

QUESTIONS WITH NOTICE FROM MEMBERS OF THE COUNCIL

ANNEX 2

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

Questions	Answers
<p>1. COUNCILLOR YVONNE CONSTANCE</p> <p>At least 3 years ago, research showed that 1/3 of residual waste (black bins) is food waste, which should be separated to be processed at anaerobic digesters for electricity and agricultural fertiliser. Instead, this food waste is processed at Ardley Energy Recovery Facility at a cost to OCC of about £3million each year. The Oxfordshire Waste Recycling Partnership (OWRP) identified this possible saving and planned a promotion to persuade residents to do more food separation when an officer was available to lead the programme. As OCC focuses on budget setting again, what progress has been made to persuade residents to better management of food waste to benefit the environment, and make a much-needed saving in OCC's spend on waste?</p>	<p>COUNCILLOR PETE SUDBURY, CABINET MEMBER FOR CLIMATE CHANGE DELIVERY & ENVIRONMENT</p> <p>A food waste recycling service has been provided to every household in the county since 2011 and even now this is a service which is provided in only 50% of local authority areas in the country. Residents have made good use of the service during the pandemic and we've seen an increase of 3,000 tonnes of food waste recycled last year compared to the previous year. However, there is clearly still more to do.</p> <p>Previous interventions to increase food waste recycling have included stickering general waste bins ('no food please') and distributing food caddy liners and leaflets as well as continuing social media and other promotional work. Unfortunately, the food waste campaign planned for 2020 was postponed due to Covid but we were able to do a trial engagement campaign with 6,500 homes to establish whether targeted interventions in areas of low participation were more successful than blanket coverage. These results have informed our future plans which include;</p> <ul style="list-style-type: none">• In Spring / Summer 2022 a campaign targeting approximately 40,000 households across the county in areas of low participation. Residents will be provided with a free roll of food caddy liners a leaflet and where possible conversation with staff, there will be adverts and other promotional material for the rest of the county.• Christmas usually sees a large increase in the amount of food wasted and there will be a seasonal campaign beginning on 8 December 2021 with residents able to collect a free roll of caddy liners (while stocks

Questions	Answers
	<p>last) from all libraries and information about food waste recycling. This will be accompanied by social media, radio, and traditional adverts countywide to encourage food waste reduction and recycling.</p> <ul style="list-style-type: none"> • Regular communications continue with messages about reducing and recycling food waste not only by OCC but also by the city and 4 district councils within the Oxfordshire Resources and Waste Partnership which also supports the national Food Waste Action Week, the “Love Food Hate Waste” programme and our Community Action Groups ‘Replenish’ programme work in the community to reduce the amount of food waste thrown away. <p>Follow Oxfordshire Recycles on Facebook and Twitter</p>
<p>2. COUNCILLOR YVONNE CONSTANCE</p> <p>You did not answer my Question at November Council, so I must try again. Town and Parish Councils are setting their precepts for next year and need to know what provision to make in their budgets for their contributions to any 20-mph scheme they decide to introduce. Your answer to ‘look it upon the website’ leads only to a register of interest for a scheme sometime next year but does not give the information required.</p> <p>Parish Councils accept they will have to pay for at least part of the cost of installing safer speed limits, but they need to know what the process will be, and what expenditure to provide for?</p>	<p>COUNCILLOR TIM BEARDER, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>The administration is due to set the highway maintenance budget for 2022/23 in February 2022. Within this budget setting process a proposal is being out forward that will seek to deliver a significant 20mph restrictions programme for the whole county over the next 3 financial years.</p> <p>The program will fund sign only changes for any town or parish council wishes to be part of the changes. Locations must meet the prior agreed criteria (as approved by the administration on 19 October 2021) for 20mph restrictions.</p> <p>Town and parish councils will be expected to fund any engineered solutions that may be required to further reduce speeds in their local areas. Officers are currently working on a document that will agree the measures that can be utilised for these mitigation measures.</p> <p>Further to your prior question in relation to the £200,000 budget line for</p>

