



County Council

7 October 2022

Schedule of Business

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**OXFORDSHIRE COUNTY COUNCIL – 7 OCTOBER 2022
(postponed from 13 SEPTEMBER 2022)**

SCHEDULE OF BUSINESS

***This meeting is a continuation of the meeting postponed on 13 September 2022 – the agenda is the same and some of the content of the reports may have been superseded by subsequent events**

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

ITEM/TIME	ITEM	PROPOSALS (M = Motion; SEC = Secunder; Am = Amendment S = Statement; Q = Question; REC = Recommendation to be determined)
1 10.30	Minutes To agree the accuracy of the minutes of the meeting held on 12 July 2022	
2	Apologies for Absence Cllrs Bloomfield (Vice-Chair), Ash, Champken-Woods, Corkin, Fadlalla, Fawcett, Fenton, Field-Johnson, Graham, Gregory, Hanna, Ilott, Paule, Murphy, Povolotsky, Sudbury, and Waine	
3	Declarations of Interest	
4	Official Communications Tribute to Her Majesty Queen Elizabeth II Proclamation of His Majesty The King Tributes to former Councillor David Markham	

<p>5</p>	<p>Appointments</p> <p>Cllr Howson to replace Cllr Povolotsky on Pension Fund Committee</p> <p>Cllr Mallon to replace Cllr Corkin on Performance Overview and Scrutiny Committee</p> <p>Cllr Leverton to replace Cllr Ash on People Overview and Scrutiny Committee</p> <p>Cllr Hannaby to replace Cllr Fawcett on Oxfordshire County Council Joint Consultative Committee for Uniformed Members of the Fire Service</p> <p>Cllr Constance to replace Cllr Ford on Audit and Governance Committee</p> <p>Cllr Ford to replace Cllr Corkin on Remuneration Committee</p> <p>Cllr Levy to replace Cllr van Mierlo on Oxfordshire Joint Health Overview and Scrutiny Committee</p> <p>Cllr van Mierlo to replace Cllr Levy on Place Overview and Scrutiny Committee</p> <p><u>Shadow Cabinet</u></p> <p>Leader – Cllr Reeves Deputy Leader – Cllr Ford Children, Education and Young People’s Services – Cllr Simpson Corporate Services – Cllr Ford Community Services and Safety – Cllr Bulmer Highways Manager – Cllr Walker Finance – Cllr Bartholomew Adult Social Care – Cllr Leverton Travel and Development Strategy – Cllr Snowdon Climate Change Delivery and Environment – Cllr Fenton</p>	

<p>6</p>	<p>Petitions and Public Address</p> <p>Public Address - 5 minutes to speak.</p>	<p>Petitions</p> <p>None received</p> <p>Public Address</p> <p>Paul Roberts – Aspire Oxfordshire</p> <p>Firas Modad – Drag Queen Story Time</p> <p>Kate Robinson – Fossil Fuels & Pension Fund</p> <p>David Brown – Motion by Cllr Simpson</p> <p>Rowan Hector- Turnbull + others Climate change</p>
<p>7</p>	<p>Questions with Notice from Members of the Public</p> <p>None received</p>	
<p>8 11.10</p>	<p>Questions with Notice from Members of the Council</p> <ol style="list-style-type: none"> 1. Reeves to Leffman 2. Reeves to Leffman 3. Reeves to Miller 4. Cherry to Gant 5. Ford to Hannaby 6. Ford to Phillips 7. Ford to Miller 8. Field-Johnson to Gant 9. Field-Johnson to Enright 10. Corkin to Bearder 11. Corkin to Bearder 12. Corkin to Lygo 13. Walker to Enright 14. Walker to Enright 15. Walker to Gant 	

	<p>16. Fenton to Hannaby 17. Bartholomew to Enright 18. Baines to Gant 19. Baines to Enright 20. Baines to Lygo 21. Povolotsky to Bearder 22. Thomas to Miller 23. Gregory to Brighthouse 24. Howson to Brighthouse 25. Howson to Brighthouse 26. Howson to Gant 27. Thomas to Miller 28. Fenton to Gant 29. Bennett to Enright 30. Middleton to Enright 31. Snowdon to Enright 32. Snowdon to Gant 33. Snowdon to Gant 34. Waine to Brighthouse</p>	
<p>9 11.40</p>	<p>Report of the Cabinet</p> <p>Leader (Leffman)</p> <p>Corporate Services (Glynis Phillips)</p> <p>Finance (Calum Miller)</p> <p>Highway Management (Andrew Gant)</p> <p>Public Health and Equality (Mark Lygo)</p> <p>Travel and Development Strategy (Duncan Enright)</p> <p>Scrutiny Reports</p>	<p>Q. Baines (3) Q. Hicks (3)</p> <p>Q Bartholomew (4) Q Corkin (4) Q Ford (4) Q Ford (4) Q Reeves (4) Q Reeves (4) Q Bartholomew (5) Q Snowdon (5) Q Walker (5)</p> <p>Q. Saul (8)</p> <p>Q. Howson (10) Q. Baines (11) Q. Hicks (11)</p>

<p>10 12.10</p>	<p>Local Government Electoral Review for Oxfordshire</p> <p><i>Movers and seconders 5 mins and speaking in debate 3 minutes, CPR 15.4.2</i></p> <p>Council is RECOMMENDED to establish a cross-party group with membership drawn from each political group following liaison with the Political Group Leaders. This will be supported by a technical officer group set up by the Director of Law and Governance.</p> <p>Nominees:-</p> <p>Lib Dem Green Alliance (4) – Cllrs Bennett, Fawcett, van Mierlo and Rooke</p> <p>Conservative Independent Alliance (3) – Cllrs Fenton, Mallon and Snowdon</p> <p>Labour and Cooperative Party Group (2) – Cllrs Baines and Coles</p> <p>Independent (1) – Cllr Gawrysiak</p>	<p>M Chair SEC Vice-Chair S</p>
<p>11 1.30</p>	<p>Amendments to the Council's Constitution and its Presentation (including recommendations from the Constitution Working Group)</p> <p><i>Movers and seconders 5 mins and speaking in debate 3 minutes, CPR 15.4.2</i></p> <p>Council is RECOMMENDED to approve:</p> <p>a) The changes to the presentation of the Constitution on the Council's website referred to in paragraphs 4 to 8 of the report</p> <p>b) The video and diagram referred to in paragraphs 9 to 11 of the report for inclusion on the Council's website</p> <p>c) The proposals for the incorporation of all of the current Articles into the main body of the</p>	<p>M Smith SEC Baines S</p>

	<p>Constitution referred to in paragraphs 12 to 14 of the report</p> <p>d) The proposals for amendment to the Protocol on Members’ Rights and Responsibilities, the Protocol on Member/Officer Relations, the Council Procedure Rules and the Contract Procedure Rules in the Constitution referred to in paragraphs 15 to 23 of the report</p> <p>e) The proposed new Part 2 of the Constitution relating to the Fire and Rescue Service referred to in paragraphs 26 to 28 of the report; and</p> <p>f) A delegation to the Director of Law and Governance to make textual amendments to the Constitution to address any inconsistencies or correct any cross-referencing errors arising from or as a consequence of the amendments, along with updating job and group titles if those referred to in the Constitution are obsolete (insofar as the Director of Law and Governance does not already have such a delegation) Council is also recommended:</p> <p>g) To note that the Code of Conduct it adopted on 5 April 2022 and the Current Scheme of Allowances referred to in paragraphs 24 to 25 below will be incorporated into the Constitution</p>	
<p>12 1.45</p>	<p>Proposed changes to the Constitution of the Pension Fund Committee</p> <p><i>Movers and seconders 5 mins and speaking in debate 3 minutes, CPR 15.4.2</i></p> <p>Council is RECOMMENDED to endorse recommendations a) to d) agreed by the Pension Fund Committee, and endorsed by the Audit & Governance Committee, as set out below.</p>	<p>M Smith SEC Baines S</p>

