

## QUESTIONS WITH NOTICE FROM MEMBERS OF THE COUNCIL

## ANNEX 2

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

Questions	Answers
<p><b>1. COUNCILLOR YVONNE CONSTANCE</b></p> <p>Residents in villages along the A420 still have no information from traffic management, nor any confidence that OCC is requiring any action by Swindon Borough Council to divert traffic away from the A420 during the SBC works for next 18 months on the A420. The Question was raised at July Council meeting, and we have seen no action and heard of no developments with SBC.</p> <p>In addition to current works, SBC is about to open 1 million sq. ft distribution space at Symmetry Park ( to be occupied by Amazon?) and is now starting the EIP for redevelopment of 675 sq. ft at the Honda site into distribution space, as well as starting a Review of their Local Plan. What confirmation can the Cabinet Member give me that the OCC will ensure the we residents know that Oxfordshire's interests are being properly considered and actioned in these programmes?</p>	<p><b>COUNCILLOR TIM BEARDER, CABINET MEMBER FOR HIGHWAY MANAGEMENT</b></p> <p>Officers in the Network Management Team have been in contact with colleagues at Swindon Borough Council regarding the refurbishment of the roundabouts on the A420 just over the border. As works progress, Swindon has installed traffic management to allow for the controlled passage of vehicles through the site. At the same time, Highways England have been operating night-time closures of the M4 and diverting traffic along the strategic diversion route of the A420 and A34. Both sets of works are causing delays on the approaches to the roundabout and these are being controlled by manually operated traffic lights. I can confirm that there are no roadworks on the A420 junction with Highworth Road. We did grant a permit for some limited works in March 2021, but these are completed. We have no Permits pending in the system for works for a roundabout in the system for Highworth Road (Shrivenham) and the A420, but we have had some very preliminary conversations with Carla Homes representatives about the potential works. However, there is currently no S278 agreement in place and any works would not start until 2022 at the earliest. A decision on the granting of a Permit would take into account other works on the A420 to ensure that any disruption was mitigated as far as possible. The Statement of Common Ground between Oxfordshire County Council and Swindon Borough Council refers to the Swindon Borough Local Plan 2016 Examination and does not refer to ongoing or proposed roadworks. Decisions on these are made under the Oxfordshire Permit Scheme. Officers from the County Council will be meeting soon with operational staff from Highways England to look at the Strategic Diversion Routes within the County (date to be confirmed). The A420 – Swindon to Oxford, is part of the strategic diversion network and is</p>

Questions	Answers
	<p>part of the County Councils Freight Strategy for Oxfordshire as a link between large towns. This strategy is being reviewed under LTCP5.</p> <p>I can confirm that the planning application for the Symmetry Park distribution building and the EIA scoping opinion request for the Swindon Honda Site to which you refer, were both subject to consultation by Oxfordshire County Council (OCC). OCC objected to the Symmetry Park application in our capacity as Lead Local Flood Authority. Our response to the Honda EIA scoping opinion highlighted the need to consider mitigation for highway safety and capacity issues along the A420. I am also able to confirm that OCC are routinely consulted by Swindon Borough Council (SBC) where planning applications are deemed to impact upon our County or immediately about the County Boundary. Whilst our consultation responses must be considered by SBC, as Local Planning Authority they are ultimately the decision maker. In terms of SBC Local Plan Review, OCC is considering and preparing a formal response to the current Regulation 19 consultation which will be reviewed by the inspector examining the plan; relevant members are being consulted as part of this process. We are also preparing a response to the Swindon Draft Local Transport Plan Refresh and have involved members in this process. Officers currently attend biannual planning liaison meetings with SBC and are seeking to set up additional liaison meetings for senior officers and members.</p> <p>I also note that, in February 2021, the Government issued a press release that said the Oxford to Cambridge Arc was: 'An ambitious plan to unleash the economic and cultural potential of the Oxford-Cambridge Arc, to transform it into one of the <u>world's premier growth corridors</u>' I note that this is a project you enthusiastically supported while you were running Oxfordshire's roads. If you and your friends in the Conservative government continue to promote an ambition to turn us into the <u>world's premier growth corridor</u> it is little wonder your residents feel like they are living in one! I will not abandon them to this unwelcome ideology that I don't think local people don't want.</p>

