

## 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><b>1. COUNCILLOR SALLY POVOLOTSKY</b></p> <p>The Parish of Blewbury have been waiting for a safe crossing in Bessels Way for many years, and have for a very active Speedwatch group, 20mph zones and SID's. However, we have been informed there's now no budget and no idea of when there will be a budget. This crossing is essential for children catching school buses for secondary primary and some independent routes. Can the Cabinet Member for Transport Management please inform me and the parish how vision zero is going to apply to rural areas like Blewbury and when Blewbury can have a safe crossing, given the measures the community have taken to try and make roads safer over my term of office, because it's just a matter of when there will be a serious incident on Bessels Way and London Road.</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</b></p> <p>The council has committed funding and is progressing with a number of schemes and initiatives across the county to deliver on its ambition towards vision zero. The 20mph, School Streets, Vision Zero and Road Safety &amp; Accessibility are all programmes that will directly contribute.</p> <p>The funding within the council's budget is limited though, and decisions on spending priorities are being made taking account of the Local Transport &amp; Connectivity Plan objectives. Whilst funding for this crossing has not been allocated to this year's programme due to other higher priority needs, it has been added to the list of sites to be assessed for a future works programme.</p>
<p><b>2. COUNCILLOR SALLY POVOLOTSKY</b></p> <p>The footpath between Harwell and Rowstock on the A417 is dangerous and subsiding, we have had complaints from wheelchair and pram / trolley users around the cracks, vegetation and subsidence, wheelchair users are unable to use some sections which forces them into the road, which is dangerous. As a council which is actively promoting walking and cycling why - again - are my rural villages neglected especially given the size of the division and the council taxes collected from residents. How does the Cabinet Member think this fits with vision zero and also accessibility for all?</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</b></p> <p>Response to follow</p>

<p><b>3. COUNCILLOR SALLY POVOLOTSKY</b></p> <p>When will this council publish SEND improvement Baseline KPIs / Targets? This question relates to the SEND Improvement board and body of work being undertaken to rapidly improve services as a result of the OFSTED report in Autumn 2023.</p>	<p><b>COUNCILLOR KATE GREGORY, CABINET MEMBER FOR SEND IMPROVEMENT</b></p> <p>The strategic outcomes and measures were agreed by the board in April. The baseline under the SEN 2 data is published nationally in Mid-June each year and this allows for refresh of targets and tolerances. This will be completed and set for the year by the beginning of July.</p> <p>Work is progressing to produce a digital dashboard, including a technical solution for the partnership to share data efficiently. In the meantime, the board will receive manually produced KPI reports, with an accessible summary provided to the public on the SEND Improvement webpage, in the form of an infographic.</p>
<p><b>4. COUNCILLOR MARK CHERRY</b></p> <p>With the welcome news that Warwick Road Banbury will have resurfacing work commence from the 20th August 2024, will the Cabinet Member for Transport Management liaise with highway officers to make sure members of the public are aware of the diversions and delays. Not every member of the public has access to social media and online press so it may be important to arrange an old-fashioned letter drop to Warwick Road residents. This is extremely important as some cars will have to be moved while resurfacing work progresses.</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</b></p> <p>I am glad it is welcome news - the scheme is part of our extensive resurfacing programme this year. Due to the impact and importance of residents being aware of works on their street, we always do a physical letter drop to those directly impacted. I can confirm that letters will be sent out to those residents at least two weeks in advance of the works taking place. This will also be the time when advance warning signs are put out. As part of the works, we have a Temporary Traffic Regulation Order to limit parking while this work is underway. As we have pre-works</p>

	<p>before the main surfacing, we will also be able to monitor any parking to ensure vehicles are not present when the main works take place. We are also exploring which social media platforms we can utilise to ensure the message reaches as many residents as possible.</p>
<p><b>5. COUNCILLOR GLYNIS PHILLIPS</b></p> <p>You are aware of another serious road traffic accident at the Barton Park junction on 3 June 2024. The school community and residents have been bringing safety issues to your attention for years and are concerned about the lack of urgent action.</p> <p>Given the number of traffic accidents at this junction, can you please advise what safety measures are planned with specific reference to speed cameras on the northern by-pass and safety barriers at the crossing points?</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</b></p> <p>I am equally as concerned about the number of incidences we are seeing at this junction. It would have been great if Oxford City Council, as the planning authority, had required a bridge to be built as originally intended. As you are aware, speed cameras are the responsibility of Thames Valley Police. That said, we have been engaging actively with them on this matter at this location and I am pleased to confirm they have committed to implementation of speed enforcement and red-light camera at the junction. We are also in discussion regarding further potential speed enforcement measures linked to the Land North of Bayswater Brook development. A meeting is planned by officers in July to discuss likely timeframes for implementation.</p>
<p><b>6. COUNCILLOR IAN CORKIN</b></p> <p>It is now one year since the publication of the damning report following the <a href="#">Ofsted/Care Quality Commission's inspection</a> of Oxfordshire SEND services. Could the cabinet member please confirm the following:</p> <ul style="list-style-type: none"> <li>• In the 12 months to July 2023 how many SEND decisions were appealed to SENDIST? What was the</li> </ul>	<p><b>COUNCILLOR KATE GREGORY, CABINET MEMBER FOR SEND IMPROVEMENT</b></p> <p>Thank you for the question. The Local Area Partnership is working to address the issues identified in the SEND inspection through the Priority Action Plan which was approved by the Department for Education in December 2023.</p> <p>Our data is analysed on a calendar year basis. For 2023, 347 appeals were lodged, of which 29 were heard, 8 were withdrawn,</p>

