



County Council

1 November 2022

Schedule of Business

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OXFORDSHIRE COUNTY COUNCIL – 1 NOVEMBER 2022

SCHEDULE OF BUSINESS

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

ITEM/TIME	ITEM	PROPOSALS (M = Motion; SEC = Secondar; Am = Amendment S = Statement; Q = Question; REC = Recommendation to be determined)
<p align="center">1</p> <p align="center">10.30</p>	<p>Minutes (<i>page 1</i>)</p> <p>To agree the accuracy of the minutes of the meeting held on 7 October 2022</p>	
<p align="center">2</p>	<p>Apologies for Absence</p> <p>Cllrs Bennett, Lygo, Paule, Thomas</p>	
<p align="center">3</p>	<p>Declarations of Interest</p>	
<p align="center">4</p>	<p>Official Communications</p> <p>Official engagements and visits to parts of the County</p> <p>Civic Supper</p> <p>Farm visit - 28 October</p> <p>Chair's Christmas carols – 6 December</p> <p>Councillors' photographs</p>	
<p align="center">5</p>	<p>Appointments</p> <p>Cllr Walker to replace Cllr Corkin on People Overview and Scrutiny Committee</p>	

6	<p>Petitions and Public Address</p> <p><i>Any person may address the Council on an item on the agenda subject to the provisions in CPR 10.2 of the Constitution</i></p> <p>Petitions - 3 minutes to speak</p> <p>Public Address – 3 minutes to speak (reduced from 5 minutes at the discretion of the Chair – CPR 10.3).</p>	<p>Petitions</p> <p>7 requests – SEND</p> <p>Public Address</p> <p>Paul Roberts – Aspire Oxfordshire</p> <p>Jamie Clark – School streets</p> <p>Zahura Plummer Danny Yee Richard Parnham Robin Tucker (via Teams) Nick Welch (via Teams) – Motion by Cllr Reeves Item 15</p>
7	<p>Questions with Notice from Members of the Public</p> <p>Ms Aodh�n McBride to Councillor Duncan Enright</p> <p>Mr Richard Parnham to Councillor Andrew Gant</p> <p>Mr Peter West to Councillor Andrew Gant</p>	<p>Enright</p> <p>Gant</p> <p>Gant</p>
8 11.10 30 mins	<p>Questions with Notice from Members of the Council</p> <ol style="list-style-type: none"> 1. Hicks to Enright 2. Cherry to Gant 3. Haywood to Gant 4. Bennett to Gant 5. Bennett to Gant 6. Baines to Gant 7. Baines to Gant 8. Baines to Brighthouse 9. Reeves to Leffman 10. Walker to Enright 11. Walker to Gant 	

	<p>12. Walker to Gant 13. Reeves to Gant 14. Reeves to Gant 15. Snowdon to Gant</p>	
<p>9 11.40 30 mins</p>	<p>Report of the Cabinet (page 17)</p> <p>Deputy Leader (Liz Brighthouse)</p> <p>Highways Management and Travel and Development Strategy (Andrew Gant and Duncan Enright)</p> <p>Adult Social Care (Tim Bearder)</p> <p>Corporate Services (Glynis Phillips)</p> <p>Finance (Calum Miller)</p> <p>Highway Management (Andrew Gant)</p> <p>Public Health & Equalities (Mark Lygo)</p> <p>Travel & Development Strategy (Duncan Enright)</p> <p>Scrutiny Reports</p>	<p>Q.Baines (1)</p> <p>Q.Baines (2)</p> <p>Q O'Connor(3) Q. Saul (3)</p> <p>Q Hicks (6) Q Edosomwan (8) Q Baines (9) Q Hicks (9) Q Bartholomew (9)</p> <p>Q O'Connor (13) Q Middleton (13)</p> <p>Q O'Connor (14)</p> <p>Q Baines (15) Q O'Connor (15) Q Roberts (15)</p> <p>Q O'Connor (17)</p>