Questions	Answers
<p data-bbox="203 220 875 248"><b>2. COUNCILLOR YVONNE CONSTANCE</b></p> <p data-bbox="203 331 904 735">Residents along the A420 past Faringdon have been assured for years that traffic lights would be installed at the Great Coxwell junction to manage the increased traffic from many new developments in the area. There is now real concern that development on Land South of STEEDS may result in loss of that the Inspector's decision on appeal to require 35% affordable houses, may result in the loss of s.106 contribution ( of £854,000) threaten delivery of these much-needed traffic lights.</p> <p data-bbox="203 775 904 882">What plans does County Council have to fund the Great Coxwell traffic lights if the 'Steeds S.106 funding' is lost?</p>	<p data-bbox="931 220 1973 285"><b>COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL AND DEVELOPMENT STRATEGY attachments</b></p> <p data-bbox="931 331 2011 549">The S106 was signed shortly after the Inquiry concluded and prior to the Appeal Decision report being published. It includes within it the requirement for the developer to deliver the Coxwell Road/A420 junction improvements (i.e. introduction of traffic lights), prior to occupations of dwellings on the site (see paragraph 3.2, p.52, Eighth Schedule). I have attached a copy of the S106 for reference. The sections relevant to transport matters are:</p> <ul data-bbox="981 592 1962 703" style="list-style-type: none"> <li>• Seventh Schedule: Covenants with the County Council (pp.43-49)</li> <li>• Eighth Schedule: Highway Works (pp.50-52)</li> <li>• Ninth Schedule: A420 Junction Works (pp.53-55)</li> </ul> <p data-bbox="931 746 2018 815">NB: page numbers given are those of the PDF rather than the page numbers shown on the scanned copy.</p> <p data-bbox="931 858 2018 1075">Provision is made within the signed S106 for funds secured through other developments (Fernham Fields, ref: P13/V0139/O and The Steeds, ref: P15/V1934/O) to be transferred to the developer, who will directly deliver the junction improvement. The design of the scheme will be subject to technical approval from OCC (including an independent multi-stage Road Safety Audit).</p> <p data-bbox="931 1118 2029 1441">Per the conclusion of the Inspector in their Appeal Decision (also attached for reference), the site is obligated to deliver the junction improvement <i>and</i> 35% affordable housing (plus many other contributions listed in the S106), so there would be no reason for the S106 funds referred to in the councillor's question to be lost. For further clarity, the sum of £854,000 referred to in the question relates to the initial amount of £854,653 secured per the S106 for 'phase one' of The Steeds (P15/V1934/O). This is already held by Vale of White Horse District Council, so the conclusion of the Appeal for the South of Steeds (P18/V0259/O) has no bearing on this sum.</p>

Questions	Answers
	<p>As such, a clear mechanism for the delivery of the improvement to the A420/Coxwell Road junction has now been established and secured via legal agreement.</p>
<p><b>3. COUNCILLOR YVONNE CONSTANCE</b></p> <p>The new National Bus Strategy is being implemented in Oxfordshire, and we know that OCC met the June deadline to submit proposals for an Extended Bus Partnership Strategy. We must now submit the bid for enhanced bus services, and we expect that to feature increased service to rural areas. Will the Cabinet Member inform Council residents and interested parties can submit their proposals in time to be included for the October deadline?</p>	<p><b>COUNCILLOR TIM BEARDER, CABINET MEMBER FOR HIGHWAY MANAGEMENT</b></p> <p>At this stage, the Council is still evaluating different approaches to the rural transport issue in Oxfordshire. The Bus Service Improvement Plan (BSIP) will set out a broad ambition, with indicative financial implications, for the many aspects of bus travel in the County. The BSIP, to be submitted this October, will therefore not include details of specific bus routes and locations. However, the Council will be engaging with the public and Stakeholders about their ideas for specific proposals and other measures to boost bus use. These will be considered, and a final set of proposals included in the Enhanced Bus Partnership document to be approved by this Council in spring 2022.</p> <p>It is worth bringing in an unfortunate splash of reality here. Whilst the government is promising services that are so frequent, passengers will be able to "turn up and go" the money they are actually providing to achieve that is so derisory that their promises are pure hyperbole. In the face of a Climate Emergency the Conservatives have a £27bn roads investment plan and they offer councils a measly £3bn for buses! It's a shameful missed opportunity, but I can assure you we will do all we can, to be as ambitious as we can with the crumbs they've given us.</p>

Questions	Answers
<p><b>4. COUNCILLOR EDDIE REEVES</b></p> <p>Has a Devolution Deal bid been submitted to HM Government by this Council, following the example set by Hampshire and other upper tier authorities, and if not, why not?</p>	<p><b>COUNCILLOR LIZ LEFFMAN, LEADER OF THE COUNCIL</b></p> <p>This Council has not submitted a “devolution deal” bid to HM Government. There are several reasons for this. First of all, it is not up to this Council unilaterally to pursue a deal or put in a bid – any such bid would have to be agreed with the Districts and the City. Secondly, we do not know at this stage what exactly HM Government means by a “Devolution Deal” or “County Deal” and we will only have a clear idea of this when the expected White Paper is published in the autumn. Finally, I would remind Cllr Reeves that in his Levelling Up speech of July 15<sup>th</sup>, the Prime Minister was clear about the continued importance of the Ox - Cam Arc, referring to it as ‘<i>the golden triangle of London, Oxford and Cambridge - the greatest scientific constellation in this hemisphere...</i>’ Oxfordshire is a key player in the Arc and it is in that context we and our District and City partners are framing our conversation with HM Government, focussing on our vision for a greener, fairer county and a vibrant green economy. It is clear that for those authorities within its geography, the Arc is expected to be the conduit for requests for funding, freedoms and flexibilities.</p>
<p><b>5. COUNCILLOR EDDIE REEVES</b></p> <p>Under the last administration, the Growth Deal attracted Government funding of some £30 million a year alongside £60 million for much needed affordable homes and a £5 million fund to help develop a strategic plan for Oxfordshire. Given that we are now in the penultimate year of the Growth Deal, what plans do the current administration have to attract similar levels of public funding to Oxfordshire from 2023 onwards or does the Leader think that we have received enough inward investment already?</p>	<p><b>COUNCILLOR LIZ LEFFMAN, LEADER OF THE COUNCIL</b></p> <p>Oxfordshire has been successful in attracting funding in recent years. There is however never sufficient funding, and we will continue to bid for available funding and state the case for further investment in Oxfordshire including exploring any opportunities being brought forward by Government including the UK Infrastructure Bank to support the climate agenda and economic recovery.</p> <p>The refresh of OXIS and LTCP that my administration is supporting will better enable us to align business cases to the priorities of the council as well as capitalising on funding opportunities such as those presented through Active Travel funding. Should new bid opportunities arise, the new refreshed OxIS will allow us to build business cases for infrastructure schemes that better</p>

