SEC) Fenton S Waive S Sudbury S R Smith S Johnston S Harris
15.	5	25 mins	3.00	Motion by Councillor Bob Johnston	(M) Johnston (SEC) Roberts S Constance S Bartington S Leffman S Sudbury S Harris
16.	5	35 mins		Motion by Councillor Emma Turnbull	(M) Turnbull (SEC) G Sanders S Cherry S Lygo S E Smith S Harris

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AMENDMENTS TO MOTIONS ON NOTICE

Agenda Item 12 – Motion by Councillor Charles Mathew – Amendment to be moved by Tim Bearder

“The decision, last autumn now, by the Oxfordshire LEP to withdraw the funding from the Loop Farm project (Duke’s Cut to Loop Farm Roundabout), a long-promised relief road to the A40 round Oxford, undermines sensible solutions to the endless traffic jams on the A40 between Witney and Oxford roundabouts. Given that the use of public money should be productive.

Council asks Cabinet to review the plans presently being offered and adopt a long-term strategy that will meet the public’s needs for the next twenty years at least and ~~should include serious consideration of a rail link from Carterton, Witney and Eynsham to Oxford~~ **as part of this work Council asks the Cabinet to consider undertaking a feasibility study should funding be confirmed to look at a rail link from Carterton, Witney and Eynsham to Oxford.**

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Question from Mr Chris Henderson to Councillor David Bartholomew, Cabinet Member for Finance

Question

As budget setting approaches, I wonder if the Cabinet Member could explain to me the high level of balances and reserves held by the County.

The business management and monitoring report July 2020 forecasts general balances at £30.3 million at the end of 20-21. This is significantly higher than the risk assessed level of £23.4 million. Why?

Answer

At the year end any underspend on Council services is transferred into general balances. The Council's 2019/20 year-end position was better than forecast when the 2020/21 budget was set. Therefore, general balances started the year already higher than the risk assessed level at £28.7m. The current forecast of £30.3m assumes that there may be a further contribution by the end of the 2021/22 financial year. However, given the unprecedented uncertainty regarding the financial impact of Covid-19, this is uncertain. With a net revenue budget of £475m, £30.3m is only enough to meet 23 days' worth of spend.

Similarly looking at "earmarked reserves" there are some very large figures. Capital reserves are set to increase to £35.2 million, with the vague explanation that it is for "financing capital expenditure in future years". If this is not allocated to specific projects with a likelihood of delivery then does it really qualify as an earmarked reserve at all?

The Capital Programme for the period 2019/20 to 2029/30 which was approved by Council in February 2020 set out how the programme is to be funded. This includes the full use of the Capital Reserve over the period of the programme. If this reserve was not held, then some schemes currently in the programme would not be able to proceed.

The "demographic risk reserve" is set to increase to £6 million. Can the Cabinet member explain exactly what this is for?

This reserve is held to help manage demographic risk, particularly the significant pressures relating to High Needs. At the end of 2019/20, the High Needs part of the Dedicated Schools Grant reserves was in deficit by £11.2m and is forecast to be in deficit by £22m at the end of 2020/21. Whilst the Council is not required to meet the deficit in the High Needs reserve from general funding, it cannot have negative reserves overall. Given the significant deficit forecast, this reserve ensures that overall, the Council has sufficient reserves.

There is an insurance reserve of £11.4 million. It is claimed that this figure is based on experience of claims but since the figure has remained relatively unchanged and the reserve has not been used for some years then is it really necessary?

Each year an independent actuarial assessment is undertaken to review the appropriate level of reserves to be held for future claims. The outcome of this assessment informs the

annual review of Earmarked Reserves which is undertaken as part of the Budget and Business Planning process. In 2019/20 £1m was released from the reserve to support service delivery.

I also notice there is a vehicle and equipment replacement reserve of £2.8 million. Can the Cabinet member then explain why the new electric cars for Community Safety at £200,000 were cut from the budget in September and not simply financed from this reserve?

Annual contributions are made into the vehicle and equipment replacement reserve to allow for the replacement of our fire appliances and other vehicles. These funds are fully committed to replacement of our existing stock and there isn't enough in the reserve to meet additional vehicles.

Many would applaud the County for saving for a "rainy day". However it might be an idea to look out of the window and see that the weather couldn't get much worse and spend some of these reserves rather than cutting services.

As part of their 'going concern' assessment our External Auditors have used the Institute for Fiscal Studies' Covid risk and resilience indicators for local government (published in June) to assess the level of reserves. Reserves data indicates that Oxfordshire has 'most risk' compared to our peers as our percentage of earmarked reserves to net revenue budget. Furthermore, CIPFA's Financial Resilience Index, which provides information on the level of reserves for all authorities, also identifies that Oxfordshire County Council is more at risk than other Counties in terms of the level of reserves held compared to its net revenue budget. The appropriate level of reserves and balances to be held by the Council is considered as part of the Budget and Business Planning process every year.

QUESTIONS WITH NOTICE FROM MEMBERS OF THE COUNCIL

ANNEX 3

Questions are listed in the order in which they were received. The time allowed for this agenda item will not exceed 30 minutes. Should any questioner not have received an answer in that time, a written answer will be provided.

Questions	Answers
<p>1. COUNCILLOR NICK CARTER</p> <p>For more than a decade, I have championed a cycleway from Thame to the nearby mainline station in Haddenham, so that (a) commuters and other train users in Thame can access the station safely and without resorting to their cars, and (b) residents in Haddenham, one of Thame’s satellite villages, can equally access the facilities of their local market town.</p> <p>The benefits of this cycleway will tick every box in the County Council’s list of priorities, from simply improving people’s lives to the more challenging carbon agenda. As a result, the Council has gradually been accruing S106 funds and our officers have remained in close contact with Bucks Council with whom the project will be jointly funded. Hopes were high locally when the cycleway’s importance was acknowledged by its inclusion in the Growth Deal funding, only to be dashed by its subsequent removal.</p> <p>Will the relevant Cabinet member therefore reassure Thame residents that the County Council still shares their ambition to see the cycleway become a reality, and set out how this</p>	<p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>The Thame to Haddenham Greenway is a proposal for a cycleway/footway linking Thame to the Haddenham and Thame Parkway railway station. The off-road cycle/ footway would route through Oxfordshire and Buckinghamshire. It is a scheme that is supported by both County Councils.</p> <p>The scheme was originally estimated at £10m which £8m was to be funded from the Housing and Growth Deal and the remainder from secured developer contributions.</p> <p>The feasibility of the Thame to Haddenham cycle/ footway scheme was commissioned and through the option appraisals, exploration around land ownership and deliverability the estimate scheme cost dropped to £4m. It was identified that there is 3rd party land required for the delivery of the scheme and if it couldn’t be secured through private agreement would need a Compulsory Purchase Order which would delay the delivery beyond the 2023 funding window.</p> <p>The housing delivery and attribution to this scheme was reviewed by South Oxfordshire and it was found that the accelerated homes were lower than the original estimate, a reduction from 223 to 26 homes.</p> <p>As a result of these changes, the Thame to Haddenham scheme could no longer be justified as a scheme that was funded from the Growth Deal due to the low number of accelerated houses now attributed. This is not a reflection of the value of the scheme, merely that it no longer fitted the criteria for the</p>

