

QUESTIONS WITH NOTICE FROM MEMBERS OF THE COUNCIL

Questions	Answers
<p>1. COUNCILLOR YVONNE CONSTANCE</p> <p>The 3-month suspension of the Green Bin Collections by South and Vale has attracted much critical comment, and service will be restored in October. Visits to my local tip at Stanford have made clear that residents have brought their waste to the County Councils HWRCs which have been forced to manage unprecedented volumes of garden waste. Will the Cabinet Member please report what is the cost to the County Council of the additional waste disposed of by OCC's contractor (W&S) instead of BIFFA, the District Councils' contractor?</p>	<p>COUNCILLOR PETE SUDBURY, CABINET MEMBER FOR CLIMATE CHANGE DELIVERY & ENVIRONMENT</p> <p>This remains an ongoing issue and a truly accurate position and cost cannot be provided, as separate weights for this material are not kept. However, we have estimated additional tonnages received across five of our sites (Oakley Wood, Drayton, Stanford, Dix Pit and Redbridge), based on this assessment we believe additional costs to the County Council of waste delivered to our HWRC's to be around £ 15-20k. This cost purely covers additional transport costs of the material from those sites. There is no additional cost for the treatment/composting of this material as the county Council would have incurred those costs anyway if S&V/Biffa had delivered the waste to the treatment facility direct.</p> <p>However, the County Council is also incurring further costs through the treatment of the material collected by Biffa once the service resumed. Due to the length of time garden waste has been in residents' bins during the suspension some of it has started to become malodorous and anaerobic. This has presented our composting contractor with difficulties composting the waste which requires additional management, processing, and transportation for a proportion of material that needs diverting to other facilities to ensure compliance with relevant environmental legislation. At present this is an ongoing issue and the total costs for this will not be known for the next couple of months.</p>
<p>2. COUNCILLOR YVONNE CONSTANCE</p> <p>In the 2019 survey of all councillors about how best to spend DfT grant (later titled 'Active Travel' with fixed conditions) the majority of councillors requested 20 mph for their towns/villages and safe</p>	<p>COUNCILLOR TIM BEARDER, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>I am very grateful that following the Green's own Pete Sudbury had successfully passed a motion calling on this council to act we did. I was disappointed to see that the previous administration's idea of acting was setting aside a paltry sum of money with which to do so.</p>

Questions	Answers
<p>school streets. The outgoing administration agreed a budget of £200,000 towards implementing 20 mph, with an outline plan to develop a standard procedure for all towns/parishes to reduce the costs for each parish: eg could Council approve a 20-mph limit for those opting-in to avoid costly speed surveys and consultation in each participating town/parish? Will the Cabinet Member please report on progress on this project, and publish a process and timetable for villages to know when to expect this relief?</p>	<p>We voted for a paradigm shift and we got a parody of a gift.</p> <p>But the Oxfordshire Fair Deal Alliance has taken the £200,000 you signed off in the budget and got it straight to work with 5 pilot sites that are being delivered before the end of March 2022 and a countywide marketing campaign is also being developed to assist with the roll out of the pilot and future schemes. Officers have allocated £20,000 of the £200,000 for this task.</p> <p>Existing requests for 20mph restrictions that members have made have been recorded by officers for inclusion in a programme going forwards. We encourage projects already in progress to continue as planned but if you wish to understand the potential impact of this new approach or potential future opportunities that may come through the budget setting process Funding to support this new approach is being considered as part of the council's budget setting process. This will be agreed upon by the full council in February 2022. Until a decision on funding is made, local funding will be required to progress any schemes. I hope you will persuade your Conservative colleagues that this time, instead of shuffling the deck chairs, they will join us in backing a step change to make Oxfordshire the first 20mph County in England bringing in a safer pace and making the county a safer place for everyone.</p> <p>The administration has developed a 20mph web page that outlines how members can get a restriction in their areas.</p> <p>Requesting 20mph Oxfordshire County Council</p>
<p>SUPPLEMENTARY QUESTION</p> <p>Yes, I don't think Councillor Bearder has answered my question at all. He has spent the entire page on political rhetoric. To do five trials to progress to a common procedure would at least be some</p>	<p>SUPPLEMENTARY ANSWER</p> <p>I am surprised by the question because it is all outlined on the web page where Parishes and Town Councils can request 20mph scheme.</p>

Questions	Answers
<p>information I could feed back to my parishes and the effort and the interest at the moment in those villages that are desperate to get 20mph is to know what the process is, what the costs are, what they have to contribute and what the timetable might be. Can you please tell us what common procedure you are actually developing, let us know what process, what procedure and what funds will be needed?</p>	
<p>3. COUNCILLOR YVONNE CONSTANCE</p> <p>Residents are now aware that Civil Parking Enforcement has been agreed by each of the District Councils still to exercise this(delegated) power, and we councillors have copies of the information leaflets prepared to introduce the public to the new scheme. Will the Cabinet Member for Highway Management please inform Council when CPE will be rolled out in each District, and what process we can expect to see?</p>	<p>COUNCILLOR TIM BEARDER, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>The rollout from CPE will start from the 1st November and from this date Civil Enforcement Officers working on behalf of the county council will be deployed across the new enforcement areas. This will involve a mixture of foot and mobile enforcement while we build up local intelligence and initially, we will focus on the local centres.</p> <p>There will be a period of transition so we are planning on issuing warning notices for a short period, but once the message has got across live PCN's will be issued.</p> <p>We have written to parish and town councils asking their input on enforcement and this will assist us in developing effective enforcement going forward.</p> <p>When you signed off this change on the 13th October 2020 you said, "We cannot expect the police to do it, and the result in our towns is parking mayhem." So, I am sure that you'll agree with me that we don't want that mayhem to continue any longer than it already has under the Conservatives' 16-years in charge of Oxfordshire.</p> <p>Because it has been left so long bad habits have built up, measures that concerned communities put in place to tackle inconsiderate parking have been</p>