Questions	Answers
	align to the political priorities of Oxfordshire.
<p><b>6. COUNCILLOR ANDREW COLES</b></p> <p>Further to my emails, could I ask Councillor Bearder what steps he and his team intend to take to address the unsightly and dangerous condition of the pavements on Burwell Drive in my division. Full details of which I have forwarded to him over the course of the summer along with photographs. Could I also politely remind Councillor Bearder that the invitation for him to come and visit and see the situation for himself still stands and that he would be very welcome.</p>	<p><b>COUNCILLOR TIM BEARDER, CABINET MEMBER FOR HIGHWAY MANAGEMENT</b></p> <p>As intimated, the Burwell Drive footways are in the footway slurry programme for this year, and the programme is likely to take place during October.</p> <p>As recognised, following a meeting with Cllr Walker, much of the condition is cosmetic and hence the slurry is the correct repair method, there will be the odd location that will need some prep work in advance but this will be undertaken by the same sub- contractor nearer the time.</p>
<p><b>7. COUNCILLOR TED FENTON</b></p> <p>Given that all the meetings for decisions by the Cabinet Member for Environment and Climate Change Delivery have been cancelled to date can the Cabinet member please assure Council that climate change is being taken seriously and explain what action has been taken over the last four months which apparently needs no decisions to be made?</p>	<p><b>COUNCILLOR PETE SUDBURY, CABINET MEMBER FOR CLIMATE CHANGE DELIVERY &amp; ENVIRONMENT</b></p> <p>Whilst I appreciate the irresistible rhetorical flourish, I cannot believe that an experienced member of a Party that until recently had been in power for over 100 years cannot distinguish between rare items requiring formal decisions and decision-making itself.</p> <p>The council is taking action to deliver our climate action commitments – both to reduce the council’s own emissions in line with our net zero commitment by 2030, and to deliver a zero carbon Oxfordshire. Decisions are being taken at the appropriate level in the organisation and within the relevant services in reflection of the cross organisational nature of the climate programme.</p> <p>Amongst the activity in the previous 4 months is:</p> <ul style="list-style-type: none"> <li>• The completion and launch of the Pathways to Zero Carbon Oxfordshire as an evidence base for the infrastructure and approach to</li> </ul>

Questions	Answers
	<p>reach net zero across land, power, buildings and heat and transport.</p> <ul style="list-style-type: none"> <li>• Mobilisation and delivery of Green Home Grant Programme to retrofit 150 homes in fuel poverty.</li> <li>• Submission of a £3m bid to the Sustainable Warmth Fund</li> <li>• Work to embed zero carbon in the development of major policies – Local Transport Connectivity Plan, OP2050 and Oxfordshire Infrastructure Strategy</li> <li>• Supporting the establishment and launch of an Environmental Advisory Group of the Future Oxfordshire Board</li> <li>• Completion of Banbury Local Cycling and Walking Infrastructure Plan</li> <li>• Delivery of Community Cycling &amp; Walking activation projects in Witney, Bicester and Oxford.</li> <li>• Continued to deliver roll out of streetlighting LED conversion</li> <li>• Tendered delivery of £2.1m retrofit investment for several own estate and school buildings</li> <li>• Delivery of the LED retrofit of Thornhill and Water Eaton Park and Rides</li> <li>• Completion of the retrofit and installation of a heat pump at Benson Library</li> <li>• Secured InnovateUK funding to complete a study on the feasibility of hydrogen fuelled Fire Service vehicles</li> <li>• Trained our first trainers and delivered the first courses in peer-to-peer carbon literacy training</li> <li>• Launched a climate action training module mandatory for new starters, and available to all staff.</li> </ul>
<p><b>8. COUNCILLOR TED FENTON</b></p> <p>The news that a trial “gully” scheme to allow householders who haven’t got access to off-street parking to charge electric vehicles is very welcome indeed. Can the cabinet member</p>	<p><b>COUNCILLOR PETE SUDBURY, CABINET MEMBER FOR CLIMATE CHANGE DELIVERY &amp; ENVIRONMENT</b></p> <p>Thank you for this very pertinent question.</p> <p>I queried the geographical limitations myself when I was first informed of it,</p>