Questions	Answers
<p>will happen? In particular, may I have confirmation of:</p> <ol style="list-style-type: none"> 1) the preferred route and its likely cost; 2) the funds that Oxfordshire and Bucks have each earmarked; 3) other sources of funding that have been or could be investigated; 4) the potential timeline? 	<p>Growth Deal.</p> <p>The Housing and Growth Deal agreement meant that the councils needed to demonstrate how Government money provided through the deal is being spent in accordance with value for money requirements, alongside additional information on how a longer term step-change will be made to plan for and support the delivery of 100,000 homes by 2031.</p> <p>The County Council as the accountable body had to therefore recommend this scheme was removed from the Growth Deal programme and this was endorsed by the Growth Deal Programme Board in early 2020.</p> <p>There is wide held recognition that the scheme provides wider environmental and social benefits in line with the County Council and Growth Board's aspirations and objectives around climate action, public health and connectivity to stations and key hubs. The scheme therefore remains in place as a pipeline scheme that is currently not fully funded but has some s106 funding from Oxfordshire County Council and Buckinghamshire Council. Other funding sources are being investigated but not confirmed. It will re-enter a construction programme when suitable alternative funding is sourced.</p>
<p>2. COUNCILLOR NICK CARTER</p> <ul style="list-style-type: none"> • who instigated the Council's recent 'unconscious bias training? • on what basis were the trainers selected • what are their professional qualifications? • how much has it cost to train (a) officers in general and (b) members in particular • how will the training be evaluated? 	<p>COUNCILLOR JUDITH HEATHCOAT, DEPUTY LEADER OF THE COUNCIL</p> <p>who instigated the Council's recent 'unconscious bias training?</p> <ul style="list-style-type: none"> • CDC and OCC have statutory duties under the Equality Act (2010) and both organisations therefore produce Equality Policies and take action to ensure equalities, diversity and inclusion are integrated into the running of each Council. These policies and actions are regularly reviewed to maintain currency. • As part of action plans on inclusion and inequality, both councils have previously identified the need for leadership training in unconscious bias

Questions	Answers
	<p>as an important step to enhance their ability to meet the challenge of inclusion. Commissioning the training was undertaken by the OCC organisational development team in conjunction with the policy team.</p> <p>on what basis were the trainers selected</p> <ul style="list-style-type: none"> • To ensure value for money for CDC and OCC, and in-line with the financial standing orders of OCC, three quotes for the training were sought, judgement is based on cost and quality. • References were sought for the selected provider to ensure value for money; the first from a major combined authority and the second from a County Council. References were positive. <p>what are their professional qualifications</p> <ul style="list-style-type: none"> • The selected provider are experts in the design and delivery of facilitated training sessions which engage employees at all levels. The programme was tailored to OCC and CDC requirements and facilitators matched according to their skills and experience. • The trainer matched with OCC and CDC has over 30 years of experience in learning and development, working with clients in the public, private and charitable sectors on training and consultancy projects in the UK and the US. Trained in the use of development psychometrics like MBTI, Belbin, PPA and Workplace Mediation, the trainer is a Fellow of the Chartered Institute of Personnel and Development and a Fellow of the Institute of Training and Occupational Learning. <p>how much has it cost to train (a) officers in general and (b) members in particular</p> <ul style="list-style-type: none"> • We have run two sessions for officers, two for Cllrs (one OCC and one CDC) and one further general session for anyone who could not attend their session. • The total cost of delivering five sessions is £6,375 (plus VAT). <p>how will the training be evaluated?</p>

Questions	Answers
	<ul style="list-style-type: none"> • A link to evaluation forms has been sent to participants. This will be analysed according to session attended once the training sessions are completed (after the 15th Oct).
<p>3. COUNCILLOR NICK CARTER</p> <p>To what extent will the County Council's aspiration to become carbon-neutral rely on 'offsetting' measures?</p>	<p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>The Climate Action Framework sets a path for carbon emissions reductions across our estate and operations. Our approach follows the energy hierarchy, prioritising, in this order:</p> <ul style="list-style-type: none"> • reducing energy demand (e.g., active travel and remote meetings) • increasing energy efficiency (e.g., LED street lighting) • replacing fossil fuels with low-carbon or renewable energy (e.g., our electric-by-default vehicle replacement policy) • generating renewable energy (e.g., solar panel in our estate) • buying zero-carbon energy (e.g., REGO-backed green electricity contract) <p>Residual emissions are to be expected due to budgetary and technological challenges, particularly around heavy vehicles such as fire engines. We are currently working on a carbon management plan for our 2030 target, which will identify interim targets to 2030, a pipeline of quantified projects and the scale of the 'technology gap', helping us understand and quantify the need for offsetting. This work has been delayed several months by COVID as it was not possible to access buildings for surveys but is now on track for completion by the year end.</p> <p>The climate action programme includes the development of an offsetting strategy, which aims to benefit the county and our residents and seek</p>

Questions	Answers
	<p>synergies with other climate and sustainability goals (e.g. tree planting to support flood prevention and biodiversity). As well as planting trees, we are interested in exploring innovative forms of offsetting, namely thorough investment in retrofit that is currently not commercially investable.</p>
<p>4. COUNCILLOR KEVIN BULMER</p> <p>In the 2002 introduction of a 30 MPH speed limit throughout Oxfordshire villages Crays Pond in the Goring Heath Parish was omitted. The Department for Transport Circular 01/2013, Setting Local Speed Limits with criteria to consider all users and conditions was not followed. Poor sight lines less than 4% of the two road B471/B4526 through the village have pavements forcing road sharing, pedestrians and lethal speed machines, a dangerous combination and a failure 'Of Care' by OCC. Our population is older than average with some in wheelchairs and many schoolchildren and younger forced to walk in the road as there is no other option.</p> <p>For the past two years the Parish Council, District Council and our County Councillor have pressed hard through the required process for a reduction of the speed limit from 40 MPH to 30MPH. While it has been agreed by all at Communities, Highways Maintenance that change is required</p>	<p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>The Area Operations Traffic Team is exploring Goring Heath Parish Council's request to lower the speed limit on the B471 & B4526 at Crays Pond from 40mph to 30mph. In accordance with 'Setting Local Speed Limits' Department for Transport Circular 01/2013 and OCC's Speed Limit Policy, speed surveys have been carried out on both roads to determine whether a signed-only reduction in speed limit can be implemented, or whether a new lower speed limit will only be allowed with supporting highway measures.</p> <p>We expect to receive all survey results by mid-November. As soon as these results are received the Traffic Team will arrange a meeting with the Parish Council to discuss the way forward.</p>