Questions	Answers
	<p>ignored and some historical signs and lines have become redundant and forgotten. Over a decade of inaction will mean that the shift from police to traffic wardens is more sudden and unwelcome than it ought to have been. There isn't an advertising budget on the planted that would have been sufficient to communicate the change to all those that might be affected but we've taken out Radio and TV adverts, distributed leaflets, and asked members to help spread the word. Still, we anticipate some understandable concern and worry from our residents, and we will take a pragmatic and measured approach to bringing in these changes so that the mayhem that resulted during years of Conservative control are well and truly a thing of the past.</p>
<p>SUPPLEMENTARY QUESTION</p> <p>Thank you, yes again on civil parking enforcement you answer is strong on political noise but doesn't answer my question. What is the process and what is the timetable? I have parishes anxious to implement.</p> <p>What information they have to supply, what funds will they have to find – we need those details please.</p>	<p>SUPPLEMENTARY ANSWER</p> <p>Civil Parking Enforcement came into effect yesterday, what more do you need to know. OK It is all on the website, but I will send the information directly to Councillor Constance.</p>
<p>4. COUNCILLOR MARK CHERRY</p> <p>As the County Councillor for Ruscote who has lived in Bretch Hill all my life, along with my labour ward councillors in Banbury Ruscote constituents, we have continued to ask if Oxfordshire County Council has funding to resolve parking problems in roads like Dover Avenue, Edmonds Road, Bretch Hill and whether there is a possibility of digging up grass verges for parking spaces. Highway officers have</p>	<p>COUNCILLOR TIM BEARDER, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>I can confirm that in terms of funding there are limited options for this type of proposal as the use of budgets allocated for highway maintenance would not be suitable. The creation of new parking areas in existing green spaces would be unlikely to secure capital funding, which is prioritised against meeting our strategic objectives of encouraging modal shift and improving accessibility and safety on the road network.</p> <p>In the past district councils have funded initiatives to create new parking areas</p>

Questions	Answers
<p>currently stated that there are no funding solutions at this point in time. Can the cabinet member for Highways Management enlighten me as the local member for Ruscote if there is any future available funding from Oxfordshire County Council to look to resolve the parking problems in Banbury Ruscote.</p>	<p>where public housing is provided, and other opportunities may be through developer contributions. If external contributions were put forward our highway teams would assist in developing a scheme for on the highway.</p> <p>But my experience of Banbury is of a Town that has been forced to take an eye-watering level of development under the Conservatives with much more baked in. I'd suggest that the last thing residents want is the loss of EVEN MORE precious green spaces for yet more cars and I'd urge you to listen to more Joni Mitchell.</p>
<p>SUPPLEMENTARY QUESTION</p> <p>Thank you Chair and thank you Councillor Bearder for your reply. Could I just politely point out that we have got a big development called Bloor homes, Banbury Rise that through development contributions paid for parking spaces and subsidised drop-curbs at Edinburgh Way. Just to note that there is a serious concern about parking in Banbury Ruscote.</p>	<p>SUPPLEMENTARY ANSWER</p> <p>Thank you and I will note that.</p>
<p>5. COUNCILLOR DAVID BARTHOLOMEW</p> <p>At Full Council in July, I congratulated you and the new administration for recommending that chairs of scrutiny should come from the Opposition. I think this is the right and proper decision and I hope it will be followed by future administrations of all colours. I added a qualification that I was disappointed that you hadn't included Audit & Governance which is in effect a scrutiny committee. You replied by saying that that was under consideration and could change at the Annual Meeting of the Council in May. Has the thinking of the administration advanced in respect of</p>	<p>COUNCILLOR LIZ LEFFMAN, LEADER OF THE COUNCIL</p> <p>Thank you for your question.</p> <p>I do recall the discussion on this matter.</p> <p>I think it is right that The Constitution Review Working Group, of which I understand you will be a member has the opportunity to consider this point.</p> <p>I understand your reference to the Committee as akin to a scrutiny committee. That is not quite the case. The Audit and Governance Committee has a specific remit with regard to the technicalities of internal control, financial accountability and challenge in relation to governance. It also has powers of decision making</p>

Questions	Answers
<p>this, but more particularly, would you consider bringing forward a proposal for such a change to Council at the December 2021 meeting? This would mean that the decision could be accounted for in the deliberations of the Constitution Review Working Group which is due to report to Audit & Governance in March 2022.</p>	<p>within those subject areas, which is distinct from scrutiny committees.</p>
<p>SUPPLEMENTARY QUESTION</p> <p>Thank you for your reply. You state that Audit and Governance Committee has a particular remit with regard to the technicalities of internal control, financial accountability and challenge in relation to governance. Surely, that makes it even more important that that committee is Chaired by the opposition? Also, by delaying a decision on this and asking the Constitution Review Working Group to consider it, you are putting Councillor Roz Smith in a position of conflict, as she is the current Chair of Audit and Governance and is on the Constitution Review Working Group – how will you resolve this?</p>	<p>SUPPLEMENTARY ANSWER</p> <p>Thank you for that question Councillor Bartholomew. I can only say without going to the Constitution Review Working Group, that I don't really think there is anything we can much do. We have to go through the Constitutional process on this and the fact that Councillor Smith is on that Working Group, I don't think makes it any more difficult because it is a cross party working group and you have got members on that group as indeed have the other parties. So, I am confident that they will come to the right conclusion, so I think we should leave it up to them.</p>
<p>6. COUNCILLOR NIGEL SIMPSON</p> <p>The previous administration was successful in attracting government funding of over £700 million to Oxfordshire including the Housing Infrastructure fund bids for Didcot of £215 million and £102 million for the A40 corridor. The cabinet report of September 2017 was clear that the A44/A4260 corridor required a bid of £152 million to include funding for a new Park & Ride as well as improving cycle facilities in</p>	<p>COUNCILLOR LIZ LEFFMAN, LEADER OF THE COUNCIL</p> <p>The A44/A4260 corridor was the third bid for Housing Infrastructure Fund (HIF) that was submitted by Oxfordshire County Council in autumn 2017 but only two (Didcot and the A40) made it through to stage 2 of the process.</p> <p>Instead Housing and Growth Deal revenue funding was allocated to the project, which has enabled options assessment work to be carried out on a southbound bus lane and cycle facilities along the A44 between Bladon roundabout and Peartree Interchange and at Kidlington roundabout and along the A4165 to</p>