Questions	Answers
	<p>20MPH, I would like to confirm that we have added a £40,000 marketing allocation and an additional trial site (Witney). This will see the full use of the budget allocation that the prior administration had allocated for 20mph restrictions.</p>
<p>3. COUNCILLOR LIAM WALKER</p> <p>The North Cotswold Line Taskforce a partnership between 5 County councils, Network Rail and GWR developed a Strategic Outline Business case to upgrade the track which will deliver additional GVA of £33 billion to the economy each year. More importantly it would mean 4 trains an hour from Hanborough to Oxford and London with improved bus services on the 233 and filling the missing ‘cycle link’ at North Leigh would deliver a truly integrated transport solution for the residents of West Oxfordshire. What funding and lobbying has the cabinet member provided to ensure this vision becomes a reality?</p>	<p>COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL & DEVELOPMENT STRATEGY</p> <p>We committed £260k funding to the North Cotswold Line in the MTFP in 2019, which includes funding to develop the Hanborough Hub proposal. This also includes a £75k funding allocation this financial year which, alongside financial contributions from other Councils on the route, is being committed to take forward the next stage of North Cotswold Line Business Case work, with DfT approval. We remain committed Members of the North Cotswold Line Task Force, with Leader and Cabinet Member representation.</p>
<p>4. COUNCILLOR LIAM WALKER</p> <p>In August 2020 to support the government’s Eat Out to Help Out scheme and then in December to support the festive shopping period Oxfordshire County Council made their two park and ride sites free to park at. Does the Council intend to support Oxford businesses by doing this again for</p>	<p>COUNCILLOR TIM BEARDER, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>By the end of September 2020, £849 million had been claimed through the Eat Out to Help Out (EOTH) scheme, providing discounts for over 160 million meals in August - much more than the £500m the Treasury predicted. These were undoubtedly a popular move but in reality, it was a spectacularly untargeted and grotesquely inefficient way to support the hospitality sector. In a report by the LSE, they found that overall, EOTH increased the number of</p>

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December?	<p>visitors by 5-6 per cent across the UK in August, but this did not last once the scheme had finished, although many hospitality venues were still open during September. In fact, it could well have contributed to the Autumn Covid spike that further hobbled the industry. COVID and Govt rules requiring office staff not to travel to work are the reason that people are prioritising car travel over buses. These choices are then further exacerbating the problem as commuters are forced to sit in front of the buses making them a less desirable option for people without the choice. The solution is not to further undermine our own revenue stream, thus making it harder to reinvest in crucial bus travel, but to disincentivise less desirable choices by increasing parking charges in the city centre and introducing measures on our streets to create a safer, healthier environment for active travel modes of transport. This administration might look at reform of the Park and Rides as part of our wider transformational changes.</p> <p>Numbers using Park and Ride and public transport are again picking up and the Westgate Shopping Centre reports that whilst overall shopping numbers are slightly down, shoppers are spending more in the run up to Christmas. We will continue to monitor the situation with Westgate and the City Council. We will also continue to use the media and variable message signs to promote public transport and the P&Rs rather than driving into the city centre.</p>
<p>5. COUNCILLOR LIAM WALKER</p> <p>Can the Cabinet Member confirm what plans he has for charging for on street parking in Woodstock and other towns in West Oxfordshire?</p>	<p>COUNCILLOR TIM BEARDER, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>When Councillor Andy Graham was elected, he was astonished to find the beautiful historic market town suffering from chronic parking issues. Residents were plagued by weak enforcement and poorly defined rules that had led to a free-for-all. I am delighted to have been able to work with Cllr Graham, Woodstock Town Council and West Oxfordshire District Council to develop plans for consultation which we believe will help with the management of parking in Woodstock. The proposals include both Pay & Display on-street</p>

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	<p>parking within the Town centre, along with a resident parking scheme. The intention is to provide surety of parking for residents and promote churn of the available parking to encourage trade in local businesses. The public consultation on the proposals will take place in the new year. It is all very well having an ideological fixation that free parking should persist at all costs but when it is leading to misery for local residents it is incumbent on us to act. These measures have a support from the Town Council and will be subject to that further consultation.</p> <p>In respect of West Oxfordshire area as a whole, we will see how Woodstock progresses and is received, and if successful we may consider appropriate measures in other towns within West Oxfordshire but there are no plans to do so.</p>
<p>6. COUNCILLOR DONNA FORD</p> <p>Can the Cabinet Member for Travel and Development Strategy please advise on his stance on dangerous inaccessible bus stops being placed on grass verges such as on the B4100 opposite Elmsbrook, Bicester?</p>	<p>COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL & DEVELOPMENT STRATEGY</p> <p>I understand that the bus stop in question was installed by the bus operator with no input (or indeed permission) from the County Council. The cost of providing an improved stop here has been estimated at £25-30k, for which there is no current obvious source. In addition, the future of service 505 is highly uncertain and we have not yet been able to identify from West Northamptonshire Council whether it will continue beyond 2022. A significant investment, even if funds were identified, would not be justified if the only bus service using the stop is then withdrawn shortly afterwards.</p> <p>Should there be significant safety concerns with the existing stop, the Council can arrange for it to be removed.</p>
<p>7. COUNCILLOR DONNA FORD</p> <p>Can the Leader please update us on the progress made in increasing transparency and</p>	<p>COUNCILLOR LIZ LEFFMAN, LEADER OF THE COUNCIL</p> <p>Thank you for your question.</p>