Questions	Answers
<p>explain why the request for volunteers to trial the scheme has been limited to Oxford City and Cherwell District, can he give an indication as to whether residents of other Districts might be invited to participate in the trial and, if the trial is successful, how soon the scheme might be available to residents across the County?</p>	<p>and have received assurances that further trials of this or other innovations will be shared around all districts:</p> <ol style="list-style-type: none"> <li>1. The decision to limit geographical scope for the pilot project was made for practical reasons of the small scale and limited length of the project funding period of 8 months; <ul style="list-style-type: none"> <li>• There are 30 gullies to be installed; limiting the geographical spread and concentrating installations in a smaller area is more efficient and cost effective, allowing installations to be completed by a smaller number of staff in a shorter time period.</li> <li>• Similarly – for follow up visits to carry out inspections, testing and interviews with users, limiting the geographical area covered helps us to manage the time and costs of this work.</li> <li>• We will need to take planning advice and possibly make planning applications with each of the district councils where gullies will be installed – each of these will take time and have associated expenses. Limiting the number of district councils will make this more manageable within a short project.</li> <li>• GIS analysis highlighted Oxford City and Cherwell Districts as having the largest hotspots for of EV uptake coinciding with lack of on-street parking.</li> </ul> </li> <li>2. The council is a partner in another small project aimed at piloting a different technology for EV charging without off-street parking which will launch in September. This project will recruit volunteers from different areas of Oxfordshire.</li> <li>3. The two pilots will gather evidence which we hope will;</li> </ol>



Questions	Answers
	<ul style="list-style-type: none"> <li>○ help the Council to make a decision on whether the technologies could become ‘business as usual’ – approved for use across the whole of Oxfordshire.</li> <li>○ help the commercial partners to make business decisions about their products and their launch into the market.</li> </ul> <p>Both decision making processes are necessary to determine how soon either technology may be available to the wider public and are dependent upon the outcomes and learnings from the pilots.</p>
<p><b>9. COUNCILLOR TED FENTON</b></p> <p>What, if any, evidence is there that any reduction in car travel and pollution outweighs the increase in pollution caused by those who have to make longer car journeys to bypass them in regard to LTN’s?</p>	<p><b>COUNCILLOR TIM BEARDER, CABINET MEMBER FOR HIGHWAY MANAGEMENT</b></p> <p>Whilst evidence is increasing from the many London LTNs implemented in 2020, research evidence is so far mainly from the experience of Waltham Forest LTN, which was implemented in 2015. Traffic monitors found that traffic within the Waltham Forest LTN reduced by around 50%.</p> <p>Additionally, there was little or no impact on traffic along the main peripheral roads, where wider factors and longer-term trends in traffic had more impact than LTNs on levels of motor traffic on the boundary roads.</p> <p>In terms of air pollution and public health, King’s College London modelled a range of interventions around air quality, exposure and attitudes, and its impact on the public in Waltham Forest. It found a 7% reduction in NOx, PM10 and PM2.5 emissions from cars between 8-9 am, relative to leaving the mode share at the same level as in 2013. Waltham Forest’s interventions, such as the Mini-Holland LTN scheme and additional infrastructure, accounted for two thirds of the reduction, with the other third from the longer-term trends in traffic between 2013 and 2020. As a result, each person living in Waltham Forest will gain on average an increase in life expectancy of</p>

Questions	Answers
	<p>around 1.5 months, which for Waltham Forest as whole equals around 41,000 life years, compared with air pollution remaining at 2013 concentrations.</p> <p>The innovation team are currently undertaking extensive monitoring of the Oxford LTNs and peripheral main roads and junctions. Monitoring includes traffic flows, air quality, noise, cycle and pedestrian flows. We are also conducting attitudinal and mode trip data by surveys. Because of the impacts of Covid 19 lockdowns, monitoring needs to distinguish between different causes and control sites are therefore being used to identify local impacts. The results will not therefore be available for some time.</p> <p>Of course, whilst the emerging evidence is positive, LTNs are about so much more than purely air quality. Research has found that road injuries halved in low-traffic neighbourhoods installed during the coronavirus pandemic when compared against areas without the schemes. Will Norman, the walking and cycling commissioner for London, said: "This research categorically shows yet another benefit that well-planned LTNs bring, adding to the long list of advantages." Safer, less polluted, quieter streets are what residents in the proposed areas overwhelmingly want as is borne out by this consultation and the election results in May.</p>
<p><b>10. COUNCILLOR EDDIE REEVES</b></p> <p>Given the very considered deliberations of the One Headington group and others, will the Cabinet member undertake to genuinely listen to those views and commit to cancel any plans for new LTNs in a given area where a majority of respondents pursuant to any future consultations is found to be against Council plans?</p>	<p><b>COUNCILLOR TIM BEARDER, CABINET MEMBER FOR HIGHWAY MANAGEMENT</b></p> <p>Dear Cllr Reeves, although the Conservatives don't seem to be doing much about it, you will surely be aware that human activity is changing the climate in unprecedented and sometimes irreversible ways.</p> <p>A landmark UN scientific report released in August warns of increasingly extreme heatwaves, droughts and flooding, and a key temperature limit being broken in just over a decade.</p> <p>The report "is a code red for humanity", said the UN Secretary General</p>