Questions	Answers
<p>the area. When will the Leader be submitting a bid for this much needed infrastructure?</p>	<p>Cotteslowe roundabout.</p> <p>Capital funding from the Growth Deal has since been awarded, which will enable the delivery of the bus lane and cycle facilities on the A44 from Cassington Road roundabout down to and including Peartree Interchange and at Kidlington roundabout. These elements are in preliminary design and are expected to be completed by the end of March 2023.</p> <p>Funding for the remaining sections will be sought through developer negotiations and other Government or third-party funding opportunities including for a new Park & Ride/mobility hub on the A44.</p>
<p>SUPPLEMENTARY QUESTION</p> <p>Thank you for your answer. I am pleased that the work is being carried out and that you have been bidding for more funds. The improvements to the cycle paths are welcomed, so is the much-needed crossing at Begbroke. Will the Leader be pursuing every opportunity to obtain funding so the much-needed crossing can be delivered?</p>	<p>SUPPLEMENTARY ANSWER</p> <p>Yes, the answer to that is of course. However, I have to remind Councillors that we are somewhat constrained by the fact that we have to bid into pots in order to get any sort of infrastructure funding from the Government, but we will be making any bids that are relevant to this and to other projects and getting as much money for the County as we possibly can.</p>
<p>7. COUNCILLOR EDDIE REEVES</p> <p>Given the administration's plans to introduce more 20 mph zones across Oxfordshire, will the Cabinet member for Finance commit to protecting the £2 million budget provided by the previous administration for 'smaller', but nonetheless equally vital, highways maintenance projects, together with any further funding provisions within the MTFP for provision of (i) accessibility schemes, (ii) kerbside maintenance and (iii) vegetation clearance?</p>	<p>COUNCILLOR CALUM MILLER, CABINET MEMBER FOR FINANCE</p> <p>As has happened in previous years, we will review the capital programme in light of the administrations priorities and put forward proposals to full council as part of the Capital Programme in February 2022.</p>

Questions	Answers
<p>SUPPLEMENTARY QUESTION</p> <p>It is a very straightforward one, yes or no. Will he protect the £2m road safety and accessibility fund in his budget or will he blow it between him and Councillor Bearder on 20mph signs?</p>	<p>SUPPLEMENTARY ANSWER</p> <p>Thank you, I am grateful to Councillor Reeves for repeating his question and I will just refer him to the answer I gave last time.</p>
<p>8. COUNCILLOR EDDIE REEVES</p> <p>When does the Cabinet member intend to make a decision about the number of household recycling centres open to residents and will he commit to respect the result of relevant consultation exercises in the event that residents tell the Council that they do not want to see any recycling centres closed?</p>	<p>COUNCILLOR PETE SUDBURY, CABINET MEMBER FOR CLIMATE CHANGE DELIVERY & ENVIRONMENT</p> <p>The public engagement exercise was very useful to gather resident opinions on the HWRCs, the services they offer, and their thoughts on ideas for the future. We received some brilliant feedback from residents and are currently analysing the comments. The results will be fed into the options appraisal stage of the process and we hope to return to consult residents on the HWRC strategy (including number of sites and locations) winter/spring 2022/23 before a final decision is made that takes into account reuse and recycling ambitions, carbon reduction objectives and budgetary constraints.</p>
<p>SUPPLEMENTARY QUESTION</p> <p>In principle would Councillor Sudbury like to see more household recycling centres or fewer?</p>	<p>SUPPLEMENTARY ANSWER</p> <p>I have no particular view on that, I will be guided by officers. I have suggested that the Scrutiny Committee might well take this as a piece of work because I would value input from a wise multi-party group on what is I think we could all agree is a wicked program with many moving parts and lots on contradictory drivers.</p>