Questions	Answers
<p>there has been no progress over the past two years. This situation is dangerous.</p> <p>Will the cabinet member please investigate further and instigate all necessary changes to mitigate this danger without delay?</p>	
<p>5. COUNCILLOR PETE SUDBURY</p> <p>Climate change is accelerating. It is likely that average global temperatures will exceed 1.5C above pre-industrial levels by 2030.</p> <p>The most salient impacts of this are increased incidents of extreme weather (flood, drought, cold, heat, wind) and increased incidences of "stuck" weather patterns, meaning all the above may persist for longer.</p> <p>The most immediate risk to people is from increased numbers of days with temperatures above 30C and nights above 20C, which increase death rates especially in elderly people and young children, both of which groups have difficulty regulating body temperature. The problem is worsened by the poor quality of much old and new-build UK housing.</p> <p>Increasing tree cover to 40% reduces temperatures in towns and cities by 3-5C. What plans do the Council and its partners have to ensure or facilitate this level being achieved in old build and new developments within the next</p>	<p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>Urban cooling is just one of the many benefits that trees provide in towns and cities. Urban areas are also complex environments in which to plant and grow trees, with above and below ground constraints such as services a particular issue. A review of tree cover in urban areas by Forest Research identified that only one of 283 settlements studied had canopy cover more than 40% (Farnham 45%). The median tree canopy coverage was 15.8%. Oxford's canopy cover is 21.4% according to www.urbantreecover.org. Forest Research have proposed an average tree canopy cover of 20% should be set as the minimum standard for most UK towns and cities.</p> <p>To achieve a significant increase in tree canopy cover in old build areas will be a major challenge due to the constraints noted earlier. Incorporating a higher level of tree planting in new build and re-build is a more achievable option yet even in these situations there are significant challenges in terms of competing land demands. The responsibility for specifying levels of tree cover rests with the district councils. The Council does not have any current plans to directly or indirectly require such a significant increase in tree canopy as would be required to reach 40%.</p> <p>Targets for future tree cover should always be informed by considerations of the right tree in the right place for the right purpose. The Council is co-funding, with other local authority partners, the LEP and Friends of the Earth and with the support of the Lord Lieutenant, a study to look in detail at what</p>

Questions	Answers
10-15 years?	<p>these three considerations mean for the county's future tree cover. This study includes urban areas as one of its categories and this work may give us a better initial insight as to what level of future tree cover might be appropriate in different urban areas.</p> <p>With regard to OCC's own operations currently there is no central funding provision for tree planting, either to replace trees that have had to be removed or to plant new trees. New Highway schemes and Highway Improvement schemes are being designed with new tree planting where applicable. Better guidance for developers covering best practice and innovative approaches to incorporating tree planting into adoptable new streets will be released shortly as part of the revised Oxfordshire County Council Street Design Guide. The OCC Tree Service are helping to support local community groups with planting advice and are actively encouraging tree planting on the public highway, where appropriate.</p> <p>While tree planting is essential to ensure longevity of tree cover and increase canopy cover across the County, a proactive approach to existing tree management is essential in order to maintain existing/established trees to reach their maximum age and therefore provide maximum contribution to the environment, people and places where they grow. A new four-year strategic plan for tree management across the Highway networks of Oxfordshire began in March 2020 to deliver a proactive approach. The strategy has been informed by a multitude of factors to determine the priority of each parish to be surveyed based on historic tree records and then divided into approximately 80 parish surveys to be completed each year. This financial year, 79/83 parishes have been surveyed with the remaining four parishes to be completed by the end of November 2020.</p>

Questions	Answers
<p>6. COUNCILLOR MARK CHERRY</p> <p>Noting that currently I have submitted 6 FixMyStreet reports for Bretch Hill and 7 for Woodgreen Avenue, Oxfordshire County Council streetlights contractors are looking to be repaired in the standard time. All the streetlights reports are on old halogen streetlights units. Can I be assured that these will be replaced by LED streetlights units as soon as possible and that all streetlights will be replaced long term with LED units?</p>	<p>COUNCILLOR LIAM WALKER, CABINET MEMBER FOR HIGHWAYS DELIVERY AND OPERATIONS</p> <p>Oxfordshire County Council can confirm that the reports submitted regarding streetlights in Bretch Hill and Woodgreen Avenue Banbury will involve replacements with LED lighting solution. This is part of the long-term street lighting LED replacement program and at each site (where replacements are made) the local member will be advised in advance of any proposed changes in their respective areas.</p>
<p>7. COUNCILLOR TIM BEARDER</p> <p>Having invited me to ask questions to you informally I am disappointed that you didn't dignify my questions sent this way with a response, so I ask again, formally. Could you please tell me whether there are any options already secured on the land we own in the Northfields strategic allocation of South Oxfordshire District Council's plans and what the value of the land is currently, and an estimate of its value should the SODC's plan be passed?</p>	<p>COUNCILLOR DAVID BARTHOLOMEW, CABINET MEMBER FOR FINANCE</p> <p>At the last Cabinet Meeting, you said you hadn't read the answer I had provided to your previous question which had been submitted very late. Given officers had interrupted their work programme to provide an urgent response, this was very disappointing. I subsequently suggested that sometimes it is more appropriate to seek an informal response. I provided informal answer to your supplementary question six working days after it was asked. I repeat it here:</p> <p>There are no options secured on the County Council owned land within the area known as "Northfields". The value of the land in its current use is circa £400,000. If this land becomes allocated in SODC's Local Plan the value will increase substantially, but it is difficult to determine that value at present due to uncertainties around specific land use, infrastructure costs and S106 contributions towards education, highways, etc.</p>

