

County Council

9 July 2024

Schedule of Business

**with Revised Annex 1 for
Item 11 Committees and Review of Political Balance**

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Agenda Annex

OXFORDSHIRE COUNTY COUNCIL

MEETING OF COUNCIL – 9 JULY 2024

SCHEDULE OF BUSINESS

ITEM/TIME	ITEM	PROPOSALS (M = Motion; SEC = Seconders; Am = Amendment S = Statement; Q = Question; REC = Recommendation to be determined)
1 10:30	Minutes To approve the minutes of the meeting held on 21 May 2024 (CC1) and to receive information arising from them.	
2	Apologies for Absence	
3	Declarations of Interest	
4 10:35 5 mins	Official Communications Burford on-call firefighter Steve Edginton has been awarded the British Empire Medal in the latest King's Honours list for his dedication to the town's residents over more than forty years. A list of other Oxfordshire award recipients recently honoured by the King is attached as Annex 1. Our Banbury Community Support Service (part of our adult social care team) won the MJ Award for innovation in children's or adults' services. It was in recognition for their work to create an accessible, inclusive pub room – Cheers M'Dears! – at the day centre in Neithrop. The Chair would like to highlight the following events she has attended and others are listed in Annex 1 of the Schedule of Business -	

	<p>21/05/2024 At the Annual Council Meeting, Oxford: Executive Assistant held cake sale and raised £71 for My Vision, Parkinsons UK henley, Banbury and Oxford Branches and Earth Trust</p> <p>11/6/2024 Thame Wreath Laying, Thame – Chair attended</p> <p>24/6/2024 Armed Forces Flag Raising Day, Oxford – Chair’s event</p> <p>26/6/2024 Oaken Holt Care Home, Farmoor – Chair attended</p> <p>26/6/2024 Armed Forces Week, County Hall – EA held cake sale and we raised £52 for RAF Associations, RAF Benevolent funds and SSAFA.</p> <p>3/7/2024 Earth Trust Rose ceremony, Little Wittenham – Chair’s event</p>	
5	Appointments	
6	Petitions and Public Address	Petitions
10:40 45 mins	<p><i>Any person may address the Council on an item on the agenda subject to the provisions in CPR 10.2 of the Constitution</i></p> <p>Petitions – 1 ½ minutes to speak</p> <p>Public Address – 1 ½ minutes to speak on this occasion (reduced from 5 minutes due to the number of speakers at the discretion of the Chair – CPR 10.3)</p>	<p>Dan Glazebrook: Oxpens Bridge</p> <p>John Hill: Agreements between the Council and Oxford United</p> <p>Iain Johnson: Proposed stadium and road closures</p> <p>Public Address <u>Item 14: Motion by Cllr Brighthouse</u> Katie Nellist Terez Moore Cathy McClelland</p> <p><u>Item 16: Motion by Cllr Povolotsky</u></p>

		<p>Derek Stork Sheenagh Broadbent Ashley Smith Stephen McKechnie Owen Sutcliffe David Marsh Wilcox Robert</p> <p><u>Item 17: Motion by Cllr Reeves</u> Luke Ingram Ruth Trevitt Stuart Bartlett Terez Moore</p> <p><u>Item 18: Motion by Cllr Gawrysiak</u> Robert Aitken Ian Reissmann</p> <p><u>Item 21: Motion by Cllr Povolotsky</u> Pete Nellist</p> <p><u>Item 28: Motion by Cllr Sudbury</u> City Cllr Lois Muddiman</p>
<p>7.</p> <p>11:25</p> <p>10 mins</p>	<p>Questions from Members of the Public</p> <p>See Annex 2 for questions and responses. One supplementary question allowed for each.</p> <ol style="list-style-type: none"> 1. Zaheer Iqbal 2. Lizzie McHale 3. Peter George 4. Peter West 5. Emily Scaysbrook 6. Graham Jones 7. Richard Parnham (Supplementary - Remote) 8. Bernadette Evans 9. Nick Alcraft (Supplementary - Remote) 10. Julian Le Vay 11. Yola Drage 12. Alberto Brunelli 	<p>Cllr Gant Cllr Roberts Cllr Gant Cllr Gant Cllr Gant Cllr Roberts Cllr Roberts</p> <p>Cllr Gant Cllr Howson</p> <p>Cllr Gant Cllr Roberts Cllr Roberts</p>

	<p>13. City Cllr Ian Yeatman (No Supplementary)</p> <p>14. City Cllr Saj Malik (No Supplementary)</p> <p>15. City Cllr Anne Stares (No Supplementary)</p>	<p>Cllr Gant</p> <p>Cllr Roberts</p> <p>Cllr Gant</p>
<p>8</p> <p>11:35</p> <p>30 mins</p>	<p>Questions with Notice from Members of the Council</p> <p>See Annex 3 for questions and responses. One supplementary question allowed for each.</p> <ol style="list-style-type: none"> 1. Povolotsky to Gant 2. Povolotsky to Gant 3. Povolotsky to Gregory 4. Cherry to Gant 5. Phillips to Gant 6. Corkin to Gregory 7. Corkin to Gregory 8. Elphinstone to Gant 9. Fenton to Howson 10. Fenton to Gant 11. Reeves to Levy 12. Reeves to Howson 13. Ford to Roberts 14. Ford to Gant 15. Reeves to Roberts 16. Corkin to Roberts 17. Field-Johnson to Sudbury 18. Pressel to Gant 19. Pressel to Gant 20. Mallon to Gant 21. Middleton to Levy 22. Middleton to Levy 23. Middleton to Levy 24. Field-Johnson to Sudbury 	
<p>9</p> <p>12:05</p> <p>30 mins</p>	<p>Report of the Cabinet (Pages 9-14)</p> <p>Leader (Cllr Liz Leffman)</p> <p>Pg 9: Item 1</p> <p>Item 2</p> <p>Item 3</p> <p>Pg 10: Item 4</p> <p>Item 5</p> <p>Item 6</p>	<p>Q Enright</p> <p>Q Brighthouse</p> <p>Q Pressel</p> <p>Q Brighthouse</p> <p>Q Baines</p> <p>Q Pressel</p> <p>Q Saul</p>

	<p>Community & Corporate Services (Cllr Neil Fawcett) Pg 11: Item 7 Item 8</p> <p>Finance (Cllr Dan Levy) Pg 11: Item 9 Pg 12: Item 10 Item 11 Item 12</p> <p>Transport Management (Cllr Andrew Gant) Pg 13: Item 13</p> <p>Public Health, Inequalities & Community Safety (Cllr Nathan Ley) Pg 13: Item 14</p> <p>Reports from Scrutiny Committees Pg 13: Item 15</p>	<p>Q Phillips Q Baines Q Phillips Q Baines Q Baines Q Baines Q Enright Q Hicks Q Enright</p> <p>Q Hicks</p> <p>Q Elphinstone</p>
<p>10 12:35 10 mins</p>	<p>Annual Report of the Oxfordshire Joint Health Overview & Scrutiny Committee (Pages 15-42)</p> <p>Movers 5 mins and speaking in debate 3 minutes, CPR 15.4.2</p> <p>Council is RECOMMENDED to receive and note the Joint Health Overview and Scrutiny Committee's Annual Report set out in Annex 1.</p>	<p>M Hanna SEC S O'Connor S Pressel</p>
<p>11 12:45 15 mins</p>	<p>Committees and Review of Political Balance (Pages 43-52)</p> <p>Movers 5 mins and speaking in debate 3 minutes, CPR 15.4.2</p> <p>Council is RECOMMENDED</p> <p>a) To note the review of political balance of committees to reflect the election of a new councillor, Peter Stevens, at the Sutton Courtenay and Marcham by-election on 20 June 2024 and the resignation of two members, Cllr Kevin Bulmer and Cllr Jane Murphy, from the Conservative Independent Alliance.</p>	<p>M Chair SEC</p>