Questions	Answers
<p>9. COUNCILLOR EDDIE REEVES</p> <p>On 13 July, the Leader committed to work with Oxford City Council to realise more housing within the City, yet 3,000 homes are now set to be built on land adjoining the City within South Oxfordshire. What will she do to ensure that this trend does not continue and that Oxford's housing crisis is solved by identifying land within the City and building the appropriate strategic and transport infrastructure to facilitate it?</p>	<p>COUNCILLOR LIZ LEFFMAN, LEADER OF THE COUNCIL</p> <p>There are several allocated sites adjoining or near the City, not just within South Oxfordshire, which address the unmet housing need that was identified some years ago. Looking forward, the Districts and the City are now working on a joint Oxfordshire Plan 2050 and individual reviews of their local plans. Oxford City Council has started the process of reviewing their local plan and an issues consultation and call for sites was carried out over July and August 2021. We will continue to work with City Council officers to identify sites for housing to be allocated in future with the appropriate infrastructure to facilitate their delivery.</p>
<p>SUPPLEMENTARY QUESTION</p> <p>Does Councillor Leffman believe that more of our new homes should be built in the City, given that it is the City that is the engine of economic growth in this County, or would she prefer that new homes be built in our villages and our market towns where necessarily people will have to commute at a considerable personal, financial and indeed carbon cost?</p>	<p>SUPPLEMENTARY ANSWER</p> <p>One thing we absolutely want to avoid is forcing people to commute into the City, absolutely agree with that. It is something that we are going to have to discuss with our City colleagues in the context of the Oxfordshire 2050 Plan and as we are all part of the future Oxfordshire partnership and that will be coming to us as a group, we will have those negotiations when the time comes.</p>
<p>10. COUNCILLOR JANE MURPHY</p> <p>In 2014 the previous administration ensured that the minimum visit for carers would be 30 minutes unless the client requested otherwise. Can the Cabinet member for Adult Social Care confirm that the current administration will be continuing this good practice?</p>	<p>COUNCILLOR JENNY HANNABY, CABINET MEMBER FOR ADULT SOCIAL CARE</p> <p>Thank you, Councillor Murphy, for your question. As you will be aware, we have recently started a new contract for our homecare support. In this we are moving away from the limited time and task approach to an outcomes-based contract. As a result, I can reassure you that visits exceed 30 minutes with the only exceptions to this are where the task for the carer is brief e.g., visits to prompt someone to ensure medications are taken, in such cases 15 minutes would suffice. Even in these circumstances we are looking at how technology can</p>

Questions	Answers
	assist thus reducing the need for a visit at all.
<p>11. COUNCILLOR JANE MURPHY</p> <p>What is the Cabinet member for Adult Social Care doing to ensure that there are sufficient carers to protect the most vulnerable residents in Oxfordshire?</p>	<p>COUNCILLOR JENNY HANNABY, CABINET MEMBER FOR ADULT SOCIAL CARE</p> <p>Thank you again Councillor Murphy for your second question. Workforce is a critical and vulnerable element of the support provided to our vulnerable citizens. We have developed in conjunction with Oxfordshire Association of Care Providers (OACP) a local recruitment campaign encouraging people to work with providers within Oxfordshire. Home - Proud To Care (proudtocareoxfordshire.org.uk)</p> <p>We are working closely with providers to monitor workforce issues. Recruitment continues to be pressured locally and nationally. Where providers indicate there is pressure, we will assist where possible to ensure there is sufficient cooperation and staffing amongst providers of all types.</p> <p>The NHS capacity tracker highlights providers that may have staffing concerns allowing the council to proactively target them with assistance as required.</p> <p>The government announcement relates £162.5m aimed to bolster the dedicated care workforce across the country and is available to be used until March 2022, it's to be used to:</p> <ol style="list-style-type: none"> 1. Support local authorities working with providers to recruit staff. 2. To be available to help retain the existing workforce – through overtime payments and staff banks of people ready to work in social care. 3. Provide further capacity to support their health and well-being through occupational health.

Questions	Answers
	<p>As yet no further detail has been produced on Oxfordshire' s allocation but if it was calculated on the same split as the previous workforce grant Oxfordshire would receive £1.5m approx.</p>
<p>12. COUNCILLOR JANE MURPHY</p> <p>Can the cabinet member for Adult Social Care explain what plans that are in place over the winter period to ensure the safety of vulnerable residents should a provider have financial problems?</p>	<p>COUNCILLOR JENNY HANNABY, CABINET MEMBER FOR ADULT SOCIAL CARE</p> <p>Thank you, Councillor Murphy, for your final and important question. We are regularly in contact with all our providers and operate a dedicated contact point in our contracts team. As you might expect providers will have business continuity plans in place to cover such eventualities and these will be assessed as part of the council's quality assurance activities. Where a provider indicates that they are experiencing difficulties, or our activities indicate that that may be the case we will work with them to ensure that Oxfordshire residents do not go without the care that they need. It is for situations such as this that we have maintained a contingency budget to provide support if needed.</p>
<p>13. COUNCILLOR RICHARD WEBBER</p> <p>As requested in today's motion to Council "Will you support the request for GARD to be present at future meetings with TW when the reservoir is discussed?"</p>	<p>COUNCILLOR PETE SUDBURY, CABINET MEMBER FOR CLIMATE CHANGE DELIVERY & ENVIRONMENT</p> <p>Thank you for this.</p> <p>I will brief you more fully in response to your motion later. However, the summary position is:</p> <p>I have had meetings with Thames Water and GARD. Both have been very positive. Both have expressed some governance concerns (as have our Council Officers) around the notion of the Council working in partnership with a single stakeholder (GARD). Officers have also pointed out that any formal relationship (such as might bind us to ensuring they are present at all meetings), could appear also to bind us to a particular outcome and be seen to limit the range of responses we could give to the consultation. This is undesirable and should not reflect our starting position in this consultation.</p>

