



# **County Council**

**12 July 2022**

## **Schedule of Business**

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**OXFORDSHIRE COUNTY COUNCIL – 12 JULY 2022**

**SCHEDULE OF BUSINESS**

*\*Council will exclude the public and consider the exempt item 14 before its lunch break*

*\*Council will rise at 12.40pm for an official photograph and lunch break*

*\*The meeting will conclude at 3pm for a visit to Rewley Road Fire Station*

<b>ITEM/TIME</b>	<b>ITEM</b>	<b>PROPOSALS (M = Motion; SEC = Secorder; Am = Amendment S = Statement; Q = Question; REC = Recommendation to be determined)</b>
1  10.30	<b>Minutes</b>	
2	<b>Apologies for Absence</b>  Cllrs Bearder, Field-Johnson, Leverton, Roberts and Rooke	
3	<b>Declarations of Interest</b>	
4	<b>Official Communications</b>  The Queen's Platinum Jubilee  Tribute to former Cllr David Wilmshurst (Cllr Champken-Woods, Cllr Liz Brighthouse)	
5	<b>Appointments</b>  Cllr Field-Johnson to replace Cllr Reeves on Pension Fund Committee	

<p><b>6</b></p>	<p><b>Petitions and Public Address</b></p> <p>Petitions – 3 minutes to speak Public Address - 5 minutes to speak.</p>	<p><b>Petitions</b> Fazal Hussain – LTN Smart Changes Group</p> <p><b>Public Address</b></p> <p>Emily Daly - LTNs</p> <p>Mark Goldring - Asylum Welcome charity</p>
<p><b>7</b></p>	<p><b>Questions with Notice from Members of the Public</b></p> <p>None received</p>	
<p><b>8</b> <b>11.10</b></p>	<p><b>Questions with Notice from Members of the Council</b></p> <ol style="list-style-type: none"> <li>1. Mallon to Gant</li> <li>2. Constance to Enright</li> <li>3. Constance to Gant</li> <li>4. Leverton to Phillips</li> <li>5. Ley to Gant</li> <li>6. Ley to Gant</li> <li>7. van Mierlo to Phillips</li> <li>8. Mallon to Gant</li> <li>9. Ford to Hannaby</li> <li>10. Ford to Sudbury</li> <li>11. Reeves to Gant</li> <li>12. Reeves to Phillips</li> <li>13. Champken-Woods to Gant</li> <li>14. Reeves to Leffman</li> <li>15. Wayne to Sudbury</li> <li>16. Sibley to Enright</li> <li>17. Baines to Gant</li> <li>18. Baines to Gant</li> <li>19. Baines to Phillips</li> <li>20. Levy to Sudbury</li> <li>21. Thomas to Miller</li> <li>22. Snowdon to Phillips</li> <li>23. Snowdon to Gant</li> <li>24. Snowdon to Enright</li> <li>25. Howson to Miller</li> <li>26. Howson to Brighthouse</li> <li>27. Howson to Brighthouse</li> </ol>	

<p><b>9 11.40</b></p>	<p><b>Report of the Cabinet</b></p> <p><b>Leader (Liz Leffman)</b></p> <p><b>Deputy Leader including Children, Education &amp; Young People’s Services (Liz Brighthouse)</b></p> <p><b>Climate Change Delivery &amp; Environment and Public Health &amp; Equalities (Pete Sudbury and Mark Lygo)</b></p> <p><b>Finance and Corporate Services (Calum Miller and Glynis Phillips)</b></p> <p><b>Highway Management and Travel &amp; Development Strategy (Andrew Gant and Duncan Enright)</b></p> <p><b>Climate Change Delivery &amp; Environment (Pete Sudbury)</b></p> <p><b>Community Services and Safety (Jenny Hannaby)</b></p> <p><b>Corporate Services (Glynis Phillips)</b></p> <p><b>Finance (Calum Miller)</b></p> <p><b>Highway Management (Andrew Gant)</b></p> <p><b>Public Health and Equality (Mark Lygo)</b></p> <p><b>Travel and Development Strategy (Duncan Enright)</b></p> <p><b>Scrutiny Reports</b></p>	<p>Q. Howson (2)</p> <p>Q Baines (4) Q Middleton (4) Q Bennett (4)</p> <p>Q Bartholomew (5)</p> <p>Q Hicks (6) Q Johnston (6)</p> <p>Q Middleton (7)</p> <p>Q Smith (8)</p> <p>Q Hanna (10)</p> <p>Q Bennett (11) Q Bartholomew (11) Q Bartholomew (12)</p> <p>Q Baines (13) Q Coles (14) Q Reynolds (14)</p> <p>Q Bennett (16)</p>

<p><b>10 12.00</b></p>	<p><b>Joint Health Overview and Scrutiny Committee – Annual Report</b></p> <p><i>Movers and seconders 5 mins and speaking in debate 3 minutes, CPR 15.4.2</i></p> <p><i>Council is RECOMMENDED to Endorse the Joint Committee’s Annual Report</i></p>	<p>M Hanna SEC Haywood S Edosomwam, S Howson, S Rooke S Povolotsky</p>
<p><b>11 2.00</b></p>	<p><b>Local Transport and Connectivity Plan</b></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</p> <ul style="list-style-type: none"> <li>a) Adopt the content of the Local Transport and Connectivity Plan document, and the supporting strategies, as council policy.</li> <li>b) Acknowledge the Cabinet resolution on 21 June 2022 to delegate the decision on the final Local Transport and Connectivity Plan document, including graphical format, to the Corporate Director for Environment and Place in consultation with the Cabinet Member for Travel and Development Strategy.</li> </ul>	<p>M Enright SEC Howson S Hicks S Johnston S Levy S Graham S Smith S Middleton</p>
<p><b>12 12.15</b></p>	<p><b>Joint Shared Services and Personnel Committee</b></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:</p> <ul style="list-style-type: none"> <li>a) Approve that the Joint Shared Services and Personnel Committee (JSSP) should be disbanded with effect from 31 August 2022</li> </ul>	<p>M Brighthouse SEC Corkin S Miller</p>

