

QUESTIONS WITH NOTICE FROM MEMBERS OF THE COUNCIL

ANNEX 2

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

Questions	Answers
<p>1. COUNCILLOR NEVILLE HARRIS</p> <p>Would you please advise me of how Oxfordshire County Council are using the provisions of the, "Traffic Management Act of 2004," to improve the problem of inconsiderate and inappropriate parking in the County, for example on Didcot Ladygrove. Here rail commuters and others park indiscriminately causing problems for not only other vehicle users but users of other transport modes that include: cyclists and mobility scooters. Network Rail have stated their intention of building a multi storey car park, this will not of itself be an answer to this problem. Commuters are clearly using free parking on Ladygrove as an alternative to 'paying to park' thereby reducing their daily travel costs. This is understandable but not acceptable.</p> <p>The County Council does not employ Civil Parking Enforcement Officers; why not? Councillor Constance, don't you think an additional uniformed presence on the County's streets would be a deterrent to crime and help reduce peoples fear of crime? Do you not think that accidents and other incidents could be more readily reported and telephone, or even quicker,</p>	<p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>Unfortunately, the only areas covered by the Traffic Management Act 2004 (TMA 2004) that allow Civil Enforcement to take place are Oxford City and West Oxfordshire District Council. In previous years discussions have taken place between ourselves and the Districts with the hope that the whole of Oxfordshire would be covered by Decriminalised Parking Enforcement /Civil Parking Enforcement (CPE) as it is now known.</p> <p>I understand the difficulties but should all the Districts agree to follow Oxford and West Oxfordshire District Council in bringing in CPE a better enforcement regime could prevail. All other areas within Oxfordshire come under the jurisdiction of Thames Valley Police to enforce single and double yellow lines, disabled bays time restricted and loading bays etc.</p> <p>As far back as early 2000's discussions took place regarding joint funding of PCSO's to enable them to enforce restrictions outside Civil Enforcement but this is very restrictive due to the other duties that PCSO's are required to carry out and the various funding cuts within Thames Valley Police.</p>

Questions	Answers
<p>contact with Community Police Support Officers and others could also contribute to a safer and healthier environment in the County's communities? This in addition to the benefits that would accrue with CPEO's acting in their primary role.</p> <p>There are a range of proscriptive parking areas throughout the County the expected parking enforcement of these is not at a level consistent with ensuring their intended parking integrity. It is a fact that Highways Officers have used lack of enforcement as a reason to advise against taking more strident available anti inappropriate parking measures. Double yellow lines for example, residents have been told that lack of enforcement makes them impractical as part of any solution.</p> <p>Would you please outline the reasoning behind the County's seeming reluctance to use the provisions of the, Police Reform Act of 2002, to better enable ideas in innovative effective parking enforcement? Could you advise if the County, in any forum or capacity, has discussed with the Thames Valley Police Chief Constable the provisions of this Act and its ramifications on the establishment of innovative policing and control of inappropriate, obstructive or hazardous parking?</p> <p>Will the Cabinet member for the Environment in conjunction with interested County Councillors, take urgent and rapid action to form a working</p>	

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<p>group to investigate this whole matter with all possible urgency in order to make the necessary recommendations to Council for realistic overdue improvement.</p>	
<p>2. COUNCILLOR MARK CHERRY</p> <p>Would the Cabinet member assure me that there will be a streetlight maintenance contractor in place in the new year 2018? Oxfordshire County Council streetlight officers have informed me that a lack of contractor is the real reason for the delay in repairing the streetlights that I have reported in Banbury Ruscott through fixmystreet?</p>	<p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>As a result of the unexpected early termination of the council's previous street lighting maintenance contract, the council is currently working within interim arrangements with a temporary contractor. This unfortunately has meant that the council has had to reduce its level of service during this period, which has affected the council's ability to undertake some of the more routine functions that would normally be expected.</p> <p>The current interim maintenance contractor which carries out repairs to faulty street lights within 31 days, however we are working towards reducing this to 7 days. If traffic management is required on a high-speed road or busy intersection this will take a little longer to repair/replace the asset due to the planning, resourcing and noticing of the works, plus the current Christmas embargo may also have an effect on the outcome. This would be similar to some street lighting on remote footpaths as specialist equipment would be required. If a specific location or issue which is of concern, please contact Street Lighting who will be pleased to advise.</p> <p>Also for your information the Council is in the process of investigating a business case for replacing most of its lit assets with a large programme of conversion to LED or solar powered equipment to significantly reduce future energy and maintenance costs and improve the lit environment. This will significantly influence the ongoing maintenance needs going forwards and so will influence the type of contract needed for the future. A decision on a more permanent maintenance contract therefore is being deferred until a decision has been made on the business case for replacement. It is anticipated that</p>

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	this will take place early next year.