<p>outcome, specifically, how often was the appellant successful?</p>	<p>178 conceded, 21 partly agreed/allowed, 4 agreed/allowed and 132 struck out or still active. For comparison, for 2024 (from January to April the figures were 131 lodged, of which 0 have been heard, 1 withdrawn, 11 conceded, and none partly agreed/allowed or agreed/allowed and none struck out/still active.</p> <p>It can take some time for the tribunal courts to 'hear' a case. So although a case may have been submitted in, say, January 2024, it may not get heard during 2024 or possibly even longer. For 2023, 132 of the 347 lodged have either been 'struck out' ie not appropriate for the court, or 'still active' ie not heard yet. It is likely most are the latter.</p> <p>If we use the 2023 figures, of the 215 that were heard (347 total cases minus 132 assumed yet to be heard) – 3% were withdrawn (8), 83% conceded (178) and 13% (25) partly agreed or agreed.</p>
<p><b>7. COUNCILLOR IAN CORKIN</b></p> <p>The local offering for children and young people with special educational needs and disabilities (SEND) is of utmost importance. Does the Cabinet Member agree with me that being able to easily navigate that information, including on OCC's own website, is integral to better outcomes for children, young people, parents and carers?</p>	<p><b>COUNCILLOR KATE GREGORY, CABINET MEMBER FOR SEND IMPROVEMENT</b></p> <p>I agree that the Local Offer for Special educational needs and disabilities (SEND) is extremely important. As the Cabinet Member for SEND, having a system for easy navigation of information is fundamental. As part of our improvement journey in SEND we have a digital and communication plan, and this includes the development of a new approach to information on the Local Offer on the OCC website.</p> <p>Work has already been completed from December 2023 when the site went live, and whilst there is still some further</p>

	<p>development and work to do on the content, the performance of the website and engagement of the public with the site and content has been positive. We can see that the public are navigating through the site well, spending time on the pages and engaging with the content.</p>
<p><b>8. COUNCILLOR TRISH ELPHINSTONE</b></p> <p>Please can the Cabinet Member for Transport Management provide an update on the review and redesign of the Newman Road junction (as raised at Full Council on 16<sup>th</sup> April 2024)?</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</b></p> <p>Response to follow</p>
<p><b>9. COUNCILLOR TED FENTON</b></p> <p>Several of the villages I represent lie in the catchment area for the last LA secondary school in Oxfordshire, Carterton Community College, where I serve as a governor. Is the cabinet member aware of the poor condition of many of the school buildings and the struggle the senior leadership team has in making the best of the facilities? If so, could he undertake to take any steps within his power to try to improve the situation and could he outline what those might be. Thank you.</p>	<p><b>COUNCILLOR JOHN HOWSON, CABINET MEMBER FOR CHILDREN, EDUCATION AND YOUNG PEOPLE’S SERVICES</b></p> <p>Thank you for your question. I am very aware of the poor condition of some of our schools buildings and understand that can lead to challenges for the school senior leadership. I would like to use this opportunity to thank the school and staff and pupils for all their hard work which has enabled the school to continue to be awarded a ‘good’ rating by Ofsted.</p> <p>Senior officers from the Council visited the site in May this year with the Chair of Governors and the School Business Manager to understand the challenges and what steps might be taken to support the school. We are looking at whether any additional funds are available to support capital works at the College. As part of the SSMP programme we plan to replace the fire alarm system during the summer holiday period. However, the condition survey carried out by Ridge and Partners shows that it</p>

	<p>would take many years of investment in the current financial climate to improve the standard of buildings at the school.</p> <p>Oxfordshire has many primary schools more than 150 years old as well as our secondary schools that need urgent attention. We hope the new government will see rebuilding schools as a key priority during the next five years.</p>
<p><b>10. COUNCILLOR TED FENTON</b></p> <p>Could the Cabinet Member tell me what proportion of the road repairs carried out by our contractors and, perhaps more importantly, those undertaken by utility companies who have to dig up the road to repair their services are independently inspected for the quality of the work? Of those that are inspected what percentage are deemed unsatisfactory?</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</b></p> <p>Response to follow</p>
<p><b>11. COUNCILLOR EDDIE REEVES, LEADER OF THE OPPOSITION</b></p> <p>Given the Council's aspiration to gain Sanctuary Status, does the Cabinet member for Finance think that asylum seekers who are given shelter in this county should be also offered free bus travel?</p>	<p><b>COUNCILLOR DAN LEVY, CABINET MEMBER FOR FINANCE</b></p> <p>The restrictions placed on refugees awaiting determination of their applications by the Home Office are inhumane and I deplore them. I am proud that this council has decided to become a Council of Sanctuary.</p> <p>It is appalling that refugees cannot contribute by working, and that their allowance is so small that many of them are effectively confined to where they have been placed. The new government has the opportunity to make sure that asylum decisions are taken more quickly, and to make the living conditions for those awaiting decisions better.</p>