	<p>b) Delegate to the Chief Executive powers to, operate, terminate, extend, or vary the new arrangements with Cherwell District Council</p> <p>c) Delegate to the Director of Law and Governance to make any resultant changes to the Council's Constitution to reflect the recommendations in this report</p>	
<b>13 12.29</b>	<b>Exempt Items</b>	M Chair SEC Deputy Chair
<b>14 12.30</b>	<p><b>Report of the Remuneration Committee EXEMPT ITEM – (Paragraphs 1, 2 and 3 of Schedule 12A to the Local Government Act 1972 (as amended))</b></p> <p><i>Movers and seconders 5 mins and speaking in debate 3 minutes, CPR 15.4.2</i></p> <p>To approve the RECOMMENDATIONS set out in the report</p>	M Leffman SEC Brighthouse S Reeves
<b>15 2.15</b>	<p><b>Motion by Councillor Liam Walker</b></p> <p><i>Movers and seconders 5 mins and speaking in debate 3 minutes, CPR 15.4.2</i></p>	M Walker SEC Reeves Am Enright SEC Gant S Snowdon
<b>16 2.30</b>	<p><b>Motion by Councillor Sally Povolotsky</b></p> <p><i>Movers and seconders 5 mins and speaking in debate 3 minutes, CPR 15.4.2</i></p>	M Povolotsky SEC Baines S Smith S Edosomwam S Howson S Brighthouse S Cherry S Middleton S Hicks S Miller S Reeves

<b>17</b>	<b>Motion by Councillor Yvonne Constance</b>  <i>Movers and seconders 5 mins and speaking in debate 3 minutes, CPR 15.4.2</i>	M Constance SEC Batholomew S Reeves S Mallon S Leffman
<b>18</b>	<b>Motion by Councillor Eddie Reeves</b>  <i>Movers and seconders 5 mins and speaking in debate 3 minutes, CPR 15.4.2</i>	M Reeves SEC Corkin S Mallon S Ford S Baines
<b>19</b>	<b>Motion by Councillor Nigel Simpson</b>  <i>Movers and seconders 5 mins and speaking in debate 3 minutes, CPR 15.4.2</i>	M Simpson SEC Walker S Howson S Johnston



**Agenda item 15 – Motion by Councillor Liam Walker – Amendment to be moved by Councillor Duncan Enright**

This council recognises the need to improve public transport in Oxfordshire to reduce emissions, tackle congestion and make sure our bus services are more sustainable.

Park and Ride sites are important transport hubs in Oxfordshire helping to reduce the need to drive into Oxford city.

To help meet the commitments as stated above this council calls on both the Leader of the Council and the Cabinet Member for Highways Management to:

- ~~• Establish a cross-party task force to explore the viability of making parking at our P&R sites free.~~
- ~~• Write to the Leader of Oxford City Council asking for the city council to join this new task force.~~
- ~~• Work with public transport providers in Oxfordshire to establish a Park & Ride improvement plan~~
- **Continue working within the Enhanced Bus Partnership (EHP) to make Park & Ride (P&R) more attractive than driving into the city centre**
- **Work with the public transport providers, City and District Councils through EHP to plan the future of P&R, including discussing freight consolidation, shared transport, bike and scooter hire, tourist coaches, and high frequency services beyond the city.**

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**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.

<b>Questions</b>	<b>Answers</b>
<p><b>1. COUNCILLOR KIERON MALLON</b></p> <p>Can the cabinet member inform us of the budget provision (capitol and revenue) allocated to purchasing, maintaining, planting, watering and aftercare for the planters and bollards used in the provision of Low Traffic Neighbourhoods in Oxford, the average cost per planter and the estimated cost if these impediments to residents were rolled out countywide as per the LCWIPS consultation proposals?</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</b></p> <p>The total budget provision for Cowley LTNs and East Oxford LTNs combined was £360k DfT grant funding. The average cost per filter location is £7500, which includes planters, bollards, signs, road markings and traffic management costs. This varies depending on the number and size of planters, number of bollards and width of the road. Maintenance of the planting within the planters is part of our ongoing work with the communities.</p> <p>It is not possible to calculate the total cost of introducing LTNs across Oxfordshire. No calculation has been made in terms of potential LTN sites outside Oxford and how many planters and bollards would be necessary for each site which can vary enormously depending on street layout.</p>
<p><b>2. COUNCILLOR YVONNE CONSTANCE</b></p> <p>When terminating the experimental HGV restriction through Burford, you committed to work towards a regional weight restriction for the Windrush area. Please tell us what plans you have for this regional restriction and what progress has been made.</p>	<p><b>COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL AND DEVELOPMENT STRATEGY</b></p> <p>The Local Transport and Connectivity Plan (LTCP) Part 1 Freight Strategy was approved at Cabinet this month; and will be going to Full Council in July for adoption.</p> <p>The adoption of this strategy will then trigger the scoping for the area wide weight restriction scheme, where we will be able to work out a detailed programme.</p> <p>In the meantime, an A44 Corridor Study is in the final stages of being commissioned. The study will look at all vehicles along the A44 however,</p>

Questions	Answers
	HGV issues along that corridor will highlighted for analysis.
<p><b>3. COUNCILLOR YVONNE CONSTANCE</b></p> <p>Thank you for your most recent report on progress on rolling out the 20mph speed limits. But we still don't know when our Divisions in South and Vale will be assessed and installed. Please publish the timetable for delivery of all 78 Phase 1 applications so our parishes know when to expect the benefits if lower safer speed limits.</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</b></p> <p>Details of the timetable will be circulated to Members and then published on the council's website. This is expected to be completed during week commencing 11 July 2022.</p>
<p><b>4. COUNCILLOR NICK LEVERTON</b></p> <p>Does the Council use independent bodies to ensure the consultation questions are not biased in favour of their preferred outcome?</p>	<p><b>COUNCILLOR GLYNIS PHILLIPS, CABINET MEMBER FOR CORPORATE SERVICES</b></p> <p>OCC has a corporate consultation and engagement team with a qualified market research practitioner to ensure high quality consultation and engagement projects that meet our obligations and standards around consultation. These standards are also set out in the councils consultation strategy (the Gunning Principals). The aim of the corporate team is to ensure that the integrity of consultation is maintained, recognising the significant risks in terms of decision making and reputation if consultation is undertaken poorly.</p> <p>On occasion we commission third party specialist to undertake specific consultation activities and they advise in terms of both methodology and consultation design. Examples include engagement with specific audiences (such as young people) or surveys undertaken with questions that support benchmarking data or some form of accreditation.</p>