	b) To appoint members to the committees of the Council listed at Annex 1. A fully populated list with nominations from the political groups for the vacant seats will be circulated ahead of the meeting.	
12 13:00 10 mins	Independent Persons (Pages 53-56) Movers 5 mins and speaking in debate 3 minutes, CPR 15.4.2 Council is RECOMMENDED to extend the appointments of Mr Martyn Hocking and Mr Nicholas Holt-Kentwell in the role of Independent Persons for Oxfordshire County Council until 30 November 2024	M Smith SEC Baines S Pressel
13 13:10 10 mins	Special Urgency Decisions (Pages 57-60) Movers 5 mins and speaking in debate 3 minutes, CPR 15.4.2 Council is RECOMMENDED to note a) the use of Special Urgency for a Key Decision on 23 May 2024 and b) the exemption from Call-in of a Key Decision made by Cabinet on 14 May 2024.	M Leffman SEC Sudbury S Hicks
13:20 30 mins	LUNCH	
14 13:50 60 mins	Motion by Councillor Liz Brighouse Movers 5 mins and speaking in debate 3 minutes, CPR 15.4.2 This Council no longer has confidence in the Leader of the Council. There have been repeated failures allied to a persistent sense that her administration refuses to engage in meaningful dialogue with elected members, trade unions, other Councils and public sector partners, as well as the residents, businesses and community groups that are increasingly subjected to decisions taken by the minority administration in the Council's name.	M Brighouse SEC Baines S Corkin S Phillips S Enright S Cherry S Edosomwan S Reeves S Bennett S Howson S Middleton S Rouane S Snowdon S Fenton S Levy S Gregory S Ford

	<p>This Council records its particular failure to:</p> <ol style="list-style-type: none"> 1. Keep members and parents abreast of improvements to its SEND provision following last year's Ofsted-CQC determination; 2. Its stance towards the Housing Infrastructure and Growth ('HIF') deals that have eventuated in an expensive and unnecessary public enquiry; and 3. Its perceived conflict of interest on the lease of 'the Triangle' to OUFC. <p>The Council is extremely concerned by the view of the Leader that there has "been enough consultation" regarding major transport changes in Central Oxfordshire. Public consent for these schemes is absolutely essential. This requires an inclusive process to engage residents on congestion, including a Citizens Assembly, to inform future changes.</p> <p>Where concerns have been raised in connection with delivering the democratically agreed 2024/25 budget, upholding the code of conduct, a failure to maintain cabinet responsibility, protecting the spare seats scheme, processing EHCPs and cuts to Autism Family Support over the last 12 months, the administration has been far too ready to engage in deflection tactics and victim-blaming, rather than engage with solutions.</p> <p>This Council resolves that the current Leader of the Council is removed.</p>	S Gant
<p>15</p> <p>14:50</p> <p>10 mins</p>	<p>Motion by Councillor Ian Middleton</p> <p>Movers 5 mins and speaking in debate 3 minutes, CPR 15.4.2</p> <p>Many people in Oxfordshire who live in flood prone areas watch the skies with trepidation. In some communities even moderate amounts of sustained rainfall can cause significant flooding that overwhelms outdated flood relief infrastructure. This is often poorly</p>	<p>M Middleton SEC Bennett S Field-Johnson</p>

	<p>maintained and constructed with no central plan for water management. Sewers are also regularly overwhelmed with infiltration from surface water, causing sewage to leak: putting public health at risk as well as properties.</p> <p>As the Lead Local Flood Authority (LLFA), the Council has a responsibility to respond to these risks and work with other local authorities to develop flood management plans. We also assess how any new developments will impact on flood prone areas. That role is now more crucial as climate change increases the likelihood and frequency of heavy downpours and flooding across the county.</p> <p>In the face of these urgent pressures, our powers of intervention are limited by out of date and inadequate guidelines set by central government. These include developers only having to prove that they won't make flooding worse, rather than helping to alleviate the problem in known flood risk areas.</p> <p>Council calls on the Department of Levelling Up, Housing and Communities and other responsible agencies to work with us to :</p> <ol style="list-style-type: none"> 1. Urgently review national planning guidance and legislation on flood prevention. 2. Provide more powers to LLFAs to prevent or limit developments in known flood risk areas 3. Require developers to contribute to reducing existing risks in flood prone areas as part of any new development. 	
<p>16</p> <p>15:00</p> <p>10 mins</p>	<p>Motion by Councillor Sally Povolotsky</p> <p>Movers 5 mins and speaking in debate 3 minutes, CPR 15.4.2</p> <p>This council notes that:</p> <ul style="list-style-type: none"> ● Thames Water (TW) has been releasing untreated sewage into Oxfordshire rivers and chalk streams for 20+ years. 	<p>M Povolotsky SEC Field-Johnson S Middleton</p>

	<ul style="list-style-type: none"> ● TW's sewerage service is beyond inadequate. With illnesses on the rise, bringing serious risk of death, administrative change is needed, these failures are a public health issue. ● TW is not sustainable without direct intervention and renationalisation by government. ● TW's request to increase consumer bills at 44% over the next 5 years is extortion and a clear show of poor business management after decades of collecting payments and connection fees and neglecting to use them to maintain and improve the network. ● TW's Water Resource Management Plan (WRMP) isn't fit for purpose and needs urgent scrutiny by this government and the regulator. <p>This council resolves that:</p> <ul style="list-style-type: none"> ● This chamber, its members and residents have no confidence in Thames Water's competence as a sewerage undertaker or maintainer of infrastructure for the current and growing population of this county. ● Requests the Leader writes to the Secretary of State (DEFRA), urging His Majesty's Government to urgently place full regulatory and administrative limits on Thames Water, suspending bonuses, bringing charges for polluting the eco system and urgently evaluate the pros and cons of the renationalisation of Thames Water. We call for an urgent public inquiry into the WRMP 2024. ● This council reaffirms its objection to the design for SESRO (South East Strategic Reservoir Option) given the ambiguity of the costs, environmental and human impacts to this county. 	
<p>17</p> <p>15:10</p>	<p>Motion by Councillor Eddie Reeves</p>	<p>M Reeves SEC Simpson S Bennett</p>

<p>20 mins</p>	<p>Movers 5 mins and speaking in debate 3 minutes, CPR 15.4.2</p> <p>This Council has not historically run its Spare Seats scheme for school bus places in an optimal way. Parents and carers have too often been left in an unenviable position further to changes, with elected members often left in the dark about changes affecting schools in their divisions.</p> <p>According to the Oxford Mail (22 May 2024), there is a record low number of buses and coaches being used on Oxfordshire’s roads.</p> <p>Parental choice remains an important principle of the current education settlement and will remain so unless changed by an incoming government. Whilst such a principle remains, it is important that this Council does all it can to facilitate transport to preferred schools at a reasonable cost or on a revenue-neutral basis.</p> <p>The Council’s Spare Seats scheme has aimed to do just this. However, there appears to be increasing uncertainty as to whether it will continue in the same form. Indeed, letters to parents from this Council cancelling services have been sent as recently as 11 June 2024.</p> <p>The Council requests a briefing for elected members on the current Spare Seats settlement and requests that the Leader and relevant Cabinet Member(s) bring a report to Cabinet (such report being subject to pre-scrutiny) to address how existing numbers of school bus places can be maintained and, where possible, increased. In the meantime, this Council requests Cabinet to work with parents, schools and bus companies to ensure continuing provision of affordable school bus places.</p>	<p>S Howson S Snowdon S Graham</p>
<p>18</p>	<p>Motion by Councillor Stefan Gawrysiak</p> <p>Movers 5 mins and speaking in debate 3 minutes, CPR 15.4.2</p> <p>In December Oxfordshire County Council removed 7 beds from the Chiltern care home.</p>	<p>M Gawrysiak SEC Povolotsky</p>