Questions	Answers
	<p>Given that we can probably all agree that it is important we get the right answer on this, I have made clear to all parties my position that we should avoid confrontational approaches, and seek to reach a joint understanding and agreement, at minimum on the science, evidence and reasoning behind the potential adoption of any scheme. That approach seems to be welcomed. I will gladly keep you and any other interested members updated with progress as it occurs.</p>
<p>SUPPLEMENTARY QUESTION</p> <p>Thank you, Councillor Sudbury, for your answer. Would he agree with me, (given that we will not be given the opportunity to debate the motion, that everybody has agreed is important enough to go up the agenda today.) that the important element of that motion is one of scientific fairness and independence?</p>	<p>SUPPLEMENTARY ANSWER</p> <p>Thank you, Councillor Webber, for that question. I agree that the first thing that we need to establish is a common agreement as to what the truth is and there are some very large numbers around things like development and droughts and climate change, all of which need to be settled and agreed. As I have remarked to you in the past, my ideal would be to get everyone from both groups lock them in a small room until they came out with a single agreement on the science and the drivers, even if we then choose to disagree on political grounds with the conclusions that were drawn. However, I know that that is not legal so, I will engineer a process that effects that.</p>
<p>14. COUNCILLOR DONNA FORD</p> <p>Given this administration key priority is to put action to address the climate emergency at the heart of our work can the cabinet member for climate change delivery and environment please explain why in the latest business management and monitoring report the reduction in carbon equivalent emissions from OCC's activities risk is on an upward trajectory ?</p>	<p>COUNCILLOR PETE SUDBURY, CABINET MEMBER FOR CLIMATE CHANGE DELIVERY & ENVIRONMENT</p> <p>Thank you for asking.</p> <p>This report is from August and reflects the program put in place and decisions made during the last administration, along with the general problems that have been becoming increasingly obvious post Brexit and due to Covid.</p> <p>The OCC Climate Action plan for 2021/22 includes 20 priority actions, aiming to reduce corporate emissions and enable Oxfordshire's transition to a zero-carbon economy. Some actions set the strategic framework for future initiatives; some</p>

Questions	Answers
	<p>deliver projects with direct impact on emissions.</p> <p>The programme is rated as 'green' if 70% of the actions are completed or rated 'green' by their project managers. The threshold for amber is 50-69% and red below 50%.</p> <p>Regarding the specific performance indicators, I understand you have already had the following information:</p> <p>The Q2 report showed an increased number of projects rating as amber. This has been due to a variety of factors:</p> <ul style="list-style-type: none">• Supply chain issues relating to covid and Brexit have extended delivery timelines of a number of projects such as domestic retrofit, with programme delivery now extended to March to compensate.• A number of projects led by Property have experienced delays related to the need to give absolute priority to Covid-safe reopening of buildings, along with service restructuring.• We have also delayed tendering for a schools' support contract for energy efficiency, which will now go out this month, to allow more time to engage with schools and school stakeholders following the covid period. <p>It seems likely that headwinds due to Brexit and Covid will persist for some time but provided they do not worsen we can adapt our programs to work round this.</p> <p>Putting the Climate emergency at the heart of our work is about a great deal more than the Council's own scope 1 and 2 emissions, which are very small compared to those resulting directly from decisions made by the Council and its Officers, especially around highways and the planning of growth. For example, the 100k homes planned for Oxfordshire by the early 2030s will use the entire County carbon budget for Paris compliance, and roadbuilding facilitates car dependency. Addressing this requires a much broader set of actions. I would be happy to brief you further on this if you would find that useful.</p>

Questions	Answers
<p>SUPPLEMENTARY QUESTION</p> <p>Councillor Sudbury, given that in your answer you blamed the Government, BREXIT, COVID and the previous administration, I have one simple question for you. Do you think it is time that you made some decisions, since it has been your responsibility since May?</p>	<p>SUPPLEMENTARY ANSWER</p> <p>Thank you, Councillor Ford. I had no intention of blaming the previous administration, the climate programme set up by Councillor Constance was excellent and what we have is a monitoring process from August which follows that. I am afraid that we do have to say that COVID and BREXIT have had an impact, as most people have noticed when they try to fill up their cars. As for making decisions, I can assure you that there are a great number of decisions that don't have to come to Council or committees or anything else and I am busy making them and I would be very happy to share with her the details of that outside of this Meeting.</p>
<p>15. COUNCILLOR DONNA FORD</p> <p>Will the leader of this council agree that committees who seek to have recommendations amended based on non-transparent discussions between the chair and deputy chair is unacceptable, undemocratic and will not be tolerated by this administration?</p>	<p>COUNCILLOR LIZ LEFFMAN, LEADER OF THE COUNCIL</p> <p>Thank you for your question.</p> <p>As Leader of the Council, I would always expect the Constitution to be followed and upheld. In a formal meeting context, procedural advice is always available from the Monitoring Officer or her professional staff, and I would expect such advice to be followed. As members, we learn proper meetings procedure as part of our induction, through taking part in meetings and where necessary in receiving advice from the Monitoring Officer.</p>
<p>SUPPLEMENTARY QUESTION</p> <p>Thank you for you answer Councillor Leffman, will you therefore commit to removing any members of your own administration who adopt this practice?</p>	<p>SUPPLEMENTARY ANSWER</p> <p>I am slightly unclear as to what this practice is Councillor Ford but clearly, we have set up these scrutiny committees because we believe in transparency and we would expect the scrutiny committees to stick to that. We want to have open discussion in a committee, if there are discussions going on that are not transparent, then I think that it is up to us to act on that, but I have no idea what you are talking about.</p>

