

County Council

11 July 2023

Schedule of Business

This page is intentionally left blank

Agenda Item 16

OXFORDSHIRE COUNTY COUNCIL

MEETING OF COUNCIL – 11 JULY 2023 SCHEDULE OF BUSINESS

Members of the Council are requested to wear their identity badges at all times when attending meetings at County Hall.

ITEM/TIME	ITEM	PROPOSALS (M = Motion; SEC = Secondar; Am = Amendment S = Statement; Q = Question; REC = Recommendation to be determined)
1 10:30	Minutes (page 1) To agree the accuracy of the minutes of the meeting held on 16 May 2023.	
2	Apologies for Absence Councillors Murphy, Povolotsky, Reeves, Sudbury	
3	Declarations of Interest	
4	Official Communications <u>Events attended by the Chair</u> 1. Nape Oxfordshire Festival – 14/06/23 2. The Orchestra music of Afghanistan – 15/06/23 3. Armed Forces Flag Raising – 19/06/23 4. Oxfordshire Volunteer Celebrations – 28/06/23 5. Oxfordshire Employment Celebrations – 28/06/23 6. Philippine Independence Celebrations Oxford – 01/07/23 7. Wittenham Rose Ceremony – 05/07/23	
5	Appointments Councillor Gregory to replace Councillor Hannaby as Cabinet Member for Community Services & Safety	

	Councillor Reeves to replace Councillor Murphy on the Oxfordshire County Council & Employees Joint Consultative Committee	
<p>6</p> <p>10:45</p> <p>25 mins</p>	<p>Petitions and Public Address</p> <p><i>Any person may address the Council on an item on the agenda subject to the provisions in CPR 10.2 of the Constitution</i></p> <p>Petitions – 3 minutes to speak</p> <p>Public Address – 3 minutes to speak (reduced from 5 minutes at the discretion of the Chair – CPR 10.3).</p>	<p>Petitions</p> <p>Steve Wright: Fire Brigade Union campaign</p> <p>Simon Howell: Parking in Shrivenham</p> <p>James Schumann: Do not dismantle LTNs</p> <p>Public Address</p> <p><u>Item 14 Motion from Cllr Edosomwan</u> 1. Evelyne Godfrey; 2. City Cllr Lubna Arshad; 3. Nazar Eltahir</p> <p><u>Item 15 Motion from Cllr Johnston</u> Charlie Maynard</p>
<p>7.</p> <p>11:10</p> <p>10 mins</p>	<p>Questions with Notice from Members of the Public</p> <p>(Answers were published in the Schedule Annex 2 on 10 July 2023. 1 supplementary question allowed for each)</p> <p>1: Mr Robin Tucker to Cllr Duncan Enright</p> <p>2: Mr David Young to Cllr Liz Leffman</p> <p>3: Mr Ian Yeatman to Cllr Andrew Gant</p> <p>4: Ms Donna Proctor to Cllr Andrew Gant</p> <p>5: Mr Richard Parnham to Cllr Andrew Gant</p> <p>6: Ms Sadiea Mustafa-Awan do you have a supplementary question?"</p>	<p>Enright</p> <p>Leffman</p> <p>Gant</p> <p>Gant</p> <p>Gant</p> <p>Gant</p>

<p>8.</p> <p>11:20</p> <p>30 mins</p>	<p>Questions with Notice from Members of the Council</p> <p>(Answers were published in the Schedule Annex 3 on 10 July 2023. 1 supplementary question allowed for each)</p> <ol style="list-style-type: none"> 1. Cherry to Gant 2. Povolotsky to Gant 3. Povolotsky to Gant 4. Povolotsky to Gant 5. Bartholomew to Phillips 6. Coles to Gant 7. Reeves to Brighthouse 8. Reeves to Gant 9. Mallon to Brighthouse 10. Field-Johnson to Enright 11. Constance to Brighthouse 12. Reeves to Gant 13. Howson to Leffman 14. Howson to Phillips 15. Howson to Gant 16. Constance to Brighthouse 17. Ford to Sudbury 18. Ford to Phillips 19. Ford to Phillips 20. Middleton to Gant 21. Middleton to Phillips 22. Field-Johnson to Gant 23. Field-Johnson to Sudbury 24. Ley to Enright 25. Ley to O’connor 26. Thomas to Gant 27. Corkin to Brighthouse 28. Corkin to Gant 	
<p>9.</p> <p>11:50</p> <p>30 mins</p>	<p>Annual Report of the Oxfordshire Joint Health Overview & Scrutiny Committee - Page 9</p> <p><i>Movers and seconders 5 mins and speaking in debate 3 minutes, CPR 15.4.2</i></p> <p>Council is RECOMMENDED to: Receive the Joint Health Overview and Scrutiny Committee’s Annual Report set out in Annex 1.</p>	<p>M: Hanna SEC: Haywood S Rooke S Smith S Pressel S Hicks S Baines</p>
<p>10.</p>	<p>Report of the Cabinet – Page 31</p>	

12:20 30 mins	<p>Leader (Liz Leffman)</p> <p>Deputy Leader (Liz Brighthouse)</p> <p>Climate Change Delivery & Environment (Pete Sudbury)</p> <p>Corporate Services (Glynis Phillips)</p> <p>Corporate Services (Glynis Phillips) & Finance (Calum Miller)</p> <p>Finance (Calum Miller)</p> <p>Highway Management (Andrew Gant)</p> <p>Travel & Development Strategy (Duncan Enright)</p> <p>Scrutiny Reports</p>	<p>Q Hicks (1)</p> <p>Q Bennett (2)</p> <p>Q Baines (4) Q Pressel (5) Q Rouane (5) Q Povolotsky (5) Q Johnston (5) Q Smith (5)</p> <p>Q Ford (7)</p> <p>Q Middleton (8)</p> <p>Q Baines (9) Q Bartholomew (11) Q Bartholomew (12) Q Hicks (12) Q Pressel (12)</p> <p>Q van Mierlo (14)</p> <p>Q Coles (15)</p>
11. 13:50 10 mins	<p>Special Urgency Decisions – Page 39</p> <p><i>Movers and seconders 5 mins and speaking in debate 3 minutes, CPR 15.4.2</i></p> <p>Council is RECOMMENDED to note the use of Special Urgency for Key Decisions on 9 June, 29 June and 30 June 2023.</p>	<p>M Leffman SEC Brighthouse</p>
12. 14:00 10 mins	<p>Independent Members of the Audit and Governance Committee – Page 67</p> <p><i>Movers and seconders 5 mins and speaking in debate 3 minutes, CPR 15.4.2</i></p> <p>The Council is RECOMMENDED to introduce an allowance of £3,156 per annum for new Independent Members of the Audit and Governance Committee in line with the recommendation of the Independent Remuneration Panel.</p>	<p>M Chair SEC Deputy Chair</p>

<p>13</p> <p>14:10</p> <p>15 mins</p>	<p>Motion by Councillor Freddie van Mierlo</p> <p><i>Movers and seconders 5 mins and speaking in debate 3 minutes, CPR 15.4.2</i></p> <p>Publishing the voting and attendance records of elected representatives is critical for democratic accountability. It allows residents to make informed decisions during elections and hold elected representatives to account. This council therefore requests the Director of Law and Governance to publish on the Council's website:</p> <ol style="list-style-type: none"> 1. A summary of the attendance records of members at Full Council (as is done by district councils, including South Oxfordshire District Council). 2. A record of the individual votes of members made at Full Council as required under the Constitution Part 3.1, section 17.2. <p>The information should be displayed prominently on the appropriate section of the website and be easily accessible.</p> <p>Votes taken by show of hands at the Chair's discretion will not require individual votes to be published.</p> <p>The Director of Law and Governance is not requested to retrospectively publish voting or attendance records, but to do so going forwards at the earliest opportunity.</p>	<p>M van Mierlo SEC Middleton</p>
<p>14</p> <p>14:25</p> <p>25 mins</p>	<p>Motion by Councillor Imade Edosomwan</p> <p>(See Schedule Annex 1 for amendment.)</p> <p><i>Movers and seconders 5 mins and speaking in debate 3 minutes, CPR 15.4.2</i></p> <p>The ongoing conflict in Sudan has resulted in the loss of countless lives, displacement of hundreds of thousands of people, and a severe humanitarian crisis.</p>	<p>M Edosomwan SEC O'Connor S Pressel S Elphinstone S Brighthouse S Rouane</p>