	<p>a) That the contents of the report be noted.</p> <p>b) That approval be given to amend the Governance Policy to mandate all Members of the Committee to complete training in line with the Training Policy as set out in paragraph 18 of the report.</p> <p>c) That approval be given to only named substitutes of the Committee being allowed where they have completed training in line with the Training Policy.</p> <p>d) That Council mandate the Director of Law & Governance to make the appropriate changes to the Terms of Reference and Constitution of the Pension Fund Committee to formalise the new governance arrangements and</p> <p>Council is also RECOMMENDED to endorse the following agreed by the Audit and Governance Committee:</p> <p>e) That when the Independent Remuneration Panel is next due to formally meet, a full review be undertaken of Members' responsibilities and commitments relating to their roles and the appropriateness of whether an additional allowance should be provided be considered in relation to specific roles.</p>	
<p>13 2.00</p>	<p>Motion by Councillor Liz Brighthouse</p> <p><i>Movers and seconders 5 mins and speaking in debate 3 minutes, CPR 15.4.2</i></p>	<p>M Brighthouse SEC Haywood S Cherry S Howson S Bearder</p>
<p>14 2.30</p>	<p>Motion by Councillor Roz Smith</p> <p><i>Movers and seconders 5 mins and speaking in debate 3 minutes, CPR 15.4.2</i></p>	<p>M Smith SEC Baines Am Smith SEC Middleton Am Reeves SEC Bartholomew S Miller S Howson S van Mierlo S Ford</p>

15 3.00	Motion by Councillor Eddie Reeves <i>Movers and seconders 5 mins and speaking in debate 3 minutes, CPR 15.4.2</i>	M Reeves SEC Bartholomew S Howson S Smith
16 3.20	Motion by Councillor Yvonne Constance <i>Movers and seconders 5 mins and speaking in debate 3 minutes, CPR 15.4.2</i>	M Constance SEC Bartholomew S Leffman
17	Motion by Councillor Nigel Simpson <i>Movers and seconders 5 mins and speaking in debate 3 minutes, CPR 15.4.2</i>	M Simpson SEC Walker Am Simpson SEC Walker S Enright S Hicks S Middleton S Enright S Levy S Hicks S Howson
18	Motion by Councillor Ian Middleton <i>Movers and seconders 5 mins and speaking in debate 3 minutes, CPR 15.4.2</i>	M Middleton SEC Miller S Smith S Haywood
19	Motion by Councillor Judy Roberts <i>Movers and seconders 5 mins and speaking in debate 3 minutes, CPR 15.4.2</i>	M Roberts SEC Bennett Am Smith SEC Am Reeves SEC

		S Hicks
20	Motion by Councillor Neil Fawcett <i>Movers and seconders 5 mins and speaking in debate 3 minutes, CPR 15.4.2</i>	M Fawcett SEC Gant S Enright S Middleton S Howson
21	Motion by Councillor Brad Baines <i>Movers and seconders 5 mins and speaking in debate 3 minutes, CPR 15.4.2</i>	M Baines SEC Cherry S Bearder

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Agenda item 14 – Motion by Councillor Roz Smith – Amendment to be moved by Councillor Roz Smith

This Council notes that:

This Government has consistently failed to ~~address~~ **prepare for** the cost-of-living crisis.

Oxfordshire households face spiraling costs with fuel and energy costs, especially affecting front line workers, logistics, farming and food production.

Energy & fuel rises impact on all this council's services and there is concern about budgeted schemes due to inflation, and availability of personnel and resources.

1 in 3 households reported their cost of living had risen, citing affordability of food and medicines as a major concern. Many households face a decision between “heat or eat”

This Council therefore declares a ‘Cost of Living Emergency’ and calls on the Government to:

Subsidize buses and trains, to ensure that people can travel for essential education and work.

~~Urgently review the energy cap to provide much greater protection to consumers, including a cap for off grid homes.~~ **Invest in decarbonising energy in the UK to prepare for further energy shortages and sustainability.**

Immediately change taxation on fuel to transfer the risk of price changes to the Government pegged at long-term average prices.

Immediately reduce VAT to 17.5%

Restore the £20 Universal Credit supplement, previously cancelled by the Government. Recognise Oxfordshire will need urgent additional funds to support homelessness, school transport, social care services, waste disposal, and a plethora of other council functions and programme deliveries affected by the increase in prices and inflation.

Council recommends to the Cabinet that this Council holds an urgent Cost-of-Living Summit to work towards a holistic and adaptive response to the emergency in Oxfordshire.

Agenda item 14 – Motion by Councillor Roz Smith – Amendment to be moved by Councillor Eddie Reeves

This Council notes that:

~~This Governments internationally has consistently failed to address~~ **are grappling with** the cost of living crisis **induced by Russian aggression in Ukraine and exacerbated by the pandemic.**

Oxfordshire households face spiralling costs with fuel and energy costs, **rising Council Tax and other outgoings** especially affecting ~~front-line workers,~~ **hardworking families and businesses in the logistics, hospitality, farming and food production sectors.**

Energy & fuel rises impact on all this council's services and there is concern about ~~budgeted schemes~~ due to inflation, and **the** availability of personnel ~~and resources.~~

~~4 in 3~~ **1/3** households reported **that** their cost of living has risen, citing affordability of food and medicines as a major concern. Many households face a decision between "heat or eat".

This Council ~~therefore~~ declares a 'Cost of Living Emergency' and **will actively consider applying reasonable levels of unspent reserves, including its underspent Budget Priority Reserve, to protecting those most in need from the worst effects of this emergency.**

This Council further calls on the Government to:

~~Subsidise buses and trains, to ensure that~~ **Help the Council to provide affordable public transport so that** people can travel for ~~essential~~ education and work.

~~Urgently~~ **r**Review the energy cap to provide much greater protection to consumers, including a cap for **oil-heated and** off-grid homes.

~~Immediately~~ **c**Change taxation on fuel to transfer the risk of price changes to the Government ~~pegged at long term average prices.~~

~~Immediately~~ **r**Reduce VAT to **17.5% taxes.**

Introduce measures to help those on Universal Credit and other benefits.
~~Restore the £20 Universal Credit supplement, previously cancelled by the Government.~~

Recognise Oxfordshire's **will** need **for urgent** additional funds to support **those services** ~~homelessness, school transport, social care services, waste disposal, and a plethora of other council functions and programme deliveries~~ **worst** affected by the ~~increase in process and~~ inflation.

This Council recommends to the Cabinet that ~~this Council holds an~~ **a cross-party urgent** Cost-of-Living Summit **be held** to work towards a holistic ~~and adaptive~~ response to the emergency ~~in Oxfordshire.~~

Agenda item 17 – Motion by Councillor Nigel Simpson – Amendment to be moved by Councillor Nigel Simpson

Oxfordshire County Council has acknowledged the Climate Change Emergency.