Questions	Answers
<p>16. COUNCILLOR DONNA FORD</p> <p>Further to the Times report of 12 October revealing many organisations failing to comply with duties to publicly report their staff gender pay gap, can the Cabinet member for corporate services please confirm that this Council has complied fully with all relevant statutory and regulatory obligations?</p>	<p>COUNCILLOR GLYNIS PHILLIPS, CABINET MEMBER FOR CORPORATE SERVICES</p> <p>The Government extended the deadline for 2020/2021 gender pay reporting from 31st March 2021 to 5th October 2021.</p> <p>We confirm that Oxfordshire County Council published the gender pay gap data for 2020/2021 by 31st March 2021 in line with standard reporting timelines and some 6 months ahead of the Government's extended deadline. The gender pay gap report was reported at Remuneration Committee on 25 January 2021 and the committee recommended the report be approved at Full Council on 9 February 2021.</p> <p>The link for the Government portal is Gender pay gap for Oxfordshire County Council - GOV.UK - GOV.UK (gender-pay-gap.service.gov.uk) where you can see the report that was submitted and when our next report is due.</p> <p>The information is also published on the Council's website, the link is https://www.oxfordshire.gov.uk/sites/default/files/file/about-council/GenderPayReport2020.pdf</p> <p>The next gender pay gap report is due in March 2022 using a data set as of 31st March 2021.</p>
<p>SUPPLEMENTARY QUESTION</p> <p>Thank you for your answer Councillor Phillips, and I am glad to see that this County Council submitted their reports in time. Do you agree that the failure of organisations such as the Labour Party to publish this data in accordance with obligations shows complete lack of commitment to equality?</p>	<p>SUPPLEMENTARY ANSWER</p> <p>Thank you, Councillor Ford for your original question, for your supplementary questions the answer is not for this Chamber.</p>

Questions	Answers
<p>17. COUNCILLOR VAN MIERLO</p> <p>Toilet facilities on laybys either side of the A40 towards Wheatley have been closed. However, the facilities remain in place and have not yet been disconnected. The area now attracts anti-social behaviour and some hard-pressed HGV drivers expecting to find hygiene facilities have been forced relieve themselves in nearby shrubbery.</p> <p>A key reason, alongside Brexit and the pandemic, for the lack of HGV drivers is the unattractiveness of the UK as a place to drive due to the lack of road-side facilities to help maintain basic human dignity and hygiene.</p> <p>Within this context, does the cabinet member for highways agree that it makes sense to bring these services back into use, potentially with a pay-to-use scheme to fund maintenance and solar panels to provide power? Would it be possible for officers to draw up a plan to bring these services back into use to support (a) our freight strategy that encourages use of the strategic network (b) supports government calls to improve infrastructure for drivers and (c) prevents the site falling into disrepair and attracting anti-social behaviour?</p>	<p>COUNCILLOR TIM BEARDER, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>In 2019 following a series of complaints surrounding health & safety concerns, anti-social behaviour, and unsanctioned use of the utilities supply both the north & south bound A40 toilets were subject to a detailed health & safety report, where a number of issues were identified in relation to public health. As a result, the toilets were closed.</p> <p>There has been a number of consultations with the Shotover estate and other interested parties to advise of the strategy to demolish both toilet blocks. Following a number of stakeholder consultations, in early 2021, a project began to isolate the utilities and demolish the toilet blocks.</p> <p>Currently plans devised by the previous administration are underway to redesign the layby, however there are no plans to provide toilet facilities as part of this redesign, which they decided are sufficient services already along the A40.</p> <p>However, this council has heard the response of the Prime Minister to the Driver shortage, when said working in road haulage "should be a great job" but added that there had been an underinvestment in facilities and pay conditions.</p> <p>And we've also listened to the response to the Prime Minister's comments on roadside facilities from the Road Haulage's Rod McKenzie, who said "It requires government commitment to facilitate the development of commercial sites. Government departments however have consistently ignored industry calls to press for cleaner and safer facilities on our roads."</p>

Questions	Answers
	<p>We want to help but have no revenue or capital funds and it will probably astonish you to learn that public toilets are liable for business rates!</p> <p>I will undertake to write to Secretary of State for Transport and request the funds to pay for this work in line with the Prime Minister's aspirations because, having a sanitary place where drivers can relieve themselves is much better than having them do it behind the hedge, which is what is currently happening!</p>
<p>SUPPLEMENTARY QUESTION</p> <p>I would like to thank the Cabinet Member for his answer and wish him luck in pursuing the matter with the Government. However, given the policy of permitting discharge into sewers and rivers one suspects that it won't be long until discharge into bushes is formally permitted by the Government.</p>	<p>SUPPLEMENTARY ANSWER</p> <p>I note his response and thank him for the question.</p>
<p>18. COUNCILLOR NICK LEVERTON</p> <p>With the sudden upturn in Corona 19 cases and the lower-than-average uptake of the vaccination amongst the BAME community can Councillor Lygo confirm any new initiatives that have been put in place by the current administration to improve this anomaly. The health and wellbeing of all our citizens is paramount and with regard to the BAME communities is he content that we are delivering a robust enough service to them all in the current circumstances.</p>	<p>COUNCILLOR MARK LYGO, CABINET MEMBER FOR PUBLIC HEALTH & EQUALITY</p> <p>On Covid-19 vaccination, I am pleased to confirm that, overall, the uptake of COVID vaccination across the county has been very good, with 95% of our population being vaccinated. Regarding BAME communities, our rates are well above the average for BOB. Thanks to the work of all partners across the system in Oxfordshire.</p> <p>In Oxfordshire, a system-wide Vaccine Delivery Board has been set up which oversees the delivery of vaccination in the county. The board members have been working with faith leaders/local Imams, doctors and trusted leaders across the county, with support from local authorities and voluntary organisations to promote vaccination and successfully deliver pop-up clinics using "Health on the Move" vans.</p>