	<p>Oxfordshire has a proud history of providing support for those fleeing war. A great example is the Ukrainians fleeing the conflict in Ukraine. Oxfordshire has continued to stand shoulder to shoulder with the people of Ukraine.</p> <p>We are dismayed at the government's chaotic and inadequate response. They have failed to evacuate British citizens, offer sanctuary to family and dependants, or waive existing barriers to settlement and support in the UK.</p> <p>This motion condemns the war in Sudan and calls on the government to redouble their efforts to work urgently with regional partners to secure a permanent ceasefire and to engage in negotiations to find a peaceful and lasting solution to the crisis.</p> <p>Oxfordshire County Council resolves to request Cabinet to continue to support refugees locally, including by:</p> <ul style="list-style-type: none"> • working with the Oxfordshire Sudanese community to identify and support new arrivals. • collaborating with organisations in the public/voluntary sectors so they can provide appropriate support, especially for those with physical and psychological trauma. • briefing frontline council staff so they understand needs and pathways to relevant services. <p>We further resolve to request the Leader to write to the Home Secretary to:</p> <ul style="list-style-type: none"> • expand safe, legal routes for extended family of British citizens and Sudanese asylum seekers. • waive existing barriers to support including the habitual residence test. • establish a formal programme mirroring the Ukrainian settlement scheme for Sudanese nationals seeking sanctuary. 	
<p>15 14:50</p>	<p>Motion by Councillor Bob Johnston</p>	<p>M Johnston SEC Levy S Hicks</p>

<p>30 mins</p>	<p><i>Movers and seconders 5 mins and speaking in debate 3 minutes, CPR 15.4.2</i></p> <p>This council welcomes the feasibility study for a railway line in the west of Oxfordshire linking Carterton to Cowley. With the possibility of around 10,000 additional employment opportunities being created on the north and west side of the city, (4,500 Oxford North; 1,000 Botley Road; 4,000 Osney Mead; up to 1,000 at Oxpens) there has never been a more important need for a mass transit system connecting the city with the expanding towns along the A40 corridor.</p> <p>This Council urges the Cabinet to request the Corporate Director Environment & Place to build upon the results of the recently published feasibility study by entering into discussions with central government and other possible funders to identify sources of funding that would take the project forward, either in phases or as a complete route.</p>	<p>S Leffman S Middleton S Howson S Bearder</p>
	<p>CLOSE OF MEETING</p>	

This page is intentionally left blank

AMENDMENT TO MOTION ON NOTICE

Agenda Item 14 – Motion by Councillor Imade Edosomwan Amendment to be moved by Councillor Imade Edosomwan

The ongoing conflict in Sudan has resulted in the loss of countless lives, displacement of hundreds of thousands of people, and a severe humanitarian crisis. Oxfordshire has a proud history of providing support for those fleeing war. A great example is ~~the Ukrainians fleeing the conflict in Ukraine.~~ **how** Oxfordshire has continued to stand shoulder to shoulder with the people of Ukraine.

We are dismayed at the government's chaotic and inadequate response. They have failed to evacuate British citizens, offer sanctuary to family and dependants, or waive existing barriers to settlement and support in the UK.

This motion condemns the war in Sudan and calls on the government to redouble their efforts to work urgently with regional partners to secure a permanent ceasefire and to engage in negotiations to find a peaceful and lasting solution to the crisis.

Oxfordshire County Council resolves to request Cabinet to continue to support refugees locally, including by:

- working with the Oxfordshire Sudanese community to identify and support new arrivals.
- collaborating with organisations in the public/voluntary sectors so they can provide appropriate support, especially for those with physical and psychological trauma.
- briefing frontline council staff so they understand needs and pathways to relevant services.

We further resolve to request the Leader to write to the Home Secretary **and** **Oxfordshire members of parliament** to:

- expand safe, legal routes for extended family of British citizens and Sudanese asylum seekers.
- waive existing barriers to support including the habitual residence test.
- establish a formal programme mirroring the Ukrainian settlement scheme for Sudanese nationals seeking sanctuary.”

This page is intentionally left blank

Questions from Members of the Public

Questions are listed in the order in which they were received.

<p>1. ROBIN TUCKER</p> <p>For which major highway schemes in this and the last Council term (2017 to 2021) were traffic forecasts included as part of public consultation materials?</p>	<p>COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL & DEVELOPMENT STRATEGY</p> <p>Over the course of the last two administrations, Oxfordshire County Council has hosted its consultations on two online platforms. From 2017 to July 2021 E-Consult was used and from July 2021 onwards Let's Talk Oxfordshire was used.</p> <p>Since being decommissioned, detailed records from E-Consult are no longer available to view, therefore we are only able to provide a detailed response for consultations that are available on the Let's Talk Oxfordshire platform. However, additional background information is also provided.</p> <p>From 2021 onwards, the following schemes published some form of traffic modelling or forecasting on the Let's Talk platform, although the level of detail provided varies:</p> <ul style="list-style-type: none">• Consultation on trial traffic filters 2022• Local Transport and Connectivity Plan• Abingdon Local Cycling and Walking Infrastructure Plan (LCWIP)• Witney LCWIP• Banbury LCWIP• Kidlington LCWIP• Area weight restrictions – stakeholder engagement <p>Three other schemes included Equality Impact Assessments, which contained some form of commentary on traffic levels:</p> <ul style="list-style-type: none">• Central Oxfordshire Travel Plan• Quickways cycle routes – Oxford
---	--

- Woodstock Road corridor improvements.

A note on methodology

Let's Talk Oxfordshire hosted 326 transport or highways-related consultations from July 2021 to the present day.

To focus this answer on "major highway schemes" without assuming incorrectly what the desired remit of the answer was, the number of visitors to at least one page of a consultation was used as a benchmark. There was a range of one to 61,647 visitors to at least one page across all records.

The term "traffic forecasts" was interpreted broadly to mean anything from suggested increases to formal modelling of different types of vehicle traffic.

Fifty-five consultations with 500 or more visitors to at least one page were searched for any document that could contain traffic modelling or forecasts. Each document was then searched for key words such as "model", "modelling", "forecast" and "traffic forecast" and the findings verified with colleagues who worked on the schemes where possible.

Most references were found within larger overview documents and the consultation on trial traffic filters 2022 was unique in providing a standalone formal transport modelling document.

Background

As standard procedure, we do not publish traffic forecasts or other traffic modelling data to accompany public consultations on schemes that are at the early stages of development. However, these investigations have usually been conducted so a technical report would be available on request. This has been the case throughout the timeframe you refer to.

	<p>For major schemes in our capital programme that are situated beyond the public highway (where we either have secured additional land through negotiation or are going down a Compulsory Purchase Order (CPO) route), a transport assessment is published as part of the planning application process. As part of the transport assessment, transport modelling is usually used to inform the decision-making process.</p> <p>Schemes that are within the public highway do not usually require a planning application from the highways authority and are usually approved through delegated decisions made by the responsible cabinet member, or wider county council cabinet.</p> <p>Some schemes are part of local plan processes, which are the responsibility of the local planning authorities where they allocate future housing and employment growth. A local plan goes through an examination in public (EIP) process, which is supported by significant evidence, including the evaluation of transport impacts (ETI). The ETI usually contains modelling associated with new developments and associated major infrastructure.</p> <p>Like other major schemes, if this major infrastructure is then delivered directly by developers or Oxfordshire County Council, traffic forecasts will be included as part of public consultation materials at the very earliest stages of the planning process.</p> <p>As with any planning application process, documents submitted as part of a planning application are publicly available to comment on when the planning application is submitted and can be found on our planning pages: Find a planning application Oxfordshire County Council</p>
<p>2. DAVID YOUNG</p>	<p>COUNCILLOR LIZ LEFFMAN, LEADER OF THE COUNCIL</p> <p>The timetable for this commission was agreed by the LEP Board in September 2022, and following open tender SQW Ltd was commissioned to help develop/draft the</p>

"This Council is currently contributing to the £120,000 cost of the review and update of the Oxfordshire Strategic Economic Plan, which is being led by the Oxfordshire Local Enterprise Partnership (OxLEP).