<p>10 12.10</p> <p>10 mins</p>	<p>Dispensation from attending meetings (page 23)</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> <p>(a) Grant a dispensation to Cllr Nick Field-Johnson from the statutory requirement to attend a meeting of the Council within a six-month period from the last noted attendance for family reasons.</p> <p>(b) Approve that the dispensation last up to and including 31 December 2022.</p>	<p>M Chair SEC Vice-Chair S</p>
<p>11 12.20</p> <p>10 mins</p>	<p>Officers' Scheme of Delegation (page 25)</p> <p><i>Movers and seconders 5 mins and speaking in debate 3 minutes, CPR 15.4.2</i></p> <p>COUNCIL IS RECOMMENDED to approve the Scheme of Delegation as it relates to Council functions and the amendments to the parts of the Council's Constitution annexed to this report (which include a revised Officer Scheme of Delegation) where these are not already within the delegations granted to the Director of Law and Governance</p>	<p>M Chair SEC Vice-Chair S</p>
<p>12 12.30</p>	<p>Calendar of meetings 2023/24 (page 47)</p> <p><i>Movers and seconders 5 mins and speaking in debate 3 minutes, CPR 15.4.2</i></p> <p>COUNCIL IS RECOMMENDED to approve the calendar of meetings for the 2023- 24 civic year attached to the report.</p>	<p>M Chair SEC Vice-Chair S</p>
<p>13 1.30</p> <p>15 mins</p>	<p>Capital Governance - Amendments to the Financial Regulations, Section 5, Capital (page 53)</p> <p><i>Movers and seconders 5 mins and speaking in debate 3 minutes, CPR 15.4.2</i></p>	<p>M Smith SEC Baines S Miller</p>

	Council is RECOMMENDED to Approve the amendments to the Financial Procedure Rules (Financial Regulations, Section 5 'Capital') as set out in Annex 1, as recommended by the Audit and Governance Committee	
<p>14 1.45</p> <p>20 mins</p>	<p>Motion by Councillor Roz Smith</p> <p><i>Movers and seconders 5 mins and speaking in debate 3 minutes, CPR 15.4.2</i></p> <p>This Council notes:</p> <p>There are over 2 million employees providing unpaid care to friends and family members, such as personal care, medical and social support, and attending appointments.</p> <p>The pressure on people as they balance their work with caring is hard. This Council believes that more action is needed to support people in employment with caring responsibilities.</p> <p>Council therefore proposes to support the Carer's Leave Bill being brought to Parliament which will, for the first time, create a statutory entitlement for employers to offer unpaid leave for employees with caring responsibilities.</p> <p>The Bill is expected to provide for up to one week's unpaid leave per year (in addition to paid leave allowance) and would provide more flexibility for carers, making things easier for them and their employers.</p> <p>Eligibility for the leave would be clearly defined in the Bill, taking a broad approach to reflect the wide range of caring relationships and responsibilities.</p> <p>Council therefore:</p> <p>1. resolves for the leader to write to all Oxfordshire MP's asking them if they will support the Carer's Leave Bill</p>	<p>M Smith SEC Saul S Howson S Rouane</p>

	2. resolves to ask the Cabinet to commission a review of the communications and support for local advice services for employed	
15 2.05 25 mins	<p>Motion by Councillor Eddie Reeves</p> <p><i>Movers and seconders 5 mins and speaking in debate 3 minutes, CPR 15.4.2</i></p> <p>This Council notes that significant concerns have been raised locally and nationally surrounding the data sets used to justify the introduction of Low Traffic Neighbourhoods (LTNs).</p> <p>This Council further acknowledges its shortcomings in connection with certain of the LTN consultations and restates its commitment to consult more fully with local businesses, community groups and residents with mobility and/or religious requirements that make LTNs in parts of Oxford more problematic than in others.</p> <p>Without prejudice to the administration's aim of reducing car-use, this Council recommends to Cabinet that it halt any immediate expansion in LTNs with a view to reassuring residents surrounding the data-sets and consultation methodologies used to justify and aid their introduction.</p> <p>This Council further recommends to Cabinet that an independent audit of LTNs introduced in, or planned for, Oxfordshire be set in train to allow the Local Government Association or such other organisation to impartially assess their value in economic and environmental terms, together with their corresponding levels of democratic support</p>	<p>M Reeves SEC Constance S Haywood S Cherry S Enright S Gant S Smith</p>