Questions	Answers
	<p data-bbox="931 225 1182 252">António Guterres.</p> <p data-bbox="931 296 2024 515">If you personally don't understand the implications of this, the majority of Oxford's residents do. Despite the Conservatives best efforts to oppose LTNs and turn it into an election issue in May, your party failed to win a single seat in the City and you lost control of the council overall. I would have hoped this would have been a wakeup call but still you seem intent on stoking division where there ought to be unanimity.</p> <p data-bbox="931 555 2002 847">This surprises me because having held my cabinet post before me, you above many others, must understand that this isn't just an environmental issue, this is a social justice issue. In heavily congested cities cars are very dangerous - they pollute our air and they harm our residents in serious road traffic accidents. Oxford has some of the lowest rates of car ownership outside of London and we need to stand up for those people that don't have access and can't afford to ensconce themselves in a safe protective metal shell. Our roads need to be safer for everyone.</p> <p data-bbox="931 887 2024 1179">But also, you should know that we can't afford to spend millions of pounds we don't have on miles and miles of tarmac that is used exclusively for a small number of people in cars. I know your administration chose to borrow £80m so we could but I believe that without adequate funding coming forward, we need to look to reprioritise road space for less damaging modes of transport. The most sensible place to do this is in cities where alternative modes of transport are readily available and distances to sites of employment or commerce are short.</p> <p data-bbox="931 1219 2024 1401">Even your own party leader agrees. In July Boris Johnson said: "I support councils, of all parties, which are trying to promote cycling and bus use. And if you are going to oppose these schemes, you must tell us what your alternative is, because trying to squeeze more cars and vans on the same roads...is not going to work."</p>

Questions	Answers
	<p>Do you have a plan?</p> <p>This administration is genuinely listening. We are listening to the parents who want their children to be able to get to school safely on their bikes, we are listening to doctors and nurses that say that active travel can promote healthy lives and improved mental wellbeing and we are listening to scientists and the experts that tell us that doing nothing is not an option if we want to tackle climate change. The consultation is about involving the community in our plans and seeking their engagement in their design and implementation so that the community is part of the change. It is not about giving people a veto over the important vision to create a better Oxfordshire.</p> <hr/>
<p><b>11. COUNCILLOR NICK FIELD JOHNSON</b></p> <p>Four years ago, we agreed to invite the six Oxfordshire MPs to come forward and exchange views with the County Council. However, this never happened.</p> <p>I know that you have recently approached the six MPs but have had little response from several. As you know, I am keen to get all the six MPs to sign off on a clean river policy and stop raw sewage being dumped into our rivers.</p> <p>Can I push for a response from MPs and ask which MPs have not responded so that we can lobby them to respond and meet with you and members of the Council?</p>	<p><b>COUNCILLOR PETE SUDBURY, CABINET MEMBER FOR CLIMATE CHANGE DELIVERY &amp; ENVIRONMENT</b></p> <p>In September 2018 in response to a motion you proposed, Council asked the Leader to write to the Minister for the Environment, the Chief Executive Officer of Thames Water, and the Head of the Environment Agency, supporting the long and short term aims to fight against sewage pollution in our rivers.</p> <p>This was followed on 8th September 2020 by a motion that asked the Leader to write to a number of parties including Oxfordshire MPs “to ask that HM Government takes urgent action to ban the dumping of raw and untreated sewage into our rivers and to support a clean river policy including the reintroduction of quality status in order to re-establish the high quality of water in our rivers.”</p> <p>The request in 2020, which included MPs, was for them to urge Government action as identified above rather than to engage specifically with us on this issue.</p>

Questions	Answers
	<p>My officers are not aware of further specific communication with any of our MPs about this issue since then.</p> <p>I have myself been seeking a meeting with the new Chief Exec of Thames Water, Sarah Bentley, to make clear the unacceptability of daily discharges of sewage, failure to deal with a poor record on leakage, poor customer service and to seek not only assurance but time-phased, specific commitments for improvements. I have been fobbed off by underlings but will continue to pursue this path of action.</p> <p>The management of water quality in our rivers is the statutory responsibility of the Environment Agency rather than the County Council. Nevertheless, the issue of river pollution is ongoing and remains a great concern in the county and, the County Council would welcome any opportunity to speak with MPs and others to press the case for improvements. The support of Members in this process would be welcome.</p>
<p><b>12. COUNCILLOR MARK CHERRY</b></p> <p>Can I be assured by the cabinet member for highways management that Edmonds road will be considered for full resurfacing? Highways officers are aware that this road is continually having to be patched up by Skanska contractors to my local knowledge has not had any major resurfacing since I went to Drayton school in the late 1980s to 1990s</p>	<p><b>COUNCILLOR TIM BEARDER, CABINET MEMBER FOR HIGHWAY MANAGEMENT</b></p> <p>Thank you for your enquiry, and I would like to offer my apology to your residents. As you have stated our Highway Officers are aware of the condition of Edmonds Rd and others in Banbury, unfortunately Oxfordshire is not alone in maintaining a highway network that is deteriorating, with recent surveys showing that over 17% of all local authority roads are considered to be in poor condition.</p> <p>It won't surprise you to learn that the Conservative Government is massively underfunding Oxfordshire's roads with an eye-watering 28.6% reduction in the Highway Maintenance Block grant this year alone! This comes after years of inadequate funding that the previous administration masked, to a certain extent, by borrowing around £80m to plug the gap.</p>