In the past, the Strategic Economic Plan has been largely developed in a silo and signed off behind closed doors but has gone on to have significant impacts including influencing housing targets and the contents of Local Plans, as well as broader strategies such as transport. In light of our climate and biodiversity emergencies, we know a step-change is required in how we consider these issues. For example:

- The House of Lords Environment and Climate Change Committee states that behavioural change is essential for achieving climate and environment goals, and for delivering wider benefits.
- The BEIS Independent Net Zero Review, published on 13th January states, 'None of this will happen without a step change in the government's approach to delivering net zero.
- Oxfordshire Net Zero Route Map & Action Plan Final Report. The size of the challenge to achieve net zero

plan. The total value of the commission was £120k plus VAT with funding was provided by the LEP, FOP and the two local Universities.

The County Council has not directly contributed to this work, nor have any of the City or District Councils. The contribution was agreed through FOP via the Housing and Growth Deal capacity fund. The LEP commenced work on the SEP in March 2023 and as set out below, undertook a wide ranging evidence gathering exercise with an open call for evidence leading to the development of an Independent Economic Review. The main consultation and engagement phase took place over a 3 month period from April to June. The document is now in the drafting stage and will be completed with further stakeholder review/input over the summer and taking the final draft to the LEP Board in September 2023.

To address some of your points:

- Oxfordshire County Council is not contributing to the cost of the Strategic Economic Plan. The Future Oxfordshire Partnership has made a £70,000 contribution to the cost of preparing the SEP, taken from the capacity fund of the housing and growth deal in line with the original purposes of this government grant funding.
- There has been a series of open, face to face workshops (7 in total 1 of which was on-line), clearly advertised on the OxLEP website and via partners/stakeholders communications. These secured a wide range of attendance and were held in the North – Kidlington (x2) , South- Milton Park (x2), Central- Oxford Brookes Campus (x2) and supported by 1:1 or 1:many interviews, with an additional virtual workshop session added to extend reach. There was a wide attendance from a range of stakeholders including members of the Voluntary and Community Sectors, Businesses, Agencies, Oxfordshire LNP, Earth Trust, BBOWT, Local and Central Government and stakeholders such as CPRE/NNGO. One of the four "deep dive" topics centred on Oxfordshire's progress towards Net Zero and participants had the opportunity to contribute to

carbon by 2050 at latest will require a considerable step change in activity. We need to embed climate change into decision making across Oxfordshire's local authorities.

Indications from the series of workshops led by OxLEP suggest that:

- The primary aim remains economic growth, with the environment, net zero and wellbeing featuring as issues to be managed rather than front and centre.
- The timetable appears to be focused on speed (getting it done and dusted by June initially, but now the autumn) which apparently does not allow time for public consultation.
- Overall, the level of engagement has been low and primarily focused on members of the Future Oxfordshire partnership, including the universities and OxLEP. There has been very little representation from the diverse Oxfordshire population, including those economic and socially disadvantaged communities that might be viewed as having the most to gain from a robust Strategic Economic Plan.

Given the above, can the Leader:

a) Explain why the SEP review is being pushed through at such speed and without

the development of the plan throughout the evidence gathering, Independent Economic Review and workshops, all of which were accessible to the general public.

- This Council's Cabinet will be reviewing the SEP later this month. The document will also be on the agenda shortly for consideration by the FOP and the FOP Scrutiny committee.

<p>meaningful engagement with relevant communities? b) Provide reassurance that the draft new Strategic Economic Plan will at the very least go through a full Scrutiny process and be brought to a full Council meeting for approval, prior to the Leader voting at an OxLEP Board Meeting?"</p>	
<p>3. IAN YEATMAN</p> <p>Given that the Cowley ANPR LTN evaluation did not give serious consideration to blue badge access and neglected to update the Equality Impact Assessment - despite new evidence from the consultation & a significant change in vehicle access - does this amount to a failure of the council's public sector equality duty?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>The council has an on-going duty to consider matters of equality when making decisions and the impacts of the relaxation of the TRO were considered as part of the decision-making process and in the circumstances it was not considered that a further equalities impact assessment was required.</p>
<p>4. DONNA PROCTOR</p> <p>Following the fatal crash taking the life of a cyclist early morning 4/7/23 I am writing to express my deep concerns of the stretch of road particularly between Berinsfield Roundabout and Shillingford (before the 40 mph limit).</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>I would like to share my deepest sympathy and regret at the death of the cyclist on A4074. We will be working with Thames Valley Police in their investigation and will need to wait for the outcome of this before we can fully understand the cause and any specific recommendations that come out of it in respect of any particular improvements.</p>

I have travelled this road to get to work for the past 17 years and each and every journey fills me with dread .

Everyday vehicles overtake dangerously in both directions, can you please clarify that the white grid lines on this road mean no overtaking ? It honestly is a daily occurrence!

In my opinion a permanent speed camera should be operating on the Dorchester bridge in both directions.

Mobile police vans are often in the lay-by in Shillingford and just before Shillingford Bridge but these are ineffective. It's the A4074 that needs this urgent safety feature to prevent future accidents and subsequent deaths.

Another concern on that stretch of road is Monday evenings - Bike meets . Ridiculous speeds and dangerous riding - but no sign of policing.

I look forward to hearing back from you with your thoughts and hopefully a positive plan of action.

Regarding the particular stretch of the A4074 you mention, between Berinsfield Roundabout and Shillingford, is a challenging road in respect of road safety, and the centre hatching markings were installed in 2003 with a view to improving road safety here. They do not prohibit overtaking but I can confirm they have been effective in improving safety - with the number of collisions falling by 50% compared to before their provision.

Our road safety and education team have focused their work on this stretch of the A4074 around motorcyclists due to its popularity with them. They have also run their "It's not worth the risk" fatal 4 campaign a number of times at collaborative events with TVP and Road safety partners at the H café adjacent to the Berinsfield roundabout. The campaign highlights the 4 top contributory factors in collisions – Excessive speed, Impairment (drink / Drugs), Distraction (mobile Phone), and lack of seatbelts.

As part of our Vision Zero programme, we are committed to reviewing the scope for safety improvements across all the county's roads. I can confirm that this length of the A4074 will form part of that review. Our Vision Zero work also seeks to strengthen links and commitments with other key partners including Thames Valley Police, who are responsible for speed enforcement, including the use of fixed and mobile camera enforcement equipment.

<p>5. RICHARD PARNHAM</p> <p>What is Councillor Gant’s best estimate for the month / year in which the software for the planned traffic filters permits (specifically, the software that facilitates the granting of blue badge permits) will be ready for testing?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>The development and testing of the permitting software is an iterative process. The Council will be developing the permitting system for the Traffic Filters (including Blue Badge permits) in 2023/ 2024 ready for testing in summer 2024.</p>
<p>6. SADIEA MUSTAFA-AWAN</p> <p>Given that other councils allow access through ANPR LTNs for blue badge holders and carers, does the failure to offer an equivalent right in Oxford amount to a failure to make a reasonable adjustment?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>The council has an on-going duty to consider matters of equality when making decisions and the impacts of the relaxation of the TRO were considered as part of the decision-making process and in the circumstances it was not considered that a further equalities impact assessment was required.</p>

QUESTIONS WITH NOTICE FROM MEMBERS OF THE COUNCIL

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.