	<p>These beds were removed without any consultation with the GP's who run them, Henley Town Council and the community of South Oxfordshire and Henley. This lack of consultation by the Council is unacceptable.</p> <p>These beds were originally provided as NHS beds.</p> <p>Following FOI requests to the Integrated Care Board Buckinghamshire Oxfordshire Berkshire West (ICB BOB) and the Council we have firmly established that these beds are NHS Beds funded by ICB, the Council and Oxford Health NHS Foundation Trust and cannot be closed without consultation.</p> <p>Dr Broughton interim Chief Executive of the ICB BOB states 28th February 2024</p> <p>"The beds have not 'lost NHS funding', "The beds continued to be overseen by the Oxford University Hospital Hub team."</p> <p>These beds are NHS beds which cannot be removed without consultation.</p> <p>This Council:</p> <ol style="list-style-type: none"> 1. Deplores the removal without consultation 2. Believes these beds which serve a population of 140,000 of South Oxfordshire should be reinstated. <p>This Council requests that Cabinet:</p> <ol style="list-style-type: none"> 3. Asks partners to seek to reinstate the 7 Chiltern Court Beds serving South Oxfordshire. 4. Conduct a consultation if they still wish to remove the beds. 	
19	<p>Motion by Councillor Mark Cherry</p> <p>Movers 5 mins and speaking in debate 3 minutes, CPR 15.4.2</p> <p>Council requests Cabinet to consider approving the Councils for Fair Tax declaration.</p>	M Cherry SEC Baines

	<p>This commits Councils to</p> <ul style="list-style-type: none"> • Lead by example and demonstrate good practice in our tax conduct, right across our activities. • Ensure IR35 is implemented robustly and contract workers pay a fair share of employment taxes. • Not use offshore vehicles for the purchase of land and property, especially where this leads to reduced payments of stamp duty. • Undertake due diligence to ensure that not-for-profit structures are not being used inappropriately by suppliers as an artificial device to reduce the payment of tax and business rates. • Demand clarity on the ultimate beneficial ownership of suppliers, UK and overseas, and their consolidated profit & loss position, given lack of clarity could be strong indicators of poor financial probity and weak financial standing. • Promote Fair Tax Mark certification especially for any business in which we have a significant stake and where corporation tax is due. • Support Fair Tax Week events in the area, and celebrate the tax contribution made by responsible businesses that are proud to promote responsible tax conduct and pay their fair share of corporation tax. <p>Council also requests the Leader of the Council to write to the Chancellor of the Exchequer supporting calls for urgent reform of UK procurement law to enable local authorities to better penalise poor tax conduct and reward good tax conduct through their procurement policies.</p>	
<p>20</p>	<p>Motion by Councillor Charlie Hicks</p> <p>Movers 5 mins and speaking in debate 3 minutes, CPR 15.4.2</p> <p>This Council believes that:</p>	<p>M Hicks SEC Baines S Rouane S Fenton</p>

	<p>1. The Council needs to do more to increase public involvement of Oxfordshire communities on decisions around the future of transport. Too many residents feel that their views and experiences have been ignored.</p> <p>2. To bring the public into the room, we need a public deliberative process to empower residents to shape the future of transport in Oxfordshire. This is now possible thanks to the 2024/25 budget amendment by Oxfordshire Labour.</p> <p>Council requests Cabinet to:</p> <p>3. Deliver a Citizens' Panel, made up of a representative group of local people, picked by an independent organisation using a fair and transparent process, to be a direct public accountability function to the Cabinet for the traffic filter trial. The Panel should first meet before the traffic filters are implemented and again multiple times through the traffic filter Experimental Traffic Regulation Order trial period, conducting a deliberative process with input from a range of stakeholders. It should be focused on whether the traffic filter trial is working and should make recommendations to Cabinet on what changes should be made during the trial, whether the filters should be made permanent or not, and next steps regarding "core schemes".</p> <p>This process will ensure that the lived experiences of residents are directly factored into future decisions about the traffic filters. To bring the whole public along with the process, it should be publicised widely (e.g. via Youtube) and the wider public should have the ability to provide input.</p>	
21	<p>Motion by Councillor Sally Povolotsky</p> <p>Movers 5 mins and speaking in debate 3 minutes, CPR 15.4.2</p> <p>In September 2023, Ofsted and the Care Quality Commission declared their judgment</p>	M Povolotsky

	<p>post inspection that the Local Area Partnership (LAP) had multiple systemic failures.</p> <p>Despite the Priority Action Plan (PAP), the Council is failing to meaningfully engage with and capture the voice of the user, our young people.</p> <p>Council calls on Cabinet to consider;</p> <ol style="list-style-type: none"> 1. Meaningfully involving young people and youth organisations throughout all policy-making processes within SEND improvement and the PAP. Co-management and co-creation structures are the best way to ensure direct participation. 2. Any consultations or engagement with young people by this council must have a visible public follow-up to the outcomes. 3. All Council policies and frameworks that affect young people, must include an impact assessment, and ensure there are mitigation measures in place for those youth groups that might be negatively impacted by a new policy or framework. 4. Ensuring all future events, in person/online, run by or funded by OCC, especially those related to the PAP, LAP, and SEND improvement, are open to all young people with the attendance of their parent or carer. 5. Launching a rapid task force for the voice of the young person and SEND users, and task them to create a framework for a Youth Forum within 3 months of this meeting date. 6. The leader to appoint a SEND Champion to enable seldom heard voices in the SEND community to feed into SEND improvement and services, and that person to sit on the SEND Improvement board. 	
22	<p>Motion by Councillor Freddie van Mierlo</p> <p>Movers 5 mins and speaking in debate 3 minutes, CPR 15.4.2</p>	M van Mierlo

	<p>The adopted Local Transport and Connectivity Plan aims to make walking, cycling, public and shared transport the natural first choice. The Director of Public Health's Annual Report states such initiatives have benefits for both physical and mental health – directly through increased physical activity and indirectly through cleaner, less polluted air.</p> <p>To achieve this important shift, walking and cycling must be made safer. In January 2022, the government introduced new rules on the 'hierarchy of road users' , clarifying that pedestrians and cyclists going straight ahead at a junction have priority over traffic waiting to turn into or out of a side road, unless road signs or markings indicate otherwise.</p> <p>Unfortunately, no funds were given to implement these new rules and few alterations have been made to the road network to reflect these changes on our roads in the past year and a half. This council resolves to ask the Cabinet Member for Transport Management, in conjunction with the Director of Highways and Operations, to consider the formulation of a plan to gradually migrate the signs and lines to mirror the new guidance at the same time that regular planned line refreshes are taking place.</p>	
23	<p>Motion by Councillor Ian Middleton</p> <p>Movers 5 mins and speaking in debate 3 minutes, CPR 15.4.2</p> <p>In 2018 this council passed a motion stating that it was opposed to the licensing of a badger cull in Oxfordshire.</p> <p>When DEFRA announced that badger culling would be phased out by 2025, many people believed that the cull had ended. Sadly, culling in Oxfordshire intensified, seemingly with the intent of shooting as many badgers as possible before the deadline. Over 50% of the county is in the killing zones.</p>	M Middleton

	<p>A new DEFRA policy now allows epidemiological culling or 'epi-culling', which involves killing up to 100% of badgers across a large area in response to a new cluster of herd breakdowns. Epi-Culling was first introduced in Cumbria, and has been adopted on a trial basis in parts of England over the past five years. Oxfordshire is now being considered by DEFRA for future epi-culling programmes.</p> <p>A recent scientific report shows that epi-culling is ineffective as a control measure. However, DEFRA, Animal and Public Health Agenda, the bTB Hub/NFU and British Cattle Veterinary Association, continue to advocate its use.</p> <p>This council therefore :</p> <ol style="list-style-type: none"> 1. Re-affirms our opposition to badger culling and condemns the introduction of epidemiological culling which has been shown to be an ineffective control measure for bTB. 2. Asks the cabinet to consider a specific policy that badger culling will not be permitted on council owned land. 3. Requests that the leader writes to DEFRA making clear our continued opposition to the cull and any extension of it in size and scope, especially with regard to epidemiological culling. 	
<p>24</p>	<p>Motion by Councillor Eddie Reeves</p> <p>Movers 5 mins and speaking in debate 3 minutes, CPR 15.4.2</p> <p>This Council considered setting up a Congestion Commission as part of its last budget debate. This measure was not taken up at the time. However, this Council now considers that it is time for such commission to be established.</p> <p>This Council notes that its ambitious suite of traffic management measures is due to be</p>	<p>M Reeves SEC Bartholomew</p>