	<p>Asylum seekers, particular those subsisting on Section 95 support, are in a unique position in that they are unable to work or claim mainstream benefits. We know that access to transport is a very real issue and has an impact on health and wellbeing, family life and the prospects for future integration.</p> <p>With partners, we are looking at how some form of support could be delivered.</p>
<p><b>12. COUNCILLOR EDDIE REEVES, LEADER OF THE OPPOSITION</b></p> <p>This administration has frequently referred to the cost-of-living crisis suffered by families in Oxfordshire in recent years. However, further to the Council's most recent school bus cancellations, a parent in the Bartons with three children attending school in Chipping Norton will now have to find c. £500.00 a month for a private service where once the Council's spare seats scheme would have helped take their children to school. Will he undertake to address this Council-made cost-of-schooling crisis on behalf of families in Oxfordshire?</p>	<p><b>COUNCILLOR JOHN HOWSON, CABINET MEMBER FOR CHILDREN, EDUCATION AND YOUNG PEOPLE'S SERVICES</b></p> <p>Oxfordshire County Council has a statutory duty to provide free school transport for a young person attending their nearest school. Following a public consultation exercise in 2014, the Council changed its policy so as to provide free transport from Oxfordshire homes to the nearest available school for any of the following reasons:</p> <ul style="list-style-type: none"> <li>• the shortest designated route is more than two miles where the child is aged under 8</li> <li>• the shortest designated route is more than the statutory walking distance of three miles for children aged 8 and over</li> <li>• the route has been assessed as unsafe to walk, even if accompanied by a responsible adult.</li> </ul> <p>Previously where there have been buses with 'spare' seats (ie the number of eligible children was lower than the capacity of the bus), such spare seats were offered to non-eligible children. However, it is not cost effective to maintain a high level of</p>

	<p>spare/empty seats for children who do <b>not</b> qualify for free transport.</p> <p>I understand that the removal of the bus from Middle Barton to Chipping Norton school causes more financial stress for families, but it is not cost-effective for the council to maintain the high number of 'excess or empty' seats.</p> <p>I am pleased that in this case, working with a commercial transport provider the Council has been able to secure an alternative transport solution which offers parents a substantially reduced rate of £1,100 per child per annum.</p>
<p><b>13. COUNCILLOR DONNA FORD</b></p> <p>The Banbury Road project is a constant headache for residents. Please explain why the lights at the Banbury roadworks in Bicester appear to be constantly faulty the last few weeks?</p>	<p><b>COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR INFRASTRUCTURE AND DEVELOPMENT STRATEGY</b></p> <p>We apologise for the inconvenience caused to residents during our work to convert the existing Banbury Road roundabout into a signalised junction.</p> <p>An issue with the traffic management lights at the site has now been resolved by the contractor undertaking the work and the council's traffic team is monitoring the area to make sure any further problems are identified quickly.</p> <p>The traffic signals were recently rearranged (28th May) as work began on different areas of the junction as the scheme progressed through construction. Soon after this change, the communications between the signals were discovered to not be working as they should.</p>



	<p>Investigations as to the cause of the issue were carried out - including replacing key elements and full system resets.</p> <p>The root cause has now been identified and resolved and we don't expect further issues from these sets of traffic signals.</p> <p>The project team has also instructed the contractor to carry out additional system monitoring overnight to make sure the signals continue to work as intended.</p> <p>A further public information session is planned for the project on the 11<sup>th</sup> July - where an update on the progress towards a finished junction utilising permanent traffic lights to improve safe traffic flow in what is the fastest growing town in Oxfordshire will be provided.</p>
<p><b>14. COUNCILLOR DONNA FORD</b></p> <p>Back in 2022, this council passed a resolution regarding clearing overgrowth from footpaths? Please advise therefore why my inbox is currently full of complaints regarding unusable paths all around Bicester.</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</b></p> <p>For the financial year 2023/24 Highway Maintenance was allocated an additional £1m towards the enhanced maintenance of Cycleways and Footways. The table below (at the end of the questions) shows a breakdown of where that funding was spent and the type of work that was undertaken as a result.</p> <p>For the financial year 2024/25 the value was £510k which is delivering a similar package of work to last year, but does include a £25k allocation for the Public Rights of Way network. The programme also includes further light touch work including sweeping those paths from last years programme, so that the benefit of the work undertaken last year is not lost.</p>