Questions	Answers
<p>8. COUNCILLOR TIM BEARDER</p> <p>In August Oxfordshire County Council published a report from PwC entitled 'Local Government Reform in Oxfordshire' please could you let me know how much this cost and what you are now doing with it?</p>	<p>COUNCILLOR IAN HUDSPETH, LEADER OF THE COUNCIL</p> <p>The report was commissioned to set out the options available to Oxfordshire with regards to local government reform and devolution in the light of the white paper (originally set for publication in the Autumn) and the new tests or criteria set out for reform within that context. The work cost £35k and was commissioned in partnership with Cherwell District Council.</p> <p>We continue to engage with discussions locally and nationally with regards to devolution opportunities, but it is important to recognise that the publication of the white paper has now been delayed until next year and therefore there are no immediate opportunities to progress this.</p>
<p>9. COUNCILLOR TIM BEARDER</p> <p>Writing on Twitter this week Cllr Liam Walker said: "I've always been one to speak my mind forgetting that as elected officials we have a responsibility to ensure we balance personal & professional opinions." This very strongly implies that his personal opinions conflict with his role as Cabinet Member for Highways Delivery & Operations. Are you content to have someone on your cabinet that is not a proponent of the Active Travel agenda and if not, when will you replace him?</p>	<p>COUNCILLOR IAN HUDSPETH, LEADER OF THE COUNCIL</p> <p>I think it's important that all members have views as opposed to sitting on the fence or flip flopping around with different policy statements depending on which county you are discussing.</p> <p>I know that Cllr Walker is a strong supporter of active travel as he recently bought a house not only in the same county but in the same division, he represents so he can make use of the nearby train station to reduce his car usage. He has also worked with myself and others to push for improvements to the 233 bus service where we recently used funding for a Sunday service. Cllr Walker also makes regular use of his two 2 bikes and is often seen out riding in his division whilst also reporting potholes that could be a danger to fellow cyclists. So obviously not only does he support Active Travel, but he does it too.</p>
<p>10. COUNCILLOR JUDY ROBERTS</p> <p>Can the Cabinet Member for Finance explain why</p>	<p>COUNCILLOR DAVID BARTHOLOMEW, CABINET MEMBER FOR FINANCE</p> <p>The Vale of White Horse District Council CIL Spending Strategy is announced</p>

Questions	Answers
<p>the County Council has not collected any of the CIL money allocated to it by the Vale of White Horse District Council's CIL Spending Strategy since its implementation in 2017.</p>	<p>annually, with available funds reported to OCC at the end of each calendar year. The County Council can apply for the funds at any point during the proceeding financial year subject to negotiation of a funding agreement.</p> <p>In its first year the Vale of White Horse District Council allocated £131,071.45 to OCC for the period 01.11.2017 (start of CIL) to 31.12.2018. In its second year 01.01.2019 to 31.12.2019 the Vale of White Horse District Council allocated £630,250.49 to OCC, to be available for spend in 2020/21, subject to agreement.</p> <p>These funds are held by the Vale of White Horse District Council, but ring fenced for OCC until they are applied for. OCC has applied for the first lot of funding from 2017 until the end of 2018 and the full amount of £131,071.00 has been approved by the District Council. This is the first round of CIL funds to be transferred and has taken some time to work through the process, including the drafting of the Funding Agreement for use in subsequent years. The final part of this current process, to sign the agreement and release the funds, is currently with the District Council. It is hoped that once the funding agreement is approved, all subsequent versions will be processed a lot quicker on both sides.</p> <p>The Vale of White Horse District Council will report the final amount of 2020 funding available for OCC in January 2021 (currently standing at £534,628.64 as of 30.09.2020). These funds will be put into the Vale's 21/22 budget and can be paid to OCC once applied for in 2021/22.</p> <p>The District Council is currently reviewing its CIL spending strategy and although no suggested changes are currently proposed to the OCC proportion the District may wish to remove the restriction on being used for Transport and Education – internal discussions are currently being held between officers.</p>

Questions	Answers
<p>11. COUNCILLOR RICHARD WEBBER</p> <p>Is the Leader aware that as a result of recent events, including the resignation of the Cycling Champion together with some ill-advised tweets from a member of the Cabinet, that the perception is growing that this Council is not as committed to promoting Cycling in the County as it professes to be in many of its public documents? How does he propose to address this problem?</p>	<p>COUNCILLOR IAN HUDSPETH, LEADER OF THE COUNCIL</p> <p>The resignation of Cllr Bartington was disappointing to me as she is a strong advocate for cycling, and I respect the work she has done to promote cycling across the county. I would like to take this opportunity to publicly thank her for all her hard work across the county to promote cycling. I'm sure that she'll continue to engage with cycling groups to promote cycling. The position took a large amount of her time, which was in addition to all her professional work relating to Health agenda.</p> <p>I can reaffirm our continued support for active travel (cycling and walking). The Council is committed to promoting active travel in line with Council policies on public health, climate emergency and encouraging sustainable growth. We have produced and approved Local Cycling and Walking Infrastructure Plans (LCWIPs) for Oxford and Bicester which members today can see in the cabinet reports and are working on developing LCWIPs for Didcot and Abingdon. We are also currently developing the Active Travel Hub within the Council to promote active travel in policy and programmes.</p> <p>We are waiting for the outcome of our bid to the DfT for tranche 2 Emergency Active Travel Funding which will fund cycling measures in Oxford, Bicester and Witney.</p> <p>The Council also has an ambitious programme of works to promote active travel throughout the County. In Oxford we are preparing Connecting Oxford and the ZEZ, as well as commitments of £44.5m for the following schemes:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Botley Road (Growth Deal/National Productivity Investment Fund/Developer Funding) <input type="checkbox"/> Banbury Road (Growth Deal – subject to further Growth Board decision)