	<p>rolled out, in large measure, before the next set of elections to Oxfordshire County Council in May 2025. These include Oxford's traffic filters and workplace parking tax, which are now largely enshrined in the Council's budget and will take place unless there is a change of administration next year.</p> <p>If all such measures go ahead, Oxfordshire motorists could be hit by £57million in fines and charges over a five-year period broken down as follows:</p> <ul style="list-style-type: none"> • Expanded Zero Emissions Zone £25m; • Traffic Filters (Four-sector Plan) £11m; • Workplace Parking Tax £21m. <p>For clarity, the purpose of a Congestion Commission is not to water down or frustrate the administration's policies, for which there is budgetary provision. Rather, its object would be to assess the likely effectiveness of such measures and advise as to whether other measures might be given effect after next year's local elections as supplements or substitutes for such policies.</p> <p>In resolving to request Cabinet to establish a Congestion Commission, this Council envisages that it would comprise elected members, local businesspeople, public sector leaders from the Council's health, education and blue light partners, civil society and faith group leaders, and academics with relevant expertise in the field.</p>	
25	<p>Motion by Councillor Kieron Mallon</p> <p>Movers 5 mins and speaking in debate 3 minutes, CPR 15.4.2</p> <p>This Council regrets that it has not historically managed the expenditure of section 106 and associated development agreements well.</p> <p>Too often, monies destined for local facilities have been left dormant, with members and</p>	<p>M Mallon SEC Walker S Middleton S Fenton</p>

	<p>parish council colleagues being forced to make circuitous enquiries of Council officers and/or developers to ascertain the correct position in respect of funds, which have been allocated to local communities and yet have not been spent.</p> <p>Following work undertaken by the Place Overview & Scrutiny Committee and elsewhere at the Council's 'Localities' meetings, it has been suggested that as much as £278 million of public money has been unspent on improving local facilities.</p> <p>This Council requests Cabinet to ensure that there is regular reporting of unspent development monies at all Localities meetings (such frequency to be determined by the relevant Chair) and requests that the Leader and relevant Cabinet Member produce a report for the Council's next appropriate Place Overview & Scrutiny Committee meetings as to how such funds are to be more effectively spent.</p>	
<p>26</p>	<p>Motion by Councillor Donna Ford</p> <p>Movers 5 mins and speaking in debate 3 minutes, CPR 15.4.2</p> <p>Councillors note the increasing number of vacant bank and building society buildings on our high streets, which are largely the result of technological change. The loss of community banking services is of concern to many residents, especially older constituents and those with disabilities and adaptive needs.</p> <p>Buckinghamshire Council has set up a Banking Hub in Buckingham library for people to access banking services in the town centre.</p> <p>Established in partnership with Buckinghamshire Council through its Buckingham and Villages Community Board, with the support of Buckingham Town Council and community representatives, the temporary Banking Hub provides local people with access to banking services. This offers a counter service operated by the Post Office,</p>	<p>M Ford SEC Champken- Woods S Fenton</p>

	<p>where customers of all major banks and building societies can carry out regular cash transactions. It also offers a Community Banker service where customers can talk to their banking provider about more complicated issues. Community Bankers work on rotation, with a different bank or building society available on each day of the week, to ensure fair and equitable access to major banking and building society customers.</p> <p>Council requests the relevant Cabinet member for Community and Corporate Services and the Cabinet Member for Finance to take a lead from forward-thinking colleagues at Buckinghamshire Council and, working with its Town Council, and District Council partners, invite banks and building societies that have left – or are due to leave – our high streets to explore opportunities to work with this Council to set up similar banking hubs within appropriate Council libraries.</p>	
27	<p>Motion by Councillor Ian Snowdon</p> <p>Movers 5 mins and speaking in debate 3 minutes, CPR 15.4.2</p> <p>This Council recognises that the voice of small and medium-sized enterprises ('SMEs'), social enterprises and co-operatives have, too often, been overlooked.</p> <p>This Council resolves to request the Leader of the Council to appoint a Small Business & Social Enterprise Champion to provide a single point of contact for local businesspeople, directors of social enterprises and co-operative workers, and advise members attending Cabinet and relevant scrutiny committees of the impact of Council policies on such organisations, which are the lifeblood of our local economy.</p>	<p>M Snowdon SEC Reeves S Middleton</p>
28	<p>Motion by Councillor Pete Sudbury</p> <p>Movers 5 mins and speaking in debate 3 minutes, CPR 15.4.2</p>	<p>M Sudbury SEC Hicks S Middleton</p>

	<p>Last year, this council unanimously agreed a motion committing to "meet the needs of today without compromising the wellbeing of future generations".</p> <p>We recognise that we are currently failing that by adding to accumulated harms from legacy climate pollution, which already vastly overshoots safe limits. That overshoot has doubled in the last 15 years.</p> <p>We note "baked in" consequent economic damages of at least 20% of global GDP by 2050.</p> <p>We note all reputable scientific/ energy industry bodies recognise the need for "negative emissions"; sequestering more CO2 than emitted, at multiple billions of tonnes annually from the late 2030s.</p> <p>We regret the unavoidable additional negative impact on future generations' wellbeing of the requirement to finance this removal of our waste and we are alarmed at the lack of credible plans to build up the required technologies to the level of sequestration required, partly due to lack of current demand.</p> <p>We agree it is unacceptable potentially to leave our children and grandchildren with an impossible, unaffordable task to avoid a ghastly future.</p> <p>We therefore request Cabinet to:</p> <ol style="list-style-type: none">1. Promoting local R&D and commercialisation of emerging negative emission technologies (NETs).2. Going beyond net zero, into negative emissions on our own account, at the earliest reasonable opportunity, in ways that have local environmental/ economic benefit or contribute to scaling up NETs.3. Working with our partners, suppliers and our networks to build a significant level of "demand pull", further	
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	stimulating the growth of NET supply chains.	
29	<p>Motion by Councillor Ian Corkin</p> <p>Movers 5 mins and speaking in debate 3 minutes, CPR 15.4.2</p> <p>At the recent excellent “Better Together” conference, organised by Oxfordshire Parent Carers Forum, many parents described feeling isolated and abandoned as they tried to navigate the special needs jungle. In truth, many of the challenges were similar, but each felt that they were the first people to face them. They described feeling alone, anxious and abandoned as they tried to make sense of a highly complex system, and that while the various stakeholders had their own priorities, no one was advocating just for them.</p> <p>Equally striking at the conference were the many voluntary and third sector organisations who can be that advocate. However, one parent talked about trying to match her child’s specific needs with the multiplicity of support as like “playing 3D chess when you are exhausted”.</p> <p>Despite it being a statutory requirement, parents were critical of OCC’s offering; in particular, the layout and format have not been optimised, some information is missing and the search criteria are inadequate leading to hundreds of results or none.</p> <p>Recognising the importance of this resource to service users, this council requests Cabinet to:</p> <ul style="list-style-type: none"> • Carry out an urgent review of best practice in curating and promoting the local offering • To work with the voluntary and third sector to ensure they have comprehensive and up to date data • To work with users to co-design a site that is accessible to its target audience • Put advocating for the parent/carers at the heart of the new design, so no parent has to feel abandoned. 	M Corkin SEC Simpson

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Oxfordshire recipients in the King's Birthday Honours List

Professor Freddie Charles Hamdy FMedSci. CBE. Nuffield Professor of Surgery and Head, Nuffield Department of Surgical Sciences, University of Oxford. For services to Surgical and Cancer Sciences. (Oxford, Oxfordshire)

Dr Alexander John Sturgis. CBE. Director, Ashmolean Museum and Art Historian. For services to Culture. (Oxford, Oxfordshire)

Professor Ian Alexander Walmsley FRS. CBE. Provost, Imperial College London. For services to Science and to Quantum Technologies. (Oxford, Oxfordshire)

Benjamin Hugo Cairns. OBE. Founder and Chief Executive Officer, Institute for Voluntary Action Research. For services to Charity and to the Voluntary Sector. (Oxford, Oxfordshire)