<p>16 2.30</p> <p>20 mins</p>	<p>Motion by Councillor Charlie Hicks</p> <p><i>Movers and seconders 5 mins and speaking in debate 3 minutes, CPR 15.4.2</i></p> <p>This Council has considered a change of Governance in the past from Leader and Cabinet to having a more inclusive Committee structure.</p> <p>The Oxfordshire Fair Deal Alliance wishes to review the decision-making structures of the County Council, with the aim of operating in a much more inclusive way that can involve all the talents of the council.</p> <p>The Council now requests the Director for Law & Governance to institute a Full Governance Review of the County Council as soon as practicable, with any recommended changes to the Council's Executive and Governance structure to be decided by Full Council and fully implemented by May 2024</p>	<p>M Hicks SEC Roberts S Reynolds S O'Connor S Brighthouse S Cherry S Leffman</p>
<p>17</p> <p>2.50</p> <p>20 mins</p>	<p>Motion by Councillor Nigel Simpson</p> <p><i>Movers and seconders 5 mins and speaking in debate 3 minutes, CPR 15.4.2</i></p> <p>Oxfordshire County Council has acknowledged the Climate Change Emergency.</p> <p>A major contributor to excessive CO2 output is unnecessary car journeys. The proposal by Network Rail to shut the vital link between Yarnton and Kidlington by closing the level crossing at Sandy Lane will result in a significant increase in carbon emissions.</p> <p>Permanent closure would see drivers forced to use alternative routes resulting in an average extra distance travelled of nearly two miles per journey.</p>	<p>M Simpson SEC S Middleton S Hicks S Enright S Howson S Levy S Johnston S Bartholomew</p>

	<p>Based on a recent survey undertaken by Yarnton Parish Council and on current usage this is estimated to result in an extra 4750 miles travelled on weekdays and 3800 at weekends, resulting in 1.5 million unnecessary miles per year.</p> <p>The cost of such surplus miles is hundreds of thousands of pounds to residents and businesses who rely on their cars; and extra pollution in the form of many tonnes of carbon emissions, contrary to the Council's environmental objectives.</p> <p>This would go directly against the Council's ambition to reduce CO2 output generated by transport and very significantly degrade the network of contacts that currently underpins the ancient and vital community nexus around the parishes of Yarnton, Begbroke and Kidlington.</p> <p>This Council calls upon the Leader to request relevant Cabinet colleague(s) to engage with the local parishes, Network Rail and Oxford University Developments to discuss with them the ways in which this vital link can be maintained at least cost to the environment and for the benefit of all users with improvements, especially for cyclists and pedestrians</p>	
<p>18</p> <p>3.10</p> <p>15 mins</p>	<p>Motion by Councillor Eddie Reeves</p> <p><i>Movers and seconders 5 mins and speaking in debate 3 minutes, CPR 15.4.2</i></p> <p>Given the scale of the cost-of-living crisis, this Council resolves to show a lead by recommending to Cabinet that catering for meetings of Full Council and at civic functions be cancelled unless catering is considered essential.</p> <p>Where appropriate, this Council further recommends to Cabinet that it commit to</p>	<p>M Reeves SEC Walker S Phillips S Ford S Leffman</p>

	reallocating such monies to helping those residents in greatest need	
19 3.25	<p>Motion by Councillor Sally Povolotsky</p> <p><i>Movers and seconders 5 mins and speaking in debate 3 minutes, CPR 15.4.2</i></p> <p>The UK government has announced only a £100 payment for “Off Grid” homes relying on oil or LPG. A big gap in fiscal support compared to the £400 for all other households on the grid.</p> <p>Heating and oil prices have seen huge hikes. The average cost of filling a 1,000-litre tank at the start of the year was about £620. By August, which is oil buying season, Oxfordshire residents prices had peaked and the same tank cost £1,108 or more to fill, and the market fluctuates.</p> <p>The disparity is that most people are required to pay up front for oil, while people on mains energy pay monthly. Residents don’t just face a warmth crisis but that lowincome households in rural areas face a potential health crisis due to cold homes. Without action, this government risks the health of many of the 1.5 million who have no option other than to use oil or LPG to heat their homes.</p> <p>There’s a potential cost and service gap issue to local authorities by the increased demand for health and mental health services.</p> <p>This council asks our leader to write to government to;</p> <p>1. Match the £400 energy grant for ALL energy users</p>	<p>M Povolotsky SEC Middleton S Baines S Brighouse S van Mierlo S Leffman S Bartholomew</p>