Questions	Answers
<p><b>5. COUNCILLOR NATHAN LEY</b></p> <p>In north Abingdon we watch as 1000+ new houses are being constructed due to decisions made under the previous Conservative-controlled district council. Some of these houses are now beginning to be occupied. Separate from the A34 Lodge Hill junction imminently due for planning permission submission, it's essential that we don't lock in car dependency, and we must therefore promote improved active and public transport links. Section 106 funding was agreed to provide for bus services to link up with these developments around 12 Acre Drive and Dunmore Road. Notwithstanding changes in behaviour since the pandemic, is there any new information regarding modifications to the number 35 bus service which was originally proposed?"</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</b></p> <p>Because of post-pandemic changes in travel, demand resulting in a reduction in patronage, the enhancement and diversion of service 35 to serve Twelve Acre Drive and Dunmore Road in Abingdon is no longer possible within the funds available.</p> <p>As an alternative, the Council will be issuing a tender shortly for an improvement to service X1 between Oxford, Abingdon and Wantage to operate every 30 minutes on Monday to Saturday daytimes, and to operate via Dunmore Road and Wootton Road instead of Oxford Road in Abingdon.</p> <p>This also protects service 34 between Abingdon and Harwell Campus from withdrawal, as this has been declared non-commercial by its operator, and improves connectivity between Abingdon and Wantage – including a doubling of frequency for Marcham.</p> <p>It is intended that this improvement will commence from 28 August 2022, on a six-year contract.</p> <p>Bus stops are being constructed on Dunmore Road at the present time to serve the development. The eastern half of the development, to the east of Oxford Road, will be served by new bus stops intended to be provided to the north of Peachcroft Roundabout.</p>

Questions	Answers
<p><b>6. COUNCILLOR NATHAN LEY</b></p> <p>After the new administration took over this council in May 2021, we were immediately informed that Abingdon bridge apparently had some significant long-term structural defects in need of repair. While acknowledging constraints in the labour market, the need to use specialist subcontractors, and the bridge's status as a scheduled ancient monument, it has now been well over a year with no hint of any remedy. Is there a plan and timeline for any proposed works, and could this information be shared?</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</b></p> <p>The proposed repairs to Abingdon Bridge have been delayed primarily due to engineering resource issues. These works are planned to be carried out later this year (October). However, our term consultant/contractor has been requested to complete the repairs sooner if possible, including the use of a single supplier such that the pricing period should be able to be significantly reduced, enabling the works to start earlier than shown.</p>
<p><b>7. COUNCILLOR FREDDIE VAN MIERLO</b></p> <p>Years of Conservative neglect of key corporate functions has degraded the County's capability to hire and retain staff, leaving us in a vulnerable position with regard to staffing. The governments' failure to tackle rising inflation and living costs, and sufficiently fund local government have compounded the issue. The problem is particularly acute in highways covering South and Vale. What short and long term actions will the administration be taking to tackle this urgent staffing need in South and Vale highways teams?</p>	<p><b>COUNCILLOR GLYNIS PHILLIPS, CABINET MEMBER FOR CORPORATE SERVICES</b></p> <p>Phase 1 of the Environment and Place Transformation is complete and from 1 June 2022, Paul Fermer has been appointed to the role of Director of Highways and Operations and Sean Rooney has been appointed Head of Highways Maintenance. There will be a service review of Highways Maintenance as part of Phase 2 of Transformation to ensure that we are delivering the services in the right place, with the right staffing. It is anticipated that Phase 2 will be completed by December 2022.</p> <p>Specifically in relation to South and Vale (S&amp;V), there are two aspects to Highways in this area – Area Operations and Traffic and Road Safety.</p>

Questions	Answers
	<p>Within (S&amp;V) Area Operations, there are currently three vacancies, two of which are currently being covered by agency. Adverts are going out w/c 4 July to seek to permanently recruit staff across the service including 5 Highways Officers. The closing date will be 8 August. This team has also been experiencing a high level of unexpected sickness absence which is being managed and supported appropriately for the individuals concerned. In addition there have been absences due to Covid.</p> <p>Within (S&amp;V) Traffic and Road Safety, there are 3 vacancies (one Technical Officer and two Officers). The Technical Officer post was advertised, but there were no suitable applicants. Other routes are being investigated to fill the vacancies which it is acknowledged are very difficult to fill due to both the technical knowledge and experience required to carry out the roles. Routes being explored to deal with the immediate vacancies include potential procurement through a framework agreement. Other medium to longer term options being considered include apprenticeships and in addition looking to encourage some internal movement into the Traffic and Safety team which could be assisted through the work on career pathways that is taking place.</p>