	<p>In addition to this pro-active programme, we are dealing with enquiries raised through FixMyStreet focusing on those that are causing safety or significant access issues. The growth experienced this year is significant which has resulted in a high number of enquires being received and challenges experienced by users. It should be noted that many of these enquiries relate to vegetation emanating from private land and a there is a set process that Officers are required to follow in this instance to give the private landowner the opportunity to undertake the work.</p>
<p><b>15. COUNCILLOR EDDIE REEVES, LEADER OF THE OPPOSITION</b></p> <p>Would the Cabinet member kindly confirm the exempted categories he expects to see in connection with the (i) traffic filters and (ii) workplace parking levy?</p>	<p><b>COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR INFRASTRUCTURE AND DEVELOPMENT STRATEGY</b></p> <p>Details of the <a href="#">exemptions</a> and <a href="#">permits</a> for the traffic filters are available on the county council's website. The traffic filters only restrict cars – all other types of vehicle are automatically exempt. Various permits are available for cars.</p> <p>Exemptions and discounts for the workplace parking levy have yet to be decided and will be determined following technical work and public consultation.</p>
<p><b>16. COUNCILLOR IAN CORKIN</b></p> <p>With the proposed traffic filters going live before the end of the year, it is now clear that the proposed cameras will have a particularly negative effect on many people who work at the Oxford hospitals. These people already face problems due to a lack of staff parking, and public transport services that are disjointed and so fail to get them to work in a timely way. This is particularly true of staff who live outside of the city in our</p>	<p><b>COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR INFRASTRUCTURE AND DEVELOPMENT STRATEGY</b></p> <p>As some of the largest employers in the city, there is no escaping the fact that hospital staff who drive to work contribute to traffic congestion in the city. We need to offer them credible, reliable, affordable alternatives to the car to break the cycle of car use and congestion, and the traffic filters are a critical first step in achieving that. Until we decongest the road network and expand</p>

rural communities, and the new restrictions will only add to the problems experienced by hospital staff who cannot afford to live in Oxford, many of whom may also work shifts. What exemptions are planned for employees at Oxford hospitals?

our bus network and create safer spaces for cyclists, many staff will feel they have little option but to drive.

However, many hospital staff already walk, cycle, or use public transport to get to work. For them, the traffic filters will provide significant and immediate benefits, and of course we hope some of those who currently drive will make the switch to non-car modes. The hospitals are served by bus and Park & Ride services, the latter being a potential option for some staff even if they live somewhere without a regular bus service. Oxford University Hospitals is currently offering free P&R bus travel for all NHS staff working at its sites. Oxford Health are offering 50% discounts on Park & Ride and bus travel within Oxford for staff.

The traffic filters will not only speed up existing hospital bus routes and make them more reliable, they will also allow service frequencies on hospital bus routes to be increased and allow new routes (including P&R services) to be added. These service improvements are being procured currently; the new and improved services are due to start in time for the start of the traffic filter trial.

The council acknowledges that some hospital staff will always need to drive for various reasons. All staff who currently drive to the Oxford hospitals will be able to drive with the traffic filters in place. Some may have to change their route to avoid the traffic filters. Until we have some monitoring data and feedback from staff it's difficult to say what effect this will have on commute times for hospital staff, who may experience more congestion on parts of the ring road, but less congestion inside the ring road.

We're working closely with the hospital trusts and will continue to do so during the trial to quickly identify any problems. Officers have attended in-person and virtual events at hospital sites in the last couple of months, reaching in excess of 1300 staff. Officers have answered questions from hospital staff and listened to their concerns.

Some health and care workers will have operational requirements to bring a car to work and to drive through the traffic filters as part of their job. These staff will be eligible for a free traffic filter [permit](#). This will cover professional or voluntary health or care workers working for a qualifying social care or health provider whose role regularly requires them to:

- provide clinical health services or social care services at multiple locations in the Oxford permit area on the same day or
- urgently and at short notice travel to a location in the Oxford permit area to deal with any matter involving patient or staff welfare, building security or safety, or
- transport patients to or from any hospital or healthcare facility in the Oxford permit area.

Staff with this type of permit may use it to commute to and from work on days when operational journeys are expected to be made.

There is no general permit available for all hospital staff as this would undermine the traffic reduction benefits of the traffic filters.

**17. COUNCILLOR NICHOLAS FIELD-JOHNSON**

I have received the following report from OCC:

"In response to your enquiry and the numerous others we have received regarding the recent flooding and associated drainage issues. We understand the inconvenience and distress that such incidents can cause, and we appreciate your patience as we work to address these concerns. Our team has been working diligently to assess the situation and implement necessary measures to mitigate the impact of flooding. However, due to the volume of enquiries and the complexity of the issues at hand, we have been unable to address each individual report.

Therefore, after much thought we have decided to close down reports relating to drainage matters during the winter months as after investigating the data it was apparent that many of the fixmystreet reports/issues were caused by the sheer volume of rainwater that fell meaning that the drainage system was unable to cope due to ground water saturation. We are aware of many areas across the county where flooding occurred and are currently working in conjunction with district and parish council towards addressing these issues."

My question is simple: does this mean that OCC is now washing its hands of drainage and flooding issues in the winter months which are extremely challenging in the rural communities...