<p>1. COUNCILLOR MARK CHERRY</p> <p>Can the Cabinet Member for Highway Management Cllr Andrew Gant assure residents and local county Councillor Mark Cherry for Banbury Ruscote that the cancelled 2022 Resurfacing work on Edmonds road, Banbury, that was again marked up by milestone contractors in early 2023 will progress this summer 2023 during the school holidays?</p> <p>Edmonds Road has deteriorated further during autumn and winter 2022/2023 due to the cancellation of section resurfacing due to budget funds. I would say that further cancellation or delay would cost Oxfordshire County Council further money in pothole repairs and be unsafe managed decline for local commuters going forward.</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>All sites promoted for works are continually under review, and where a comparably marginal site is considered to be of a lower priority than an emerging need elsewhere it is regrettably on occasion necessary to postpone those works, or for the scope of those works to be reduced. This difficult job of continually balancing the many and often competing needs for the investment of our limited resources has, on this occasion, meant that Edmonds Road has for now at least been deferred. Whilst it may not therefore now be possible to deliver this as a patching scheme within this financial year other more cost-effective treatments are being considered to ensure the continued safety of the highway in Edmonds Road. Officers will be contacting Members to discuss the forward programme in the coming weeks and I would encourage Members to engage with that process in highlighting the priorities of their respective Divisions. I regret that I cannot pre-empt the outcome of that process by giving specific assurances, but please do be assured that Edmonds Road is receiving due consideration alongside other sites.</p>
<p>2. COUNCILLOR SALLY POVOLOTSKY</p> <p>Would the cabinet member possibly look into what the issues appear to be within E&P with regards to the Steventon Bridge. He will remember I asked back at a previous meeting and yet no updates are</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>I understand officers have now provided you with an update to the information provided back in March and May following questions raised at Council in March. We are still reliant on Network Rail and also the availability of suitable funding in the existing capital programme</p>

<p>forthcoming and the village cannot cope much longer with traffic volumes due to the channel, especially when the traffic stacks up down the High Street, causing Air Quality issues for households on the frontage. Would the Cabinet Member come and visit the site during rush hour with residents of the parish to experience the issues for himself?</p>	<ol style="list-style-type: none"> 1. There are still a number of repair options being looked at and it remains the intention to stabilise and repair the structure. This will still require listed building consent from the planning authority as well as other key approvals (English heritage) to the final agreed option. 2. Due to progressive failure of the arch ring at the edges and ring separation, a permanent width restriction has been determined to be required. The width restriction is required to protect the edges of the structure even once a permanent repair has been undertaken. 3. The structure has been assessed as capable of carrying 44 tonnes centrally on the structure and therefore no structural weight restriction is required. Therefore, any desire to reduce/remove HGV movement over the bridge structure is only possible via an environmental weight limit. This is unlikely to be implemented as this route most likely forms part of the OCC strategic highway network. 4. If no significant delays experienced, works on a preferred repair solution could form part of next fiscal year's delivery.
<p>3. COUNCILLOR SALLY POVOLOTSKY</p> <p>West Hendred in my division has no through road in which a school bus / school / public transport can run. The A417 is the 'stop' for all buses / coaches / school transport for public and independently arranged travel. The parish were told they could have a crossing and yet it has now been cancelled on cost grounds due to an 'out of budget' quote</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>I understand officers have been updating you on this. They have revisited the location and are putting forward a proposal to reduce the speed to 30mph. Work has commenced on the design of this. In similar situations (with consultation/design/ Cabinet Member Decision (CMD) process etc.), the average time to implement a speed change is around 4 months. Due to the constraints of the CMD forward plan, this may take a month longer due to the break in August. Work on the ground to deliver the changes (subject</p>

<p>from the county council contractor Milestone. One teenage girl has already suffered broken bones to her legs due to a collision with a car at school time and parents are now having to escort the children to and from the buses / crossing the road. Despite asking, I am getting no clear answer to the fact we have a vision zero for safety and yet children risk their lives daily in West Hendred just to go to school. Can the Cabinet Member for Highways visit the parents / parish council and explain what we can do to resolve this safety issue for the children and their families and apologise to the Parish for the lack of action after 18 months of the initial 'approval' to implement a safe crossing?</p>	<p>to CMD approval) is anticipated in Oct/Nov of this year. Works associated with this change include;</p> <ul style="list-style-type: none"> • Gateway features to clearly identify the speed limit • Dragons' teeth type marking on the carriageway surface • A new speed indicator device (SID) to replace the existing vehicle activated sign (VAS) that is not working <p>The installation of a crossing, as I understand officers have previously indicated, is dependent upon the construction of a retaining wall to support the highway at the point of crossing.</p> <p>Works have been commissioned to design this ahead of any further consideration for the crossing. The suitability of a crossing would be dependent upon the new speed limit, and a "bedding-in period" of six months would be required before a design could be considered. We cannot simply just install a crossing and, as you have been previously advised, a pelican crossing is not currently suitable at the moment due to the speed of the vehicles along the road. This would mean that the likelihood of installation of a puffin crossing would be in April 2024 at the earliest opportunity assuming that, if a new speed limit is introduced, vehicle speeds then reduce.</p>
<p>4. COUNCILLOR SALLY POVOLOTSKY</p> <p>Hagbourne Hill in Chilton / Hagbourne / Upton has been the subject of years of concerns, safety incidents and even a fatal accident, and yet it remains in the eyes of my parishes and residents unsafe and dangerous. What is the plan to make Hagbourne Hill safer and when was the last full review of the roads surface, gullies, gradient and</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>Officers have confirmed that remedial works on the edges of Hagbourne Hill were undertaken between 19 and 26 June to try and stabilise the verges where the over-run from vehicles had caused the edge of the carriageway/ verge interface to deteriorate.</p> <p>Following the unprecedented and unusual storms during the week commencing 5 June, works were carried out on Monday 12 June to</p>

<p>vehicle permissions (aka weight and width of vehicles).</p>	<p>remove extraneous debris from the road which had been washed out of the verges, (works carried out by road sweeper).</p> <p>It is recognised that the condition of the road is exacerbated by the volume and type of traffic that uses the route.</p> <p>Hagbourne Hill has been considered in the Local Plan for the wider Science Vale Area and is the subject of ongoing discussions in relation to a wider strategy approach across the area.</p>																									
<p>5. COUNCILLOR DAVID BARTHOLOMEW</p> <p>Please confirm for the financial year 22/23, the individual figures for the four highest redundancy payments made by the council, which should include pension contributions and pay in lieu of notice.</p>	<p>COUNCILLOR GLYNIS PHILLIPS, CABINET MEMBER FOR CORPORATE SERVICES</p> <table border="1" data-bbox="972 711 1809 954"> <thead> <tr> <th>Pay</th> <th>PILON & Holiday Pay</th> <th>Ex-Gratia</th> <th>TOTAL</th> <th></th> </tr> </thead> <tbody> <tr> <td>127,366.79</td> <td>0.00</td> <td>0.00</td> <td>127,366.79</td> <td>Employee 1</td> </tr> <tr> <td>120,956.90</td> <td>42,175.00</td> <td>25,635.00</td> <td>188,766.90</td> <td>Employee 2</td> </tr> <tr> <td>86,263.20</td> <td>0.00</td> <td>0.00</td> <td>86,263.20</td> <td>Employee 3</td> </tr> <tr> <td>40,261.28</td> <td>16,101.92</td> <td>0.00</td> <td>56,363.20</td> <td>Employee 4</td> </tr> </tbody> </table> <p><u>Pensions</u></p> <p>Nationally, employees in local government can pay in to the Local Government Pension Scheme. The employer also makes contributions. A pension pot builds over time, to which the employee becomes entitled at retirement.</p> <p>However, members of the Local Government Pension Scheme who cease employment on the grounds of redundancy and are over the age of 55 are entitled by national law to receive their pension which is not reduced to reflect early retirement. In these cases, the local authority is required to pay</p>	Pay	PILON & Holiday Pay	Ex-Gratia	TOTAL		127,366.79	0.00	0.00	127,366.79	Employee 1	120,956.90	42,175.00	25,635.00	188,766.90	Employee 2	86,263.20	0.00	0.00	86,263.20	Employee 3	40,261.28	16,101.92	0.00	56,363.20	Employee 4
Pay	PILON & Holiday Pay	Ex-Gratia	TOTAL																							
127,366.79	0.00	0.00	127,366.79	Employee 1																						
120,956.90	42,175.00	25,635.00	188,766.90	Employee 2																						
86,263.20	0.00	0.00	86,263.20	Employee 3																						
40,261.28	16,101.92	0.00	56,363.20	Employee 4																						