Questions	Answers
	<p>That has meant the position in Oxfordshire is slightly better than the national average with only 13% of roads considered to be in poor condition, this still represents 362 miles of road that are in need of significant repair, which it is recognised is not good enough.</p> <p>The council therefore has to take a prudent view in the way it maintains its highway and to this end, the County Council has a Highway Asset Management Plan that seeks to balance the costly repair of roads that are already in the poorest condition with cheaper resurfacing schemes on roads that are about to fall into disrepair to prevent more costly repairs at a later date. This however, still leaves many roads where potholes are occurring to which the council needs to react.</p> <p>It is very clear that without a radical change in the funding formula we will need to make some major changes and I know you will support the administration with the ideas and energy needed to offer alternatives to our residents. The perpetual state of managed decline we've seen under the Conservatives is simply not sustainable.</p> <p>All that said, I can confirm that Edmonds Road is on our provisional programme for 2022/23, however the repair type will very much depend on the further detailed inspection and available funding.</p>
<p><b>13. COUNCILLOR MARK CHERRY</b></p> <p>The previous principal and current principal of north Oxfordshire academy school backed in writing, is for a lower speed limit of 20MPH from the current 30MPH on the A422 Stratford Road , Banbury. This includes local residents of trinity close. A lot of highways officer's time and another</p>	<p><b>COUNCILLOR TIM BEARDER, CABINET MEMBER FOR HIGHWAY MANAGEMENT</b></p> <p>I can confirm I support the wider implementation of 20mph speed restrictions across Oxfordshire and that I would be supportive of consulting on a lower speed limit on the A422 Stratford Road as it passes the North Oxfordshire Academy entrance.</p> <p>Given the long history behind this issue, officers have added this request to</p>

<b>Questions</b>	<b>Answers</b>
<p>Active travel 3 bid pending. Can I be assured by the cabinet member for highways management that he supports the lower speed limit for A422 Stratford road that will make it safer for school children, cyclists and local residents alike?</p>	<p>their programme and will work with Councillor Cherry to progress the matter as soon as possible.</p> <p>I can confirm, as I understand you are aware, officers are progressing with the installation of Flashing Amber Lights to help slow traffic as it passes the school.</p> <p>To clarify with regards the Active Travel Tranche 3 bid, this part of the network was not included in this round of bids. Some feasibility funding for a scheme in the Easington area was included. The completion of the Local Walking and Cycling Improvement Plan for Banbury will put the town in a much clearer and stronger position for any future bid opportunities.</p>
<p><b>14. COUNCILLOR BRAD BAINES</b></p> <p>Figures published in August by the ONS showed drug-related deaths last year in Oxfordshire were the highest since 2002. Can the Cabinet Member confirm what is being done by this administration in response to ensure we do not see a year-on-year increase in deaths and explain whether cuts to public health under the previous administration have contributed to this unfortunate rise?</p>	<p><b>COUNCILLOR MARK LYGO, CABINET MEMBER FOR PUBLIC HEALTH &amp; EQUALITY</b></p> <p>Any premature death is very sad, and our sympathies are with the families of these individuals. In Oxfordshire we are committed to supporting people to recover from substance misuse and have maintained significant funding for these services over recent years. This funding is used to provide education and awareness, harm reduction services, and clinical services both in the community and in residential settings. Since 2020, a number of grants have boosted funding to support the homeless, those who have been in the criminal justice system, and to provide further residential detoxification capacity.</p> <p>The provider of Oxfordshire Community Alcohol and Drug Services, Turning Point has been recognised by CQC as Outstanding, and supports clients through all stages of their recovery from drugs and alcohol.</p> <p>The Oxfordshire system has a range of services which specifically help to prevent drug related deaths. Oxfordshire has a well-established “Early Warning System” that is used to inform front-line staff and people in services</p>

Questions	Answers
	<p>whenever we have concerns related to for example, contaminated drugs. These alerts are informed by national and local intelligence. The Public Health team also works closely with the Coroner to identify and investigate drug related deaths and to look for trends and identify ways to reduce deaths.</p> <p>There is a strong focus on Harm Reduction in our service. Turning Point provide Naloxone kits (which reverse the potentially fatal effects of an opiate overdose), with training, to all people who use the services, their family and carers and professionals who work with them, as appropriate. We also have a network of pharmacies and Turning Point hubs providing needle exchange kits, providing clean needles to reduce the risk of infection. Turning Point also provide outreach work with vulnerable groups including people who are homeless and/or rough sleeping across Oxfordshire, which includes harm reduction support and advice.</p> <p><b>Further information:</b> The 2020 ONS data released last month shows the drug misuse death rate is lower than the south east average, and national average, but is higher than it has been in the last 4 reporting periods.</p> <p>The definition of “drug related deaths” is set out by the Office for National Statistics as <i>Deaths where the underlying cause is poisoning, drug abuse, or drug dependence and where any of the substances are controlled under the Misuse of Drugs Act (1971)</i></p>
<p><b>15. COUNCILLOR BRAD BAINES</b></p> <p>The County Council has rightfully pursued an ambition of promoting a modal shift to active travel and improved road safety by supporting school streets at trial sites across the County, however many of these have or are under threat of falling through due to the pressures placed on</p>	<p><b>COUNCILLOR TIM BEARDER, CABINET MEMBER FOR HIGHWAY MANAGEMENT</b></p> <p>This is an excellent question, and I would like to confirm that, subject to OCC being granted the power to use camera enforcement for the moving traffic offences in December, it is an ambition of the school streets team for the enforcement of them to move from them being volunteer lead to an ANPR system.</p>