Questions	Answers
<p><b>8. COUNCILLOR KIERON MALLON</b></p> <p>Banbury Old Town is the independent small business, hospitality and retail core of Banbury. It is co-terminus with the Pedestrian Zone covered by a Traffic Regulation Order.</p> <p>Outside the core period, before 10.30am and after 4.30pm businesses can deliver and collect goods in the pedestrian area, due to the nature of the mediaeval street and lane layout it is the only way many businesses can operate and survive.</p> <p>Can the cabinet member explain why these independent shops and businesses are receiving parking tickets and being fined for delivering and collecting outside the core pedestrian period as displayed and signposted as per the traffic regulations</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</b></p> <p>We can advise that the ‘semi’-pedestrianisation of Parsons Street in Banbury was introduced in 2010, and that Cherwell District Council (CDC) were the lead authority on the project at that time.</p> <p>The Traffic Regulation Order (TRO) introduced at that time contains a mixture of ‘moving’ traffic restrictions and parking restrictions. It is only the latter that Oxfordshire County Council (OCC) took over responsibility for enforcement, in November last year.</p> <p>It is correct that, within the ‘semi’-pedestrianised area, loading is only permitted at certain times of the day to facilitate goods being delivered to local businesses, from 10am to 4.30pm. Although, generally, the police have retained their enforcement responsibility for any ‘non-exempt’ vehicle from accessing Parsons Street during those times, there is also a ‘No Waiting At Any Time’ restriction in place that is managed by our contractor. When carrying out enforcement of that type of restriction, either in Parsons Street or elsewhere across the county, the contractor will allow an observation period before issuing a penalty charge notice (PCN) to check whether loading activities are taking place, and this would need to be on a continuous basis (i.e. not parked up while a driver takes a break) – and also a driver could arrange for the vehicle to be parked at an alternative location.</p> <p>Beyond that exemption, It’s unclear what else is being requested, to assist the shopkeepers in their operational activities, and this would primarily be a question for CDC, in liaison with ourselves and Banbury Town Council, to take the lead on any alterations to the scheme. If it is then envisaged that an amendment to the TRO is required, this would need funding (external to OCC) and technical input from OCC officers.</p>



Questions	Answers
<p><b>9. COUNCILLOR DONNA FORD</b></p> <p>Can the cabinet member for community services and safety confirm how many minutes have been lost by the emergency services and their staff due to LTN restrictions?</p>	<p><b>COUNCILLOR JENNY HANNABY, CABINET MEMBER FOR COMMUNITY SERVICES AND SAFETY</b></p> <p>The Fire and Rescue service continue to closely monitor any impact of the low traffic neighbourhoods in East Oxford. All the local crews are fully aware of the restrictions and will take the most appropriate route to the incident. They are also able to remove the bollards if required. They generally have a low incident rate in the area but have not recorded any significant delays in their emergency response to the incidents that have occurred and continue to achieve their response targets for the area.'</p>
<p><b>10. COUNCILLOR DONNA FORD</b></p> <p>Can the cabinet member for climate change confirm if he agrees that meetings which can legally be held virtually should be to avoid unnecessary travel?</p>	<p><b>COUNCILLOR PETE SUDBURY, CABINET MEMBER FOR CLIMATE CHANGE DELIVERY AND ENVIRONMENT</b></p> <p>Thanks, Cllr Ford for this very pertinent question. If there is one advantage that comes out of the sadness and chaos of the Covid epidemic, it is that it forced us to become familiar with online meetings, and experience their advantages in terms of agility, efficiency and the ability to manage our daily lives more flexibly, something particularly important for those with caring responsibilities. The reactionary mantra "get everyone back into the office" is damaging to productivity, life satisfaction and our need to reduce travel emissions. There are important social and business reasons for having selected meetings face-to-face, and for teams to spend time working together, and conversely for encouraging proper boundaries around working hours, when home and office are co-located. Our evolving agile working policy will help ensure we get the best of both Worlds.</p>

Questions	Answers				
<p><b>11. COUNCILLOR EDDIE REEVES</b></p> <p>When will 20 mph zones be rolled out in Banbury and where does Banbury feature in the priority list relative to other towns and villages in Oxfordshire?</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAYS MANAGEMENT</b></p> <p>Yes, I can confirm Banbury is planned to benefit from the roll out of the Countywide 20mph programme. The team are currently investigating which roads they consider meet the criteria to have a 20mph limit as set out within the 20mph Policy Cabinet report. It is expected this will be the majority of roads within Banbury.</p> <p>In terms of where it is within the programme. I understand that following a public consultation it is expected to be presented to Cabinet Member Decisions in January 2023, with implementation (if agreed) in Feb/March 23</p>				
<p><b>12. COUNCILLOR EDDIE REEVES</b></p> <p>How many transformation programmes are now in train by Council directorate and to what principal criterion (e.g., cost reduction, income generation, improved customer service etc.) is each working?</p>	<p><b>COUNCILLOR GLYNIS PHILLIPS, CABINET MEMBER FOR CORPORATE SERVICES</b></p> <p>OCC has a series of programmes in place to deliver organisational change, development and improvement. Most programmes seek to deliver a combination of benefits including efficiencies, improvements and new ways of working. The table below sets these out by directorate:</p> <table border="1" data-bbox="936 999 2040 1426"> <thead> <tr> <th data-bbox="936 999 1361 1042">Programme</th> <th data-bbox="1361 999 2040 1042">Purpose / Scope</th> </tr> </thead> <tbody> <tr> <td data-bbox="936 1042 1361 1426"> <p><b>Adult Social Care</b> The Oxfordshire Way Preparing for ASC reform</p> </td> <td data-bbox="1361 1042 2040 1426"> <p>Adult Social Care is changing, moving to a more community focused asset/preventative way of working, The Oxfordshire Way. We have worked with our staff in Adult Social Care, the Customer Service Centre and voluntary sector partners in an ambitious transformation programme to put our co-produced vision - the Oxfordshire Way - into practice.</p> </td> </tr> </tbody> </table>	Programme	Purpose / Scope	<p><b>Adult Social Care</b> The Oxfordshire Way Preparing for ASC reform</p>	<p>Adult Social Care is changing, moving to a more community focused asset/preventative way of working, The Oxfordshire Way. We have worked with our staff in Adult Social Care, the Customer Service Centre and voluntary sector partners in an ambitious transformation programme to put our co-produced vision - the Oxfordshire Way - into practice.</p>
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Questions	Answers	
		<p>The ASC Transformation Programme is the delivery vehicle for this transformation and change encompassing many workstreams which is having a tangible impact on the lives of local people and communities positively reducing demand.</p> <p>Looking ahead, the priority for 2022/23 the ASC transformation programme will be preparation for ASC Reform, a major shift in policy that includes the introduction of the “Care Cap”.</p>
	<p><b>Children, Education and Families</b> Transformation programme</p>	<p>Comprehensive programme of activity including the following workstreams.</p> <ol style="list-style-type: none"> <li>1. 0-5 Reform</li> <li>2. Family Solutions Plus</li> <li>3. Placement Sufficiency</li> <li>4. SEND – High Needs Block</li> <li>5. Local Authority Role in Education – response to white paper</li> <li>6. Youth Offer – implementation of new service function</li> <li>7. Children’s Emotional Mental Health &amp; Wellbeing</li> <li>8. Early Help &amp; Early Intervention SEND Offer</li> <li>9.</li> </ol>