A major contributor to excessive CO2 output ~~are~~ **is** unnecessary car journeys. The proposal by Network Rail to shut the vital link between Yarnton and Kidlington by closing the ~~rail level~~ crossing at Sandy Lane will result in a significant increase in carbon emissions.

Permanent closure would see drivers forced to use Frieze Way or Langford Lane resulting in an average extra distance travelled of nearly two miles per journey.

Based on current trends this is estimated to result in an extra 4750 miles travelled on weekdays and an additional 3800 at weekends, resulting in 1.5 million unnecessary miles per year.

The cost of such surplus miles in money is hundreds of thousands of pounds to residents and businesses who rely on their cars; and extra pollution in the form of many tonnes of carbon emissions, contrary to the Council's environmental objectives.

This would go directly against the Council's ambition to reduce CO2 output generated by transport and very significantly degrade the network of contacts that currently underpins the ancient and vital community nexus around the parishes of Yarnton, Begbroke, Kidlington and Gosford and Water Eaton.

~~This Council calls upon the Leader to urgently write to Network Rail to oppose the proposed closure and further to instruct her officers and relevant Cabinet colleague(s) to lobby for this vital link to be maintained with improvements, where possible, especially for cyclists and pedestrians.~~

This Council calls upon the Leader to instruct relevant Cabinet colleague(s) to engage with the local parishes and to discuss with them the ways in which this vital link can be maintained at least cost to the environment and for the benefit of current and future users with improvements, where possible, especially for cyclists and pedestrians

Agenda item 19 – Motion by Councillor Judy Roberts – Amendment to be moved by Councillor Roz Smith

The Council has recently voted unanimously to pass the new Local Transport and Connectivity Plan. The headline goal of this policy is to reduce car journeys by 1 in 4 across Oxfordshire by 2030.

The achieving of this goal will require many residents across the county to change their everyday travel habits and behaviours.

As a Council and as councillors we lead by example. Having a free car park in front of County Hall in central Oxford is not the way to lead by example and an embarrassing relic that lies in stark contradiction to our published goals, especially when we are asking others to reduce their car use, and when there are plentiful other ways to travel to County Hall including Park & Ride, bus, train, cycling and walking.

Members of all parties have recently voiced their support for our excellent Park and Ride as well as the many other direct services to County Hall.

Therefore, the Council recommends that the Cabinet give consideration to closing the car park at the front of County Hall by Spring 2023 and repurpose the space with public realm improvements, such as green infrastructure, trees and benches. A full disability assessment should be carried out and Disabled parking bays would need to be retained for those with blue badges for access to County Hall, preferably between County Hall and the Castle complex before implementation.

Agenda item 19 – Motion by Councillor Judy Roberts – Amendment to be moved by Councillor Eddie Reeves

The Council has recently voted ~~unanimously~~ to pass the new Local Transport and Connectivity Plan. The headline goal of this policy is to reduce car journeys by 1 in 4 across Oxfordshire by 2030.

The achieving of this goal will require many residents across the county to change their everyday travel habits and behaviours.

As a Council and as councillors we lead by example. Having a free car park in front of County Hall in central Oxford is not the way **for councillors resident in the city of Oxford** to lead by example ~~and an embarrassing relic that lies in stark contradiction to our published goals, especially when we are asking others to reduce their car use,~~ and when there are plentiful other ways to travel to County Hall including Park & Ride, bus, train, cycling and walking. Members of all parties have recently voiced their support for our excellent Park and Ride as well as the many other direct services to County Hall.

Therefore, the Council recommends that the Cabinet give consideration to ~~closing~~ **restricting the use of the car park at the front of County Hall to councillors travelling in from outside the ring road, recognising that these councillors cannot serve their residents effectively if they have very extended journey times.** A full disability assessment should be carried out and Disabled parking bays would need to be retained for those with blue badges for access to County Hall, preferably between County Hall and the Castle complex.

QUESTIONS WITH NOTICE FROM MEMBERS OF THE COUNCIL

ANNEX 2

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

Questions**1. COUNCILLOR EDDIE REEVES**

The Council's report of 8 February 2022 (paragraph 7.1, item 7) made it clear that an Interim Chief Executive would be engaged from 9 February 2022, if members agreed to the termination of the s. 113 agreement with Cherwell District Council. The clear implication of members' decision on that day was that the Interim Chief Executive would serve a six-month term and that the administration would take the promptly set in train recruitment to such a vital post. Seven months on, this Council remains without a permanent Chief Executive. Why?

Answers**COUNCILLOR LIZ LEFFMAN, LEADER OF THE COUNCIL**

The recruitment to the post of permanent Chief Executive is underway following a procurement process to invite tenders for the work, market benchmarking and the development of the campaign.

To successfully initiate recruitment to the role of permanent Chief Executive, it is essential that the salary for the role is in line with market expectations. Equally, it is important to ensure that whilst offering a competitive salary, the salary is within reasonable parameters for a Chief Executive appointment within Local Government. The Council has not appointed a stand-alone Chief Executive via a national recruitment campaign for several years and during this time the employment market and the expectations of candidates within the market has changed considerably. There has been further volatility arising due to the impact of the pandemic and the cost of living crisis that has considerably tightened the recruitment market. Given this context, work was externally commissioned from an independent pay and reward specialist who looked across both the public and private sectors, nationally and regionally in order to provide an accurate and reasonable salary benchmarking in line with market expectations.

Given the costs of recruiting to the permanent Chief Executive role in terms of the executive search company, media, time of officers and members it is vital that the Council goes to the market with a clear and independent assessment of pay. Furthermore our recruitment partner has worked throughout the summer to create the recruitment website and brief for the role to inform a national search, this has included working with members of the Remuneration Committee and political group leaders to ensure the role is pitched correctly. Whilst these activities may have caused some delay in initiating the recruitment process for the permanent role, they are however critical to the success of ensuring that Oxfordshire County Council has the best opportunity to appoint to this role.

Remuneration Committee met in July 2022 to consider and approve the extension of the interim arrangements for both the interim Chief Executive and the Interim Corporate Director for Adult Social Care.

<p>2. COUNCILLOR EDDIE REEVES</p> <p>Following the collapse of the 2050 Oxfordshire Plan, will the Leader undertake to report to Full Council as to the ongoing financial consequences for this Council and the deliverability of its capital programme?</p>	<p>COUNCILLOR LIZ LEFFMAN, LEADER OF THE COUNCIL</p> <p>It is with regret that we were unable to reach agreement on the approach to planning for future housing needs within the framework of the Oxfordshire Plan.</p> <p>We will be providing an update on the situation and plans going forward through the Capital Programme review, which is expected to be during October's Cabinet.</p>
<p>3. COUNCILLOR EDDIE REEVES</p> <p>The former MP for Oxford West & Abingdon succeeded in securing funding for a much-needed A34 junction at Lodge Hill. These interchange improvements would have seen new south-facing slips, together with traffic-calming measures, reprovision of a private road and an upgrade to the southbound Harwell layby. A significant portion of the funding was earmarked from the Housing and Growth Deal. Can the Cabinet member for Finance confirm that this project will not be affected by the failure of the Oxfordshire 2050 plan?</p>	<p>COUNCILLOR CALUM MILLER, CABINET MEMBER FOR FINANCE</p> <p>I am advised by officers that work is continuing with the preparation of a planning application for this scheme, which is due to be submitted in late September 2022, and that OCC has also been progressing with the development of scope for the engagement of a contractor to lead Early Contractor Involvement (ECI), detailed design and construction.</p> <p>The scheme is funded from a number of sources including a fixed amount from the Housing and Growth Deal and funding directly from DLUHC. The latter element is subject to a business case decision by DLUHC and we are expecting a response from central government imminently. We see no reason why this would be impacted by the decision on Oxford Plan 2050. Of course, all schemes currently face significant capital pressures, particularly those which are potentially underfunded due to the Housing and Growth Deal funds not being linked to inflation. Any changes to the Growth Deal contribution would be subject of a report to the Future Oxfordshire Partnership (FOP).</p>