Questions	Answers
	<ul style="list-style-type: none"> <input type="checkbox"/> Woodstock Road (Growth Deal) <input type="checkbox"/> £10.6m for other cycling schemes in the city (Growth Deal) <p>For Cherwell and West, we are developing a cycle network for Witney. Other schemes include:</p> <ul style="list-style-type: none"> <input type="checkbox"/> A40 cycle improvements to the route between Witney and Oxford <input type="checkbox"/> B4044 strategic cycle improvement between Eynsham and Botley <input type="checkbox"/> Carterton to Witney cycle route <input type="checkbox"/> Improvements to the A44 and A4165 route <p>For South and Vale, we are developing the Science Vale Cycle Network to link Milton Park, Harwell Campus and Culham Science Centre. Work is currently on-going preparing the following schemes</p> <ul style="list-style-type: none"> <input type="checkbox"/> Wantage to Harwell Campus route 1 – the “Ickniel Greenway” <input type="checkbox"/> Abingdon to Milton Park route 3 <input type="checkbox"/> Didcot to Harwell Campus route 5 along Wantage Road <input type="checkbox"/> Abingdon to Culham Science Centre route 7A along Abbey Meadows and Barton Fields <input type="checkbox"/> Didcot to Culham Science Centre route 8
<p>12. COUNCILLOR SUSANNA PRESSEL</p> <p>Oxfordshire was hoping to become a smoke-free county, which is a laudable aim. The number of adults who smoke has been falling everywhere in the UK – except in Oxford, where it apparently almost doubled between 2018 and 2019. Why is this and what are we going to do about it?</p>	<p>COUNCILLOR LAWRIE STRATFORD, CABINET MEMBER FOR ADULT SOCIAL CARE & PUBLIC HEALTH</p> <p>Smoking prevalence data for local authorities is reported by Public Health England using annual population survey results. These ask a sample of the population about their smoking habits among other things. Between 2018 and 2019, the survey showed that smoking prevalence in Oxfordshire from 10.1% to 12%, and for the Oxford City, the increase was from 8.3% to 13.5%.</p> <p>As data are based on just a sample of the population, figures have wide confidence intervals, suggesting that in Oxfordshire, the smoking prevalence is likely to be somewhere between 9.6% and 14.4%, and for Oxford City the</p>

Questions	Answers
	<p>true prevalence will likely be between 6.8% and 20.1%. Importantly, for both Oxford City and for Oxfordshire as a whole, there is an ongoing downward trend in smoking prevalence since 2011.</p> <p>The Council is working hard to reduce smoking rates in Oxford City and across the county. In March 2020 all Oxfordshire Councils signed up to the Local Government Declaration on Tobacco Control, and the two NHS trusts signed the NHS Smokefree Pledge. The County launched a new tobacco control strategy on 31st May 2020. This outlines how all partners will work together to reduce smoking rates across four pillars: Prevention, Local regulation and Enforcement, supporting smokers to quit and Creating smoke free environments.</p> <p>Examples of action since March 2020 to reduce smoking prevalence in Oxford City include promoting the smoking cessation service to local employees such as BMW and Unipart, a Smokefree Sidelines initiative where over 30 local youth football clubs such as Rosehill and Summertown have signed up, Trading Standards work with local businesses to prevent under age sales of e-cigarettes to, and sending over 5000 text messages inviting smokers in Oxford to quit and to raise awareness of the free local stop smoking service.</p> <p>The Oxfordshire Tobacco Control Alliance, made up of a variety of organisations and professionals, meets three times a year to deliver a cross-Oxfordshire action plan aimed at making Oxfordshire #SmokeFree. The Alliance is submitting a report to the Health Improvement Board on the 19th November where further detail will be provided on action taken to reduce tobacco use across the County.</p>
<p>13. COUNCILLOR SUSANNA PRESSEL</p> <p>Heavy rush-hour congestion and dreadful air</p>	<p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>As part of the government’s COVID response, Oxon CC was awarded</p>

Questions	Answers
<p>pollution are already back to their levels before lockdown – or worse. However, as has often been pointed out, they are noticeably less awful when the schools are on holiday. The County Council used to work with schools to encourage them to make sure they have up-to-date school travel plans. These often prompt the pupils to persuade their parents to use “active travel” where possible. As well as the sadly small number of “school streets” we are setting up, can we please find the resources to work with every willing school on a new travel plan? It would have a noticeable effect on congestion and pollution in many parts of the county.</p>	<p>£150,000 in August 2020 to support school travel demand management work. County wide initiatives that commenced ahead of schools reopening in September include:</p> <ul style="list-style-type: none"> • The development of information on travel choice/options for parents that were contained in a wider school ‘information pack’; • Collection of data and intelligence to give us the best picture of any gaps in transport or travel challenges. This included asking schools to report problems and all school bus and taxi drivers to complete a daily return about status about travel and situation at the school gates; • The development and delivery of publicity and marketing campaign using social media and technology/apps to promote more sustainable travel. This includes the promotion of Street Tag Oxfordshire: https://news.oxfordshire.gov.uk/street-tag-app-launched-to-encourage-more-active-children-and-communities/ and Living Streets’ WOW – the year round walk to school programme for primary school age children - and Little Feet – early years focused resources including journey maps, stickers and educational games to reward families for active journeys; • Procurement of access for all Oxon Schools to ‘Mode Shift Stars’ and ‘Pindar Creative’ platforms to enable travel plans to be updated and bespoke walking and cycling maps to be created. <p>As part of a second more targeted phase, we are procuring specialist consultant support for 30-40 schools that have demonstrable issues with access and/or congestion to implement a variety of targeted initiatives including:</p> <ul style="list-style-type: none"> • Support with the development and updating of School Travel Plans • Development of School Street and Park and Stride initiatives – up to 6 schools • Scoping the feasibility of enhanced school gate parking management/restrictions. •

Questions	Answers
	Subject to schools remaining open, we expect to have consultants in place and engaging with schools and their communities from early November.
<p>14. COUNCILLOR SUSANNA PRESSEL</p> <p>For many years we have been promised better tarmac on our major roads, but we still see the buses in the City causing serious damage quite soon after new tarmac has been put down. When will this problem finally be solved?</p>	<p>COUNCILLOR LIAM WALKER, CABINET MEMBER FOR HIGHWAYS DELIVERY AND OPERATIONS</p> <p>We note your concerns regarding the impact of buses and HGV's across the whole of Oxfordshire's road network. In order to mitigate some of these effects on the network, we have invested in new and more durable materials, some of which have been specifically developed for bus stops and high-stress areas. We have specified these materials at Woodstock Road near the St Edwards School as well as outside the Radcliffe Observatory Site and several bus stops within Kidlington, to name a few examples. I am aware also that Oxford Direct Services have also specified similar materials at Gloucester Green.</p> <p>Unfortunately, as with many different treatments, these materials are not appropriate for every situation. Officers will often have to balance the benefits provided against any additional costs, as well as the traffic management implications of having to keep the road closed for longer as these materials take longer to "set" before they are ready for traffic to run on them.</p>
<p>15. COUNCILLOR JEANNETTE MATELOT</p> <p>We are due to facilitate a meeting with Thame Town Council to discuss how the new Civil Parking Enforcement arrangements might work. My aim will be to explore whether the County might delegate the implementation and management of the scheme exclusively to the Town Council, and to reassure the relevant OCC</p>	<p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>It is currently not our plan to devolve the development and implementation of Civil Parking Enforcement to the Town and Parish Councils at this time. During the feasibility phase of the project, we saw that the best result came from a large-scale project run centrally for the Districts that did not have CPE already. The scheme could not be made to pay at a more local level. What we are keen to do is to set ourselves up to maximise the use of local knowledge to inform our deployment models to ensure we can run an efficient and</p>