	<p>the pension fund the amount which would have been paid into the fund if the employee left at the normal retirement age. This was the case as below:</p> <p>Employee 1: £245,802.47 Employee 2: £90,503.04 Employee 3: £44,037.64 Employee 4: 0</p>
<p>6. COUNCILLOR ANDREW COLES</p> <p>At its meeting on 21st March, the Witney Traffic Advisory Committee were assured that public engagement exercises would take place this summer to enable residents and local businesses to feed in their ideas and aspirations before final plans are drawn up for the new permanent measures in Witney High Street. Could the Cabinet Member please advise when exactly these exercises will begin? At the same meeting, the TAC was also assured that new temporary measures, to tidy and smarten up the High Street, would be in place by the autumn. Can the Cabinet Member assure me that these measures will indeed be in place for the start of the crucial Christmas trading period?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>The public engagement exercise for the Witney High Street and Market Square Enhancement scheme is scheduled to commence on Tuesday 5 September 2023 and will continue until Monday 2 October 2023. Public engagement will commence after the school summer holidays to ensure that as many people as possible have the opportunity to contribute. Local businesses, residents and visitors to Witney will be encouraged to feed in their ideas and assist in identifying priorities so that the available funding can be targeted towards measures that meet the needs and aspirations of the community.</p> <p>A series of briefings for councillors and key stakeholders will be scheduled prior to the start of the public engagement exercise to provide further information regarding events that will be held during the engagement period and the materials that will be used for workshops and exhibitions</p> <p>Regarding the new temporary measures, it is anticipated that these will be installed prior to the Christmas trading period.</p>

<p>7. COUNCILLOR EDDIE REEVES</p> <p>The Oxford Mail reported on 17 June 2023 that a mother of twins was left feeling "physically sick" following a decision by Oxfordshire County Council to allocate her children to different primary schools. Notwithstanding any lacuna in the law, this appears to be a troubling case, particularly given the Council's ongoing difficulties with discharging its Education, Health and Care Plans work in a timely manner. Will the Cabinet member intervene to see what can reasonably be done to help and, if further systemic issues arise, will she endeavour to refer her findings to the relevant scrutiny committee for consideration?</p>	<p>COUNCILLOR LIZ BRIGHOUSE, DEPUTY LEADER AND CABINET MEMBER FOR CHILDREN, EDUCATION & YOUNG PEOPLE'S SERVICES</p> <p>We recognise the challenge faced by any family if twins cannot attend the same school. When twins are in consecutive places on the list of applicants for a school and in places 30 and 31 when offers are compiled then both twins must be admitted. However when one twin has an EHCP they are prioritised and the twins are separated on the ordered list and there is no guarantee both children will be offered.</p> <p>It is not appropriate to discuss casework in this forum but I have been reassured that all processes have been followed correctly in this case. In future a Scrutiny Committee can review this issue when we next determine the admissions policy for maintained primary schools'</p>
<p>8. COUNCILLOR EDDIE REEVES</p> <p>Will disabled residents, parents with SEND children and public sector employees who reasonably rely on their cars, such as carers and social workers, be exempt from receiving fines when passing through a LTN under any ANPR system introduced by this Council?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>As per the officer recommendations, the decision made at the Cabinet Member Decisions (CMD) meeting on 22 June was that there should be exemptions for emergency services, buses (at Littlemore Road only), taxis and private hire vehicles, and postal vehicles, at the three new ANPR sites in the Cowley Low Traffic Neighbourhoods (LTNs). Vehicles that do not have exemptions will receive fines if they pass through a site enforced by ANPR.</p> <p>The Council has listened to the feedback provided by local people and has committed to undertake a review of the exemptions to enforcement of the LTN traffic restrictions by ANPR cameras.</p>

<p>9. COUNCILLOR KIERON MALLON</p> <p>Does the Cabinet Member agree that the walking to school routes appraisals undertaken by the County Council, across fields, rural paths and along bridle ways should be undertaken during the wet winter months and not the driest summer months?</p>	<p>COUNCILLOR LIZ BRIGHOUSE, DEPUTY LEADER AND CABINET MEMBER FOR CHILDREN, EDUCATION & YOUNG PEOPLE'S SERVICES</p> <p>We apply the Road Safety GB Assessment of Walking Routes to School Guidelines when carrying out these appraisals, although these do not explicitly mention weather conditions, they nevertheless state that each route must be assessed on its own merits. For all routes - including sections of route that use footpaths and bridleways - this will include consideration of the condition of the surface and available width etc. and an assessment of how this may change through the year due to weather and vegetation growth etc.</p> <p>Assessments are carried out at all times of year site with site visits being repeated for each assessed route (other than in cases where the first inspection concludes that a safe walking route does not exist). Assessments primarily look at the relationship between pedestrians and vehicular traffic and there is no legally established requirement to limit assessments to the winter months.</p>
<p>10. COUNCILLOR NICK FIELD-JOHNSON</p> <p>Could you please give us an update on the HGV County-wide report. A report was due by the end of March and we are now in July. What are the timelines to receive this report and implementation of the HGV strategy? What decisions have been made?</p>	<p>COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL & DEVELOPMENT STRATEGY</p> <p>The area weight restriction feasibility study has been completed and draft outputs have been received. Following refinement and internal approvals they will be shared more widely and will be uploaded to a new freight webpage. Officers are also working to arrange an all-member briefing to provide an overview of the study and next steps.</p> <p>Due to the complexity of weight restrictions, it has not proved possible to identify workable proposals for area weight restrictions at the countywide</p>

	<p>level, at least not at this stage. Instead, the work has developed an approach to identify and prioritise those areas that would benefit from more detailed studies. It is planned that more detailed local studies are now conducted to test the approach in 2 trial areas. This work will begin shortly, timescales are currently undetermined but experience from other local authorities suggests that planning and implementation is likely to take approximately 2 years.</p> <p>The study also highlighted the need for a more holistic approach to HGV issues, including early consideration as to whether weight restrictions are always the right answer and seek to find the appropriate solution. We are therefore developing a clear process for how HGV issues or weight restriction requests are dealt with in the county. This will include how communities can request action to address inappropriate HGV movement, information required and the assessment criteria.</p>
<p>11. COUNCILLOR YVONNE CONSTANCE</p> <p>Please confirm which criteria were considered in OCC's decision that Childrey Way, an isolated, exposed, windswept footpath across open hillside, with no lighting, too narrow for a cycle or horse-rider to pass without stepping off into the fields, and with at least ¼ mile ankle/knee-deep potholes is SAFE for school children to walk to school? It seems the route was tested solely against the criterion of 'safety from traffic'?</p>	<p>COUNCILLOR LIZ BRIGHOUSE, DEPUTY LEADER AND CABINET MEMBER FOR CHILDREN, EDUCATION & YOUNG PEOPLE'S SERVICES</p> <p>The principal criteria used in assessments of the safety of walking routes to / from schools are as given in the Road Safety GB 'Assessment of Walked Routes to School -Guidelines'. Additionally when assessing the suitability of routes that include sections which are not highway – principally footpaths and bridleways - their condition is taken into account including their surface and width etc. The presence of street lighting is not in itself a factor noting many villages do not have street lighting and that this does not render the walking routes within them unsafe.</p> <p>Specifically in respect of the recent assessment for the route between Childrey and East Challow, the appeals panel also walked the route and</p>

	agreed with the officer assessment that the route was safe and suitable for use by students walking to and from school.
<p>12. COUNCILLOR EDDIE REEVES</p> <p>Will the Cabinet member rule out this administration introducing physical LTNs and extending ANPR measures, whether for traffic filter or LTN purposes, to our market towns?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>No – it is not proposed to rule any action in or out at present. In particular, it would not be appropriate to make a statement now that would prevent the proper exercise of discretion by this Council should such measures be proposed at some point in the future.</p> <p>As part of our Local Transport and Connectivity Plan 2022 – 2050 (LTCP) (Local Transport and (oxfordshire.gov.uk)) we have a Safe Streets policy which states:</p> <p>Policy 10 – We will:</p> <ul style="list-style-type: none"> a. Support the creation of safe streets through traffic measures, particularly where they support the creation of strategic safe walking and cycling routes. Safe street 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 safe streets and strategic walking and cycling routes. <p>It is worth noting that in some cases Low Traffic Neighbourhood (LTN) proposals are community led. Under the LTCP policy we would support the investigation of these.</p> <p>ANPR is a camera enforcement tool by which the County Council can enforce moving traffic offences. In January 2022 the Cabinet confirmed it would pursue these powers via a Designation Order from the Department for Transport. Criteria to help select sites for camera enforcement and a resource prioritisation framework have been developed and approved.</p>