	<p>2. Create a package for rural Oxfordshire communities to provide grants for renewables / air source heat pumps or help switch to biofuel boilers, as well as retrofitting and insulation.</p> <p>3. Recognise that this cost of living emergency has further health service impacts in Oxfordshire and fund the needs of society</p>	
20	<p>Motion by Councillor Nathan Ley</p> <p><i>Movers and seconders 5 mins and speaking in debate 3 minutes, CPR 15.4.2</i></p> <p>This Council recognises that excessive noise pollution from major highways raises the risk of negative health outcomes for our residents, most notably cardiovascular disease, cognitive impairment, and sleep disturbance. This particularly affects those who live in closest proximity to the busiest major strategic roads, including the A34 and M40.</p> <p>The World Health Organisation (WHO) guidelines “strongly recommends reducing noise levels produced by road traffic below 53 dB, as road traffic noise above this level is associated with adverse health effects”. However, it’s well known that noise levels are far in excess of this in many residential areas, especially where formally defined as - 7 - ‘Noise Important Areas’, where the highest 1% of noise levels at residential locations can be found. This includes neighbourhoods within Abingdon, Botley and Banbury among others.</p> <p>Traffic volumes on our major roads have massively increased, with the number of cars on the road doubling in the past 30 years. In light of this, and given the absence of physical sound mitigation measures along</p>	<p>M Ley SEC Hicks S Phillips S Roberts S Povoltsky</p>

	<p>many highways-adjacent areas in Oxfordshire, we believe National Highways must take action to improve residents' quality of life. The existing designation of several 'Noise Important Areas' provides a framework for further investigation, and this must be matched by appropriate physical remedies</p> <p>Acknowledging the important future role of our strategic network, Council asks the Leader to write to National Highways' Chief Executive Nick Harris to stress the importance of funding and implementing physical noise mitigation infrastructure as soon as possible, especially pre-existing 'Noise Important Areas'.</p>	
21	<p>Motion by Councillor Robin Bennett</p> <p><i>Movers and seconders 5 mins and speaking in debate 3 minutes, CPR 15.4.2</i></p> <p>This council considers that the UK government's so-called 'investment zones', proposed by the Chancellor in his recent 'mini-budget', are a disaster in the making, for the environment, local communities, democracy and public finances.</p> <p>Consultations and environmental regulations have been presented as 'burdensome requirements'. Development which 'responds to the market' in these zones is required to be additional to the sites already set out in Local Plans, which are already carefully planned to respond to local needs and to respect the local environment; Investment zones will be able to 'relax' policy requirements that have been consulted on and approved by local councillors. They are there for a reason.</p>	<p>M Bennett SEC Johnston S Bartholomew</p>

	<p>EU-based environmental regulations such as Habitat Regulation Assessments will be scrapped in these zones, with no clarity as to how they will be replaced.</p> <p>Instead of treating nature protection as something that is in the way of growth, the environment should be at the heart of decision-making, given that it is the foundation of all economic prosperity.</p> <p>Oxfordshire's six councils have already agreed a Strategic Vision for long-term sustainable development; adopting a get rich quick scheme devised by disaster capitalist think tanks is not in keeping with that vision.</p> <p>Council fully endorses the Leader's response to DLUHC confirming that Oxfordshire is already a key contributor to the economy and that democratic local plans remain the best vehicle to deliver that contribution. Responding to the market alone is not enough: Oxfordshire's residents need to be heard, not sidelined, and our environment respected</p>	
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QUESTIONS ON NOTICE FROM MEMBERS OF THE PUBLIC – 1 NOVEMBER 2022

1. Ms Aodhín McBride to Councillor Duncan Enright

Question

To what extent has the provision of early years educational settings (nurseries) been considered in the design of the Marston Ferry road traffic filter?

There are no nurseries in New Marston, so like many other parents of young working families in this area, we are required to send our children to nursery in Summertown. Our daughter is too young to be transported on a bike and so we have to travel by car. Implementing the traffic filter will force us to make a very large detour via the ringroad (with greater co2 emissions). The proposed additional bus route from Summertown to the JR does not solve this issue as it doesn't actually go into New Marston.

Answer

An Equality Impact Assessment (EqIA) has been developed by Steer, an independent transport consultancy, which was informed through direct engagement with Oxford City Council's Transport and Movement focus group. An EqIA is a process designed to ensure that a policy, project or scheme does not unlawfully discriminate against any protected characteristic. A summary of the EqIA can be found on our Let's Talk Oxfordshire consultation webpage: <https://letstalk.oxfordshire.gov.uk/traffic-filters-2022>.