**COUNCILLOR PETE SUDBURY, DEPUTY LEADER OF THE COUNCIL WITH RESPONSIBILITY FOR CLIMATE CHANGE, ENVIRONMENT AND FUTURE GENERATIONS**

We take our responsibilities as Lead Local Flood Authority very seriously, especially in light of the increasing frequency of both more intense and more persistent rainfall resulting from our warming climate and large scale development or other changes to land use leading to increased runoff. We have invested significantly in building our floods team, and the last 2 budgets have contained extra funds specifically directed at rapid resolution of persistent flooding problems where responsibility is unclear. We are also an active member of the Thames Valley Regional Flood and Coastal Committee, managing flood schemes across the whole Thames catchment.

Fix My Street allows the quick reporting of issues to the County Council, and we remain grateful to all those who take the time to bring to our attention the highway matters which affect them. In the last 12 months over 5,000 issues relating to flooding and drainage have been reported to the Council through the FMS system.

We then have to distinguish those that are due to faults in the drainage system, which are then prioritised for action, and those that are due to systems being temporarily pushed beyond their designed capacity. Where these latter cause risk of flooding to property, or danger to citizens or where, if left unchecked, they have the potential to cause significant issues, we work with partners including the Environment Agency, Thames Water, farmers and landowners to improve or redesign the way excess water is managed.

	<p>Fortunately, the majority of issues where highway drainage is directly concerned resolve themselves, and usually within a matter of hours once the rain has stopped, requiring no immediate intervention and continuing to operate normally thereafter, and the response you received was one of many hundreds of such cases. However, given the shifting baseline due to both climate change and land use, we are fully aware that what are small, short-lived or rare events now will inevitably escalate over time, and our climate adaptation work involves local and system-wide interventions to enable us to manage rainfall right across our landscapes, holding back surges of water and reducing runoff.</p>
<p><b>18. COUNCILLOR SUSANNA PRESSEL</b></p> <p>This is about the traffic filters. Please can you tell me why you chose to include Botley, North Hinksey and Cumnor in the areas that will be allowed to have 100 free day passes each year? They are not in the City. They have an excellent bus service into the City. Furthermore residents from those areas <i>would be driving past an enormous park and ride car park</i> in order to get to the city centre! Surely this is exactly what we are trying to avoid?</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</b></p> <p>Traffic filter permits for cars are provided to give residents an option to drive through the traffic filters occasionally, when (for whatever reason) other modes of transport do not meet their needs.</p> <p>The Oxford permit area, where 100 day passes are offered to residents, is designed to include the areas of the city most affected by route changes required to avoid the traffic filters.</p> <p>This means people who:</p> <ul style="list-style-type: none"> <li>• live close to the traffic filters and are therefore more likely to need to make occasional car trips through them, and</li> <li>• whose diversion would be greatest if they were unable to go through the filters.</li> </ul>

	<p>Taking these in turn:</p> <ul style="list-style-type: none"> <li>• Botley, North Hinksey and eastern Cumnor are as close – or in some cases closer – to the city centre traffic filters than outer parts of Oxford, all of which are in the 100 day pass area.</li> <li>• The detours required for a resident in Botley, North Hinksey and Cumnor to drive by car to destinations “the other side” of the city centre traffic filters are significant, because there is only one route in and out of Oxford to the west (Botley Road) and the alternative routes to access, say, inner north Oxford or inner south Oxford require a long diversion via the ring road.</li> </ul> <p>Most people living in the 100 day pass area have access to excellent bus services, as well as options to walk or cycle, but the point of the permits is to provide an additional option for occasions when those non-car options are <b>not</b> suitable. Access to non-car alternatives was therefore not a factor in drawing up the permit areas.</p>
<p><b>19. COUNCILLOR SUSANNA PRESSEL</b></p> <p>The traffic filters are designed to reduce congestion in Oxford, which would be great. Botley Road has always been particularly congested, and we’d love to see that congestion reduced. However, we fear that the amount of traffic and congestion in Botley Road will go UP once the traffic filters go live. This is because it will be the only route by which non-</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</b></p> <p>Botley Road is not the only way to access large parts of the city centre. For example, to drive to the car parking in St Giles and Gloucester Green, as well as destinations in the University Science Area, the route would be via Woodstock or Banbury roads. But of course, the route to the rail station and Westgate for those people driving a car and not using a permit (details</p>

exempt vehicles can access the Westgate car park, other car parks, the station, etc, without going through a traffic filter. These new extra vehicles will be in addition to all the many drivers from the west coming in with their 25 day passes, and the anomalous ones from Botley, Cumnor and North Hinksey, with their 100 day passes. If congestion in Botley Road does get even worse than it used to be as a consequence of the traffic filters, what will you do?

[here](#)) would be via Botley Road. Many people driving a car to the Westgate car park do not do so every day, and maybe not even as much as once a week. If these people are starting their journey in Oxford or Oxfordshire, they can use a residents' permit and use whatever route they want to – not all of them will need to drive along Botley Road. Indeed, more than 60% of visitors visiting the Westgate shopping centre do so by non-car modes. It is expected that more will decide to arrive by bus, cycling or walking if the conditions for these modes are improved by reducing traffic.