	This allows for use of ANPR cameras to enforce LTNs, traffic filters, and other restrictions such as School Streets and this method may therefore be used for such restrictions where deemed appropriate.
<p>13. COUNCILLOR JOHN HOWSON</p> <p>According to the Council's website, the Horton HOSC last met in autumn 2020. The Independent Remuneration Committee set an allowance of £5,040 for the Chair of this Committee. Can the leader confirm that no allowance was paid in the 2021/22 or 22/23 financial years as the Horton HOSC will not have elected a chair in either year, and that no allowance is currently being paid in this financial year?</p>	<p>COUNCILLOR LIZ LEFFMAN, LEADER OF THE COUNCIL</p> <p>I can confirm that the Horton HOSC have not met since 27th November 2020; a meeting was due to be held on 11th October 2021, but was later postponed.</p> <p>The SRA for the Horton HOSC Chair was last paid to Cllr Arash Fatemian; this Allowance ceased on 6th May 2021, the date of the election.</p> <p>Since that date, as a Chair has not been appointed to the Committee, the SRA has not been paid.</p>
<p>14. COUNCILLOR JOHN HOWSON</p> <p>In Paragraph 15 of the workforce report presented to the June 2023 meeting of the Cabinet it was stated in connection with the apprenticeship Levy that '<i>there has been a continuous reduction in the amount of expired levy being returned to the Education and Skills Funding A</i>'. [sic] Could the cabinet member please identify the amount returned to the government in each financial year since unspent funds were required to be returned to government.</p>	<p>COUNCILLOR GLYNIS PHILLIPS, CABINET MEMBER FOR CORPORATE SERVICES</p> <p>The amounts returned to the government in connection with the apprenticeship Levy in each financial year since unspent funds were required to be returned to government were as follows:</p> <p>2019/20: £309,754.11 (July to March) 2020/21: £547,969.40 2021/22: £401,999.89 2022/23: £270.259.41.</p>
<p>15. COUNCILLOR JOHN HOWSON</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p>

<p>Both tourist coaches and coaches providing services to schools are parked throughout the day in residential roads across part of my Division. Some months ago, a list of non-residential roads was identified to officers that might offer alternative parking spaces for these coaches. What steps have been taken by officers to reduce coach parking in residential roads, and provide relief from noise and pollution to the residents living in the affected roads in my division?</p>	<p>Thank you Cllr Howson for your question.</p> <p>The issues around coaches travelling and parking around the city is longstanding and complex as generally the rules for parking and how we enforce is no different to other types of vehicles such as cars and vans. We have worked closely with our enforcement provider to target some of the problem areas, and vehicles will be moved on if they are not parking in accordance with the restrictions in place.</p> <p>We are also working with local schools to understand their provision and whether alternative arrangements can be found to the restrictions currently in place.</p> <p>The longer-term plans for coaches will be included in a place and movement review for the City which is currently being scoped. We will be working closely with colleagues at the City Council to develop plans which link into wider initiatives. Ultimately to enact real change in behaviours, any suggestions for alternative locations need to be carefully considered to ensure they are used and are attractive to coach providers.</p>
<p>16. COUNCILLOR YVONNE CONSTANCE</p> <p>Some eight years ago I got OCC (in a Conservative administration) to agree that the footpath from Letcombe Regis – a mere 1 mile from the village to King Alfred’s – was unsafe because it went over/through a stream which flooded in winter, was overgrown, very dark in winter and open to predators of all sorts. The test of ‘safety from</p>	<p>COUNCILLOR LIZ BRIGHOUSE, DEPUTY LEADER AND CABINET MEMBER FOR CHILDREN, EDUCATION & YOUNG PEOPLE’S SERVICES</p> <p>The assessment of the walking route between Letcombe Regis and Wantage carried out in 2014 applied the Road Safety GB Assessment of Walking Routes to School Guidelines which explicitly state that - based on case law - personal safety issues of children travelling alone are not considered and that local authorities are not legally obliged to provide free transport just because parents perceive the route to be unsafe on the grounds of personal safety and security. It is accepted that as noted below</p>

<p>traffic' was never applied. So now Letcombe Regis has free school transport on a wider test of safety, but Childrey is denied. When did OCC limit its test to 'safety from traffic' and assume there is some adult to accompany children to walk to school? Where Government Guidance is too narrow for rural sites, why does OCC not apply tests in keeping with safety on the route?</p>	<p>that this specific route - despite being a very well used local amenity - was determined not to be available due to being susceptible to flooding, particularly in the winter. However it should be noted that other existing routes currently accepted as being available walking routes are nevertheless also susceptible to some flood risk are considered to be available, but with a decision being taken on each route in respect of their own individual merits.</p> <p>The relevant route is relatively short and there is little or no interaction between vehicles and pedestrians. However, although this route was assessed as a safe route for secondary students to walk to school, accompanied as necessary by a parent, subsequent transport appeals were submitted by some of the families in Letcombe Regis and they were upheld. As a result of these appeals secondary school students continue to receive free travel from Letcombe Regis to King Alfred's Academy.</p> <p>These successful appeals did not create a legal precedent that can be applied to other routes. They were specific to the route from Letcombe Regis to King Alfred's Academy. There has been no recent assessment of the route from Letcombe Regis to King Alfred's Academy. Noting that the concerns over flooding were raised by parents making representations at the appeal hearing but with no further technical assessment of this risk, it is planned to carry out a further assessment of this route to determine if it is in fact an available route.</p>
<p>17. COUNCILLOR DONNA FORD</p> <p>Can the Cabinet Member please advise how this council plans to spend the extra £600K for flooding and drainage?</p>	<p>COUNCILLOR PETE SUDBURY, CABINET MEMBER FOR CLIMATE CHANGE DELIVERY & ENVIRONMENT</p> <p>The funding provides additional capacity for the Council as LLFA to manage and mitigate flood risk in the short, medium and longer term. A programme of works is currently being prioritised to ensure direct action is taken this financial year in areas known to have previously flooded. This</p>

	will be informed by the development of the flood risk management strategy which will engage partners such as the District Councils, Environment Agency and Thames Water in the preparation of an up to date evidence base for programming and enabling future works. This much needed investment is intended to provide additional capacity to sustain the excellent work of the LLFA team.
<p>18. COUNCILLOR DONNA FORD</p> <p>Can the Cabinet Member for Corporate Services advise how many departmental restructures HR are currently involved with?</p>	<p>COUNCILLOR GLYNIS PHILLIPS, CABINET MEMBER FOR CORPORATE SERVICES</p> <p>HR are currently involved in 20 department restructures across the organisation. 9 of these are services within Environment & Place.</p>
<p>19. COUNCILLOR DONNA FORD</p> <p>Can the Cabinet Member advise the age of the oldest complaint outstanding to be answered against this council?</p>	<p>COUNCILLOR GLYNIS PHILLIPS, CABINET MEMBER FOR CORPORATE SERVICES</p> <p>Thank you very much for your question concerning the oldest outstanding complaint.</p> <p>The oldest complaint currently assigned is from June 2021. The case is currently going through the statutory stage 2 complaints process and currently with the independent investigators.</p>
<p>20. COUNCILLOR IAN MIDDLETON</p> <p>Will the recent savage reductions in central government funding for active travel and the subsequent failure of OCC's bid for active travel infrastructure funding have any impact on the proposals for a much-needed segregated cycle</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>Oxfordshire County Council continues to invest in improving safer walking, wheeling and cycling access. Just over £500,000 was successfully secured from the Active Travel Capability Fund to invest in improving access to active travel earlier this year, and £130,000 of additional funding from</p>