Questions	Answers
<p>officers about the Town Council's appetite and ability. I am certain the Town Council will be keen to take on this responsibility and will do a very good job of it.</p> <p>Will the Cabinet Member for the Environment confirm that, wherever possible, the new CPE scheme will be managed at the most local level possible, and tailored to suit a community's existing needs? If so, what would be the financial structure, and how can OCC apply the new arrangements with equal imagination to one of our largest villages, Chinnor, which is as big as many towns?</p>	<p>effective service going forward.</p> <p>Officers from the Network Management Service are keen to start the conversation with Thame Town Council at an early opportunity to discuss the options available (including those for large villages like Chinnor).</p>
<p>16. COUNCILLOR EMMA TURNBULL</p> <p>How many children in Oxfordshire are currently eligible for free school meals, and therefore won't be getting a school lunch over the half-term, Christmas, and other school holidays? Is this something that the Cabinet Member would be willing to address for local children?</p>	<p>COUNCILLOR LORRAINE LINDSAY-GALE, CABINET MEMBER FOR EDUCATION & CULTURAL SERVICES</p> <p>Approximately 10,120 were known to be eligible for FSM (10.5%) – or 9770 of statutory school age (source Jan 2020 census)</p> <p>“We keep all support for food provision to families under review, however there is already a comprehensive network of support available working with our partners, particularly the voluntary sector.</p>
<p>17. COUNCILLOR PAUL BUCKLEY</p> <p>In view of the sensible recent decision to abandon rushed implementation of two temporary bus gates in the centre of Oxford, in spite of vocal opposition from the City Council, is Cabinet proposing to delete the two further bus</p>	<p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>Oxfordshire County Council Tranche 2 Emergency Active Travel Funding (EATF T2) bid is with the Government. Approval is awaited. The T2 bid was designed to meet the criteria set out in the Government EATF bidding document and approved by the Cabinet member for the Environment before submission. If the bid is successful, or partly successful, the Council will</p>

Questions	Answers
gates from its Tranche 2 projects, if and when that money ever appears?	review the elements of the bid in light of the total funding available, the period for implementing the schemes and any other additional comments or caveats received from the Government which might affect the overall package. There will be a period of engagement and consultation before finalising the elements that are to be taken forward. It is too early therefore to determine the schemes that will be excluded or included as to do so would be to pre-empt the size of the funding package and the outcomes of the up-coming period of engagement and review.
<p>18. COUNCILLOR PAUL BUCKLEY</p> <p>Connecting Oxford' includes proposals for several bus gates, with great potential to reduce traffic congestion in Oxford city centre. However, if these are badly planned, they could have painful consequences for the lives of many residents, and for businesses and other organisations, and could just shift traffic congestion elsewhere. What specific steps will be taken to guarantee these problems are avoided?</p>	<p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>Cabinet endorsed further work on Connecting Oxford (in January this year) with funding already secured to carry out the detailed technical work and business case development that is required before proposals can be implemented. Extensive public and stakeholder engagement and consultation on the Connecting Oxford proposals is planned over the next three years with implementation programmed to start in 2023.</p> <p>We will be following the Department for Transport's business case process, as this is a requirement to secure government funding and will provide the necessary robustness against potential challenge.</p> <p>This process is undertaken in three stages, with each business case building on the previous. The following outlines the purpose of each business case stage and when we expect to submit each business case to the DfT:</p>

Questions	Answers		
	Stage	Purpose	Expected submission to the DfT
	Strategic Outline Business Case	<ul style="list-style-type: none"> • Sets out the need for intervention; • Confirms how this will further national aims & objectives; and • Provides suggested or preferred ways forward and presents evidence for the decision 	Winter 2020/21
	Outline Business Case	<ul style="list-style-type: none"> • Sets out a detailed assessment of the options to find the preferred solution and includes full economic and financial appraisals 	Spring 2022
	Full Business Case	<ul style="list-style-type: none"> • Sets out plans for monitoring and evaluating benefits; and • Details the proposed contract management, resourcing, processes and benefit realisation plans 	Winter 2023*
<p><i>*Proposals that don't require government funding including those to be funded by future WPL income can start to be implemented before this</i></p>			
<p>It is fully appreciated that effective communications and engagement will be critical to the successful delivery of Connecting Oxford and the councils have recently developed a Communications and Engagement Plan for Connecting Oxford. This will be particularly important given the views we have received on the temporary bus gates proposal, which generated an unprecedented response but also helpfully highlighted areas that will need careful consideration as Connecting Oxford is developed.</p>			
<p>The Plan recognises, for example, the need to present a strong business case with quantifiable benefits and clear pledges on when these and supporting measures will be delivered. This is central to the business case, particularly at Outline Business Case stage and which requires us to rigorously assess a wide range of potential transport, economic, social and environmental impacts as</p>			

Questions	Answers
	<p>detailed here. Evidence collected at this stage would also be used for consultation helping the public and stakeholders to consider and respond to proposals in a more informed way.</p> <p>As the councils agreed back in <u>January</u>, we will also engage with the public and stakeholders before carrying out formal consultation so proposals are developed in a collaboratively way. This engagement was expected to start earlier in 2020 but has been delayed because of COVID-19. It is hoped however that we can begin to engage with groups this winter 2020/21.</p>
<p>19. COUNCILLOR PETE SUDBURY</p> <p>Alongside large numbers of new homes, numbers of new schools or extensions to existing ones are also being built in South Oxfordshire on behalf of the County Council.</p> <p>As part of the Council's action on the Climate Crisis, what is the Council doing to ensure those buildings are designed to be zero carbon in operation and built using the lowest-possible carbon construction methods?"</p>	<p>COUNCILLOR LORRAINE LINDSAY-GALE, CABINET MEMBER FOR EDUCATION & CULTURAL SERVICES</p> <p>A number of initiatives are being developed as part of the Council's action on the Climate Crisis to ensure new buildings are designed to be zero carbon in operation and built using the lowest-possible carbon construction methods. This includes developing policy, which if adopted, will enable the council to seek enhanced commitments from housing developers which will enable future new schools to be constructed to carbon zero</p>
<p>20. COUNCILLOR PETE SUDBURY</p> <p>The Local Plan in South Oxfordshire, (developed, submitted and forced through to inspection by the Conservatives), requires the building of large numbers of houses in rural South Oxfordshire which, as things currently stand, will increase car</p>	<p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>The new Local Transport and Connectivity Plan (LTCP), which looks to 2050 is currently being developed, and is expected to include updated area strategies. The first stage of the strategy development was engagement on a range of topic papers in spring of this year, with feedback received helping us develop the full LTCP. The next stage will be consultation on a draft vision,</p>