<p>4. COUNCILLOR MARK CHERRY</p> <p>Over 15 months ago a car hit and destroyed a streetlight unit situated on the A422 Stratford Road by Bretch Hill junction, Banbury. Residents of Trinity Close have contacted me as the local Ruscote County Councillor asking when the new streetlight will be reinstated.</p> <p>After numerous emails to the streetlight team, I understand there is an ongoing Procurement issue at Oxfordshire County Council with regards to ordering new streetlight units and as such I have no timescale for installation.</p> <p>Can the Cabinet Member for Highway Management please enlighten me when residents of Trinity Close can expect the streetlight to be installed on the A422 Stratford Road?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>The existing street lighting column numbered 11 was demolished in a road traffic accident. This was made safe at the time by our term maintenance contractor (Bouygues) on 20th November 2021.</p> <p>The then existing Bouygues contract came to an end in December 2021 and a new maintenance contractor was appointed in December 2021. The successful contractor, Volker Highways began picking up the outstanding works from the previous contractor (Bouygues) and completing their outstanding works.</p> <p>Currently, there are long lead times to procure lighting columns due to the steel shortages, increase costs and the situation in Ukraine that has affected the construction industry. I have been advised that Volker Highways will have the replacement column programmed for week commencing the 19th September 2022.</p>
<p>5. COUNCILLOR DONNA FORD</p> <p>Can the Cabinet Member for Community Services and Safety confirm their ongoing support of the relocation of Banbury Library into Castle Quay?</p>	<p>COUNCILLOR JENNY HANNABY, CABINET MEMBER FOR COMMUNITY SERVICES AND SAFETY</p> <p>I can confirm that we are committed to a new library in Banbury and keenly aware that the current arrangements do not meet the needs of the growing population. I have personally visited the existing Banbury Library and have seen the current operation and the challenges it faces. The cost for a new Library is in our capital programme and we have section106 funding available to support a move. As a Cabinet we are looking at capital priorities in September as the costs to develop the space have come back higher than the budget and I hope to give you an update by the end of the month.</p>

6. COUNCILLOR DONNA FORD

Can the Cabinet Member for Corporate Services advise if she is concerned that the use of agency staff is becoming a day-to-day cost and that recruiting and retaining staff is become an almost impossible task for the new administration?

COUNCILLOR GLYNIS PHILLIPS, CABINET MEMBER FOR CORPORATE SERVICES

The current administration is concerned about the use and cost of agency staff.

These matters are multi-faceted with some of the underpinning issues widely reported nationally.

At a macro level there is the impact of Brexit and the Covid pandemic coupled with the reassessment of lifestyle by many of the working population, widely reported as the 'Great Resignation'. Along with a fiercely competitive market for key roles such as Children's social care, there are considerable challenges with resourcing at all levels and heightened further by the cost of living within Oxfordshire.

At a micro level, the Council has a range of difficulties and operates with a fragmented recruitment and resourcing partnership model with outdated systems and processes which severely impacts the Council's current ability to respond proactively and flexibly to meet the needs of the employment market.

To address these concerns, the Council has recently developed and approved a strategic resourcing strategy which sets out a programme of change and transformation for resourcing at the Council. A full end to end strategy has been developed to create a high performing function enabling our ability to attract and retain the right quality and quantity of people for the Council. Supported by the development and implementation of our Employee Value Proposition, identification of the key drivers for our current workforce and target audience and communicated through a strong employer brand as "one offering, one Oxfordshire council", this will establish the council as an employer of choice. Integral to the resourcing strategy is internal workforce planning, talent management, talent attraction and retention and technology along with a range of options to assist with 'growing our own' and the development of more robust routes and relationships within the market.

The comprehensive resourcing strategy will move us to a stronger and more competitive position for direct hire thereby reducing the number and expense of agency staff.

<p>7. COUNCILLOR DONNA FORD</p> <p>Can the Cabinet Member for Finance advise if he is concerned that general balances are now just £3.4M above the risk assessed level?</p>	<p>COUNCILLOR CALUM MILLER, CABINET MEMBER FOR FINANCE</p> <p>The current financial outlook is challenging but I believe that, with the support of officers, we are prudently stewarding the county's finances in the current financial year. The level of balances has varied significantly in absolute terms and in relation to the risk-assessed level over the last eight years. The risk-assessed level takes account of potential risks: in 2022-3 it is, for example, over 50% higher than in 2015-6. In addition to balances, we hold general and capital contingencies to mitigate against unexpected pressures during the course of the year. I believe these are sufficient but we are, of course, keeping that under close review.</p>
<p>8. COUNCILLOR NICK FIELD-JOHNSON</p> <p>I am sure you will agree that our rural bus services are a priority to fund. Can you confirm how much of the £12.7m bus funding is going to rural services and how much is going to City of Oxford and its environs (such as Cowley, Headington and Summertown)?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>Of the £12.7m, £1.78m is to directly fund bus services. This is allocated to the provision of rural demand responsive services, new cross-border routes and the continued operation of routes previously supported by a government fund called the Supported Bus Services Fund. All of these primarily serve rural settlements or connect towns together. While some routes may also enter Oxford, this is to connect rural settlements to Oxford rather than to provide services within Oxford.</p> <p>The remainder of the funding is for capital funded schemes (e.g. bus lanes) or measures not directly related to provision of bus routes themselves (e.g. youth fares).</p> <p>For reference: https://mycouncil.oxfordshire.gov.uk/documents/s60859/National%20Bus%20Strategy%20-%20Draft%20Enhanced%20Partnership%20Annex%204.pdf</p>

9. COUNCILLOR NICK FIELD-JOHNSON

Can you give an update on the HGV route situation and review for Oxfordshire and specifically what progress has been made for an HGV limit in West Oxfordshire - given the recent damage to Burford bridge and the death in Chipping Norton?

COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL & DEVELOPMENT STRATEGY

Following adoption of the Freight and Logistics Strategy, by the County Council on 12 July, work has been ongoing to progress the actions in the strategy. In terms of appropriate HGV routes and weight restrictions, the strategy sets out that the County Council will be exploring a countywide area based approach to weight restrictions.

Action 10 outlines that the County Council are going to conduct a strategic countywide study to establish an approach for area based weight restrictions. This approach will consider how we can keep HGVs on appropriate routes in larger geographic areas to reduce freight traffic in our towns and villages and stop issues being moved from one road to another. It is important that this approach considers the whole county and so, as outlined in the strategy, we are pausing any area specific studies to focus on the countywide study. By default the countywide study will consider West Oxfordshire and other areas of concern such as Henley.