The EqIA identified that the Traffic Filters may inconvenience some drivers and those who rely on cars, which may include some parents/carers with children at nurseries and primary schools. To mitigate the impact on these people, the EqIA recommended a series of permits and exemptions from the Traffic Filters. These mitigation measures were developed to strike the balance between lessening the negative impacts of the Traffic Filters without overly diluting the wider benefits of the scheme.

A series of additional mitigation measures are also outlined within the EqIA, which range from implementing bus priority and service improvements to maximise the benefits of the filters, to accelerating Local Cycling and Walking Infrastructure Plan (LCWIP) schemes to enable more people to switch from driving to cycling or walking. Oxfordshire County Council, in partnership with Oxford City Council, intend to deliver these mitigation measures following the implementation of the Traffic Filters scheme

In the case of New Marston, quite a large area will be within 5 minutes' walk of the improved bus route (Marston Ferry Road, Cherwell Drive and Headley Way) that would enable residents to get to Summertown without having to take a detour via the Ring Road. So in reality this may well be an option for quite a number of people in this area.

We would encourage people to complete the questionnaire survey on our [consultation website](#) to give us their views on the proposals for trial traffic filters.

2. Mr Richard Parnham to Councillor Andrew Gant

Question

Can Councillor Grant explain why the TRO orders, purporting to make the Cowley LTNs permanent on 22 August 2022, did not appear on <https://letstalk.oxfordshire.gov.uk/>, the location specified in the order's official public notice, until 12 October 2022, a full seven weeks after we might reasonably have expected to see these TRO orders published on this specific website?

Answer

This was an omission which was rectified as soon as it was brought to our attention. The public notices of the orders were published in the Oxford Times in accordance with the relevant regulations (Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996) and the subsequent omission from the Let's Talk website did not affect the legal status of the retention of the measures on the ground. However, officers have reviewed their processes to ensure that such an omission cannot happen again.

3. Mr Peter West to Councillor Andrew Gant

Question

Can Councillor Gant explain why the online public notice, announcing that the Cowley LTNs had been made permanent, were added onto the bottom of a completely unrelated draft traffic order regarding speed restrictions close to the East Oxfordshire village of Great Milton – thereby rendering the online notice invisible to anyone searching on the online public notices section of the Oxford Mail for the Cowley LTN notice within three miles of Cowley, the correct location to where the notice should have been geographically tagged to?

Answer

The online versions of notices are uploaded through a central portal. Unlike the hard copy version we do not have control over the final format. The online version is different from the hard copy as it does not show a division between the notices. As the Great Milton and Cowley LTN notices were submitted at the same time this

meant that they appeared together in the online version. I note the issue regarding tagging and have asked officers to explore what might be done to address this.

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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.

<p>1. COUNCILLOR CHARLIE HICKS</p> <p>Following from the response from Cllr Enright to the September Cabinet meeting to the question of "Please could you provide what the 2030 targets are for number of car trips in Oxfordshire by 2030 in absolute terms" the answer was "The policy team is currently working on establishing the baseline for car trips. We expect to have that information next month." Please can he now provide this number?</p>	<p>COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL & DEVELOPMENT STRATEGY</p> <p>The trip monitoring work being undertaken by the Local Transport Connectivity Plan (LTCP) team is not yet in place. Work is currently ongoing to create a monitoring tool for the LTCP and to look at how this work can be resourced, including awaiting the outcome of a funding bid. Once a methodology has been established and agreed, the LTCP can be updated with the number of car trips. It is not currently possible to give a revised timescale for this.</p>
<p>2. COUNCILLOR MARK CHERRY</p> <p>Can the member for cabinet member for Highway management assure me and residents of Bretch hill parking enforcement by the front of Bradley arcade shops which is double yellow with be enforcement by Oxfordshire county council parking enforcement officers as this has a knock-on effect for visibility of school children by Edmonds road sunshine centre and orchard Field community school.</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FR HIGHWAY MANAGEMENT</p> <p>Yes. The Parking Team will be speaking to our service provider, Conduent, to ensure that additional patrols in the area, at key times, take place.</p>

3. COUNCILLOR DAMIAN HAYWOOD

The vandalism of the East Oxford bollards has been extensive, and distressing to many residents. Who, due to safety fears for themselves and their children, have taken it upon themselves to act as human bollards and uphold the law. This is clearly unsatisfactory. Can I ask what the cabinet member is doing to address the vandalism, including how we are working with the police to combat this criminality?"

COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT

As noted in my recent statement, it is disappointing that a few individuals see fit to damage the LTN bollards and their fittings. We will continue to make safe and reinstate all damaged bollards that have been forcibly knocked down or uprooted. Vandalism of this kind is a serious criminal offence and correcting it takes a lot of time and effort from our highway officers.

I understand that some community members are voluntarily creating human barriers to vehicles trying to enter LTN areas through damaged filters. However, we would urge that people are mindful of their own safety and wait for bollards to be restored, where they have been removed.

To ensure the safety of other road users, it is necessary for damaged bollards to be removed and the area made safe until a new bollard can be fitted. For this reason, metal plates have been fitted temporarily at these locations as a safety measure whilst bollards are being repaired or replaced. They are installed to protect road users and prevent further vandalism.

In the meantime, we are also exploring other solutions to ensure that the LTNs continue to work on the ground, including looking at options to install heavy duty bollards, and options for automatic number plate recognition cameras (ANPR) cameras.

The County Council will continue to work with Thames Valley Police to help prevent further vandalism and ensure the safety of residents.

<p>4. COUNCILLOR ROBIN BENNETT</p> <p>Thank you to the Cabinet member for adding Vision Zero as a priority in the new highways management policies; Given that road layout is a key factor affecting speed and safety, will you be looking at opportunities to repurpose additional highway space in places such as the A4074 near Berinsfield and the A4130 from Bix to Henley to create safe active travel routes rather than the current dangerous overtaking lanes, as and when these roads come up for maintenance?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>The A4074 is currently being studied in order to develop a corridor strategy, as per Policy 53 of LTCP. Investigations into the future maintenance programme will be undertaken. Any changes to the existing road layout would need to consider highway geometry and safety requirements.</p>
<p>5. COUNCILLOR ROBIN BENNETT</p> <p>Can the Cabinet member give us an update on progress and timeframe for the repairs to Abingdon bridge?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>Officers have recently excavated a trial hole over the affected arch and found multiple unexpected utilities in the proposed works area, with some utilities having a potential to affect the proposed repair. We are now re-evaluating the works methodology to avoid utility strikes and therefore will be unable to complete the works before Christmas 2022.</p> <p>The aspiration is to complete the works and remove the traffic lights before the end of the financial year 22/23. However, this is subject to identifying the safe method of works around the utilities directly above and within the arch barrel as well as the water levels in February/Mach 2023, which might affect the start date.</p>

6. COUNCILLOR BRAD BAINES

Getting children cycling from an early age is central to changing central transport habits and unlocking independent active travel in later life. Despite this Oxfordshire sees huge inequalities in basic access to bike ownership and teaching to ride a bike.

In recognition of this can the Cabinet Member explain why Oxfordshire County Council does not fund 'learn to ride' bikeability training for children, providing them with the opportunity to learn to ride a bike when they would not otherwise have the opportunity?

COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT

We are the grant recipient and receive funding from Bikeability trust to provide cycle training in Oxfordshire and as the local authority, are responsible for operating this scheme within the county.

We provide the training via contracted suppliers and OCC staff. Our officers also run a separate cycle training scheme in schools utilising volunteers. Both schemes are to national standards and just differ in the way they are delivered and funded

7. COUNCILLOR BRAD BAINES

The St Ebbe's School Street is now facing another delay in putting itself on a sustainable footing with ANPR camera enforcement and a County Council administered 'white list' led by the Parking Team not the school. Volunteers, parents and school staff have been waiting almost a year for the urgently needed upgrades, since the required 'Part Six' powers were first touted in late 2021.

Can the Cabinet Member confirm that before the end of the year: the school street ANPR cameras will be in place; a County Council administrated 'white list' and application process will be live; and the County Council will be working on a next wave of ANPR enforced school streets?

COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT

Following the Cabinet Member Decision to go forward with making School Streets permanent at Larkrise, St Ebbes CE, Windmill and St Nicolas CE primary schools, Oxfordshire County Council is procuring the ANPR cameras required for enforcement.

We have experienced some delays in obtaining the cameras, which will impact upon our scheduled installation and testing dates. We are working closely with contractors to put the camera and signage infrastructure in place and are working to get the ANPR cameras set up as soon as possible. We are working with each school directly and will keep them updated on when their School Street cameras and signage will be installed. We would like to thank the schools and School Streets volunteers for their continued support during this time.