Questions	Answers
<p>accessibility of information for councillors and residents alike?</p>	<p>One keyway in which we are seeking to increase transparency about the activity of the Council is through the Constitution Review that is currently under way. The Project Scope for the Review envisages that the principle of transparency and accountability should be at the heart of our arrangements. The Review Group has been established on a cross-party, politically proportional basis to ensure that views and ideas from all perspectives can be raised and taken into account.</p> <p>We look forward to the outcomes of the Review which will give formal expression to our collective commitment, as councillors, and as an administration, to transparency and openness.</p>
<p>8. COUNCILLOR DONNA FORD</p> <p>Can the Cabinet Member for Corporate Services please advise what steps have been taken to ensure that the technology within the chamber is fully working for the next full council meeting?</p>	<p>COUNCILLOR GLYNIS PHILLIPS</p> <p>The separate issues experienced around the audio and camera feeds at the beginning of two recent meetings were resolved at the time and have been thoroughly tested to ensure that they have not recurred. The procedure to test the chamber equipment ahead of the meeting will be completed to give assurance that all is working correctly before the meeting begins. The IT department are aware of two outstanding issues with the equipment in the council chamber:</p> <ul style="list-style-type: none"> • The feed to one of the main TV screens is not working • A faulty voting button light on one of the delegate units <p>We have engaged our supplier to resolve these issues and an engineer has been booked to attend on Thursday 9th December.</p>
<p>9. COUNCILLOR EDDIE REEVES</p> <p>Further to this Council's press release of 25</p>	<p>COUNCILLOR TIM BEARDER, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>In total, 28 existing routes were included in the review. As per the list below,</p>

Questions	Answers
<p data-bbox="203 221 887 288">November, can the Cabinet member confirm the following?</p> <p data-bbox="203 331 887 547">(How many bus routes will be cut or repurposed altogether; whether the Cabinet sought to broker a deal with the bus companies to keep the routes affected going and how much it would have cost to do so, whether at the bus companies' request or on the Cabinet's own initiative?)</p>	<p data-bbox="931 221 1984 288">nine routes or route variations will no longer exist, although seven of these are replaced by alternative services.</p> <p data-bbox="931 331 2029 399">2B (Lyne Mead, Kidlington) – replaced by services 2/2A at a higher frequency than now</p> <p data-bbox="931 406 2007 474">12 (Greater Leys) – replaced by service 3A at same frequency and hours of operation, but uses Iffley Road instead of Cowley Road</p> <p data-bbox="931 481 2029 587">16 (Minchery Farm) – replaced by service 5A at same frequency and hours of operation but uses Cowley Road rather than Iffley Road/Abingdon Road. 3A still links Littlemore and Iffley Road. 20 serves Florence Park.</p> <p data-bbox="931 595 2018 700">34 (Oxford-Harwell-Wantage) – reduced to operate Abingdon to Harwell only at same frequency; Oxford flow covered by services ST1 and X32, section to Wantage for vehicle positioning only and not useful part of network</p> <p data-bbox="931 708 2029 810">38 (Wantage/Grove) – almost all routes will be covered by services S9, X1 and X36. Only Mayfield Avenue in Grove no longer served, but to do so would mean omitting village centre from another service</p> <p data-bbox="931 818 2018 885">95/95B (Berinsfield/Culham-Didcot) – the only routes withdrawn without replacement, although they did not exist before September 2020 in any case</p> <p data-bbox="931 893 1928 960">500 (Woodstock-Kidlington-Oxford) – service 7 covers the whole route already, this was a wastefully competitive corridor</p> <p data-bbox="931 968 2029 1035">S8 (Oxford-Abingdon-Wantage) – replaced virtually like for like by service X1, albeit uses A34 instead of Hinksey Hill</p> <p data-bbox="931 1075 2018 1216">Of the above, only service 95 was operated under contract to the County Council and provided peak time links from Didcot to Culham Science Centre. Because of the very low use of this service, it was agreed to terminate this contract.</p> <p data-bbox="931 1256 1951 1361">The remaining services in the review were subject to minor timetable variations or frequency adjustments to better match supply with reduced demand.</p> <p data-bbox="931 1401 2029 1436">As almost all services involved in the review are currently, and will continue to</p>