This study will set out our area based approach and will be informed by a wide range of evidence and stakeholder engagement. Consultants are currently being commissioned to undertake this work, which will commence shortly.

Following completion of this work, we will progress with funding the development and delivery of the area based weight restriction programme as outlined in action 12 of the Freight and Logistics Strategy.

10. COUNCILLOR IAN CORKIN

Following the announcement in July from the Department of Health and Social Care that Oxfordshire has joined 5 other local authorities as a trailblazer for the government's charging reform, could the Cabinet Member for Adult Social Care please confirm:

- The cost to OCC of taking part in the trailblazer programme.
- If any external funding is available to cover the additional cost of taking part in the programme?

COUNCILLOR TIM BEARDER, CABINET MEMBER FOR ADULT SOCIAL CARE

As a trailblazer, costs for taking part in the programme are met by the Department for Health and Social Care (DHSC) but in addition, OCC has requested further funding as we joined the programme later than the other trailblazers.

There will be additional costs of carrying out assessments and implementing charging reform to an earlier schedule than other authorities. Work is underway at present to model what we anticipate the impact of this will be locally. The DHSC will be providing trailblazers with additional funding from their go live date to support this spend which will be based on a formula which aims to reflect the impact within each Local Authority. Ensuring due diligence around sufficient funding is part of the programme.

The financial allocation for reform implementation in Oxfordshire is not expected until late January 2023 therefore exact figures will not be known ahead of the budget setting process.

We engaged in this pilot because it represents an opportunity for Oxfordshire to help shape and influence Adult Social Care Reforms. But if I feel the government is failing to honour their commitments I will not hesitate to withdraw from the scheme.

11. COUNCILLOR IAN CORKIN

Could the Cabinet Member for Adult Social Care please confirm the number of patients currently occupying a bed in OUHT hospitals who no longer require that bed, but have not yet been discharged?

COUNCILLOR TIM BEARDER, CABINET MEMBER FOR ADULT SOCIAL CARE

The number of people currently in the acute trust who do not meet the criteria to reside is 114. This means that their medical treatment has come to an end although they may need further rehabilitation and support. Of the 114, 94 are the responsibility of the Oxfordshire system to make arrangements for discharge. The remaining 20 people are the responsibility of other counties to arrange discharge. Oxfordshire County Council retains strong links with neighbouring authorities to ensure that proactive discussions and collaborative working arrangements are in place. Criteria to reside is a point in time so these figures do vary daily and are often not the same people.

A well-documented national shortage of carers is the primary contributor to the current position. With regard to staffing shortages the Council works closely with Proud to Care Oxfordshire which promotes career pathways in adult social care and provides a free advertising service to care providers working in Oxfordshire. Contracted Providers are continuing to proactively look for ways to maximise recruitment potential including from overseas which is demonstrating a degree of success. In order to address delays in hospitals the Council is continuing to work with a number of domiciliary agencies across the county. Despite these challenges, the council is providing 800 hours more care to residents per week than it was in August 2021.

12. COUNCILLOR IAN CORKIN

Could the Cabinet Member for Public Health & Equality please confirm, by month, the excess death figure in Oxfordshire over the past 12 months and what percentage are Covid related?

COUNCILLOR MARK LYGO, CABINET MEMBER FOR PUBLIC HEALTH & EQUALITY

The number of deaths in Oxfordshire is closely monitored via data published by the Office for National Statistics. This is based on death registrations and the cause of death recorded on death certificates. This is compared to the average number of deaths in the 5 year period prior to the COVID-19 pandemic to assess in deaths are “in Excess” of the expected number or not. In the most recent 12 month period that complete data is available for the following information can be drawn

- 5872 deaths occurred
- This was 401 more than the average annual number of deaths we’d expect to see (ie is “excess death”)
- Of the 5872 deaths, 295 were directly attributed to COVID-19 infection. This equates to 5% of all deaths

13. COUNCILLOR LIAM WALKER

Some residents of West Oxfordshire have just had their local bus services cut. This is now the second wave of bus cuts over the past year under this coalition. When will residents see more investment to rural bus services rather than this administration just focusing on Oxford?

COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL & DEVELOPMENT STRATEGY

All councillors will be aware that the County Council does not run bus services, though we work closely with bus operators to minimise the impact of service changes. Across the UK bus services have fallen by 27% since 2010 according to the Campaign for Better Transport, and in this context Oxfordshire has rather bucked the trend. However it is clear the pandemic has brought challenges for bus services which we are addressing through our enhanced bus partnership. Actions include bus priority measures – including bus lanes along the A40 serving our neighbours West Oxfordshire, along with the new transport hub at Eynsham.

Many bus companies are making changes to services across the country to address a permanent reduction in passenger numbers as a result of the pandemic, combined with higher operating costs. The bus service changes in West Oxfordshire are as a result of a review undertaken by Stagecoach to address these issues. Although most places will continue to receive a comparable level of service to today, the routes through some villages are being changed, which for some means lower frequency services and a need to change buses to reach some destinations.

Most bus routes in Oxfordshire are operated on a commercial basis (the cost of operation primarily met from fares revenue), without any involvement from OCC. The County Council has worked with Stagecoach to minimise the impact of these service changes, ensuring that places currently served by bus at least retain some level of service, but our options for intervention are very limited. As a result of declining revenue support from the Government, Oxfordshire County Council made the decision in 2016 to cease providing subsidies for bus services as this is not a statutory function and it was necessary for the Council to focus on the services we are legally required to deliver.

<p>14. COUNCILLOR LIAM WALKER</p> <p>Your Labour colleague Cllr Damian Haywood has described being "angry and disappointed" about the Central Oxford Travel Plan and branded it "pathetic". Fellow Labour Cabinet colleague Mark Lygo also said he "doesn't support the Marston Ferry Road bus gate". Are you ignoring their views as well as the public's?</p>	<p>COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL & DEVELOPMENT STRATEGY</p> <p>There will be different opinions across Council and within the Community about proposed measures to manage traffic congestion in Oxford. That is why there is a consultation on both the Central Oxfordshire Travel Plan and specifically traffic filters going on at the moment.</p>
<p>15. COUNCILLOR LIAM WALKER</p> <p>The Conservatives successfully won a by-election in Witney East recently and knocking on doors people told us time and time again they weren't happy with this coalition's lack of plan for Witney High Street. Will you now listen to these residents and run a full consultation and proper engagement process like this Council only seems to do with schemes in Oxford?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>The Council has secured £1.9m funding from Active Travel Tranche 3 for Witney High Street and Market Square. Further engagement is due to commence during Autumn 2022 and will include a number of stakeholder and public events to help inform the design process to utilise the funding to increase the number of journeys made by active travel (walking, wheeling and cycling) in Witney and to improve the public realm of the High Street and Market Square to increase footfall and boost economic vitality. Contrary to the procedure when Cllr Walker was in the Cabinet, the Oxfordshire Fair Deal Alliance believes in engaging fully with local people. Before any plan is finalised we will gather ideas from across the town. A meeting has already been held with businesses in Witney (hosted by the Witney Chamber of Commerce) on 21 July at which Cllr Enright was present, and the Witney Town Council have already been contacted as part of the early engagement process.</p>