Questions	Answers
<p>dependency and result in very large numbers of additional journeys. The Housing Infrastructure Fund (HIF), supporting this building, has the effect of creating a Trunk Road from the M40 at Watlington through to Didcot, which will draw many more vehicles onto South Oxfordshire's already congested roads. It is clear that both the South Oxfordshire Local Plan and the HIF are based on thinking that has become outdated during the process of their development. Both need updating to take account of the Climate Emergency and the Challenge laid out in the DoT publication "Decarbonising transport: Setting the Challenge" (May 2020).</p> <p>How does the Council plan to update its transport strategy, specifically in South Oxfordshire, so that the epidemic of housebuilding and the creation of new roads become the catalyst for a "Modal Shift" from private cars to active transport (walking, cycling, public transport), to the extent that the roads become less congested for the drivers who really need them?</p>	<p>which will be considered by the County Council Cabinet in January 2021 for consultation in February 2022. Feedback from this consultation will help us develop the full LTCP for full public consultation later in 2021. The LTCP will need to ensure that it takes account of wider strategy delivery, including the County Council Climate Action Framework as agreed by the County Council Cabinet on 13th October, and development of the Oxfordshire Plan 2050. It will therefore look to enable a shift to use of active and more sustainable modes of transport and away from unnecessary use of the private car, including for travel from new development in South Oxfordshire as it comes forward.</p> <p>The transport strategy devised by the County Council (as the Local Highway Authority) needs to respond to and facilitate the spatial strategy as set out in the emerging Local Plan, which is the ultimate responsibility of the Local Planning Authority, in this case South Oxfordshire District Council (SODC). The District's spatial strategy in its emerging Local Plan is primarily based on the principle of locating housing growth in places where the need to travel is reduced, such as those on the periphery of Oxford or close to local employment centres in the Science Vale area. Any questions around the need to update the Local Plan should be directed towards the District Council.</p> <p>The emerging Local Plan currently contains within it (subject to the Main Modifications consultation process currently underway) policy provision that requires each strategic residential allocation to provide (either by financial contribution or direct delivery) both on-site and off-site walking and cycling improvements that will connect with key destinations, thus facilitating the encouragement of active modes of travel. Additionally, each site is required to make financial contribute towards the improvement of existing bus services or in many cases facilitate entirely new bus services that will create a significantly improved public transport network across South Oxfordshire, connecting with many important employment locations in the area. These measures will all contribute towards enabling a shift away from car</p>

Questions	Answers
	<p>dependency.</p> <p>The Housing Infrastructure Fund was initially identified as essential infrastructure in the Vale of White Horse Local Plan (2031) prior to the inception of the SODC Local Plan 2034 (now proposed to have a planning horizon of 2035). The infrastructure therefore supports these Local Plans as well as growth in other Oxfordshire districts. The HIF1 schemes support historic, recent, and planned growth predominantly in the Didcot area, including the proposed Local Plan housing allocations at Culham and Berinsfield. The four schemes that comprise the HIF1 package of works will significantly reduce congestion in the local and historic villages which will have benefits for a large resident population. Furthermore, HIF1 includes high quality walking and cycling provision and will connect into the existing provision in the Didcot area for the benefit of existing and new residents. This existing provision will also be the subject of the forthcoming Didcot Local Cycling & Walking Infrastructure Plan (LCWIP), which will set out in detail how walking and cycling facilities can be further improved in the area.</p> <p>The HIF1 schemes will also help to facilitate the aforementioned public transport network improvements associated with the proposed development in the SODC Local Plan. Indeed, without the provision of a new river crossing, the existing and proposed public transport services would have to continue to use the existing river crossings at Culham and Clifton Hampden. The new river crossing will help to ensure better journey time reliability and therefore the attractiveness of these services.</p> <p>Further to this, the HIF1 monies and policy provision in the emerging SODC LP (namely, <i>Policy INF1: Infrastructure Provision</i>) allow the forward funding provided by HIF1 to be recovered from the proposed development and recycled so that it is put towards other relevant infrastructure in the area, enabling opportunities for further walking, cycling, and public transport improvements to be delivered.</p>

Questions	Answers
	<p>The HIF1 package of measures are largely single carriageway, local improvements to accommodate local demand. It is therefore not designed to accommodate 'strategic' traffic or proposed to reroute traffic from the trunk road network.</p> <p>I hope that the above information addresses your concerns and articulates how improvements to walking, cycling, and public transport are integral to both the LTCP and HIF1 programmes.</p>
<p>21. COUNCILLOR JANE HANNA</p> <p>What future steps are planned should the government make funds available to continue the business case for restoring the Grove Station and railway service and should the restoring railways bid not be successful can she provide any guarantee that the County will fund this necessary next step so that residents who are experiencing a thousand new houses and a 50% increase in housing in the immediate area as well as the larger hinterland have hope this will be a reality in the foreseeable future.</p>	<p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>A bid to the Department for Transport's Restoring your Railways Fund was submitted in July and we await a decision from DfT, which is likely to be after the 2021/22 Spending Review on 25 November. If successful, the Department for Transport will fund 75% of costs, up to £50,000, to prepare a Strategic Outline Business Case (SOBC) following the guidelines for the 'Determine' stage of the Department's Rail Network Enhancements Pipeline (RNEP). This process has five stages - Determine, Develop, Design, Deliver and Deploy.</p> <p>The SOBC will follow the five-case model - Strategic, Economic, Financial, Commercial and Management, with the scope of each case at a level appropriate to the SOBC. The focus of activity will be to establish the Strategic Case to determine if the investment is needed by setting out the justification for a new station and train service, its fit with local and national development, environmental and rail industry policies and priorities. Importantly it will also consider potential train service options and the infrastructure interventions identified by the Oxfordshire Rail Corridor Study as being required to provide the wider system capacity for those services. This will reflect the engineering feasibility and costs now being prepared by Network Rail for the Oxfordshire Rail Corridor Study.</p> <p>The Economic Case will consider station demand and revenue, abstraction</p>