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	<p>be, operated on a commercial basis, the County Council has not entered into any discussions regarding provision of additional funds. Since the withdrawal of bus subsidies in 2016 the Council has not had a discretionary budget for such provision and the main source of funds is Section 106 developer monies, which are rarely available in Oxford because the high level of existing service means such payments are usually not justifiable under planning rules. So, whatever the cost of retaining the routes 'as is' may have been, it would not have been achievable.</p> <p>At the same time, the County Council issued tenders for a number of service improvements around the county funded through Section 106, including enhancements to routes 6 (Wolvercote), 11 (Watlington), 40 (Thame/Chinnor), 488/B3/B5 (Banbury), S6 (Swindon/Faringdon) and S9 (Wantage/Grove). These enhancements will take place in January and February 2022.</p> <p>As I made clear in the answer to your colleague Cllr Bulmer - I think this council should be extremely proud of our officers who have managed to work diligently and discreetly with the bus operators to achieve a series of well evidenced timetable changes that are both pragmatic and sensible. Perhaps he'd like to join me in congratulating the work they achieved in almost impossible circumstances. You might also wish to join me in lobbying government to reform the planning rules so that we aren't forced to base our subsidised bus network on tiny time-limited pots of money that eventually run out leaving communities high and dry. What we need to do is design communities that aren't locked into a car dependent model so that long term bus travel is a viable, sustainable option to our residents.</p>
<p>10. COUNCILLOR EDDIE REEVES</p> <p>If the Government offers more money in return for more reform as part of its Levelling Up agenda, will the Leader argue for (i) unitarisation</p>	<p>COUNCILLOR LIZ LEFFMAN, LEADER OF THE COUNCIL</p> <p>The answer is simply that we would consult with the City and the Districts before presenting a case for any of these options.</p>

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<p>without a directly elected Leader/Mayor, (ii) unitarisation with a directly elected Leader/Mayor, (iii) a combined authority model with OCC's Cabinet at its head or (iv) maintenance of the status quo without the extra money on offer?</p>	
<p>11. COUNCILLOR EDDIE REEVES</p> <p>Will the Leader of the Council commit to the Cherwell partnership in its current or a more integrated form for the remainder of this term or does her administration intend to withdraw from it partially or in its entirety?</p>	<p>COUNCILLOR LIZ LEFFMAN, LEADER OF THE COUNCIL</p> <p>As the chamber will know, working in partnership is a key strand of the administration's ethos and I am sure you would agree that our essential collaboration with health, police, voluntary sector and our District and City partners has been vital in supporting our residents throughout the Covid pandemic. The partnership with Cherwell District Council demonstrates the added value that can be delivered by closer working, in line with and supporting our priorities. This relationship has provided a gateway to wider partnerships with our District and City partners through collaborations such as the Future Oxfordshire Partnership. As with all good partnerships, we will strive to deliver continuous improvement – we will reflect, review, and look for better outcomes for our residents. So, can I commit to the relationship with Cherwell staying the same? No. Can I commit to being ambitious for our residents and using our local partnerships to work smarter together? Yes!</p>
<p>12. COUNCILLOR KEVIN BULMER</p> <p>How does the cutting of so many bus routes square with the administration's aims to reduce the number of car journeys into and around Oxford?</p>	<p>COUNCILLOR TIM BEARDER, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>Contrary to what local media might have implied, it is not the case at all that "so many" bus routes have been cut. Some frequencies on the most densely served routes in the city have been reduced to more closely match demand, and in two cases routes have been altered more significantly to provide a different operating pattern, although the main places served still have the same or (in the case of Littlemore) better bus services than they had pre-pandemic.</p>

