

CABINET – 16 MARCH 2021

ITEM 4 – QUESTIONS FROM COUNTY COUNCILLORS

Questions	Answers
<p>1. COUNCILLOR MARK CHERRY</p> <p>Will the cabinet member for Highways Delivery urgently liaise with Oxfordshire County Council drainage officers and the relevant Cherwell District Council officer who are currently working on engineering plans to divert the current water stream in Mold Crescent onto The Fairway Road. Not only is it causing extensive damage (potholes) to the public highway, there are also public safety concerns.</p> <p>I understand that it's down to Thames Water to arrange to pipe water into the storm water system. The works urgently needs a timeframe to be moved forwards, as resident's concerns are increasing as the situation has been running for nearly 40 years.</p>	<p>COUNCILLOR EDDIE REEVES, CABINET MEMBER FOR HIGHWAYS DELIVERY & OPERATIONS</p> <p>Originally CDC had approached OCC to ask if this ground water runoff could be diverted into the highway drainage carrier pipes. As OCC felt the carrier pipes had insufficient capacity to take additional volume (to what ran off the highway) it was suggested an alternative solution was found. Over time, it became apparent OCC and CDC needed to assist each other in this investigation as OCC had equipment resources to aid CDC and were increasingly becoming aware of the damage to the highway, having to revisit a number of times to undertake safety defect repairs.</p> <p>The CDC officer has now been able to obtain permission from Thames Water to discharge this ground water into a convenient surface water sewer, as this is clearly an issue for the riparian owner, in this case Banbury Town Council (BTC), as the water exits the park adjacent to the highway, OCC feel the implementation of any scheme will require a decision and funding from Banbury Town Council, OCC contractors, Skanska, have estimated the scheme may cost about £5,000 but any design submitted by the Town Council would require a full estimate if needed.</p> <p>For information, as a result of significant water run off onto the highway over time, OCC will also need to instigate a road repair (when the road is dry) to ensure safety, which will involve a road closure. This is potentially up to a three month process, with the provisional estimate of the repairs to the road being a £20,000 cost to OCC</p>

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	<p>I understand that an officer (BTC) will be taking a paper to the next BTC committee (on 23rd March) for approval of the funding (£5k), OCC officers will be informed the following day. Once the funding has been approved the work can be programmed.</p>
<p>2. COUNCILLOR JOHN HOWSON</p> <p>When was the weight limit on Leckford Road in my Division of 7.5 tonnes last enforced?</p>	<p>COUNCILLOR EDDIE REEVES, CABINET MEMBER FOR HIGHWAYS DELIVERY & OPERATIONS</p> <p>No active enforcement of the this weight restriction has been conducted by Oxfordshire County Council. However, the Police can equally enforce weight restriction breaches and may have done so.</p> <p>Although this is a non-statutory function, the County Council maintains some capacity to enforce weight restriction breaches and this is undertaken by the Trading Standards Service. One key factor in directing where this finite resource should be focused, is the number of public reports of possible breaches being received in an area.</p> <p>The Trading Standards Service has not received any public reports via their online reporting tool regarding Leckford Road.</p> <p>I would encourage anybody who has observed a potential weight restriction breach to report the matter to Trading Standards via our public website. Of course, most weight restriction areas will allow HGVs to access the area for collections and deliveries, within the area itself.</p> <p>Below is a link to the relevant page of our website: https://www.oxfordshire.gov.uk/business/trading-standards/weight-restriction-enforcement</p>
<p>3. COUNCILLOR TIM BEARDER</p>	<p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT (inc. TRANSPORT)</p>

Questions	Answers
<p>How many new houses does EEH envisage across the area by 2050?</p>	<p>Part of this answer has been sourced from the July 2020 EEH publication Heartland in Context which takes its data from the EEH Databank. More information can be found at the following link, in particular document page 33 entitled <i>Housing</i></p> <p>“The majority of current Local Plans of the 37 planning authorities in the Heartland cover a period from the early 2010s to the early 2030s. Together, the current plans will deliver a total 535,000 new dwellings, increasing the region’s existing housing stock by around 25%. Local Plan growth equates to 27,822 new homes per year. If this level of planned growth was to continue until 2050, an additional 862,000 new homes would be delivered over the next 30 years.”</p> <p>It is important to note that those forecasts beyond the 2030s will be the subject of the OxCam Arc Spatial Framework, which the government very recently announced will be a statutory planning framework for the Oxfordshire to Cambridgeshire region. The policy paper accompanying the announcement confirms MHCLG will be leading this piece of work and is planned to take place from Spring 2021 until end 2022/early 2023.</p>
<p>4. COUNCILLOR TIM BEARDER</p> <p>How many NEW roads will be built under EEH plans? NEW roads and NOT improvements to existing ones, such as the A34</p>	<p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT (inc. TRANSPORT)</p> <p>The EEH Transport Strategy proposes to develop an infrastructure Investment Pipeline. The strategy goes onto illustrating some initial proposals, which are summarised on a map on pages 70 - 71. Most of these proposals are improvements to existing roads but we will ask EEH if they can confirm to us which of these projects would include new sections of road.</p> <p>The strategy has identified the benefits of considering strategic large-scale infrastructure at a regional scale and has committed to delivering a programme of Connectivity Studies to look at areas in detail and develop packaged proposals. Local Authorities have been invited to participate in the</p>

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	<p>Steering groups for these studies and we can confirm that an Oxfordshire County Council officer representative will be involved in this group.</p> <p>The first two of these studies will be commencing in April 2021, for a period of one year, and will be looking at the Oxford – Milton Keynes corridor and the Peterborough – Northampton – Oxford corridor. The studies will look holistically at the interconnections between these major economic hubs and also along the routes and will consider how both transport and digital connectivity could be improved.</p>

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