<b>Questions</b>	<b>Answers</b>
<p>a small number of committed volunteers. Can the Cabinet Member explain whether it is the intention of the new administration, subject to new powers being granted in December from Whitehall, to replace volunteer enforcement of school street schemes with ANPR cameras, and what is the likelihood of the necessary powers for such a move being granted?</p>	<p>The team are currently setting a paper to review the steps that would be needed to be carried out for this to happen. In the meantime, I would like to take the opportunity to thank all the volunteers that have given up their time to make children's school journeys safer and more enjoyable and the school streets team for constantly striving to do the same.</p>
<p><b>16. COUNCILLOR BRAD BAINES</b></p> <p>Can the Cabinet Member confirm whether residents of St Ebbe's by the Water, whose only entry to their estate is via the Thames Road / Blackfriars Road junction, will be eligible for residents' discounts for the Zero Emission Zone once expanded to the proposed 'Green Zone'?</p>	<p><b>COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL AND DEVELOPMENT STRATEGY</b></p> <p>We have not yet confirmed the nature or scope of discounts and exemptions for the wider ZEZ (covering the 'green zone') as we are currently focused on the ZEZ Pilot.</p> <p>The potential impact of the ZEZ on residents of St Ebbe's south of Thames Street has been raised previously, so we will consider this as we develop the scheme and will keep local councillors and residents informed as the proposals develop. There will be a public consultation on the wider ZEZ before any decisions are made.</p>
<p><b>17. COUNCILLOR ROBIN BENNETT</b></p> <p>Even before the current crisis in Afghanistan, many unaccompanied children were arriving in Britain seeking asylum and needing urgent support. The most recent published figure for the number of such children supported by Oxfordshire County Council was 42.</p> <p>By way of background, as I'm sure you are aware, the government ask that councils take</p>	<p><b>COUNCILLOR LIZ BRIGHOUSE, DEPUTY LEADER OF THE COUNCIL AND CABINET MEMBER FOR CHILDREN, EDUCATION &amp; YOUNG PEOPLE'S SERVICES</b></p> <p><u>Background</u></p> <p>Unaccompanied children in our care are comprised of those who arrive spontaneously in Oxon and those who transfer to us via the national transfer scheme, which aims to relieve pressure on port areas and disperse children more evenly across local authorities.</p>

Questions	Answers
<p>unaccompanied asylum-seeking children up to 0.07% of their child population. There aren't many councils who meet this 0.07% - in the South East there are just three. That would produce a figure of 103 rather than the current 42 for Oxfordshire, suggesting that the previous administration did not see it as a priority to support these children.</p> <p>As well as being the right thing to do, we've seen from the amazing contributions and donations, as well as supportive demonstrations, that our Oxfordshire residents want to do all they can to support refugees from Afghanistan; Can the Cabinet Member explain what steps we are taking under the new administration to support more child refugees, as well as those over 18 who receive continued support from the Council, and to get up to or above that recommended figure.</p>	<p>Between Mar 2015 and Sept 2021, the annual number of unaccompanied children looked after in Oxfordshire has ranged between 64 and 41, we are currently at 47, with a government target of 103. We also support 80 care leavers aged 18+years, to whom we have statutory responsibilities.</p> <p>In 2019/20, the Council fulfilled an additional commitment to Portsmouth Council to take 10 young people transferred over a period of approx. 14 months. This was in addition to our regular quota on the national transfer scheme.</p> <p><u>Steps to support more child refugees</u></p> <p>The key driver to the Council's capacity to welcome unaccompanied children has been the availability of placements. There is a national crisis of placement sufficiency for all children in care including fostering and residential care – this affects citizen children and unaccompanied children and drives up the real costs for the council, which the government funding has not covered in the past. The discrepancy has been especially wide when the shortage of local placements has necessitated placing children out of county in independent fostering agencies and external residential homes. Across the country this problem has negatively impacted local authorities' capacity to support children.</p> <p>The recent rise in government funding for unaccompanied children and young people and the current concentration of 16 and 17yr olds arriving in Kent and Portsmouth (as opposed to younger children who require foster or residential care) have opened up an opportunity for us to increase our commitment to child refugees. We are able to focus on local group-living arrangements with support from social workers and staff.</p> <p>The Directorate is currently developing a rapidly expanding supported accommodation scheme for 16+yrs unaccompanied young people which aims</p>