Questions	Answers
	<p>from existing stations, the impact of the Covid-19 pandemic, growth forecasts (population, employment), the value of passenger benefits and disbenefits, reliability and infrastructure capital costs. The Financial Case will provide indicative costs for construction and operating the station and running the train service, setting out the potential funding options and affordability and the impact on the income generated by the franchise for Government. The Commercial Case will look at the commercial viability of the scheme and the different procurement options available for its design, delivery and ownership, whilst the Management Case will deal with project planning, governance, risk management, communications and stakeholder management. These four cases will be refined as the scheme progresses through RNEP.</p> <p>The 'Determine' stage is estimated to cost c.£85,000; our bid was for the maximum amount of £50,000, and the Council has committed to find the remaining funding from within existing budgets. Should the bid be unsuccessful, the Council will need to look for alternative sources of funding to progress the scheme, which could be a mix of funding from the County Council and Vale of White Horse District Council, private sector investment by potential developers, and Government or Local Enterprise Partnership grant.</p> <p>Once DfT have reviewed and endorsed the SOBC they will make the 'Decision to Develop' and provide further funding to allow the scheme to move to the next 'Develop' stage.</p>
<p>22. COUNCILLOR JANE HANNA</p> <p>Is there an update for members of the Council on the planned review of the Constitution and a date when she will ensure the points made at the County Council meeting of 14 th July in respect of the Covid Response and Scrutiny Procedure Rule 19 (a) will be addressed and can she say</p>	<p>COUNCILLOR JUDITH HEATHCOAT, DEPUTY LEADER OF THE COUNCIL</p> <p>As part of the annual review of the Constitution, all members will be consulted very shortly about their views on the sufficiency, and efficiency, of the Constitution. A review would normally be carried out during the Autumn and considered by Council in December or early in the New Year. As I mentioned in the meeting in July, it is important that a review of the Constitution should involve as broad a range of member views as possible. This also means</p>

Questions	Answers
<p>how members of the Council will be involved in the planned review of the Constitution ?</p>	<p>listening to members about what role they feel the Constitution has, or could have, in helping them support their communities particularly in the light of the Covid pandemic. It also means hearing from chairs and members of committees for their views on how the Constitution assists the flow of business within their terms of reference of those meetings.</p>
<p>23. COUNCILLOR JENNY HANNABY</p> <p>Does the Cabinet member report on what improvements can be expected in the near future on Fix My Street to meet the needs of the many frustrated residents who take time to repeatedly report defects but who in many areas experience dissatisfaction with communications as well as their experience of the defect not being fixed at all or the quality or the timeliness of the fix.</p>	<p>COUNCILLOR LIAM WALKER, CABINET MEMBER FOR HIGHWAYS DELIVERY AND OPERATIONS</p> <p>We are continually working with the provider of FixMyStreet to make improvements to the system itself and our own processes - as part of our wider customer services review.</p> <p>The council and users also benefit from national upgrades FMS make and we have been looking at our processes. This includes more individual equipment and assets that have been added onto the system, which helps the reporter specifically identify the location of the issue and helps reduce any misunderstandings or time trying to confirm what is being reported. This currently covers: Streetlights, Grit Bins, Drains, Trees and Traffic Signals.</p> <p>To help avoid frustrations of knowing whether a road is private or not, information on public and private roads are now held by the FMS system. This allows us to send users an instant message (with a more customer friendly and informative tone) when reporting potholes on a private road, replacing the previous automated message that could be perceived as blunt.</p> <p>To avoid duplication and provide greater visibility on what has been reported/being fixed; potholes, identified by our own inspectors, are due to appear on FixMyStreet. Superusers will also be able to use FixMyStreet to directly raise defects rather than the current officer system. To help improve responses provided to enquiries, we have been reviewing the templates officers' use with the aim of providing a more clear, helpful response as well as reducing frustration and misunderstandings. We hope this gives you a</p>

Questions	Answers
	flavour of the positive upgrades planned for FixMyStreet however, should you require further information, our officer (Tom Scholes) is happy to give a virtual tour of the proposed changes at your convenience.
<p>24. COUNCILLOR JENNY HANNABY</p> <p>Can the Cabinet member for Adult Social Services report on whether he shares public concern about government instructions to County Councils to identify accommodation for COVID-positive older people as part of their social care winter plans to keep people out of hospital; what local lessons have been learnt so far from older people with COVID 19 discharged to care settings and whether he can give the necessary reassurances that existing residents in Care Homes will be shielded; that no care home provider will experience pressure in taking COVID 19 patients and that open book policies will be carried out with all providers to ensure the total cost of care is covered.</p>	<p>COUNCILLOR LAWRIE STRATFORD, CABINET MEMBER FOR ADULT SOCIAL CARE & PUBLIC HEALTH</p> <p>Thank you Councillor Hannaby for your question.</p> <p>The Adult Social Care Winter Plan published by DoHSC set out the requirement for all local areas to create ‘designated settings’ to enable discharge from hospital to a care setting for people who have tested positive for Covid-19. These settings will be for people who are no longer clinically unstable but cannot return to their permanent home, whether that is their family home or a care home. This means that no COVID19+ discharges will be made from hospital to care homes, other than those settings specifically designated to receive these.</p> <p>Nationally, strict requirements have been set for designated settings including that they must pass an Infection and Prevention Control Inspection conducted by the Care Quality Commission before any admissions can take place. In addition to the CQC Infection and Prevention Control Inspection which must take place before settings can accept admissions, the Council will also be supporting designated settings with increased advice, information and training on an ongoing basis. This will include close monitoring and ongoing conversations with service providers to ensure that infection control best practice is robustly applied. Designated settings will be identified in partnership and only designated where the care home is fully supportive, and able to deliver the requirements on a cost model that is agreed and covers any associated additional costs.</p>

Questions	Answers
<p>25. COUNCILLOR JENNY HANNABY</p> <p>Can the Cabinet member for Adult Services report on any actions taken or planned to ensure the eight day centres across Oxfordshire, including our excellent provision in our ward, have the funding they need to continue giving the excellent care to residents that need these services to help give support and break isolation</p>	<p>COUNCILLOR LAWRIE STRATFORD, CABINET MEMBER FOR ADULT SOCIAL CARE & PUBLIC HEALTH</p> <p>Thank you Councillor Hannaby for your second question.</p> <p>Oxfordshire County Councils Community Support Services have continued to receive funding to support adults who attend the services, in the same manner as other day time providers in the county. They have had to significantly change their operating model as a result of Covid restrictions and this has provided the teams with an opportunity to look at other ways they can provide support and showcase some of the creative ways staff have met people's needs during this time. There are innovative plans to develop and strengthen the community reach for the teams as we look at how we support people in the future in different ways.</p>