Questions	Answers	
	<p><b>Commercial Development, Assets &amp; Investment</b> One Fleet</p>	<p>To create a centralised Fleet service department which will enable the Council to capitalise on the fleet procurement process whilst implementing new software for managing the OCC fleet. Reducing silo working and create a clear business management function.</p>
	<p><b>Commercial Development, Assets &amp; Investment</b> Development of a new Property Strategy</p>	<p>Developing an implementable and future-proof long-term property &amp; asset strategy in line with agile working and net zero aspirations. OCC needs to align with stakeholders to shape the future vision for the workplace which will, as a consequence, determine the future size, shape, configuration and amenity provided by the property portfolio.</p>
	<p><b>Commercial Development, Assets &amp; Investment</b> Law and Governance Redesign</p>	<p>A programme focused on the improvement and development of processes and procedures to support corporate governance and the democratic decision-making framework of the council. The programme scope includes the legal service, information governance and democratic services and</p> <p>Aims to maximise the use of technology to modernise processes, e.g., e-sealing of council document and contracts and a case management system for information</p>

Questions	Answers	
		governance.
	<b>Customers, Organisational Development and Resources</b> Cultural Services Improvement Programme	To focus on improving social impact, ensuring we touch the lives of every resident in Oxfordshire and offer something for everyone. To create connections bringing communities together and we will innovate to develop a cultural offer to drive economic growth and bring investment.
	<b>Customers, Organisational Development and Resources</b> Improving the Customer Experience	To continually raise the bar providing excellence in customer experience by being the BEST: Business Delivery, Engaged Colleagues, Satisfied Customer, Teamwork Currently 21 projects in progress that are being managed by the team.
	<b>Customers, Organisational Development and Resources</b> Digital Inclusion	Programme aims: <ul style="list-style-type: none"> <li>• Develop an Oxfordshire Digital Inclusion strategy with partners.</li> <li>• Understand the extent of digital exclusion in Oxfordshire.</li> <li>• Develop new projects and programmes to combat digital exclusion.</li> </ul>
	<b>Environment &amp; Place</b> Savings Programme	Delivery of the Directorate's savings programme including MTFP monitoring
	<b>Environment &amp; Place</b> Strategy & Policy Programme	To oversee the development of new strategies across E&P and to ensure the successful review and updating of a of

Questions	Answers	
		<p>policies across E&amp;P</p> <p>The programme so far includes the Local Nature Recovery Strategy, Tree management strategy, LTCP part I and II, Street Light Policy Review, Freight, Vision Zero, Oxford 2050, Decide and Provide and Parking Standards policies.</p>
	<p><b>Environment &amp; Place</b> Improvement / BAU High Priority</p>	<p>To oversee the delivery of a number of service improvement and high-profile initiatives across the Directorate</p> <p>There are over 20 projects being delivered across the Directorate that fall into this category including key projects such as development of a capital pipeline, a communities financial deep dive, active travel, climate action, LLFA priorities, exit of the City Agency agreement and the Bicester Development programme.</p> <p>All projects continue to progress and are monitored monthly through the Directorate Delivery Report.</p>
	<p><b>Environment &amp; Place</b> Procurement Programme</p>	<p>To oversee the delivery of all key Directorate Procurements</p> <p>For 22/23 there are currently 4 key procurements identified these include bus infrastructure procurement, preparation for</p>

Questions	Answers	
		highways maintenance procurement, Street Sweeping Processing Contract and the HWRC Model Review and Strategy Development.
	<b>Public Health</b> Redesign and realignment.	Programme aim is to design the service structure to: <ol style="list-style-type: none"> <li>1. include healthy place-shaping &amp; Domestic Abuse</li> <li>2. Ensure ongoing resilience for health protection function</li> <li>3. Alignment to HESC (commissioning hub)</li> <li>4. Adopt 5 post pandemic priorities</li> </ol>
	<b>Corporate Programme</b> OCC/CDC transition	Implementation of service delivery arrangements following the decision to bring to an end the S113 agreement and the joint management arrangements between CDC and OCC. Programme on track and scheduled to complete by end August 2022.
	<b>Corporate Programme</b> Capital Governance	The Capital Governance programme was set up to review the Council's current approach to Capital investment management. Delivery commenced in June 2021. <ul style="list-style-type: none"> <li>• Implementation currently on track, in line with project plan</li> <li>• Strategic Capital Board has met twice in May, agreeing ToR and taking key decisions.</li> <li>• Inaugural Property Capital Programme</li> </ul>

Questions	Answers	
		Board established; ToR agreed •
	<b>Corporate Programme</b> IT, Customer & Digital	Implementation of the IT technology strategy and programmes to employ technology which enables the cost effective, efficient and adaptable delivery of Council services. This includes service specific projects – such as a property management system, and corporate projects – such as the implementation of hybrid working spaces and the reprovisioning of web. IT service savings are set out in the MTFP.
	<b>Corporate Programme</b> Delivering the Future Together Organisational Development Programme	Supporting colleagues to live our values and work together, building on our strengths, making continued improvement to every aspect of what we do, and having an even greater impact on the lives of the people and communities of Oxfordshire. To enable OCC to evolve and adapt, develop new skills and ways of working. Programme is in its second phase with 5 key workstreams.