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	<p>The reality of the situation is that in the face of unprecedented challenges over a reduction in patronage levels, reduced Government recovery funding and a nationwide shortage of drivers, our bus operators need to make changes to remain as viable businesses. If commercial operators were to go out of business, then the outcomes would be far worse for Oxfordshire residents, particularly as the Bus Services Act 2017 forbids councils from setting up replacement companies. The review has as its principal objective the stabilisation of the network to improve efficiency, as required by the National Bus Strategy, as well as minimising the impact on local people.</p> <p>It is also not the case that these are County Council decisions, as we do not control the services concerned. These services are all, with one minor exception, commercially provided with no subsidy from the Council. The Council's role has been to lead on discussions between the parties so that a mutually agreed solution can be reached, and our input has been vital in ensuring that gaps in the operators' proposals are filled where possible. I think we should be proud of our officers for holding the ring and providing their expert knowledge for the benefit of our residents.</p> <p>Since the withdrawal of the general revenue budget for bus services in 2016, the main source of funds for public transport has been through Section 106 agreements with developers – although some Government grants have more recently become available. The Council's expected expenditure on bus services in this financial year is estimated to be in excess of £4 million – more than at any time since 2015.</p>
<p>13. COUNCILLOR KEVIN BULMER</p> <p>What plans, if any, does the administration have to restore lost routes over the course of the Medium-Term Financial Plan?</p>	<p>COUNCILLOR TIM BEARDER, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>In 2016 the Council removed all discretionary funding for the provision of bus services. In 2020/21, a small number of the most significant of these lost services in rural areas were restored using a specific grant for this purpose, but regrettably the Government elected not to repeat this in 2021/22. In the</p>

Questions	Answers
	<p>light of this uncertainty, and because of prudent use of available funds, it was decided to use a proportion of Local Authority Bus Subsidy Grant (LABSG) to maintain these services up to April 2022 prior to the anticipated receipt of further funds through the National Bus Strategy.</p> <p>Contrary to media reports, only two routes have been 'lost' in this review and these had only been in operation for 15 months in any event. It is likely that at least one of these will be restored in the future, as it was funded by Section 106 payments from Culham Science Centre for the movement of staff to/from Didcot.</p> <p>The Council has recently submitted an ambitious Bus Service Improvement Plan (BSIP) to the Government with a request for £58 million to invest in a range of bus priority schemes and service improvements across the county. We understand that the Government have reduced the amount of total funds for the BSIP programme to £1.2bn, shared amongst 79 LTAs, and so we await the outcome of the decision-making process with interest.</p> <p>If all the requested funds were to be received, it is likely that new services in rural areas would be established to reduce car dependency and improve social mobility, which would replace a number of the services lost in 2016. It would also maintain services introduced in 2020/21 with the one-off Government grant and help to cushion the impact of Covid on the main commercial network. It remains to be seen whether the Government's ambition for improving public transport services matches our own. It certainly doesn't match their ambition to lock more of our population into car dependency with £27.4 billion being spent on roads - that looks pretty paltry next to the £1.2bn on buses!</p> <p>Separately the Council continues to secure and spend Section 106 contributions from developers. As additional development sites come on stream it is expected that these sums will continue to increase over time; officers identify opportunities for service improvement and pull together funds</p>

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	<p>from various relevant sites to implement them, but these are by nature restricted to where development is taking place. These funds primarily pump-prime new or improved services associated with development, but also help to retain services which would otherwise be lost – such as 11 (Watlington) and 67 (Wantage/Faringdon).</p>
<p>14. COUNCILLOR DAVID BARTHOLOMEW</p> <p>It came as no surprise that the administration wanted to claim the Chair role for the Constitution Review Working Group, however it was extremely disappointing that the administration blocked the appointment of an Opposition member as Vice-Chair. How do you reconcile this with the statement from the Monitoring Officer that <i>"the Constitution should be 'owned' by the whole Council—i.e., not something which is under the control of the largest group or any other part of the Council but something in which the whole Council has a genuine interest,"</i>?</p>	<p>COUNCILLOR GLYNIS PHILLIPS, CABINET MEMBER FOR CORPORATE SERVICES</p> <p>Thank you for your question. The Terms of Reference agreed by the Audit & Governance Committee for the Constitution Review make it clear that the recommendations of the Review Group will be “where possible by consensus”.</p> <p>This means that whoever Chairs the meeting - or does so in the absence of the Chair - will need to be mindful of that key principle, regardless of their own political affiliation.</p> <p>It's also worth noting that the Review Group's recommendations will also be considered by the Audit & Governance Committee and by Council itself.</p> <p>So, it's been fully recognised at the outset, and through the pathway for the review, that there should be full engagement with all political groups.</p>
<p>15. COUNCILLOR BETHIA THOMAS</p> <p>When I was elected earlier this year, Faringdon Town Council was keen to find out more about the future of two county properties which they considered might be valuable community assets, providing much needed amenity space in the</p>	<p>COUNCILLOR CALUM MILLER, CABINET MEMBER FOR FINANCE</p> <p>I am grateful to Cllr Thomas for sharing her concerns with me and with officers and I understand her wish to explore the future use of the two properties she mentions. Officers are in touch with Cllr Thomas to appraise themselves of the community needs that she has identified and to explore what opportunities there might be to meet these. This experience has, as Cllr</p>