Questions	Answers
	<p>to create more placements, within the government’s newly improved financial envelope for LAs. We have opportunities to source suitable properties in Oxford, Banbury, and South Oxfordshire. We have identified a stretch target of 32 more young people over this year which will get us closer to the government target of 103 for OCC. We anticipate the first two properties will be ready for occupation in October 21.</p> <p>As part of this work, we are drawing in expertise from local housing providers; our own young people’s supported housing and unaccompanied children’s teams; experienced refugee education providers and community organisations which help direct the very generous contributions from Oxfordshire residents.</p>
<p><b>18. COUNCILLOR IAN MIDDLETON</b></p> <p>Bearing in mind the Adaptation Plan adopted for the Glasgow City Region is the only such plan in the UK at present, will the County Council develop and adopt an Adaptation Plan to address the Climate Emergency, for Oxfordshire as a whole?</p>	<p><b>COUNCILLOR PETE SUDBURY, CABINET MEMBER FOR CLIMATE CHANGE DELIVERY &amp; ENVIRONMENT</b></p> <p>Our first priority needs to be keeping our citizens safe.</p> <p>The severity and frequency of life-threatening and deadly adverse weather events has accelerated faster than predicted by climate scientists. The recent IPCC report predicts further very significant increases at 1.5C and 2C of warming, both of which are almost inevitable, at least for periods of years to decades on any conceivable emissions trajectory. Risks from climate change and destruction of ecosystems include:</p> <p>Excessive Heat, Cold</p> <p>Drought, Crop failure and Wildfires,</p> <p>Increased wind speeds,</p> <p>Extreme and or extended periods of rainfall,</p>

Questions	Answers
	<p>Migration or increased frequency of diseases or disease vectors (for example ticks carrying Lyme disease).</p> <p>Further pandemics.</p> <p>Even where these do not directly impact the UK, they may disrupt global and UK supply chains for food, goods, medicines and services from other parts of the World, or disrupt our exports.</p> <p>The Recent report by the Committee on Climate Change was highly critical of the failure of strong words from the Government to be matched by effective action, especially around adaptation. They particularly highlighted failure the address the consequences and exacerbating factors for extreme heat (which kills more people than flooding in the UK) and take measures (through planning legislation and building regs) to reduce the dangers of overheating in homes.</p> <p>As a result, the climate team at the County have agreed that we should as a top priority work with partner organisations and the plentiful supply of local experts to review our understanding of the risks posed to our citizens by extreme weather, the adequacy of mitigations planned or in place. We will also scrutinise and where necessary amend plans to prepare and warn citizens at risk and take prompt, effective emergency action where necessary.</p>
<p><b>19. COUNCILLOR IAN MIDDLETON</b></p> <p>The lack of enforcement on bus gates in Bartholomew Road and Cornwallis Road has led to widespread flouting of the restrictions and therefore the Florence Park and Church Cowley LTNs have not yet been fully implemented. When does the Council expect to install ANPR cameras to monitor the bus gates?</p>	<p><b>COUNCILLOR TIM BEARDER, CABINET MEMBER FOR HIGHWAY MANAGEMENT</b></p> <p>We are very much aware of the frustration associated with the delay in installing the ANPR cameras and can only apologise for the delay.</p> <p>We have experienced a number of unexpected issues associated with the implementation of the ANPR cameras, this includes ensuring our current contracts permit additional cameras to be installed, resourcing wind loading assessments and supply chain issues associated with procuring lamp</p>

Questions	Answers
	<p>columns.</p> <p>Unfortunately, we are seeing issues not only in Oxfordshire but across the Country with timescales for procurement of materials increasing and in some cases these delays are exceeding 12 weeks. It is difficult to pin this one specific example on Brexit, but we know that the Road Haulage Association (RHA) has said HGV driver shortages of more than 100,000 was "hitting crisis level" due to a combination of factors, which included increasing supply chain demands. We are seeing numerous problems across the sector and the Brexit 'dividend' certainly isn't helping. We are now just waiting on confirmation on when the cameras will be installed.</p> <p>It is important to note that provisions of ANPR cameras is not a requirement and as such does not invalidate the LTN trial.</p>
<p><b>20. COUNCILLOR IAN MIDDLETON</b></p> <p>The Council has paused implementation of the proposed East Oxford LTNs to allow for more consultation and a more comprehensive transport strategy. What measures are being taken to consult affected residents and which specific scheme is being consulted on?</p>	<p><b>COUNCILLOR TIM BEARDER, CABINET MEMBER FOR HIGHWAY MANAGEMENT</b></p> <p>A report went to CMD on 29 July 2021, where it was agreed that further targeted consultation on specific issues raised during the consultation and technical investigation would be undertaken.</p> <p>The following actions have subsequently been taken to address specific issues raised:</p> <ul style="list-style-type: none"> <li>• Officers have met with the Special Education Needs transport team and agreed an approach to trial the allocation of keys to OCC fleet vehicles. If successful, this could be rolled out to other providers.</li> <li>• Meetings are being arranged with mosques and taxi companies.</li> <li>• Meetings with St Frideswide and St Gregory schools are to be arranged as term starts</li> <li>• Proposals in Howard Street have been reviewed and we will inform residents and businesses once the design has been confirmed via letter drop, so views can be fed back.</li> </ul>

<b>Questions</b>	<b>Answers</b>
	<p>The output of the targeted consultations will be reported back to CMD on 23 December 2022. Should approval to proceed be given we anticipate that the scheme will be implemented in March 2022.</p> <p>All consultees will be advised of the outcome of CMD, any minor changes that have been approved and next steps prior to implementation.</p>