Questions	Answers
<p><b>13. COUNCILLOR NIGEL CHAMPKEN-WOODS</b></p> <p>How many EV chargers are there in each of the Council's park-and-ride facilities and how were they funded?</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAYS MANAGEMENT</b></p> <p>There are two charging points installed within OCC's park and ride sites. They were funded through a government scheme called plugged-in places. We are currently bidding for funding, which we hope will enable us to install more EV chargers in our park and ride sites, to meet our target of 7.5% of all OCC controlled off-street public parking being for EV charging by the end of 2025.</p>
<p><b>14. COUNCILLOR EDDIE REEVES</b></p> <p>Why did this Council hold a Bus Summit a matter of only days ago to which Labour, Conservative and Independent members were excluded?</p>	<p><b>COUNCILLOR LIZ LEFFMAN, LEADER OF THE COUNCIL</b></p> <p>The Bus Summit was aimed to include as wide a range of Stakeholders/partners as possible, within an overall capacity limit. We focused Councillor invites on Council Leaders and Cabinet Members/Portfolio Holders with responsibility closest to this area. Within this, there was discretion for District / City Council partners to put forward whichever Councillors they felt were most appropriate to attend.</p>
<p><b>15. COUNCILLOR MICHAEL WAYNE</b></p> <p>The former Bicester Urban District Council had a policy of planting appropriate trees in the grass verges of all new developments. In the spirit of 'Plant a tree for the Jubilee' could the Cabinet Member provide me with the costs involved in tree planting? This would be for an appropriate tree in an agreed 'grass verge'</p>	<p><b>COUNCILLOR PETE SUDBURY, CABINET MEMBER FOR CLIMATE CHANGE DELIVERY AND ENVIRONMENT</b></p> <p>The rough guideline costs to plant a 'standard' tree (10-12cm girth, minimum size) in a grass verge are broken down below:</p> <p>Basic requirement</p> <ul style="list-style-type: none"> <li>• Purchase and supply of tree ~£120 - £250 <ul style="list-style-type: none"> <li>○ Cost is variable depending on <ul style="list-style-type: none"> <li>▪ Species</li> </ul> </li> </ul> </li> </ul>

Questions	Answers
financed from my Councillor Priority Fund	<ul style="list-style-type: none"> <li>▪ Stock Type (Container / Bareroot / Rootballed)</li> <li>▪ Time of year ordered</li> <li>▪ Delivery charges (this can add £50 or more to cost of tree)</li> </ul> <ul style="list-style-type: none"> <li>• Planting cost in grass verge ~£300.00 and includes the following <ul style="list-style-type: none"> <li>○ Check of area prior to excavation for underground utilities;</li> <li>○ Excavation of planting pit;</li> <li>○ Supply and installation of stakes x2; watering tube; tree ties; wire mesh guard; mulch around rooting area;</li> <li>○ Planting of the tree</li> </ul> </li> </ul> <p>Optional cost for contractor delivery – this is encouraged to be delivered by local volunteers at £0 with Tree Service training for volunteers</p> <ul style="list-style-type: none"> <li>• Aftercare based on fortnightly visits for three full growing seasons (April to August) ~£300.00 per annum and includes <ul style="list-style-type: none"> <li>○ Watering the tree with 80L of water;</li> <li>○ Formative pruning to maintain canopy shape and form;</li> <li>○ Weeding the tree pit;</li> <li>○ Topping up mulch, where necessary, to maintain a depth of 50-100mm;</li> <li>○ Adjusting or replacing tree ties.</li> </ul> </li> </ul> <p>All the above approximate costs are increasing due to supply and demand of tree stock and cost of living for all other aspects of the planting.</p>

Questions	Answers
<p><b>16. COUNCILLOR LES SIBLEY</b></p> <p>It has now been over 200+ days or 6 months +22days since the OCC Cabinet at its meeting on the 21st December 2021 endorsed and agreed to remove the already allocated funds of £15.75m from the A4095 realignment of Howes Lane Bicester and divert the funds to other schemes in the south of the county such as the A34 Lodge Hill Interchange and the Milton Heights Bridge.</p> <p>Can the Cabinet member, as promised, provide any update or news on possible alternative funding options, timelines or meeting dates with regards to the A4095 Strategic Link Road (new realigned Howes Lane)?</p>	<p><b>COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL &amp; DEVELOPMENT STRATEGY</b></p> <p>Following the decision to reallocate funding assigned to the A4095, my earlier update and subsequent conversations with developers and CDC in the Spring I have now asked officers to consider alternative delivery options. These options will consider three scenarios: a) new forward funding, b) a mix of new forward funding and developer contributions and c) developer led delivery. These options will of course require further and more detailed conversations with government, CDC and developers and feasibility assessment work. Once this options work is concluded, I would expect to be presented with a preferred funding strategy to progress. In terms of timeline, I hope to report by early autumn on the options work outcome and the next steps</p>
<p><b>17. COUNCILLOR BRAD BAINES</b></p> <p>Can the Cabinet Member confirm that current school street schemes, such as the St Ebbe's scheme, will be made permanent with ANPR enforcement, a County Council managed whitelist, and a county-wide standardised list of exemptions before October 2022?</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</b></p> <p>The County Council are launching a public consultation on changing the current ETRO to a TRO and on the use of ANPR cameras to enforce them on the 13<sup>th</sup> July at all the current school streets sites, including St Ebbes CofE primary school.</p> <p>This consultation will set out the proposed exceptions and how they will be managed with the schools and local residents.</p> <p>Subject to the outcome of this consultation, it is proposed that the camera</p>