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<p>town.</p> <p>Looking into this I have been concerned that there has been very little consultation between the county council and the local community, the town council, and local members to determine the future of these sites in the past.</p> <p>While I acknowledge that there may be issues of confidentiality in some cases, could you reassure me that it is not the intention of the new administration to limit consultation with the local community? If possible, I would ask for a commitment that these views should be taken into account with clear communication between the county council and all stakeholders before a decision like these are made.</p>	<p>Thomas says, provided an insight into historic practice and culture in the management of the county council's property assets.</p> <p>The Oxfordshire Fair Deal Alliance is committed to ensuring the county council consults openly with local members and communities about decisions that affect them. The county council has a community asset transfer policy which sets out a protocol for the utilisation of any surplus land holding held by the county council. I have asked officers to review this and anticipate bringing a revised policy to members for their views in the new year.</p> <p>As councillors, we have responsibilities both to represent our divisions and to steward the resources of the whole county for the benefit of all current and future residents. This can create tensions in respect of property assets, particularly when there is a lack of clarity about the status of those assets or when there are conflicting expectations about how the assets should be used. I hope that, by reviewing the policy in an open manner, and by ensuring the early consultation of members and local communities when developing plans for any asset, we can work together to improve the quality of the decisions we take.</p>
<p>16. COUNCILLOR BETHIA THOMAS</p> <p>Footpaths in Faringdon town centre are in a poor state of repair and have been for a number of years. Many accidents have been caused by this damage, and I receive almost daily complaints about this from residents and business owners in the town.</p> <p>Early in the year, during the election campaign, I had been led to believe that resurfacing work had</p>	<p>COUNCILLOR TIM BEARDER, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>We are aware of the concern regarding the footways in Faringdon and I am also aware that some discussions are being held with the Town Council with regard to the material specification , i.e. gold material or tarmac.</p> <p>Unfortunately, the footway element has been a bit of an ongoing saga, and as I understand it, we were trying to combine the carriageway surfacing, now completed, with the footway surfacing, but due to the outstanding discussions this didn't happen.</p>

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<p>been budgeted for and that footways were due to be repaired at the same time as the scheduled road resurfacing work which is now complete. The town council had planned to coordinate the installation of new bollards with this and were waiting to finalise discussions around the type of surface to be used in the works. Can you give me an update on this situation?</p>	<p>However, we have undertaken some structural stability tests on the footway areas to see if the structure of the footways were sound enough to have a surface course applied rather than a deeper construction.</p> <p>Having spoken to the Service Lead, Sean Rooney, there has never been a firm commitment of funding for the footway works, as again this would very much depend on the material type used however, we are currently pulling together further up to date estimates for the work as previously looked at, with the possibility, depending on budget availability, of having a scheme in the 2022/23 footway construction programme. Officers will be discussing and agreeing the proposals with Faringdon TC particularly with regard to the most prudent material, and the best way to take this forward for inclusion in the 2022/23 capital programme.</p>
<p>17. COUNCILLOR BETHIA THOMAS</p> <p>Recently the Stagecoach S6 bus service between Oxford and Swindon has not been performing to expected levels. Many buses have been delayed and cancelled leaving passengers waiting at bus stops, and I have heard many stories from my residents waiting in the cold and dark or being forced to use costly alternatives, paying for private taxis costing around £50 from Oxford to Faringdon.</p> <p>There have been extensive road works at either end of the route in Oxford and Swindon, but most of these delays seem to be attributed to a lack of drivers; it has been reported that, like other industries, driver retention has hit bus</p>	<p>COUNCILLOR TIM BEARDER, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>I am sorry to hear of the problems being experienced by passengers on the S6 service. It is the case that bus operators are suffering from a national driver shortage caused by a number of factors, and the two main providers in Oxfordshire are reporting they are approximately 80 drivers short at the present time. Swindon depot, from where service S6 is operated, appears to be particularly badly affected in this regard.</p> <p>We have engaged with operators extensively over the past few months and the recent network review you will be aware of was in part precipitated by these events. The Council has limited powers to intervene but has encouraged operators impacted by high levels of service disruption to improve messaging to customers via their websites and social media and to fix as much as possible the journeys to be lost in advance, so that customers have as much visibility as possible of the issues. However, at the same time, we understand that this will not reach everyone. Operator resources are</p>