Questions	Answers
	<p>Through the pop-up clinics, vaccinations were offered to various target groups such as the homeless community, shift workers/employees of large businesses (many of whom were from BAME backgrounds), migrant farm workers (fruit and vegetable pickers).</p> <p>In addition, the Board has listened to local communities and has developed and provided information to address vaccine hesitancy in different languages and in different ways, recognising how different communities receive messages, people's cultural and religious beliefs and the ways in which they have been targeted with misinformation.</p> <p>The Vaccine Delivery Board and the team are continuing to talk to local communities, understand their issues and provide information to increase their confidence in the covid vaccine.</p>
<p>SUPPLEMENTARY QUESTION</p> <p>Thank you Chair, thank you Councillor Lygo for the answer. In light of the recent information that has come out of the NHS regarding the vaccinations and pregnant and breast-feeding ladies, can you confirm that we are as part of the program that you have mentioned ,moving that forward with some urgency because there has been a lot of good clarification in those reports.</p>	<p>SUPPLEMENTARY ANSWER</p> <p>Yes, we work closely with the JCDI and Public Health England so if we get any more information, all members will be notified.</p>
<p>19. COUNCILLOR NICK LEVERTON</p> <p>Can Councillor Lygo confirm the numbers of Oxfordshire residents that received wrong testing results from the Newbury test centre. Can you also confirm any actions that you have implemented to</p>	<p>COUNCILLOR MARK LYGO, CABINET MEMBER FOR PUBLIC HEALTH & EQUALITY</p> <p>Regarding the Newbury Test Centre, we have been assured by UKHSA that only a very small proportion of testing undertaken by Oxfordshire residents has been processed by this laboratory and we have been further assured that everyone affected has been contacted and recalled by NHS Test and Trace for a repeat</p>

Questions	Answers
<p>mitigate the spread of the virus as a result of the Laboratory errors?</p>	<p>test by 18 of October. Our detailed in-house surveillance of infection rates in the County continues and we are monitoring closely for any potential negative impact of this testing issue on COVID-19 transmission.</p> <p>I trust the above information provide sufficient assurance, but should you have further questions please do not hesitate to contact me.</p>
<p>SUPPLEMENTARY QUESTION</p> <p>Councillor Lygo, there was an anomaly this week in the statistics that came from Chief Executive, my favourite reading on a Saturday morning, I have to say. The anomaly that South Oxfordshire and the Vale seem to have larger uplift than anywhere else, does that get interrogated as to why that is happening.</p>	<p>SUPPLEMENTARY ANSWER</p> <p>I shall get back to you in writing, thank you for your question.</p>
<p>20. COUNCILLOR FELIX BLOOMFIELD</p> <p>Whilst neurodevelopmental conditions (NDC) such as Autism Spectrum Disorders and Attention Deficit Hyperactivity Disorder are themselves not mental health conditions, it is clear that young people with neurodevelopmental conditions are more vulnerable to developing mental health problems. For example, they often find it more difficult to understand and manage their feelings and the feelings of others. They may muddle different emotions or find it hard to understand what is causing them to feel that way. Over time, children with neurodevelopmental disorders may become frustrated and demoralised</p>	<p>COUNCILLOR LIZ BRIGHOUSE, DEPUTY LEADER OF THE COUNCIL AND CABINET MEMBER FOR CHILDREN, EDUCATION & YOUNG PEOPLE'S SERVICES</p> <p>The median wait for an NDC assessment is 78 weeks with the longest wait being 3.5 years with currently 1801 children and young people waiting for an assessment. However, the service will often prioritise NDC assessments as a result of the identification of risk issues.</p>

Questions	Answers
<p>because of their symptoms. They may develop feelings of a lack of control over what happens in their environment or become depressed as they experience repeated failures or negative interactions in school, at home and in other settings. This means that early access to and assessment by the CAMHS NDC team is imperative.</p> <p>Could the cabinet member for Children, Education & Young Peoples Services please confirm the current waiting time for an appointment with the NDC team and the number of children and young people currently awaiting an appointment?</p>	
<p>SUPPLEMENTARY QUESTION</p> <p>Thank you, Councillor Brighthouse for the answer to my question. Now we know the median wait for assessment is 78 weeks and the longest wait being 3 and half years and 1801 children are currently waiting, what is your view and what are the three most important things you could do to address this for the people of Oxfordshire?</p>	<p>SUPPLEMENTARY ANSWER</p> <p>Thank you, I think what we really need to remember in this Council Chamber is that CAMS is funded through the Health Service and delivered through the Health Service. We are working closely with the Health Service around the waiting times, but of course the impact is on our schools as well as on our children and families that have to wait this length of time. We are looking and considering as a Local Authority how we can deliver a different SEND strategy and that is at the moment being worked on. There were 14 iterations of the work that had been done across all stakeholders to deliver better services for both neuro-diverse children, but also for children who required various therapies. That will be coming to Council, it will be going out for consultation in the New Year, and I hope that you contribute to that. We need to find out what the communities in Oxfordshire and those in particular who are affected by these issues think is the right thing to do, rather than me stand up here and pontificating on three things that I would do.</p>