Questions	Answers
	installation and permanent signage is completed before October 2022.
<p><b>18. COUNCILLOR BRAD BAINES</b></p> <p>Oxford City is on the list of Tranche One sites for the Council's County-wide 20mph roll out. Can the Cabinet member confirm whether the Oxford City scheme will be delivered according to schedule in 2022-23 and what conversations have been had with Thames Valley Police about improving speed limit enforcement in Oxford City?</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</b></p> <p>Yes, I can confirm that the Oxford City 20mph restrictions are currently within Tranche 1 and as such is planned to be delivered within 2022/23. As soon as Officers have a confirmed programme for design, consultation, and implementation – which will be subject to approval, I will ensure this is shared. I have also asked officers to engage with county councillors when agreeing the coverage of 20mph, which I understand is happening.</p> <p>There are regular conversations and engagement with TVP about speed enforcement, particularly at locations where this is evidenced as a problem and road safety concern. As well as speed limit enforcement by TVP, the physical environment and traffic calming measures can also assist in achieving compliance. I understand a booklet detailing types of traffic calming, their likely impact in different situations and expect costs of implementation will soon be available for members and communities to consider if they wish to fund such measure over and above any planned improvements.</p>
<p><b>19. COUNCILLOR BRAD BAINES</b></p> <p>The Performance Overview &amp; Scrutiny Committee approved the setting up of a working group looking into the democratic processes of this Council on 10th December 2021. This working group is yet to meet due to a stated lack of officer resource to support its work. This</p>	<p><b>COUNCILLOR GLYNIS PHILLIPS, CABINET MEMBER FOR CORPORATE SERVICES</b></p> <p>It was proposed and agreed that the Democracy Working Group would commence in September 2022 once the post of Head of Governance had been recruited to. This post was to provide the necessary support to the review. The post will be filled from 18 August 2022 and it is anticipated that the review will start in September as agreed.</p>

Questions	Answers
<p>comes despite working groups of the Place Overview &amp; Scrutiny Committees on Carbon Targets and Transport having met and completed their enquiries in this time. Can the Cabinet member explain why this has happened and confirm when the Democracy Working Group will receive staff support to meet and conduct its enquiry?</p>	
<p><b>20. COUNCILLOR DAN LEVY</b></p> <p>Does Cllr Sudbury agree that a key part of our commitments to address the climate emergency and to preserve and improve access to nature and green spaces is to work actively to sustain our natural environment, and will he acknowledge the great work being done by the Lower Windrush Valley Project, which is hosted by the County Council, to enhance the flora and fauna of a key part of our landscape?</p>	<p><b>COUNCILLOR PETE SUDBURY, CABINET MEMBER FOR CLIMATE CHANGE DELIVERY AND ENVIRONMENT</b></p> <p>I agree wholeheartedly. Across the Council we work to sustain the natural environment in many ways both by ourselves and with partners. This involves work at both the policy and delivery level. The Council's new tree policy and engagement in the establishment of a new Oxfordshire Local Nature Partnership are two recent examples of our involvement in this area that will have long-term benefits. At an operational level I am very pleased to acknowledge the great work of the Lower Windrush Valley Project (LWVP). This project was set up by the County Council in 2001 and continues to be a key part of the County Council's work delivering biodiversity, landscape and access improvements in Oxfordshire.</p> <p>The mosaic of terrestrial and aquatic habitats in the distinct landscape of the Lower Windrush Valley provide a wide range of regulating ecosystem services including carbon storage, water quality, flood resilience and pollination. Ongoing minerals extraction provides a unique opportunity for biodiversity and access to greenspace enhancements.</p> <p>The LWVP manages two nature reserves, both of which have been designated local wildlife sites as a result of their management and improvement by the LWVP. The LWVP also played a pivotal role in the creation and ongoing management of Tar Lakes, a green space with a focus</p>

Questions	Answers
	<p>on providing a place for both people and wildlife, supporting 75,000 visits per year. It includes parking, seating and footpaths to enable access for wheelchair users and those with restricted mobility. The LWVP also hosts a range of events and activities across the valley that help people of all ages and abilities to engage with the natural environment.</p> <p>In addition to these sites, the LWVP delivers biodiversity enhancement projects, such as grassland restoration and pond creation, and influences land use and land management for biodiversity across its operating area through involvement in the minerals planning process and landowner advice and support. A high-quality natural environment is key to helping our communities adapt to the challenges of climate change. Supporting hosted initiatives, such as the LWVP, and the work of external partners will be increasingly important in meeting these challenges in the future.</p>
<p><b>21. COUNCILLOR BETHIA THOMAS</b></p> <p>Last year Cllr Miller was kind enough to help me investigate the future of some council's properties in my division. One of these was the site at Faringdon Infant School which is due to close this month. The DfE was looking into the prospect of the site being converted into a SEND school, but I don't think I have ever received a definitive decision on this and would be grateful for any updates on its use, and particularly the future of the green spaces, playing fields and woods that were planted there many years ago, and are used for forest schools and outdoor learning. Could Cllr Miller give me any updates?</p>	<p><b>COUNCILLOR CALUM MILLER, CABINET MEMBER FOR FINANCE</b></p> <p>I know that Cllr Thomas has been a champion of community facilities in her division and particularly of provision for children and young people, including schools. I am sorry Cllr Thomas has not received updates on the progress of plans for this site. I understand that the site will remain for educational purposes and that the Department for Education still plans to use the site for a special school, subject to planning approval. A pre-application discussion is underway with the planning authority. The special school would make use of the whole of the current school site.</p>