Questions	Answers
<p>companies, leaving them struggling to offer their normal standard of service.</p> <p>Can you reassure me that we are working with Stagecoach and other bus services during a time when they may be struggling to retain drivers, and services have been suffering because of it, to ensure that the experience to our passengers is as good as possible across the county?</p>	<p>limited, and it is not possible to make changes to items like bus stop timetables in a fast-changing situation where drivers may be available one day and not the next.</p> <p>I am informed by officers that Stagecoach anticipate improvement to the situation in the near future, subject to maintenance of the current levels of staff sickness. Therefore, short-term measures such as a temporary reduced timetable are not seen to be necessary at the present time.</p> <p>Improvements to service S6 were intended to commence in January – a higher peak time frequency, better evening services and a new late-night service on Fridays and Saturdays. However, in the light of the current difficulties, we agreed with Stagecoach that these should be postponed, and they are now expected to be introduced at the end of February when we expect the situation to have improved.</p> <p>We regret the disruption to services caused by driver shortages but can assure you that Council officers are working closely with providers to ensure that these are minimised as much as possible but ultimately, I think it is clear to everyone that the Government needs to step up to the plate. People are already reluctant to travel on buses and now they've ruled that people must not go to work unless they have to. This will have massive ramifications on the buses and their viability at a time when the Government have reduced the COVID support measures. At the time of writing, they have not announced further support and I call on them to do so urgently or we could be face even more dramatic consequences.</p>
<p>18. COUNCILLOR TED FENTON</p> <p>Following the floods in Witney over Christmas last year the s19 report has still not been produced. Can the Cabinet Member please</p>	<p>COUNCILLOR PETE SUDBURY, CABINET MEMBER FOR CLIMATE CHANGE DELIVERY & ENVIRONMENT</p> <p>The County Council is waiting for West Oxfordshire District Council to share a draft of the Section 19 report for the Witney Christmas 2020 Floods. As Lead</p>

Questions	Answers
<p>explain why not?</p>	<p>Local Flood Authority the County Council takes its responsibility for the preparation Section 19 reports very seriously and works collaboratively through a contractual arrangement with each of the District Councils to conduct flood investigations. Unfortunately, on this occasion WODC faced difficulties in supplying the relevant information. County Council officers met with WODC officers in September to resolve this difficulty and as a result, agreed in October that WODC would commission a consultant to prepare the Section 19 report on the Witney Christmas floods. Unfortunately, the agreed timeline for the preparation of this report has slipped but. I am hopeful that the report will be available before the anniversary of the Floods last year and apologise to the citizens of Witney who have waited far too long.</p>
<p>19. COUNCILLOR ANDY GRAHAM</p> <p>Three years ago, the Conservative administration at the time oversaw the closure of the library in Woodstock and its temporary housing in the back of the Oxfordshire Museum. It was stated at the time that a full library service will be available in the museum, and available five days a week, with accessible and self-service facilities available during museum opening hours. Currently there is no full library service, currently only 3 days a week provision with a librarian, poor public access to the internet, limited if any printed and photocopying. Can the Cabinet Member confirm that a new permanent library will be delivered to the town, and if so when?</p>	<p>COUNCILLOR NEIL FAWCETT, CABINET MEMBER FOR COMMUNITY SERVICES & SAFETY</p> <p>The urgent closure of the old Woodstock Library on Hensington Road in November 2018 was due to the building being declared unsafe because of structural issues that came to light as part of a routine inspection.</p> <p>Woodstock Library is a Community Supported Library where the council work in partnership with the Friends Group with volunteers working alongside staff to deliver the service.</p> <p>Discussions are under way with the Friends Group to ensure that there is a member of library staff or a volunteer on duty in the library from Tuesdays to Saturdays inclusive.</p> <p>This was always intended to be a temporary solution and with the proposed adoption of a Libraries and Heritage Strategy officers will now be reviewing the opportunity for library services to the Woodstock community through the delivery of a Libraries and Heritage Asset Management plan which is one of the key actions in the strategy to be completed by September 2022.</p>