The traffic filters as a whole are expected to reduce traffic within the ring road by 20% and within the city centre by 35%. The traffic modelling report that supported the decision to go ahead with the trial traffic filters is here:

<https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-major-projects/Oxfordtrafficfiltertransportandtrafficforecastingreport.pdf>

As with any traffic modelling, there is naturally some uncertainty in the detailed forecasts. The change on individual roads may differ from these overall changes within the ring road. That is why the filters will be introduced on a trial basis initially and very carefully monitored to see what impact they have in reality. As regards Botley Road specifically, a scenario with traffic filters in place is forecast to increase traffic levels on Botley Road west of the junction with Seacourt Park and Ride by around an average 10% across a typical weekday, whereas on Hythe Bridge Street traffic is forecast to reduce by around an average 50% across a typical weekday. On the inner section of Botley Road at Osney Bridge, weekday flows are expected to reduce by 4% but it is



	<p>acknowledged there is a risk of increases in traffic at certain times of the day as a result of the traffic filters. That is why the monitoring is so important – details of our monitoring plan can be found here:</p> <p><a href="https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-policies-and-plans/TrafficFilterMEPlan.pdf">https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-policies-and-plans/TrafficFilterMEPlan.pdf</a></p> <p>We will naturally be analysing the data collected as part of the comprehensive monitoring exercise very carefully. This analysis will be considered by the County Council Cabinet alongside the feedback received as a result of the consultation exercise in order to make changes during the trial, if required, and as it makes a decision about whether to make the traffic filters permanent.</p>
<p><b>20. COUNCILLOR KIERON MALLON</b></p> <p>Last year, the Council received an extra £3,706,000 over and above its highways funding settlement to fix potholes across Oxfordshire. Further details of such investment can be found in the Transparency Data webpage on Gov.uk dated 20 December 2023 (available <a href="#">here</a>). How many potholes were repaired for this money and when?</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</b></p> <p>The Department for Transport gave Highway Authorities discretion on how best to invest their respective additional ‘pothole’ capital funding allocations. Reactive repair of potholes is funded from the council’s revenue funding. The additional funding was spent on carriageway patching and surfacing works which prevent potholes from occurring and to treat areas of the network that are prone to degradation and formation of defects. This approach provides far greater value overall, and not only repaired existing defects including potholes but also renewed life expiring surfaces before further defects formed.</p>

**21. COUNCILLOR IAN MIDDLETON**

The Cabinet meeting of 19th September 2023 agreed that the portfolio holder for property would have delegated authority to negotiate terms for the lease of green belt land in my division to Oxford United Football Club.

This was to be subject to a number of conditions namely:

1. The receipt of planning consent
2. The production by OUFC of a net zero carbon plan [fully costed with clear timescales and outcomes, from design, construction and full operation of the stadium]
3. A clear and detailed set of proposals that show how OUFC will meet the commitments made to date to meet the Council's strategic priorities to the satisfaction of the Cabinet Member for Finance and Property
4. Obtaining a best value assessment of the leasehold disposal in accordance with the requirements of s123 Local Government Act 1972
5. Restrictive covenants to ensure that the land remains limited to use for stadium and sports purposes for the term of the lease

It has since been announced that heads of terms, a 'legally binding' lease option agreement, and a 'collaboration agreement' have been signed with OUFC, but as all these agreements are being kept secret, we have no way of knowing

**COUNCILLOR DAN LEVY, CABINET MEMBER FOR FINANCE**

With regards to points 2 and 3, a [redacted version of the community collaboration agreement](#) signed in May between Oxfordshire County Council and Oxford United FC was published on the news pages of the county council website on 5 July.

This agreement ensures the club meets its commitments against the council's strategic priorities and to the local community and sports groups in both the short and long term. I would particularly like to draw your attention to section 4, OUFC obligations and section 3.2 that states "OUFC shall provide the net zero plan in accordance with the Planning Requirements as soon as reasonably practicable after obtaining an Acceptable Planning Permission."

For the record it should be noted that elements of the community collaboration agreement have been redacted prior to publication due to commercial sensitivity and confidentiality.

Addressing points 4 and 5, the council has obtained two independent assessments in relation to leasehold disposal. The council's Section 151 Officer has been actively engaged with this process and they are satisfied that the lease option agreement with Oxford United Football Club is compliant with section 123 of the Local Government Act 1972 and offers best value.

Oxford United Football Club is currently seeking planning permission from Cherwell District Council for the proposed new stadium. This is a requirement before the lease of the land can be completed.