Professor Rajesh Vasantlal Thakker. OBE. Lately President, Society for Endocrinology. For services to Medical Science and to People with Hereditary and Rare Disorders. (Oxford, Oxfordshire)

Tom Ciesco. MBE. Atlas Performance Engineer, Airbus UK Ltd. For services to the Royal Air Force. (Witney, Oxfordshire)

Michael John Edwards. MBE. Founder and Life-Long President, My Life My Choice. For services to People with Learning Disabilities. (Bicester, Oxfordshire)

Dr Samina Khan. MBE. Director, Undergraduate Admissions and Outreach, University of Oxford. For services to Higher Education. (Gerrards Cross, Buckinghamshire)

Jeremy Michael Edward Moss. MBE. Chairman, Association Finance Board. For Political Service. (Faringdon, Oxfordshire)

Elizabeth Rebecca Pemberton-Mitchell. MBE. Singer. For services to Music and to Charity. (Henley on Thames , Oxfordshire)

Rosalind Jean Richardson. MBE. Counsellor, House of Lords. For services to Parliament. (Chipping Norton, Oxfordshire)

Dr Sara Elizabeth Wells. MBE. Director, Mary Lyon Centre, MRC Harwell. For services to Medical Research. (Didcot, Oxfordshire)

Olive Margaret Boscott. BEM. For services to the community in Cropredy, Oxfordshire. (Banbury, Oxfordshire)

Laurence Matthew John East. BEM. Lately Police Sergeant, Thames Valley Police. For services to Policing and to Charity. (Witney, Oxfordshire)

Steven Paul Edginton. BEM. Crew Manager, Oxfordshire County Council Fire and Rescue Service. For services to the community in Oxfordshire. (Burford, Oxfordshire)

Events attended by the Chair of the Council

22/05/2024 Oxford Parkinsons Disease Programme visit, Oxford – Vice Chair and Executive Assistant attended

26/05/2024 Witney Fire Station Open Day, Witney – Chair attended

01/06/2024 Faringdon British Legion 100th, Faringdon – Chair attended

05/06/2024 Parkinson Meeting Cherwell School, Oxford – Chair attended

06/06/2024 Beacon Lighting Blenheim, Woodstock – Chair attended

06/06/2024 D-Day lamplight of Peace Service, Witney – Vice Chair attended

06/06/2024 D-Day invitation from Banbury Town Council – Past Chairman attended, Cllr Howson.

08/06/2024 Oxford Pride, Oxford – Chair and EA attended

09/06/2024 Bicester Mayor Church Service, Bicester – Chair attended

10/06/2024 RAF Croughton Command Change, RAF Croughton – Chair attended

11/06/2024 Thame Wreath Laying, Thame – Chair attended

11/06/2024 Lord Lieutenant Dinner Dorchester, Dorchester – Chair attended

15/06/2024 Wallingford Fire Station , Wallingford – Chair attended

15/06/2024 One Planet Living Festival, Abingdon – Chair attended

17/06/2024 Oxon Festival of Voices, Dorchester – Chair attended

19/06/2024 Enceania Sheldonian & Lunch, Oxford – Chair attended

19/06/2024 Enceania, St John's College for garden party, Oxford – Vice Chair attended

21/06/2024 Donnington Doorstep, Oxford – Chair attended

24/06/2024 Armed Forces Flag Raising Day, Oxford – Chair's event

26/06/2024 Oaken Holt Care Home, Farmoor – Chair attended

28/06/2024 Bicester Armed Forces Flag Raising, Bicester – Chair attended

29/06/2024 Banbury Armed Forces Flag Raising, Banbury – Chair attended

29/06/2024 RAF Croughton for USA Independence Day BBQ, RAF Croughton – Vice Chair

03/07/2024 Earth Trust Rose ceremony, Little Wittenham – Chair's event

Questions from Members of the Public

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

<p>1. ZAHEER IQBAL</p> <p>It's acknowledged there's been a devastating loss of trade suffered by Botley Road businesses due to the station bridge being closed for so long. The installation of the traffic filters is also going to have a negative impact on businesses which are already struggling. Is the Council going to carry out an economic impact assessment specifically targeted at Botley Road to assess the extent of the damage which will be inflicted on us?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT. (Cllr Roberts)</p> <p>We recognise that the full closure of Botley Road at the rail bridge has created challenges for Botley Road businesses. However, the traffic filters should not be conflated with the Network Rail closure of Botley Road as the impacts are expected to be very different. The traffic filters are designed to improve access to Oxford's businesses, not worsen it.</p> <p>When the Hythe Bridge Street and Thames Street traffic filters are operating (7am to 7pm), only private cars without a permit cannot drive through them. All other vehicles can drive through at any time. This includes buses, taxis, deliveries etc (see our website for full details). Traffic filters are forecast to reduce traffic overall within the ring road when they are operating and so make buses (including park & ride) quicker and more reliable. Cars using permits (including residents living in Oxford – 100 day passes - and within the rest of Oxfordshire – 25 day passes – see our website for more details) will be able to drive through the filters and should find their journeys within the ring road are quicker than at the moment.</p> <p>We are undertaking comprehensive monitoring and evaluation before and during the traffic filters trial. This will include an assessment of the economic/business impacts based on indicators such as footfall and spend data. Our Monitoring & Evaluation plan is available under the reports section of the traffic filters website.</p> <p>During the trial, we will also be carrying out a public consultation asking for people's views on how the traffic filters are working and impact, both positive and negative. We would encourage businesses to take part in that survey – details about how to submit those views will be on our website when the trial starts.</p>
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<p>2. LIZZIE McHALE</p> <p>Given that the timing and locations of Oxford's traffic filters is likely to have a significant impact on the accessibility of the city's theatres to out of town visitors, would the Council consider monitoring the impact of the traffic filters on Oxford's theatres, as a proportionate and rapid way of measuring the impact of the traffic filters on Oxford's cultural economy?</p>	<p>COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR INFRASTRUCTURE & DEVELOPMENT STRATEGY</p> <p>We are very much hoping that access to the many cultural attractions in the city centre will be improved as a result of the introduction of the trial traffic filters. During the hours of operation of the filters, the city centre should be a more pleasant place to visit and spend time in thanks to the streets being less dominated by vehicles. Bus services including those from outside the city and from the park & rides should run more quickly and reliably than now because of the expected reductions in traffic and associated congestion. Many of these bus services operate frequently until late evenings. People who want to drive into the city centre to visit the theatre will still be able to do that – all locations currently accessible by car will continue to be accessible by car during the hours of operation of the filters albeit a different route may be needed in some cases. Additionally, the traffic filters will not operate after 7pm and residents of Oxford (100 days per year) and Oxfordshire (25 days each year) can also apply for a free permit to drive their car through the filter points when they are operating i.e. 100 / 25 day passes (with unlimited travel through the filter points on each day).</p> <p>The traffic filters are being introduced as a trial and the first 6 months of that will be a public consultation so we will be actively seeking feedback on how the proposals are working for people. I would encourage the theatres and other cultural destinations in Oxford city centre to let us know the impacts of traffic filters when the trial starts (both positive and negative). We will also be monitoring the trial very carefully. You can find out more about our monitoring and evaluation plan here. Our website will be regularly updated and give details of how to give feedback in due course.</p>
<p>3. PETER GEORGE</p> <p>Will you commit to rolling back LTNs, Bus Filters, ZEZ and any other traffic measures if provided with independent evidence that these</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>Oxfordshire County Council continues to monitor the implemented schemes and is committed to undertake monitoring of schemes yet to be implemented. The council will consider a broad range of policy outcomes, including economic, environmental and social indicators when making decisions about transport projects.</p> <p>Oxford continues to buck the national trend with an increase in footfall in recent years including since the introduction of the ZEZ Pilot and LTNs, with nearly half of visitors to the city centre from</p>