Questions	Answers
	<p>This work will review all libraries and heritage assets in the context of projected population growth and funding with the aim of putting in place a long-term plan for our libraries and heritage assets.</p> <p>I would like to thank the staff and volunteers who are continuing to provide the service to the local community, but I am also aware that it is not a long-term solution.</p> <p>I have therefore asked for Woodstock to be prioritised as soon as we move from completing the Libraries and Heritage Strategy into the implementation stage, and that we should not have to wait for the whole Asset Management Plan to be completed before plans for Woodstock are progressed.</p> <p>I intend to ensure that the local member, other local councillors, and the Friends are fully involved in that discussion.</p>
<p>20. COUNCILLOR BRAD BAINES</p> <p>I would like to ask the Cabinet Member what is currently planned in terms of the adoption of ANPR cameras as enforcement for existing and future school street projects and whether the cameras will be operational on a consistent basis for every day of the school year to ensure effective compliance?</p>	<p>COUNCILLOR TIM BEARDER, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>The support of the volunteers to the delivery of the Schools Streets is appreciated and the pressures they are under is noted. It is the intention for the enforcement of school streets to be moved over to a ANPR camera enforcement modal once the County Council have been granted the powers to do so by Central Government. In the short term, other support measures are being investigated and funding has been allocated on the provision of led marshals at the school, the relevant officers will be in touch with schools to discuss how this can be implemented.</p> <p>I receive dozens of emails, calls, and requests a week complaining about speeding on our roads. Locations where the plain and obvious solution is to put in a speed camera. Yet that is not an option for me even though I am Cabinet Member for Highways Management. The Government won't allow it.</p>

Questions	Answers
	<p>Our communities are crying out for protection with sensible, pragmatic solutions through their elected representatives in collaboration with the communities that elected them.</p>
<p>21. COUNCILLOR BRAD BAINES</p> <p>I would like to ask the Cabinet Member when members representing electoral divisions in Oxford City will be consulted on the Oxford Transport Strategy currently under development and will he commit to ensuring that the newly formed Transport Working Group of the Place Scrutiny Committee is also consulted?</p>	<p>COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL & DEVELOPMENT STRATEGY</p> <p>Members representing electoral divisions in Oxford City will be involved from the start in the development of the Oxford Transport Strategy, as will other members in their own district strategies, through several avenues, including the Transport Working Group of the Place Scrutiny Committee. Localities meetings will be among the first to be engaged. Our objective is that members are involved to a point where they are not only viewed as key stakeholders but are familiar enough with the issues and choices that they can lead consultations and involve residents in their own divisions, feeding back ideas and opinions to make this truly a people's plan for transport and connectivity in Oxfordshire.</p>
<p>22. COUNCILLOR BRAD BAINES</p> <p>Oxford has recently been devastated by sudden and wide sweeping announcements by Stagecoach, Oxford Bus Company and Thames Travel to cut local bus services. These particularly affect access to Donnington, Iffley and Rose Hill. Can the Cabinet Member outline and explain the reasoning behind the proposed consultation and delivery schedule for Connecting Oxford, as these service cuts underline the even more pressing need for this programme?</p>	<p>COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL & DEVELOPMENT STRATEGY</p> <p>The need for measures to tackle pollution and congestion in the city are acknowledged. Details of the programme for engagement and formal consultation on Connecting Oxford will be announced early next year. It is currently anticipated that elements of Connecting Oxford will be delivered in 2023.</p> <p>In order for them to be robust and able to withstand legal challenge, it is important for the correct procedure to be followed in developing the various elements of Connecting Oxford. For example, if following consultation, the council's Cabinet agree plans for a workplace parking levy, an application is then made to the Secretary of State and the scheme is subject to national government approval.</p>