<p>if all the criteria, particularly those in point 4 have been met. My understanding shortly before the announcement of these agreements was that there was a substantial way to go before all the strategic priorities had been fully met.</p> <p>I'm concerned that there has been no public scrutiny of these agreements, no apparent internal scrutiny and no briefing of me as local member or of other local County, District or Parish Councillors who will be affected by these agreements.</p> <p>This seems to run contrary to one of our core principles to support participatory local democracy so could the Cabinet Member please provide details of how OUFC have fulfilled the conditions outlined in points 2 to 5 above and undertake to make those details publicly available?</p>	<p>The lease option agreement between Oxfordshire County Council and Oxford United Football Club is not publicly available due to commercial sensitivity and confidentiality. The heads of terms do however stipulate that the land at the Triangle could only be used by Oxford United Football Club for a stadium principally for sports purposes and for ancillary uses as permitted by planning permission or other necessary statutory consents.</p> <p>Finally, as a point of clarification, I would like to confirm that, at its meeting of 19 September 2023, Cabinet agreed to delegate authority to the Director of Finance, in consultation with the Chief Executive and the Cabinet Member for Finance and Property, to negotiate and agree the final heads of terms with the club.</p>
<p><b>22. COUNCILLOR IAN MIDDLETON</b></p> <p>It's understood that a 'collaboration agreement' was included as part of recently agreed and signed 'legally binding' documentation with OUFC in connection with the potential lease of public Green Belt land in my division in Kidlington.</p> <p>This agreement presumably includes the promised commitments to community benefits for the local area, along with arrangements for support and upkeep of local facilities, yet currently the community that will benefit from these agreements has no idea what they contain, despite requests for clarification to both OCC and OUFC.</p>	<p><b>COUNCILLOR DAN LEVY, CABINET MEMBER FOR FINANCE</b></p> <p>As per my response to Cllr Middleton's previous question, a redacted version of the <a href="#">community collaboration agreement</a> is now publicly available on the news pages of the County Council website.</p>

<p>The secrecy around these agreements means that neither the planning authority or surrounding parish councils will know what benefits are being offered in exchange for OCC agreeing to remove yet more Green Belt in this area. Furthermore, if the lease option is activated and the project proceeds, there appears to be no transparent mechanism for ensuring that the terms of these agreements are honoured and for local representatives to ensure compliance with them in the long term.</p> <p>It's notable that this is another secret agreement prepared with no input from me as the local member or other district and parish councillors and signed off with no apparent scrutiny or overview from this council, local residents or their representatives. This again would seem to run contrary to our core principle to support participatory local democracy. Given that this is publicly owned land, could the cabinet member please provide full and transparent details of what is included in this agreement to me, other local parish and district councillors and members of the community so that we may all properly assess if these supposed benefits align with expectations as promised by OUFC?</p>	
<p><b>23. COUNCILLOR IAN MIDDLETON</b></p> <p>Both Cllr Levy as Cabinet Member and Cllr Leffman as Leader gave clear and unambiguous public assurances to residents that road closures would not be countenanced as part of any agreement to the lease of Green Belt land in my division to Oxford United Football Club.</p>	<p><b>COUNCILLOR DAN LEVY, CABINET MEMBER FOR FINANCE</b></p> <p>Officers are in ongoing dialogue with Oxford United Football Club and the club has confirmed that it is working on the pre-application process with Cherwell District Council for the pedestrian footbridge you reference in your question. The club is required to pursue this planning application as part of its obligations in the option to lease.</p>

There were also assurances given that a pedestrian bridge 'from Parkway station into the stadium site' would form an integral part of any plans.

However it's notable that in the recent planning application submitted by the club to Cherwell District Council there is no mention of a bridge and road closures are an integral part of the plan for the operation of the site.

Given that road closures did not form part of OUFC's original proposals when submitted to Place Scrutiny and the subsequent Cabinet meeting of September last year, and that this is public land under our control, I assume we can impose whatever conditions on the lease of the site as we see fit. As two senior members of the council's political administration have given unambiguous written undertakings and assurances to my residents that road closures would not form part of any leasing arrangements, could the Cabinet Member please confirm that such a condition has been included in the currently secret documentation that has been agreed with OUFC and that if road closures continue to be part of the proposals for the site we have reserved the right to withdraw any agreements or options for leasing the site?

A decision to close a road for safety reasons would be taken by the Police or the Safety Advisory Group; it cannot be made by the Council. The issue of the road closure therefore does not figure in the agreed legal documents. The Council has concluded that it does not need to.

We will hold the club to account and ensure that there are extensive community benefits with the new stadium. But we also want the club to succeed and to provide it with the best opportunity for a new stadium if it can secure planning permission. The Council has supported the club in this regard, exploring options and negotiating based on this principle for over 3 years. We do not want to set the club up to fail by including a requirement or categorically ruling something out that is not within its control.

The club has said as part of its proposals: "Temporary road diversions may be utilised as an operational approach to mitigate against the risks to the safety of people as required and subject to advice from the Safety Advisory Group." We have concluded this is a reasonable position to accept.

Highways Officers also need to be free to deal with the statutory consultation to the planning application. Transport and access provisions will form part of the planning application for the new stadium. Our technical officers may need to form a conclusion that short closures to roads in the vicinity of the stadium are required for safety and as part of access and egress plans.