<p>path on the Bicester Road in Kidlington as proposed in the recent Kidlington LCWIP?</p>	<p>Active Travel England towards supporting the existing active travel programme plans for the county.</p> <p>Officers have been able to use some of the Capability Fund to look at optional design concepts for the Bicester Road in Kidlington – both the east-west and the north-south sections. Officers will be discussing the outputs with you, and then with the local community. This will put us in a stronger position for any future bids and for any developer negotiations to design up and deliver improvements on the ground.</p> <p>Specific feedback on schemes included in OCC’s Active Travel Fund Tranche 4 bid, including the Bicester Road scheme, has been requested from Active Travel England to assist in developing strong proposals for future funding rounds. It is anticipated that there may be an opportunity to bid for additional active travel funding later this year, although this is yet to be confirmed.</p>
<p>21. COUNCILLOR IAN MIDDLETON</p> <p>I note that no member briefing on the specific questions and format of the survey currently being run into residents’ views on proposals by OUFC for a new stadium in my division was carried out before its launch.</p> <p>I also note that no such briefing or discussion has been included on the Cabinet forward plan between the launch of the survey in June and its completion in July.</p>	<p>COUNCILLOR GLYNIS PHILLIPS, CABINET MEMBER FOR CORPORATE SERVICES</p> <p>The engagement and communications strategy for the council’s land negotiations with OUFC was discussed by Cabinet at its meeting of 23 May 2023.</p> <p>One of the objectives set out in the strategy was to provide meaningful and visible opportunities for a wide range of stakeholders to provide structured feedback on OUFC’s proposals, within the parameters set out by the county council as the landowner. The strategy referenced commissioning an external provider to design, deliver and report on the public engagement exercise to provide independence.</p>

<p>Now that the contents and format of the survey have been released and members of the public have been invited to respond, will there be any opportunity for members to comment or raise issues and/or concerns surrounding its implementation before its completion?</p>	<p>The council has contracted independent consultants Westco Communications Ltd to support the survey. Their role is to design the survey in dialogue with council officers, to host it and to analyse and report on its findings alongside other feedback received during the public engagement period. Representatives from Westco are also staffing the public exhibitions for this engagement exercise.</p> <p>Cllr Miller and I – as the Cabinet portfolio holders – were consulted by officers on this piece of work. This included reviewing the survey format and questions, and providing feedback for officers to take into account and share with Westco.</p> <p>It is not usual practice to focus in a Cabinet meeting on the detail of survey design or specific questions to be included in any council survey, nor to hold a member briefing about the content of surveys. It is important that we maintain a clear distinction between the role of officers and the role of members (as per the county council's constitution section 6.3.1).</p> <p>Now that the survey is live, members are very welcome to provide feedback to officers at stadium@oxfordshire.gov.uk.</p>
<p>22. COUNCILLOR NICK FIELD-JOHNSON</p> <p>Could you please give us some further information on the pothole trials as my in-box contains the majority of emails on this question.</p> <p>Two/three years ago a similar trial, I believe just outside Witney (Curbridge??) was rolled out using a material mix of tyres and asphalt to improve pothole repair.</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>The recent trial on Hanney Road looked at using 7 different methods to repair carriageway defects to allow a comparison of the type of repair, equipment, material, and labour used, while also looking at the time taken to carry these out. This also focused on understanding the potential performance results, longevity of repairs, waste generated, carbon impact, use of recycled content and productivity that may be achievable going forward. It was decided to close the road to allow a direct comparison of all 7 of the techniques as the traffic and road conditions provide an ideal</p>

<p>1. What was the result of this trial ? and</p> <p>2. What difference is there from this material to the present material (tyre/asphalt mix) in the current trial ?</p>	<p>opportunity to see how each technique performs under the same conditions.</p> <p>The analysis of the previous trial in 2019 showed that the new asphalt material trialled then increases the lifespan of the asphalt pavement compared to conventional resurfacing methods. In addition, the risk of rutting under load from Heavy Goods Vehicles (HGVs) is reduced by the increased stiffness in the product.</p> <p>The main difference in materials is that with the material trialled in 2019 a graphene-enhanced modifier is added to the mix. The trial was not one which included recycled tyres but graphene.</p> <p>More detailed information on both these subjects can be provided by Officers if required.</p>
<p>23. COUNCILLOR NICK FIELD-JOHNSON</p> <p>No doubt you are as concerned as all of us at the sudden implosion of Thames Water.</p> <ol style="list-style-type: none"> 1. Could you confirm that every effort will be made to ensure residents supply of water are not affected by the problems of Thames Water. 2. As Cabinet Member for the Environment, could you write to the Govt expressing concerns of the ability and hence the need for change of Thames Water management. 	<p>COUNCILLOR PETE SUDBURY, CABINET MEMBER FOR CLIMATE CHANGE DELIVERY & ENVIRONMENT</p> <p>Thames Water might well argue that rumours of its death have been greatly exaggerated, but it is an undeniable fact that privatisation and weak regulation have allowed previous owners to sell off its assets and burden it with shocking levels of debt purely in order to generate excessive returns for shareholders. The result is that our water pipes are the leakiest in the country and our rivers have sewage discharged into them every day of the year. We ought to note that the government has recognised the problem by legalising the future discharge of raw sewage for a generation. I have had significant contact with the current Thames Water management team and in my view they are of high quality, so I am certain they will be ensuring security of supply as their overriding priority, as would any feasible interim management in the event of a public rescue, should we once again see private failure having to be paid for by public money.</p>

	<p>I would be delighted to write to the government, laying out the lamentable lapses in management and governance of privatised utilities and the glaring failure of “light touch regulation”. I will put forward the suggestion that a natural monopoly of a substance vital to life should be managed in the public interest by a public body as it is in just about every other country on the planet.</p>
<p>24. COUNCILLOR NATHAN LEY</p> <p>Delivery of the Lodge Hill junction in Abingdon is a strict condition associated with the new housing being delivered in the area, and as such it must remain a priority scheme. Can the Cabinet Member confirm that the County Council is proactively engaging in ongoing dialogue with the central government regarding the final tranche of funding required to ensure the project is fully funded and hence deliverable, and if so, can these details please be provided?</p>	<p>COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL & DEVELOPMENT STRATEGY</p> <p>The A34 Lodge Hill Project Team and other senior officers across OCC have been proactively engaged in discussions with Government departments (in particular Homes England) over the past year in respect of the potential provision of infrastructure grant funding to ensure that the A34 Lodge Hill scheme is fully funded.</p> <p>It is now expected that Homes England’s Investment Panel will make the decision relating to infrastructure grant funding over the coming months.</p>
<p>25. COUNCILLOR NATHAN LEY</p> <p>In Abingdon people are enthusiastic about the new Keystone Mental Health & Wellbeing Hub which appears to be setting up on Bury Street. Is the Cabinet Member able to liaise with NHS partners to find out when this facility is due to open so that this can be communicated with the public? Or failing that, can local divisional members be kept up to date with developments as and when they happen?</p>	<p>COUNCILLOR MICHAEL O’CONNOR, CABINET MEMBER FOR PUBLIC HEALTH & INEQUALITIES</p> <p>We’re aware that Oxford Health are in the process of establishing a Mental Health & Wellbeing Hub in Abingdon. They have advised us that the Primary Care Mental Health team have already moved in and are taking referrals from Primary Care. We don’t yet know for sure when the ‘front door’ to the public will open but understand Oxford Health are planning a launch event in October. A Blackbird Leys and East Oxford hub is already open and another in Banbury is due to open. We’ve asked health partners to inform us when the Abingdon hub opening and launch dates are</p>

	confirmed and will update you as soon as we know. The same is true of the hub in Banbury.
<p>26. COUNCILLOR BETHIA THOMAS</p> <p>According to the road safety charity Brake, single carriageway rural roads are the most dangerous for all types of road user per mile travelled. The default speed limit on rural roads is 60mph, a speed at which it is rarely safe to travel, on these often windy, narrow carriageways.</p> <p>With more than half of fatal crashes in Britain occurring on rural roads, Brake campaign for lowering the default speed limit on single carriageway roads and only allowing higher speeds on rural roads which have passed a safety assessment.</p> <p>They see this as a national responsibility, however I am sure we all know of roads within our division that have chequered safety histories. In my patch alone, the A417, the B419 and a section of the A420 which saw a multi-fatality collision last year, are set at the default speed limit of 60mph.</p> <p>Would the Cabinet Member consider reducing this limit where considered appropriate, taking into account the history of collisions and the concerns of residents on these roads?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>The safety statistics for Oxfordshire's roads confirm Brake's assessment that rural roads with speed limits over 50mph have a disproportionately higher number of fatal and serious injuries. The last general review of speed limits on Oxfordshire's A and B class roads was completed in 2011 in accordance with a request contained in the Department for Transport's (DfT) guidance on setting local speed limits as issued in 2006. This led to a large number of speed limit reductions – details can be found in: Agenda for Transport Decisions Committee on Thursday, 11 February 2010, 10.00 am Oxfordshire County Council (agenda item 4), though noting that a small number of additional speed limit reductions were subsequently also approved as part of this programme.</p> <p>The DfT issued updated guidance on setting local speed limits in 2013 and further 50mph (and lower) limits have since been progressed on roads previously subject to a 60mph limit to both address safety problems and also to reflect the requirements of safe access to new development.</p> <p>Reduced vehicle speeds help to make the roads and roadside less imposing to residents walking and cycling, most obviously in our towns and villages but also in more rural areas. As part of the County Council's Vision Zero programme a further review of speed limits on rural roads will be carried out (in conjunction with the large-scale programme of 20mph speed limits in towns and villages). While we can extensively reduce speed limits, as we are currently doing with the 20mph Speed Limit Project, a default change to speed limits can only come from amended legislation by Government.</p>