Questions	Answers
<p><b>22. COUNCILLOR IAN SNOWDON</b></p> <p>The Oxford Mail reported last week on the result of an FOI request to the Council from June 7<sup>th</sup>, so, will the Cabinet member for Corporate Services ensure that the long overdue FOI request of 25<sup>th</sup> February is now promptly dealt with?</p>	<p><b>COUNCILLOR GLYNIS PHILLIPS, CABINET MEMBER FOR CORPORATE SERVICES</b></p> <p>I can assure you that the FOI request is currently being dealt with and the Council apologises for the delay. The request has produced a significant number of emails which are currently being worked through to identify whether any exemptions such as personal data should be applied. It is expected that the response will be issued to the requester on or before 19 July 2022.</p>
<p><b>23. COUNCILLOR IAN SNOWDON</b></p> <p>With all the community division caused by the East Oxford LTN's, much caused by the total lack of proper engagement with residents, businesses, religious groups, taxi companies and so on, along with the lack of coordination with major stakeholders like the hospitals and Royal Mail which resulted in priority post boxes being shut and many hospital appointments missed or arriving too late.</p> <p>Can the Cabinet member for highways confirm a date that the final decision on East Oxford LTN's will be made or at the very least an indication of the earliest date?</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</b></p> <p>During the design of the East Oxford LTN officers sought to engage with as many local groups and stakeholders as possible. Prior to delivery there were letter drops, and warning signs were placed on surrounding roads and at the filter locations as well as ensuring all the permanent signs were in place. We are continuing to reach out to key stakeholders during the consultation process. As with all trials and experimental traffic orders we continue to monitor impact, risk and mitigation where required.</p> <p>Following the end of the consultation period on the Experimental Traffic Regulation Order (ETRO) at the end of November 2022, the county council will continue the process of assessing the impact of the East Oxford LTN areas. This assessment will include, but not exhaustively, any feedback received, the alignment with policy, and data collected on traffic, air pollution</p>

Questions	Answers
	<p>and levels of walking and cycling in these areas. The council will then decide whether to confirm, cancel, or continue with the ETRO for up to 12 months longer to allow for further consultation and monitoring. Should any changes be needed ahead of this date, the consultation may have to restart for a further 6 months from the date of changes made.</p>
<p><b>24. COUNCILLOR IAN SNOWDON</b></p> <p>As cabinet member for transport will you condemn the RMT strikes which are inflicting untold damage to the county's workers and businesses?</p>	<p><b>COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL &amp; DEVELOPMENT STRATEGY</b></p> <p>I will always defend the rights of working people to take action, including strike action, in defence of their working conditions and pay. The health of our free and democratic society depends on the right so to do, and for independent trade unions to organise on behalf of their members. I would like to take this opportunity to encourage everyone to join their trade union. I have benefitted from the support of my own unions GMB and Community on many occasions, for which I thank my fellow members and the union officers. You are bulwarks against serfdom and demagoguery. I know the rail unions will seek a fair and swift end to this dispute, and would like to thank them for their tireless work including the lockdowns in keeping Britain on the move.</p> <p>It is a matter of deep regret, and considerable sacrifice for railway workers, that the Government has refused to play a constructive part in resolving the issues in the rail industry before we got to this point. Their inaction and refusal to sanction talks resulted in the strikes going ahead. These could have been averted. The Tory Government has sought division and seemed to actively want the strikes to go ahead. Contrast this with the effective dialogue promoted by the Labour Welsh Government which has meant there have been no strikes in Wales. What a contrast!</p> <p>This is not a matter that I can resolve as Cabinet Member for Travel and Development Strategy at Oxfordshire County Council. Attempts by the</p>



Questions	Answers
	<p>Government, and now Cllr Snowdon, to make this an attack on their political opponents are ill-conceived and unhelpful to the point at which they seem like an abdication of responsibility. This solution to this industrial action sits rightly on the desk of Government ministers. It is a product of the Government's catastrophic handing of the national economy, and poor governance of the vital infrastructure on which we all depend. I hope Cllr Snowdon will join me in calling on our Oxfordshire MPs, one of whom is a transport minister, to get the parties round the table and find a solution.</p>
<p><b>25. COUNCILLOR JOHN HOWSON</b></p> <p>How much was raised by the apprenticeship Levy during the period of the previous Council from 2017 to 2021 both overall and from maintained primary schools and how much was returned to HMRC of the amount raised during the four years, both overall and proportionally from Oxfordshire primary schools.</p>	<p><b>COUNCILLOR CALUM MILLER, CABINET MEMBER FOR FINANCE</b></p> <p>During the period from 2017 to 2021, a total of £5,770,913.84 was paid into the Apprenticeship Levy for Oxfordshire County Council. From 2017 to 2021, Schools specifically contributed £2,078,691.00 of this.</p> <p>From 2017 to 2021, a total of £1,259,722.36 funding has expired from the Apprenticeship Levy. As the Digital Apprenticeship Service does not breakdown the contributions beyond the PAYE number, it is very difficult to determine how much of the expired funds were contributed by Schools. We can however report on the utilisation of School Apprenticeship Levy since the payments into the Digital Apprenticeship Service started. From 2017 to 2021, the total amount of Levy spent by Oxfordshire County Council was £2,114,188.65, of this Schools spent £676,013.00.</p>
<p><b>26. COUNCILLOR JOHN HOWSON</b></p> <p>What effect will the government's proposals in the Schools Bill for a hard National Funding</p>	<p><b>COUNCILLOR LIZ BRIGHOUSE, DEPUTY LEADER OF THE COUNCIL AND CABINET MEMBER FOR CHILDREN, EDUCATION AND YOUNG PEOPLE'S SERVICES</b></p>

Questions	Answers
Formula have on schools in Oxfordshire?	<p>The DfE launched the consultation on the National Funding Formula on 7 June with responses required by 9 September.</p> <p>The proposals on a hard national funding formula have no impact on Oxfordshire as Oxfordshire adopted the national funding formula so is consistent with the government proposals.</p> <p>The consultation has a wider remit and includes proposals on Notional SEND and funding for growing schools. These proposals are likely to impact Oxfordshire, further modelling on these elements of the proposal will take place over the Summer in order to respond to the consultation in full by 9 September. We will share these with Cllr Howson as these are developed.</p>
<p><b>27. COUNCILLOR JOHN HOWSON</b></p> <p>How many displaced children from Ukraine have been placed in Oxfordshire schools since February?</p>	<p><b>COUNCILLOR LIZ BRIGHOUSE, DEPUTY LEADER OF THE COUNCIL AND CABINET MEMBER FOR CHILDREN, EDUCATION AND YOUNG PEOPLE'S SERVICES</b></p> <p>335</p>