We cannot promote a situation whereby there is a contradiction in terms between the role of the Safety Advisory Group,

	<p>Highways Officers' technical responses and a policy position of the Council.</p> <p>However, we continue to urge the club to bring forward investment which will ensure that pedestrians can get between the stadium and Oxford Parkway station effectively and without excessive disruption to buses, bikes and cars on Oxford Road.</p>
<p><b>24. COUNCILLOR NICHOLAS FIELD-JOHNSON</b></p> <p>Given that we are likely to have a new Government as of 4th July, can OCC write to the Secretary of State via the Leader of the Council requesting that tougher measures be taken nationally to protect our rivers from the dumping of raw sewage. Such measures should include strengthening the powers of the regulatory agencies, tougher sanctions against any local authorities found to have been complicit in such dumping and restructuring of any water companies such as Thames Water, if required, to ensure improved water quality and consumer standards at a reasonable cost to customers</p>	<p><b>COUNCILLOR PETE SUDBURY, DEPUTY LEADER OF THE COUNCIL WITH RESPONSIBILITY FOR CLIMATE CHANGE, ENVIRONMENT AND FUTURE GENERATIONS</b></p> <p>Thank you for these excellent suggestions. I will be sure to pass them on.</p>

**Additional £1m Cycleway and Footway Programme 2023/24****City**

OCC Reference	Priority	Location	Treatment	Cost Estimate
	H	A40 Ring Road Cycle Track	Footway levelling/Patching	£65,000.00
OCC05563	H	a40 London Rd Green Rd to P & R	Siding out the foot/cycle path with crack repairs	£10,000.00
OCC05327	H	A4142 Eastern By-pass	Siding out	£25,000.00
OCC05328	H	A423 Eastern By-pass	Siding out/Slurry Seal	£25,000.00
OCC05372	H	Elsfield Way Underpass, Oxford	pre-patch and slurry seal or surface course overlay to approx	£20,000.00
OCC05373	H	Heyford Hill - Littlemore Cycle Path	Overlay to completed previous surfacing projects	£50,000.00
Total				£195,000.00

**West Oxfordshire**

OCC Reference	Priority	Location	Treatment	Cost Estimate
OCC05391	H	A40 Cycle path Both sides Evenlode to Oxford	Vegetation cut backs and siding out	£150,000.00
OCC05392	H	A40 Cycle path Both sides Witney to Evenlode	Vegetation cut backs and siding out	
OCC05471	H	A361 leaving town towards Old London Road, Chipping Norton	Siding out and Patching	£25,000.00
OCC05470	H	A4095 Park Road North Leigh to Hanborough PH 1	Siding out	£5,000.00
OCC05472	M	A4095 Park Road North Leigh to Hanborough	Siding out and isolate patching	£25,000.00
OCC05474	H	A44 Woodstock to Yarnton	Siding out and Haters	£30,000.00
Total				

**Cherwell**

OCC Reference	Priority	Location	Treatment	Cost received
OCC05341	M	Deddington to Adderbury	Siding out and Localised Patching	£50,000.00
OCC05342	L	Clifton to Deddington	Siding out and Localised Patching	£25,000.00
OCC05348	L	Hempton to Deddington	Siding out and Localised Patching	£10,000.00
Total				£85,000.00

### South

OCC Reference	Priority	Location	Treatment	Estimated Costs
OCC05326	H	A40 Sandhills to Wheatley	Siding out/possibly reactive maintenance once achieved	£55,000.00
OCC05364	H	A40 Sandhills to Wheatley (N)	Siding out/possibly reactive maintenance once achieved	
OCC05302	H	A415 Clifton Hampden, Jet Site to causeway, Abingdon	Siding out and Patching	£30,000.00
OCC05303	H	A4130 Didcot Tesco to Marsh Bridge	Vegetation cutback and siding out	£9,679.01
OCC05304	M	A4130 Didcot Cyclepath	Siding out/Cracking repairs	£25,000.00
OCC05305	M	A4074 Benson roundabout to Benson Lane	Siding out both sides	£50,000.00
OCC05306	M	A4074 from the Dorchester turn to Shillingford to Benson roundabout, Wallingford	Siding out and localised patching	£50,000.00
OCC05319	M	Didcot to Sutton Courtney	Siding out, crack sealing and patching	£44,620.78
OCC05320	L	A418 Cycle Route Thame to North Weston	Siding out and localised overlay	£45,000.00
OCC05321	L	A415 Clifton Hampden, Berinsfield Roundabout	Siding out and Patching	£35,827.98
OCC05228	H	Didcot Yellow Brick Rd - Trial	Block Paved replacement - Rolled Gravel	£35,000.00
OCC05241	H	Henley Bridge	Paving Slab (York Stone replacement)	£25,000.00
OCC05294	M	East Hagbourne - O/s Fleur De Leys PH	Reconstruction of 30m of footway	£8,000.00



Total				£413,127.77
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**Vale**

OCC Reference	Priority	Location	Treatment	Cost received
OCC05312	H	B4017 Between no 248 Steventon Road to No 75 Abingdon Road – Steventon	Siding out and 6mm overlay	£30,000.00
OCC05317	M	Cumnor Road, from White Hall Lane, Wootton	Siding out and Patching	£15,000.00
OCC05414	M	Abingdon, Drayton Road from Preston Road to Sutton Wick Junction	Siding out and Patching	£18,846.34
OCC05413	M	Abingdon, Marcham Road (and towards Marcham)	Siding out	£20,000.00
OCC05416	M	Abingdon, Wootton Road	Siding out	£14,744.44
OCC05415	L	Abingdon, Dunmore Road	Siding out and Patching	£27,560.64
OCC05328	M	Kennington - Redbridge to Hinksey	Siding out	£15,000.00
Total				£141,151.42