<p>measures have negatively impacted Oxford's local business economy, and continue the rollback until workable alternatives are implemented?</p>	<p>Oxfordshire postcodes. This is despite ongoing disruption to the city's transport system caused by the full closure of Botley Road to motorised transport.</p> <p>Source: https://www.oxford.gov.uk/news/article/1010/oxford-city-centre-continues-to-buck-national-footfall-trends-in-the-run-up-to-christmas#:~:text=Oxford%20city%20centre%20continued%20to,the%20same%20period%20in%202022.</p>
<p>4. PETER WEST</p> <p>As you are aware a number of businesses in the Cowley, Headington and St Clements areas have had their income significantly reduced, or even had to close due to the impact of LTNs being installed in the East Oxford area. Can you confirm whether any businesses similarly impacted by the introduction of the proposed traffic filters will be partially or fully supported in any way by the council?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>The County Council is not aware of any empirical evidence linking reduced income and/or closure directly to changes in patterns of patronage as a result of LTNs. Research undertaken by CoHSAT concluded that Cowley Road businesses have been relatively resilient compared to national trends, and despite a cost of living crisis, with fewer vacancies compared to 2018. Recent news reports demonstrates that new businesses on the Cowley Road are not only thriving but expanding.</p> <p>The traffic filters are designed to improve access to Oxford's businesses, not worsen it, through better access by buses bringing more people to the city and increase in footfall due to a pleasant, safe environment. It should be noted that Oxford continues to buck the national trend with an increase in footfall in recent years including since the introduction of the ZEZ Pilot, LTNs and the Broad Street public realm improvements, with nearly half of visitors to the city centre from Oxfordshire postcodes. This is despite ongoing disruption to the city's transport system caused by the full closure of Botley Road to motorised transport due to Network Rail's work at the railway bridge.</p> <p>Additionally, data collected in 1998 and 2001 (before and after the Oxford bus gates were introduced) shows a 10% increase in pedestrian footfall in the city centre after the bus gates were introduced – despite a 25% reduction in traffic flows into the city centre.</p> <p>With over 90% of city centre visitors to Oxford city centre arriving by non-car modes (May 2022 survey), the traffic filters will improve access for the vast majority of people accessing the city centre, whilst retaining access for those who choose to come by car. Those arriving by car may see quicker journey times due to reduced congestion, particularly if they use a permit to pass through the filters.</p>

	<p>We therefore expect the traffic filters will – alongside other measures – boost visitor numbers significantly.</p> <p>We are undertaking comprehensive monitoring and evaluation before and during the traffic filters trial. This will include an assessment of the economic/business impacts based on indicators such as footfall and spend data. Our Monitoring & Evaluation plan is available under the reports section of the traffic filters website.</p>
<p>5. EMILY SCAYSBROOK</p> <p>Given that the pre-Christmas trading period is vital to many retail businesses' cash flow and survival, including my own games shop Hoyle's on Oxford's High Street, will Oxfordshire County Council follow the precedent they set when installing the ZEZ pilot scheme, and defer the introduction of the traffic filters until the new year?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>The plan is to start the traffic filter trial when the Botley Road reopens after Network Rail finish their work there. The council is working closely with Network Rail on timescales.</p> <p>It is important that the Council understand the impact of the filters throughout the year including the pre- Christmas period and if the scheme needs to be adapted. This will be closely monitored and evaluated.</p>

<p>6. GRAHAM JONES</p> <p>Given that residents led business impact surveys have repeatedly generated a 75% response rate from business owners in recent months, will OCC commit to formally surveying all business operating in the Oxford city centre on the measurable impact of the traffic filters on the businesses' revenues, profitability and staff retention, with the survey commencing immediately after implementation?</p>	<p>COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR INFRASTRUCTURE & DEVELOPMENT STRATEGY</p> <p>We are undertaking comprehensive monitoring and evaluation before and during the traffic filters trial. This will include an assessment of the economic/business impacts based on indicators such as footfall and spend data. Our Monitoring & Evaluation plan is available under the reports section of the traffic filters website. During the trial, we will also be carrying out a 6-month public consultation seeking people's views on the traffic filters. We would encourage all businesses to respond.</p>
<p>7. RICHARD PARNHAM</p> <p>In light of Oxford City Council's recent decision to make raw NO2 pollution data available monthly as well as</p>	<p>COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR INFRASTRUCTURE & DEVELOPMENT STRATEGY</p> <p>The council will publish monitoring data for the traffic filters at intervals appropriate to the data being collected and any validation required to ensure the data is accurate, meaningful and relevant. Not all data will be therefore published at the same intervals.</p>

<p>annually, will Oxfordshire County Council now extend its traffic filter evaluation “dashboard” to also include monthly NO2 results data?</p>	<p>The council will not proactively publish unvalidated data as this could be misleading or confusing. However, certain unvalidated data may be obtained on request, subject to the normal freedom of information rules and restrictions.</p>
<p>8. BERNADETTE EVANS</p> <p>In light of the shocking drop off in visitor numbers of half a million in Aberdeen during the last nine months since the bus gates were introduced there, what prediction is Oxfordshire County Council making in terms of loss of visitors to Oxford when our own bus gates are installed?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>The traffic filters are designed to improve access to Oxford city centre, not worsen it.</p> <p>The Aberdeen city centre bus gates introduced recently are very different from the traffic filters being trialled in Oxford, but are similar to the bus gates introduced in Oxford in 1999 as part of the Oxford Transport Strategy.</p> <p>Data collected in 1998 and 2001 (before and after the Oxford bus gates were introduced) shows a 10% increase in pedestrian footfall in the city centre after the bus gates were introduced – despite a 25% reduction in traffic flows into the city centre.</p> <p>With over 90% of city centre visitors to Oxford city centre arriving by non-car modes (May 2022 survey), the traffic filters will improve access for the vast majority of people accessing the city centre, whilst retaining access for those who choose to come by car. Those arriving by car may see quicker journey times due to reduced congestion, particularly if they use a permit to pass through the filters.</p> <p>We therefore expect the traffic filters will – alongside other measures – boost visitor numbers significantly. Oxford has substantial infrastructure to support the filters including park and ride, good rail systems and provision for coach drop off. These are already highly used by visitors. The park and ride services will be supported by the traffic filter implementation, helping the bus services.</p> <p>We are undertaking comprehensive monitoring and evaluation before and during the traffic filters trial. This will include an assessment of the economic/business impacts based on indicators such as</p>

	<p>footfall and spend data. Our Monitoring & Evaluation plan is available under the reports section of the traffic filters website. During the trial, we will also be carrying out a public consultation seeking people's views on the traffic filters. We would encourage all businesses to respond.</p>
<p>9. NICK ALCRAFT</p> <p>I understand that the policy of changing the access to the Oxfordshire school bus 'spare seats' scheme is being systematically implemented around the County. Please can you give me a detailed explanation of how this policy was decided?</p> <p>I assume your answer will include a detailed a cost analysis showing how much money is going to be saved and what the present costs are. Hopefully, it will also address why the policy doesn't meet most of the objectives of Oxfordshire County</p>	<p>COUNCILLOR JOHN HOWSON, CABINET MEMBER FOR CHILDREN, EDUCATION AND YOUNG PEOPLE'S SERVICES</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"> • the shortest designated route is more than two miles where the child is aged under 8 • the shortest designated route is more than the statutory walking distance of three miles for children aged 8 and over • the route has been assessed as unsafe to walk, even if accompanied by a responsible adult. <p>Previously where there have been buses with 'spare' seats (ie the number of eligible young people was lower than the capacity of the bus), such spare seats were offered to non-eligible young people. However, it is not cost effective to maintain a high level of spare/empty seats for young people who do not qualify for free transport. Across the county, the number of eligible young people have reduced meaning the number of spare seats are no longer available.</p>