Questions	Answers
<p data-bbox="152 220 719 248">21. COUNCILLOR ANDREW GANT</p> <p data-bbox="152 331 891 587">Is the Council administration happy with details in emerging plans for Oxford North for residents to get in and out of the development on foot and by bike, including to Wolvercote primary school, to join up with active travel lanes on Woodstock Road, and to Parkway station (in particular bearing in mind the actual experience of residents of Barton Park)?</p> <p data-bbox="152 628 869 699">Can the councillor update us on progress on fixing the rising bollards in Oriel Square and elsewhere?</p>	<p data-bbox="929 220 1928 284">COUNCILLOR TIM BEARDER, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p data-bbox="929 331 2074 730">The County Council as Local Highway Authority is a statutory consultee to Oxford City Council in making decisions on planning applications. The two Councils worked closely with the applicant over a number of years to develop a scheme that would provide significantly improved walking, cycling and bus infrastructure on the adjacent lengths of A40 and A44. There are obligations on the developer to deliver walking and cycling improvements between the site and Wolvercote Primary school and to work collaboratively with developers of the North Oxford Golf Club site to deliver a cycle link to Oxford Parkway. The County Council are consulting (from 28th October) on proposed improvements to the Woodstock Road corridor which will complement quiet routes with a safe and direct route towards the city centre.</p> <p data-bbox="929 778 2074 880">The Council consider that in terms of walking and cycling accessibility the proposals met or exceeded best practice, relevant guidance, and planning policy in place at the time of the resolution to grant planning permission.</p> <p data-bbox="929 928 2011 1104">I personally feel that the policies of the previous Conservative administration were not robust enough and they merely played lip service to active travel. Instead of committing to a transformational approach they compromised. I welcome the Woodstock Road improvements and planned Banbury Road proposals but there is some much that is not optimal.</p> <p data-bbox="929 1152 2051 1401">The Conservatives, in hoc to their colleagues in national government signed up to massively over ambitious road building schemes like the dualling of the A40 between the Wolvercote roundabout and Eynsham this was always going to be incredibly challenging and likely to induce further car dependency - sticking a major entrance and exit from Oxford North further confounds the issues on this part of the network and I have serious reservations about how sensible cycling and pedestrian travel can be preserved in this medley of concrete and tarmac.</p>

Questions	Answers
	We can't reverse everything that has been done but from this point on we will prioritise rail out to the West of Oxfordshire and further enhance our planning policy to protect our most vulnerable road users.
<p>SUPPLEMENTARY QUESTION</p> <p>Thank you for the answer. This is about Active Travel Provision on the emerging Oxford North site. Your answer mentions several details of possible routes in and out of that site, but the one significant omission is that it doesn't talk about how residents are supposed to get from the site itself behind the garage onto the Woodstock Road into Oxford. The answer is that they have to go around the roundabout which takes 5 minutes, parents are not going to do that when they are trying to get their children to Wolvercote Primary School. Leaving aside how we got here, and I asked the same question at the City Council which gave a similar answer which was that the application meets the legal test, but at the same time it is suboptimal for people. Would the Cabinet Member join me in continuing to seek improvements to the Active Travel infrastructure at that site by any means possible, and secondly can I infer.</p>	<p>SUPPLEMENTARY ANSWER</p> <p>Yes, I would like Councillor Gant for his question, I agree with what he said, and I think what we clearly need to do is bolster our policies around preventing this kind of thing from happening again in the future. I would welcome all Council members to partake in that so that we can stop these kinds of things happening again.</p>
<p>22. COUNCILLOR ANDREW GANT</p> <p>Can the councillor update us on progress on fixing the rising bollards in Oriel Square and elsewhere?</p>	<p>COUNCILLOR TIM BEARDER, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>The bollards in Oriel Square are now partially working. The automatic number plate recognition (ANPR) integration is still outstanding and is scheduled to be completed by the end of October.</p>

Questions	Answers
	<p>The main reason for the delay was the need to bring in specialist contractors to support final completion, following challenges faced by the main contractor to successfully deliver the required work within the agreed timeframes.</p> <p>The operation has been a complex one because as well as ANPR and the bollard infrastructure, other key elements include an overview camera system and a call centre for remote operation, plus the required internet bandwidth to operate them.</p> <p>The whole episode has been very regrettable, and I would like to take this opportunity to apologise to all the people that volunteered as human bollards. I know that they took a lot of abuse from motorists that were probably trying to break the rules. It shouldn't have happened, and we will be investigating the problems and trying to learn lessons.</p>
<p>SUPPLEMENTARY QUESTION</p> <p>Yes, would he agree with me that the saga of Oriel Square proves that any transport policy is only as good as its enforcement?</p>	<p>SUPPLEMENTARY ANSWER</p> <p>Yes.</p>
<p>23. COUNCILLOR ANDREW GANT</p> <p>Is the councillor able to update us on current plans for Connecting Oxford? In particular, can he confirm if extending the proposed WPL to cover the whole city (including our own car park here at County Hall) is under consideration? What are the proposed timescales? Can he further confirm that the administration regards this project as a key part of a suite of measures, including LTNs and others, designed to improve our city for all who live, work</p>	<p>COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL & DEVELOPMENT STRATEGY</p> <p>The Connecting Oxford project consists of a suite of complementary measures designed to encourage travel by more sustainable modes - all key to tackling the climate emergency, inequalities, and public health issues, as well as addressing pollution and congestion. The project team is currently reviewing timescales for delivery of the individual elements, and how the project links with the various other Active Travel initiatives that are underway in Oxford. Cabinet portfolio holders expect to see a proposed realistic delivery timetable in the next few weeks.</p>

Questions	Answers
and visit, and that these measures should be seen as a whole?	With regards to the WPL, along with colleagues, I have asked officers to prepare advice on the WPL area being extended. This is currently under consideration as part of the wider considerations noted above.
SUPPLEMENTARY QUESTION Thank you, delighted to hear that the over-arching piece of work is being done. He says that Cabinet Portfolio members expect to see the results within a few weeks. Could I ask that that is shared with members and certainly those of us who represent the City at the earliest possible opportunity?	SUPPLEMENTARY ANSWER Yes, happy to give that assurance, in fact the whole Council will need to be involved as will our partners in the City at looking at how we can best move towards an active and public transport first approach to getting around Oxford.