<p>16. COUNCILLOR TED FENTON</p> <p>Was the omission of Bampton Library from the list of visits being made by her over the summer as Cabinet Member a mistake or deliberate? If the latter could she please explain why it was left off the list?</p>	<p>COUNCILLOR JENNY HANNABY, CABINET MEMBER FOR COMMUNITY SERVICES & SAFETY</p> <p>Thank you for your Question about my visits to the Library network and in particular Bampton. Regretfully, it was an oversight and I am happy to report that I will be visiting Bampton Library on Thursday 27th October at 3pm. I would be more than happy for Cllr Fenton to join me too as I know that he has been heavily involved in the recent re-opening of the Library and the relationship it has with the Bampton Community Archives.</p>
<p>17. COUNCILLOR DAVID BARTHOLOMEW</p> <p>Councillors who travel to County Hall do so to represent residents, not for personal reward.</p> <p>Under the new traffic filter proposals, councillors having to drive into County Hall from rural areas will have their ability to represent residents compromised by excessive journey times, particularly those councillors who have to combine their work obligations with council duties.</p> <p>If Oxford residents (including councillors resident in Oxford) are to be given permits to travel through the proposed traffic filters, should not the same apply to all councillors? If not, why not?</p>	<p>COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL & DEVELOPMENT STRATEGY</p> <p>Councillors should not be treated any differently to anyone else in Oxfordshire. The Central Oxfordshire Travel Plan, and the proposed traffic filters, will result in reduced number of vehicles on the roads of Oxford. That means councillors, as well as everyone else, will find it easier, safer and more pleasant to travel on foot or by bike, on public transport including new electric buses or our rapidly electrifying taxi firms or, if necessary, in private vehicles. Blue Badge holders, will of course, be exempt</p> <p>In preparing these proposals care has been taken to address the suggestions from the many hundreds of meetings and messages during the previous consultation in 2018-19, as well as engagement meetings over the last few months. Thanks are due to our hard-working officers for going the extra mile. We will continue to listen to feedback to make sure we introduce the best possible scheme.</p> <p>Oxford residents, and those who access the ring road via the city streets, are proposed to have a number of day permits for access through filters. Those of us who live outside the city can access the appropriate part of the city along the relevant arterial route, thus avoiding the filters. This is in response to feedback about the nature of journeys made by City residents.</p>

18. COUNCILLOR BRAD BAINES

To ask the Cabinet Member for Highway Management what is the planned expenditure for the approximately £120,000 reportedly raised in fines from the pilot Zero Emission Zone?

COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT

The main purpose of the ZEZ is to change behaviour, not to generate income. We'd prefer to have no income at all from fines. Numerous signs are in place well in advance of the ZEZ to inform drivers of the scheme, and we allow drivers to pay the ZEZ charge (and therefore avoid a fine) up to six days after they come into the zone.

By law ZEZ income can only be used to cover the costs of setting up and running the scheme, and – if there's a surplus once these costs have been covered – facilitating the achievement of its local transport policies.

In the ZEZ "charging order", which is the legal document (published on our website) that makes the ZEZ enforceable, the council has outlined the kinds of transport improvements we'd like to fund. This includes schemes to support the transition to zero emission transport, such as electric vehicle charging points or active travel schemes.

The ZEZ is still relatively new and we don't yet know what the surplus will be. However, as soon as this becomes clearer we'll provide more information about how any surplus will be used to support the objectives of the ZEZ.

19. COUNCILLOR BRAD BAINES

To ask the Cabinet Member for Travel & Development Strategy to outline how the proposed traffic filter plans for Oxford will reduce car use and increase modal shift in line with the Council's LTCP target of an at least 33% reduction in car use by 2030 and LCWIP target of at least 50% additional cycling trips by 2031? If it does not do this why not?

COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL & DEVELOPMENT STRATEGY

If you read the Central Oxfordshire Travel Plan you will see the traffic filters are not the only measure proposed to change the ways we travel. The proposed traffic filters are only one element of a range of policies and projects to reduce the number of car journeys in line with Oxfordshire's Local Transport and Connectivity Plan. The introduction of filters affects journeys only in and around Oxford city, and not across the whole County. A whole range of measures are needed to allow residents to choose other ways to travel without making every journey by private car. The filters are an essential part of making this possible because they give priority to public transport, allowing buses and taxis to travel at the speed limit, while creating the reduction in overall traffic that will let us reallocate space to people on foot and on bikes. Once this change has begun it will give the city the chance to go further - back towards a time when it was not dominated by vehicles; it will also let us learn more about what we need to do across the county. Although they are expected to have a significant impact, the traffic filters are one of many proposals that will contribute towards LTCP/LCWIP targets. The traffic filters consultation can be found by clicking [here](#), which contains a link to the "Oxford Traffic Filters - Summary of transport modelling", found by clicking [here](#)

20. COUNCILLOR BRAD BAINES

To ask the Cabinet Member for Public Health & Equalities what is being done by the County Council to support the acquisition and delivery of monkeypox vaccinations by local NHS providers to at risk communities in Oxfordshire?

COUNCILLOR MARK LYGO, CABINET MEMBER FOR PUBLIC HEALTH & EQUALITY

As you are aware the responsibility for delivering monkeypox vaccination sits with the NHS. Similarly, policy decisions on who needs to be vaccinated are made nationally using strict eligibility criteria. Our role in the local authority is threefold:

- 1) as the commissioner of sexual and reproductive health services our role is to support our providers in seamless delivery of sexual health services parallel to the vaccine programme
- 2) Ensuring that the needs of the high risk populations and those less likely to access services are understood by NHS providers when planning and delivering vaccination. To that affect our officers are working closely with NHSE and local providers and providing them with relevant information and intelligence on a regular basis.
- 3) all this work takes place within a long standing framework of partnership working on health issues with the NHS, led by the Health and Wellbeing Board.

21. COUNCILLOR SALLY POVOLOTSKY

In the first 6 months of 2022, what have been the outcomes of the homelessness prevention strategy agreed by Cabinet in October 2021, including the number placed as a result of the new housing led model?

COUNCILLOR TIM BEARDER, CABINET MEMBER FOR ADULT SOCIAL CARE

Towards the end of 2021 a new governance structure was established to oversee the transformation of homelessness services set out in the Oxfordshire Rough Sleeping and Single Homeless Strategy (2021). The 'homeless director's group' was formed of senior officers from district and city housing, health, police and social care. Its work ensures homelessness services and activity is coordinated, the learning from serious incidents is acted upon, that homelessness is prevented where possible and that homeless people are receiving the best possible services to meet their needs.

As part of the work of the Homeless Directors Group an annual review of the Single Homeless and Rough Sleeping Strategy Annual Review 2022 is underway; this first review will be high level review and will report on whether the Strategy is still fit for purpose and how key aspects of the Action Plan is progressing, reporting back on 17 October 2022.

The new Homeless Alliance, a county council contract to provide homeless supported services started on 1 April 2022 funded jointly by the Oxfordshire councils and health. The Alliance has defined KPIs and is now working to produce a detailed delivery plan. A new access panel has been created which is a multiagency approach to finding accommodation and support for people with complex needs.

Following the ending of the "everyone in" programme (during the covid) rough sleeper numbers have increased in the City and Cherwell, but not in South, Vale or West. More than 10 properties have been identified for 'housing first' and processes are being put in place to support people into these units.