Council's strategic plan for 2023 to 2025.	
<p>10. JULIAN LE VAY</p> <p>Given the council's own damning assessment of the impact on Botley Road road - 10% increase in congestion at the western end, a mere 4% reduction in the main section but possibly an increase there too at peak times - why are you persisting with a plan that will again hit a community already cut off from the city for well over a year, as a result of the council's serial mismanagement of the Network Rail project?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>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 filters are designed to improve access to Oxford's businesses, not worsen it. The traffic modelling report that supported the decision to go ahead with the trial traffic filters is here:</p> <p>https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-major-projects/Oxfordtrafficfilterstransportandtrafficrocastingreport.pdf</p> <p>As with any traffic modelling, there is naturally some uncertainty in the detailed forecasts. The change on individual roads may differ from the 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 actually have. 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 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>https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-policies-and-plans/TrafficFilterMEPlan.pdf</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>The improvements to Oxford railway station, which will significantly improve the rail offer for the city, is a Network Rail project funded and overseen by the Department for Transport <u>not</u> Oxfordshire County Council. Therefore, the council is <u>not</u> responsible for the project and, save for its Network Management functions, has no project management function in the project and can therefore not be held responsible for its “mismanagement”. It is suggested that this part of the question should be directed to Network Rail, as UK’s rail infrastructure authority, and the Department for Transport.</p>
<p>11. YOLA DRAGE</p> <p>We would as if it could be possible to reconsider the launch date of traffic filters in our area - St Clements/Marston/Cowley Road.</p> <p>If the launch goes ahead in November 2023, our Christmas/December business will be affected greatly. Hospitality businesses in the area rely on Christmas party business, visits from shoppers whilst in town using our car park...The revenue generated in December gets us through the month of January when Oxford is very quiet.</p>	<p>COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR INFRASTRUCTURE & DEVELOPMENT STRATEGY</p> <p>The trial traffic filters are expected to ‘go-live’ once the Botley Road reopens after Network Rail has completed their work to the railway bridge. The traffic filters are designed to improve access to Oxford’s businesses, not worsen it. Data collected in May 2022 showed that over 90% of people accessed the city centre by non-car modes so improving access for these modes will benefit the overwhelming majority of city centre visitors. However, all areas currently accessible by private car will still be accessible during the trial. A range of permits and exemptions will be available for those occasions when alternative modes are not possible. These journeys will be made easier due to a reduction in traffic and congestion.</p> <p>Data collected in 1998 and 2001 (before and after the city centre bus gates were introduced as part of the 1999 Oxford Transport Strategy) shows a 10% increase in pedestrian footfall in the city centre after the bus gates were introduced – despite a 25% reduction in traffic flows into the city centre.</p> <p>It should be noted that Oxford continues to buck the national trend with an increase in footfall in recent years including since the introduction of the ZEZ Pilot, LTNs and the Broad Street public realm improvements, with nearly half of visitors to the city centre from Oxfordshire postcodes. This is despite ongoing disruption to the city’s transport system caused by the full closure of Botley Road to motorised transport due to Network Rail’s work at the railway bridge.</p> <p>We are undertaking comprehensive monitoring and evaluation before and during the traffic filters trial. This will include an assessment of the economic/business impacts based on indicators such as footfall and spend data. Our Monitoring & Evaluation plan is available under the reports section of the</p>

<p>We would urge the County Council to defer the launch to the new year to support local independent businesses as well as the chains and larger businesses in the city centre '</p>	<p>traffic filters website. During the trial, we will also be carrying out a public consultation asking for people's views on how the traffic filters are working. We would encourage businesses to take part in that survey – details about how to submit those views will be on our website when the trial starts.</p>
<p>12. ALBERTO BRUNELLI</p> <p>'We ask whether Oxford City Council will consider protecting local business losses that will be inevitable if Traffic filters start in November. Can plans for launch be deferred.</p> <p>During November and December - usually a busy time of year for Hospitality - businesses need December planned revenues not to be put in jeopardy.</p> <p>Hospitality businesses as well as retail outlets</p>	<p>COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR INFRASTRUCTURE & DEVELOPMENT STRATEGY</p> <p>The trial traffic filters are expected to 'go-live' once the Botley Road reopens after Network Rail has completed their work to the railway bridge. The traffic filters are designed to improve access to Oxford's businesses, not worsen it. Data collected in May 2022 showed that over 90% of people accessed the city centre by non-car modes so improving access for these modes will benefit the overwhelming majority of city centre visitors. However, all areas currently accessible by private car will still be accessible during the trial. A range of permits and exemptions will be available for those occasions when alternative modes are not possible. These journeys will be made easier due to a reduction in traffic and congestion.</p> <p>Data collected in 1998 and 2001 (before and after the city centre bus gates were introduced as part of the 1999 Oxford Transport Strategy) shows a 10% increase in pedestrian footfall in the city centre after the bus gates were introduced – despite a 25% reduction in traffic flows into the city centre.</p> <p>It should be noted that Oxford continues to buck the national trend with an increase in footfall in recent years including since the introduction of the ZEZ Pilot, LTNs and the Broad Street public realm improvements, with nearly half of visitors to the city centre from Oxfordshire postcodes. This is despite ongoing disruption to the city's transport system caused by the full closure of Botley Road to motorised transport due to Network Rail's work at the railway bridge.</p>

<p>need to ensure our Christmas business is protected. Could we please urge the County Council to defer the start date until the New Year?</p> <p>Your consideration would be much appreciated after all we have gone through in St. Clements/Cowley with the LTN issues</p>	<p>We are undertaking comprehensive monitoring and evaluation before and during the traffic filters trial. This will include an assessment of the economic/business impacts based on indicators such as footfall and spend data. Our Monitoring & Evaluation plan is available under the reports section of the traffic filters website. During the trial, we will also be carrying out a public consultation asking for people's views on how the traffic filters are working. We would encourage businesses to take part in that survey – details about how to submit those views will be on our website when the trial starts.</p>
<p>13. CITY COUNCILLOR IAN YEATMAN</p> <p>I note that LTN amendments are under consultation for Mayfair Road. When will we see a full review of the much more problematic Crowell Road filter including the overdue Blue Badge access?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>There are currently no plans to further amend the Crowell Road / Littlemore Road LTN filter and the associated exemptions. The bollard has only recently been replaced with Automatic Number Plater Recognition (ANPR) camera enforcement. However, the LTNs remain under regular review by the County Council.</p>

14. CITY COUNCILLOR SAJ MALIK

How many extra vehicles Oxfordshire County Council predict to use the Slade / Horspath Driftway at peak times during the introduction of the Holloway traffic filter?

COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR INFRASTRUCTURE & DEVELOPMENT STRATEGY

Our [traffic filter modelling report](#), published in autumn 2022, provides forecasts for all major roads in the city (see figures 4-1, 4-2 and 4-3).

The forecast changes on The Slade and Horspath Driftway are small:

Road	AM peak	Interpeak*	PM peak
The Slade northbound	5 to 15% decrease	5 to 15% decrease	5 to 15% decrease
The Slade southbound	5 to 15% decrease	5 to 15% decrease	5 to 15% decrease
Horspath Driftway northbound	5 to 15% increase	5 to 15% decrease	5 to 15% decrease
Horspath Driftway southbound	5 to 15% decrease	5 to 15% increase	5 to 15% decrease

*Based on Hollow Way filter operating 7am – 7pm. This filter will initially operate 7am – 9am and 3pm – 6pm only

In some cases the flow changes vary slightly between different parts of the streets named above. The changes shown are for the majority of the street length named.

There are uncertainties in modelling a scheme of this kind, which is one reason why the scheme is being introduced as a trial. We have permanent automatic traffic counters on The Slade and Horspath Driftway (along with all other major traffic routes in the city) so we will be monitoring these carefully during the trial.

**15. CITY
COUNCILLOR
ANNE STARES**

Does OCC intend to immediately begin fining anyone who goes through a traffic filter, without the necessary permit, as soon as the traffic filters go live in November?

COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT

Warning notices are issued to each vehicle keeper for a first offence at each and every moving traffic enforcement site, including the trial traffic filters sites, for the first six months after going live. Any further moving traffic contravention at the same camera location will result in the issue of a Penalty Charge Notice (fine). As always, further information can be found on the county council's [website](#).