	<p>However, within the powers available to us, OCC will also continue to monitor all cases where a change is requested and act accordingly, and I am grateful to the councillor for bringing these locations to our attention. Please continue to engage on this.</p>
<p>27. COUNCILLOR IAN CORKIN</p> <p>The Department for Education recently reported that on a single day earlier this year, local authorities in England reported an estimated 24,700 children as missing education. Categorised as Children Missing Education (CME), they are often the most vulnerable pupils and are invisible to councils and the services that help to keep them safe. Statistically more likely to be either victims or perpetrators of crime, failing to address this growing problem will produce a tsunami of lost opportunities and societal issues.</p> <p>Could the Cabinet Member for Children's Services please confirm:</p> <ul style="list-style-type: none"> • How many Oxfordshire pupils are currently classified as CME? • The trend in that figure over the past 6 months? • A comparison with the position pre pandemic • How many Education Welfare Officers does OCC have in post? • How many current vacancies are there in this service area? 	<p>COUNCILLOR LIZ BRIGHOUSE, DEPUTY LEADER AND CABINET MEMBER FOR CHILDREN, EDUCATION & YOUNG PEOPLE'S SERVICES</p> <ul style="list-style-type: none"> • How many Oxfordshire pupils are currently classified as CME? <ul style="list-style-type: none"> ○ During the month of June 2023 the Children Missed Education (CME) Team were made aware of 37 children who did not have a place on a school roll . ie they may have moved into the LA from other LAs or from abroad or had left and OCC School and we were not aware that they were on a roll in another LA or country. ○ During the month of June 2023 , 32 children's cases were closed ie the child was placed on a school roll in either an OCC school or if they have moved another LA or country abroad their place in a school confirmed . • The trend in that figure over the past 6 months? • We had a peak in February 2023 (71 new children and 53 children's cases closed) since then the number of children presenting CME has declined (see above) • A comparison with the position pre pandemic <ul style="list-style-type: none"> ○ In June 2019: 97 ○ At the end of June 2023 there were 79 children recorded as CME.

<ul style="list-style-type: none"> • What strategies are in place to minimise the number of children missing education 	<ul style="list-style-type: none"> ○ The situation changes very quickly for example . The figures rose in Sept 2021 when our Afghan families arrived and again when the Ukraine families arrived; as soon as they were placed in a school they are removed from the list. Similar peaks occur at the start of every new term when people move into the area. • How many Education Welfare Officers does OCC have in post? <ul style="list-style-type: none"> ○ County Attendance Team Officers : <ul style="list-style-type: none"> ○ 3 are full time (covering the North, Central and South regions) and 1.6 staff are employed Term time only ie an additional 0.5 for the 3 areas ○ One officer is the Child Missing Education Officer (1 FTE) who is responsible for identifying, tracking and ensuring access to education. ○ 4 part time officers cover Elective Home Education (1 Full time and 3 x 0.6 Term time only) ○ One officer covers the child performance licences and work licences. • How many current vacancies are there in this service area? None • What strategies are in place to minimise the number of children missing education” <ul style="list-style-type: none"> ○ The Team work closely with OCC schools , admissions, Virtual School and SEND to ensure that a school place is secured as soon as possible (meeting weekly with admissions and monthly with the Virtual School) ○ Where children are known to have moved abroad the Team: <ul style="list-style-type: none"> ▪ work with the school to talk to the parent ▪ contact the new school (home and or abroad) to confirm that the child has registered and started school ▪ link with CME officers in other LAs
---	---

	<ul style="list-style-type: none"> ▪ where the child can't be located abroad easily the LA Team link with the Embassy in the country and where there are significant safeguarding concerns, Border Force to locate the child. ○ Other agencies used to locate children are Health/Police/District Councils: Benefit and Housing, and all other Local Authorities ○ CME officer places children's details on S2S which is the Department for Education's secure database which every LA has access to. ○ Starters and Leavers notifications are used to identify potential CME and ensure whereabouts of child is known and education is in place ○ Children Missing Education panel held 3 times per year with external partners (including the Police) and OCC colleagues to discuss those children that remain missing after all checks have been completed and identify next steps. ○ CME officer has attended District meetings with Schools to ensure they are aware of processes in place ○ Education Inclusion Manager has provided advice re CME to colleagues across Children, Education and Families at Education staffing briefings and Whole CEF staffing briefings ○ CME officer/Education Inclusion Manger attend CME network meetings with other Local Authorities ○ Monthly report is provided to Education Deputy Director regarding those children currently identified as CME for the purpose of Senior Management oversight
28. COUNCILLOR IAN CORKIN	COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT

There is no doubt that the intensity of weather events is increasing and casework associated with localised flooding is increasing for many councillors. During the recent deluges, a number of my constituents experienced property flooding (full disclosure, I was one of them) as a direct result of surface water run-off from the adjacent highway.

Could the Cabinet Member for Highways Management please confirm:

- That OCC will investigate all notifications of property flooding from the highway
- That they will take action to remedy the situation
- What the current guidelines are in relation to highways surface water flooding
- What progress is being made to codify the adaptive changes needed to ensure highways infrastructure is fit for purpose and does not negatively impact residential amenity

Oxfordshire County Council is responsible for coordinating the management of flood risk from surface water, groundwater, and ordinary watercourses. However, this does not mean that all notifications of property flooding from the highway are investigated by the County Council or that the County Council will undertake works to fix a flooding issue.

OCC as the Lead Local Flood Authority (LLFA) has a duty under the Flood and Water Management Act 2010 to investigate flood events within its area, these may be undertaken as initial investigations by the District or City Councils depending upon impact.

If the flooding incident is of sufficient impact the County Council has a responsibility under section 19 of the Act to undertake a formal flood investigation and publish the report online via the Flood Toolkit. The legislation does not require the County Council to investigate every incident of flooding or take action to remedy the situation but as LLFA the County Council can find out who the Riparian Owner is, or which agency is responsible and advise on potential solutions. As LLFA the County Council is able to take a lead in the management and mitigation of flood risk however, we are not able to instruct or insist that other authorities undertake any works to their networks/assets. More information is available on the Council's website (<https://www.oxfordshire.gov.uk/residents/roads-and-transport/street-maintenance-z/flooding>) and on the Oxfordshire Flood Toolkit (<https://www.oxfordshirefloodtoolkit.com/>).

In relation to highways, if a flooding issue is reported, it is investigated any appropriate action is commissioned. The Council works in tandem with the District Council, as the Land Drainage Authority, to register flood events and record any actions or concerns. The register is regularly reviewed and where issues of land drainage or development/planning concern are identified these are investigated by the Land Drainage Authority and reported back to the County Council.

	<p>All the management of highway assets, including the highway drainage policy, can be found on our website. The County Council is intending to undertake a full review of the management of highway drainage assets. This is intended to update our existing risk-based approach to cyclical maintenance inspection and cleansing operations.</p> <p>As LLFA the County Council is a statutory consultee on major planning applications (those over 10 dwellings) to ensure the management of surface water across proposed developments. The County review and make comments back to the planning authority on these applications in line with the National and local Oxfordshire standards. This is to ensure that runoff from development is attenuated, takes into account climate change, and meets the Sustainable Drainage Systems (SuDS) requirements.</p>
--	---

This page is intentionally left blank