22. COUNCILLOR BETHIA THOMAS

With the cost-of-living crisis looming over all of us this winter, and in the absence of any real leadership from central government on this subject, there is a great deal of uncertainty and concern within local communities about its effect on the most vulnerable residents across the county.

The idea of creating "warm banks" has been suggested recently to help support our most vulnerable residents this winter. Community spaces like libraries could open their doors to offer places of shelter, warmth and company, helping many with the cost of living and helping strengthen connections within communities. Can the cabinet member outline what we are doing to accommodate these schemes?

COUNCILLOR CALUM MILLER, CABINET MEMBER FOR FINANCE

We are very concerned about the impact of the cost of living crisis, particularly on our most vulnerable residents. Given the scale of the challenge, a fair and comprehensive response from central government will be critical.

In Oxfordshire, we have already agreed funding for welfare and money advice services and for support for low income households to reduce their energy usage. There are limitations on what we can do within the Council's budget, but we want and will need to do more to provide practical support locally. To this end, I am jointly preparing a report with Cllr Lygo for Cabinet on 20 September which will outline our plans for support. I have asked officers to bring forward recommendations for further crisis support for the most vulnerable as well as additional financial support for the voluntary and community sector, using the resources that we have already set-aside for emergency welfare support following on from the COVID pandemic. We will also review plans to support our own staff, many of whom will face real financial pressures this winter.

I agree that the provision of warm places will be important this winter. We want to help reduce anxiety amongst residents and give assurance that there will always be welcoming places, helping to tackle loneliness and isolation. We will be bringing forward proposals to ensure our libraries are well publicised as welcoming places for all, most especially this winter, and we will look at what additional wrap around support – for example advice and guidance – can be provided. In support of local activity already being planned around the county, we are looking at further financial support for VCS premises that are open to the public to help with their own energy bills and help ensure that they remain open and that community activities can continue. Again, this will be funded from those funds we have already earmarked.

<p>23. COUNCILLOR KATE GREGORY</p> <p>Please can you provide the total number of fixed-term exclusions by schools in the primary sector for each of the past five years of data published by the DfE up to academic year 2020/21 by the current state of the schools, as to whether it is an academy (Oxfordshire MAT) Academy (MAT non-Oxfordshire HQ), voluntary school or other maintained primary school - excluding special schools serving the primary sector?</p>	<p>COUNCILLOR LIZ BRIGHOUSE, DEPUTY LEADER AND CABINET MEMBER FOR CHILDREN, EDUCATION & YOUNG PEOPLE'S SERVICES</p> <p>Please can you provide the total number of fixed-term exclusions by schools in the primary sector for each of the past five years of data published by the DfE up to academic year 2020/21 by the current state of the schools, as to whether it is an academy (Oxfordshire MAT) Academy (MAT non-Oxfordshire HQ), voluntary school or other maintained primary school - excluding special schools serving the primary sector?"</p> <p>See Table in Annex</p>
<p>24. COUNCILLOR JOHN HOWSON</p> <p>We hear of the funding issues facing schools. Can the Cabinet member publish the change in balances held by maintained primary schools in Oxfordshire at the end of financial year 2021/22 compared with financial year-end 2020/21 in cash terms, and identify how many of these schools ended the year with a deficit on the year and how many schools added to their reserves?</p>	<p>COUNCILLOR LIZ BRIGHOUSE, DEPUTY LEADER AND CABINET MEMBER FOR CHILDREN, EDUCATION & YOUNG PEOPLE'S SERVICES</p> <p>See Table below questions.</p>

25. COUNCILLOR JOHN HOWSON

I am certain that Cllr Brighthouse will join with me in welcoming the results of examinations and assessments achieved by pupils in Oxfordshire this year and will have thanked their teachers. Will the Cabinet Member agree to provide a briefing for all members on the evidence of the progress for children and young people educated in Oxfordshire?

COUNCILLOR LIZ BRIGHOUSE, DEPUTY LEADER AND CABINET MEMBER FOR CHILDREN, EDUCATION & YOUNG PEOPLE'S SERVICES

On September 6th the **Provisional** Key stage Two results [Key stage 2 attainment \(provisional\): 2022 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/key-stage-2-attainment-provisional-2022) were published; we are aware that nationally and locally there remain a number of results missing. The final data will be published by the DfE in December.

The DfE have stated that Key Stage 4 data will be published in 'October' but are yet to set a date.

The School Improvement Team would be delighted have the opportunity to share the attainment data with members as soon as the final data has been published.

May I take this opportunity to once again acknowledge the fantastic work that happens every day in our Early Years sector, Primary , secondary, FE and colleges across Oxfordshire. We are all very proud to have such talented staff in our schools, colleges and early years settings.

26. COUNCILLOR JOHN HOWSON

Can you explain why despite Network Rail's offer of funding, the work on the Aristotle Lane railway bridge and slopes has not been carried out to either replace the worn surface or repair the gabions on the western approach?

COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT

The gabion repairs on the Western approach are to be delivered by the City Council, who have assured Oxfordshire County Council that they are designing a repair for them and will carry out the gabion works. The Oxfordshire County Council Road Agreements team and Cllr. Howson have made regular requests for updates from the City Council, as to the progress of the design, but there is still no confirmed timescale for the repair of the gabions. Once the gabion repairs are completed they will be adopted by the City Council. The City Council are dealing directly with Network Rail in terms of any funding for the gabion repair work.

Oxfordshire County Council have secured funding from Network Rail for the replacement of the worn surfacing that is in highway areas, but have not carried out the surfacing, because when the gabion repairs are carried out, any new surfacing would need to be removed and replaced.

Oxfordshire County Council have offered to give the funds it has received from Network Rail to the City Council, so that they can do all the necessary works as a single project, but the City Council have so far not responded to this offer of assistance.

We continue to engage with City Council to secure the latest position.

27. COUNCILLOR BETHIA THOMAS

Before schools broke up at the end of the academic year it was announced that the new school build in Faringdon would be delayed, in part, at least, as utilities had not yet been connected to the site. Among the utilities in question was the gas needed to fuel the boilers included in the design agreed by the previous administration.

Given that the council has declared a climate emergency, was the decision to install a gas boiler in the new school in Faringdon a missed opportunity?

COUNCILLOR CALUM MILLER, CABINER MEMBER FOR FINANCE

First, let me say how sorry I was to learn that the new school was not able to open at the start of the new school year. I know this was a great disappointment to all the members of the OCC property team who have worked in close partnership with school leaders to deliver this project. As you note, this arose due to a delay in the gas pipe works that lay outside the control of the county council. I am glad that the opening date is now close by but – having visited you in Faringdon the weekend before the start of term to see OCC sites for myself – I do appreciate the disruption to the school community that this has caused.

The last six months have given every energy bill payer – households, businesses and public organisations – reason to regret our dependency on gas. But I agree with you that the move away from gas should have started earlier, given the facts we knew about climate change and the urgency of shifting our energy supply away from fossil fuels. The new Faringdon school does have some positive environmental features but these do not achieve Net Zero Carbon operations. So it was a missed opportunity that, in 2019, the new school in Faringdon was commissioned by our predecessors without provision for renewable energy heat sources. Unfortunately, this project was too advanced by the time we took office to change that provision.