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QUESTIONS WITH NOTICE FROM MEMBERS OF THE COUNCIL

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

<p>1. COUNCILLOR SALLY POVOLOTSKY</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>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</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 & 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 & 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>2. COUNCILLOR SALLY POVOLOTSKY</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>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>Response to follow</p>

<p>3. COUNCILLOR SALLY POVOLOTSKY</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>COUNCILLOR KATE GREGORY, CABINET MEMBER FOR SEND IMPROVEMENT</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>4. COUNCILLOR MARK CHERRY</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>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</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>5. COUNCILLOR GLYNIS PHILLIPS</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>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</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>6. COUNCILLOR IAN CORKIN</p> <p>It is now one year since the publication of the damning report following the Ofsted/Care Quality Commission's inspection of Oxfordshire SEND services. Could the cabinet member please confirm the following:</p> <ul style="list-style-type: none"> • In the 12 months to July 2023 how many SEND decisions were appealed to SENDIST? What was the 	<p>COUNCILLOR KATE GREGORY, CABINET MEMBER FOR SEND IMPROVEMENT</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>7. COUNCILLOR IAN CORKIN</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>COUNCILLOR KATE GREGORY, CABINET MEMBER FOR SEND IMPROVEMENT</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>8. COUNCILLOR TRISH ELPHINSTONE</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 16th April 2024)?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>Response to follow</p>
<p>9. COUNCILLOR TED FENTON</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>COUNCILLOR JOHN HOWSON, CABINET MEMBER FOR CHILDREN, EDUCATION AND YOUNG PEOPLE’S SERVICES</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>10. COUNCILLOR TED FENTON</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>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>Response to follow</p>
<p>11. COUNCILLOR EDDIE REEVES, LEADER OF THE OPPOSITION</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>COUNCILLOR DAN LEVY, CABINET MEMBER FOR FINANCE</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>12. COUNCILLOR EDDIE REEVES, LEADER OF THE OPPOSITION</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>COUNCILLOR JOHN HOWSON, CABINET MEMBER FOR CHILDREN, EDUCATION AND YOUNG PEOPLE'S SERVICES</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"> • the shortest designated route is more than two miles where the child is aged under 8 • the shortest designated route is more than the statutory walking distance of three miles for children aged 8 and over • the route has been assessed as unsafe to walk, even if accompanied by a responsible adult. <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 not 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>13. COUNCILLOR DONNA FORD</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>COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR INFRASTRUCTURE AND DEVELOPMENT STRATEGY</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 11th 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>14. COUNCILLOR DONNA FORD</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>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</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>15. COUNCILLOR EDDIE REEVES, LEADER OF THE OPPOSITION</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>COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR INFRASTRUCTURE AND DEVELOPMENT STRATEGY</p> <p>Details of the exemptions and permits 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>16. COUNCILLOR IAN CORKIN</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>COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR INFRASTRUCTURE AND DEVELOPMENT STRATEGY</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.

	<p>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.</p> <p>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:</p> <ul style="list-style-type: none">• 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. <p>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.</p> <p>There is no general permit available for all hospital staff as this would undermine the traffic reduction benefits of the traffic filters.</p>
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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>18. COUNCILLOR SUSANNA PRESSEL</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>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</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"> • live close to the traffic filters and are therefore more likely to need to make occasional car trips through them, and • whose diversion would be greatest if they were unable to go through the filters.

	<p>Taking these in turn:</p> <ul style="list-style-type: none"> • 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. • 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. <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 not suitable. Access to non-car alternatives was therefore not a factor in drawing up the permit areas.</p>
<p>19. COUNCILLOR SUSANNA PRESSEL</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>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</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>https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-policies-and-plans/TrafficFilterMEPlan.pdf</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>20. COUNCILLOR KIERON MALLON</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 here). How many potholes were repaired for this money and when?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</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>22. COUNCILLOR IAN MIDDLETON</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>COUNCILLOR DAN LEVY, CABINET MEMBER FOR FINANCE</p> <p>As per my response to Cllr Middleton's previous question, a redacted version of the community collaboration agreement 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>23. COUNCILLOR IAN MIDDLETON</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>COUNCILLOR DAN LEVY, CABINET MEMBER FOR FINANCE</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>24. COUNCILLOR NICHOLAS FIELD-JOHNSON</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>COUNCILLOR PETE SUDBURY, DEPUTY LEADER OF THE COUNCIL WITH RESPONSIBILITY FOR CLIMATE CHANGE, ENVIRONMENT AND FUTURE GENERATIONS</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

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Committee membership – July 2024

Key

Liberal Democrat Green Alliance	LDG	
Conservative Independent Alliance	CIA	
Labour & Cooperative Party Group	Lab Coop	
The Independent Voice of Oxfordshire	TIVOO	
Non-aligned Independent	NA Ind	

	LDG	CIA	Lab Coop	TIVOO	NA Ind
Audit & Governance (9)	4	3	2		
	Jane Hanna	Ted Fenton	Brad Baines		
	Jenny Hannaby	Felix Bloomfield	Glynis Phillips		
	Ian Middleton	Nick Leverton			
	Roz Smith				
BOB HOSC (7)	3	2	1	1	
	Jane Hanna	Nick Leverton	Michael O'Connor	Damian Haywood	
	Jenny Hannaby	Nigel Champken-Woods			
	Freddie van Mierlo				
Charlotte Coxe Trust (5)	2	1	1		1
	Robin Bennett	Felix Bloomfield	Geoff Saul		Jane Murphy
	Freddie van Mierlo				
E&YP OSC (9)	3	3	2	1	
	Andy Graham	Nigel Simpson	Liz Brighthouse	Sally Povolotsky	
	Jenny Hannaby	Michael Waine	Trish Elphinstone		
	Roz Smith	Ian Corkin			

Horton HOSC (8)	3	3	1		1
	Andy Graham	Arash Fatemian	Mark Cherry		Hannah Banfield
	Jane Hanna	Kieron Mallon			
	Jenny Hannaby	Tony Ilott			
Oxfordshire Joint HOSC (7)	3	2	2		
	Jane Hanna	Nick Leverton	Mark Lygo		
	Jenny Hannaby	Nigel Champken-Woods	Michael O'Connor		
	Freddie van Mierlo				
Pension Fund (7)	3	2	2		
	Vacancy	Nick Field-Johnson	Imade Edosomwan		
	John Howson	Donna Ford	Michael O'Connor		
	Ian Middleton				
People OSC (9)	3	3	2		1
	Andy Graham	Kieron Mallon	Trish Elphinstone		Kevin Bulmer
	Jenny Hannaby	Nick Leverton	Imade Edosomwan		
	Alison Rooke	Michael Waine			
Performance & Corporate Services OSC (9)	3	3	2	1	
	Ian Middleton	Arash Fatemian	Brad Baines	Damian Haywood	
	Calum Miller	Kieron Mallon	Glynis Phillips		
	Bob Johnston	Eddie Reeves			

Annex 1

Place OSC (9)	2	3	3		1
	Bethia Thomas	Nigel Simpson	Charlie Hicks`		Vacancy
	Robin Bennett	Felix Bloomfield	Duncan Enright		
		Liam Walker	Susanna Pressel		
Planning & Regulation (12)	4	4	3	1	
	Judy Roberts	Les Sibley	Geoff Saul	Stefan Gawrysiak	
	David Rouane	Ted Fenton	Mohamed Fadlalla		
	Robin Bennett	Ian Snowdon	Imade Edosomwan		
	Bob Johnston	Felix Bloomfield			
Remuneration (6)	2	2	1	1	
	Liz Leffman	Nigel Simpson	Liz Brighthouse	Stefan Gawrysiak	
	John Howson	Kieron Mallon			

Other appointments – May 2024

OCC & Employees JCC (7)	2	3	2		
	Neil Fawcett	David Bartholomew	Trish Elphinstone		
	Ian Middleton	Juliette Ash	Glynis Phillips		
		Tony Ilott			
OCC & Teachers JCC (5)	2	2	1		
	Andy Graham	Ian Corkin	Susanna Pressel		
	Kate Gregory	Michael Waine			
OCC JCC for Uniformed Members of the Fire Service (7)	3	2	2		
	Kate Gregory	Ted Fenton	Andrew Coles		
	Nathan Ley	Nick Leverton	Mark Lygo		
	Alison Rooke				
Future Oxfordshire Partnership Scrutiny Panel (3)	1	1	1		
	Vacancy	Felix Bloomfield	Charlie Hicks		
Thames Valley Police & Crime Panel (1)	1				
	Roz Smith				