The Oxford Fair Deal Alliance took an early decision in August 2021 to commit that all new school buildings will be built to a Net Zero Carbon standard and to seek S106 contributions from developers to meet these standards. In addition, in January 2022 we set aside £7million to meet the potential additional costs of building new schools to a Net Zero Carbon standard where S106 contributions had been obtained from developers before this policy change and will not meet those full costs.

I am proud to say that, as a result of the actions of this administration, all new standalone schools in Oxfordshire will be Net Zero Carbon in operation.

<p>28. COUNCILLOR TED FENTON</p> <p>What proportion of FixMyStreet reports are recorded as duplicates of one or more previous reports and for what percentage of road defects reported by the public is the first response made by OCC after investigation “no further action”?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>Between 01/09/21-31/08/22 There were a total of 36485 FixMyStreet reports. Of these, 1.74% (634 Reports) are recorded as duplicates In the same time frame, 58.25% of road defects' first response was 'no further action'</p>
<p>29. COUNCILLOR ROBIN BENNETT</p> <p>Given that the HIF1 planning application did not come to the September planning and regulation committee as expected, can you confirm when it will be coming to committee, and reassure affected residents and parishes that they will have sufficient time to consider and respond to any new documentation?</p>	<p>COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL & DEVELOPMENT STRATEGY</p> <p>The Planning Application will be going to the 28th November Planning Committee.</p> <p>There will be a 28 day consultation period in accordance with the normal planning process.</p>

30. COUNCILLOR IAN MIDDLETON

Plans for modifications to the Kidlington roundabout and associated junctions initially included the removal of several mature trees from the roundabout as well as some active travel modifications which were regarded as sub-optimal by cycling and walking groups. These proposals were discussed at two meetings with local stakeholders, councillors and officers last month and alternative designs were proposed along with a consensus that there would be no loss of trees on the roundabout. Now that the formal consultation is closed, can the Cabinet Member for Travel & Development Strategy give an update on these plans and in particular provide assurances to Kidlington residents that the much-loved trees on the roundabout will not be removed?

COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL & DEVELOPMENT STRATEGY

Officers have been working on revised scheme proposals reflecting feedback from the consultation. This includes minimising the impact on trees and seeking to retain all trees on the roundabout itself. I thank everybody that responded to the consultation and engaged with the county council constructively to help inform the scheme. Revised proposals will be shared shortly.

31. COUNCILLOR IAN SNOWDON

Could the Cabinet member for Transport explain why he is rushing through and not allowing Oxfordshire residents the full and usual length of time for the consultation on the bus filters which will have such huge impacts on all their lives?

COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL & DEVELOPMENT STRATEGY

It is intended that the Council's traffic filters will be implemented using an Experimental Traffic Regulation Order (an ETRO) under Section 9 of the Road Traffic Regulation Act 1984. This provides that a traffic authority may make ETROs for the purposes of carrying out an experimental scheme of traffic control. In making such an order, the Council is required to consult the police and also to comply with the consultation requirements set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (the 1996 Regulations). Regulation 6 of the 1996 Regulations must be complied with before an ETRO is made, and so the Council is currently undertaking this pre-ETRO consultation. There is however no specified timeframe for that pre-ETRO consultation. The Council therefore considers that the 28-day consultation starting on 5 September is sufficient and lawful, given the Court has held that for a TRO, consultation can occur at the same time as the 21-day objection process.

Once the ETRO is made, there will be a 6 month objection period, which will start on the date the ETRO comes into force. This is as required by regulation 23 and Schedule 5 of the 1996 Regulations. It is hoped that people will take part in that consultation on the ETRO, as well as in the present pre-ETRO consultation.

Whilst the ETRO is in force, including during the minimum 6-month objection period, the Council intends to monitor the operation of the traffic filters, before any decision is made to make the ETRO permanent or not.

As stated in the published Statement of Reasons "The council is proceeding by way of an experimental order because of the innovative nature of the proposals and in particular the permitting system. An experimental order will allow the council to monitor the operation of the proposals, assess the effect of the order on the roads concerned and those in the surrounding area, receive feedback from the public and make changes if required. After these assessments, the council intends to consider making a permanent order which would continue in force indefinitely the provisions of the experimental order."

Similar proposals were consulted on in 2019. I would also add that councillors and officers have been engaging with stakeholders over the last 6 months on

32. COUNCILLOR IAN SNOWDON

When will the Cabinet Member for Highways take public transport seriously and produce actions which provide real solutions rather than empty pledges to reduce car journeys in our county? Yet more bus service cuts show little imagination, other than in the way the cuts are hidden.

COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT

No serious commentator who has observed Oxfordshire affairs for more than a nanosecond in the last 16 months could think that this Alliance administration doesn't take transport seriously. The boldness and ambition of our actions, and the quantum of public response, is testament to that. This is a striking contrast with the record of the previous administration. Pledges to reduce car journeys are not "empty", they are a serious attempt to address the climate emergency, health, well-being, pollution, safety, public realm and much else, as well as being aimed at promoting a range of alternatives including better public transport, walking and cycling. Evidence that we take public transport very seriously as a high priority, demonstrated by for example:

- the considerable work we have put into Bus Enhanced Partnership (now almost finalised),
- our successful £12.7m Bus Service Improvement Plan funding award (capital schemes and revenue initiatives including Youth Fares),
- ZEBRA zero emission buses project – over £80m total value for over 150 new all electric buses, progressing to Plan
- close working with operators on Network Reviews and Management, including new lower/combined Park & Ride charges

<p>33. COUNCILLOR IAN SNOWDON</p> <p>Could the Cabinet member for Highways explain why the rural areas of the county highway teams have been so understaffed while Oxford city has again been prioritised and kept fully staffed. The Northern team hasn't once been fully staffed in the last 12 months and the Southern team never more than 66% staffed. When will you start being the cabinet member of Highways for Oxfordshire and not just Oxford city?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>Reference to Highways could relate to many areas of work. All the teams do work geographically and I understand we have seen vacancies remaining outstanding for long periods of time for a variety of reasons. In most cases work has been covered through the use of agency or consultancy support. I have asked for resourcing levels to be reviewed to ensure we have the appropriate levels and type of staffing for the expected level of work in line with corporate priorities and funding available.</p>
<p>34. COUNCILLOR MICHAEL WAINE</p> <p>Given the apparent overload of the People Scrutiny Committee and limited occasions to scrutinise education would the Cabinet Member consider holding, at the appropriate time, and following previous practice, an All Member briefing on the 21/22 exam results, reflecting particularly the impact of COVID and also lessons learned by both the Directorate and schools?</p>	<p>COUNCILLOR LIZ BRIGHOUSE, DEPUTY LEADER AND CABINET MEMBER FOR CHILDREN, EDUCATION & YOUNG PEOPLE'S SERVICES</p> <p>Data on exam results will be available in January 23. Following a recent review of the scrutiny work programme, sufficient scrutiny meeting time is available in the Jan or March meeting date (dependant on the DFE release timetable). I will ask Officers to liaise directly with Cllr Waine on the report contents.</p>

Table for Question 24

	Balance at 1 April 2021		Balance at 31 March 2022		Annual Change	
	No. of Schools	Balance £000	No. of Schools	Balance £000	No. of Schools	Balance £000
Primary Schools						
Schools in Surplus	118	-12,337	119	-14,595	1	-2,258
Schools in Deficit	13	805	12	876	-1	71
	131	-11,532	131	-13,720	0	-2,187