An online exemptions application process for Residents is being set with our Parking Team, and will be in place prior to the ANPR Cameras going live and the Schools will provide the Council with their exemptions lists, and Schools, that are interested in setting up a School Street, will be approached for the next wave of ANPR enforced school streets, and will work with the School Streets teams on their active travel plans going forward.

<p>8. COUNCILLOR BRAD BAINES</p> <p>Since the Government introduced the unfair 'National Funding Formula' in 2016, small 'village-like' schools with disproportionately higher fixed costs per pupil and higher maintenance costs have lost out and budgets squeezed. The impacts of sustained real terms cuts to schools funding, record-breaking Tory inflation and the educational impacts of the COVID pandemic now mean such schools are being pushed to the financial brink, with commitments to prioritise educational outcomes being compromises in order to balance budgets.</p> <p>Can the Cabinet Member update the Council on what is being done to lobby the Department for Education to ensure that small schools, like New Hinksey CofE Primary School in my division, get a fairer share of funding?</p>	<p>COUNCILLOR LIZ BRIGHOUSE, DEPUTY LEADER OF THE COUNCIL AND CABINET MEMBER FOR CHILDREN , EDUCATION AND YOUNG PEOPLE'S SERVICES</p> <p>We welcome Cllr Bains interest in school funding at this worrying time for the public finances. All our schools need a funding settlement that provide for their increasing running costs. The Council is a member of the F40 f40 Campaign for fairer schools funding which seeks fairness and equal opportunities in education for all children, regardless of where they live. I enclose the letter (attached at the foot of this document) sent last week to the Secretary of State on this subject</p>
<p>9. COUNCILLOR EDDIE REEVES</p> <p>Has the Leader met with executives at BMW to establish what can be done to retain as many jobs and as much manufacturing as possible here in Oxford?</p>	<p>COUNCILLOR LIZ LEFFMAN, LEADER OF THE COUNCIL</p> <p>Yes, I have met with the CEO and the Director of Production at the BMW plant in Cowley. I have been assured that there will be no immediate impact on jobs at the plant. However, as the production of petrol cars will cease after 2030, the situation will change over time and we will continue to maintain a dialogue with BMW about how we can minimise the impact on the local economy</p>

10. COUNCILLOR LIAM WALKER

I'm pleased to see that work has now started on the 850 space park and ride site on the A40 at Eynsham as part of the previous administrations plans to upgrade the A40 with £180 million. Currently construction is expected to be completed in the early part of 2024 but the site will not be open until late 2025. Can the cabinet member confirm if the site can be operational when it is instead completed?

COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL AND DEVELOPMENT STRATEGY

The signalised junction providing access to the Park and Ride (P&R) is phased to be delivered as part of the HIF2 A40 Integrated bus lane (IBL), so opening of the P&R is contingent on the completion of the IBL scheme, which is scheduled to be complete late 2025.

Additionally, some of the P&R planning conditions contained within the decision notice (R3.0057/19), prohibit the operation of the P&R, prior to bus lanes being in place

11. COUNCILLOR LIAM WALKER

In a presentation at a 20mph conference at County Hall those present were told that there would be a review of the before and after data for speed/air and noise. Can he confirm at which new 20mph schemes this data has been collected?

COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT

The five pilot sites are having before and after data collected in respect of speed, along with any others where the parish/town wish to fund and undertake this. The data that is being collected will be assessed at 12 months, 18 months and 24 months to ensure that we get a real representation of the impact the changes have made.

Speed - The first pilot site was Cuxham. This has shown a 3mph to 4mph decrease in speed since the changes have been made. In addition to this various speed watch initiatives have been set up in other areas and the team will be reviewing this data at a later date.

Air quality - Kirtlington Parish Council are measuring the air quality levels near the school. This was considered to be a key location due to the nature of the road and the new limits.

Noise – No locations are having noise monitored as yet, but we are looking for potential locations that would allow greater insight into the benefits of slower speeds and noise levels.

The Welsh Government presented their 20mph work at the recent 20s plenty conference and they have stated that their data being collected will not be ready until 18 months after the changes have been made. They have stated that their main data assessment will not be ready for a full 5 years after the changes have been made in September 2022. This timeframe was set to allow them sufficient time to truly assess the impact of the changes.

The county council aims to publish some initial data in the spring of 2023 with the full suite ready for late 2023. We feel this is an appropriate timescale given the size of Oxfordshire.

12. COUNCILLOR LIAM WALKER

A recent report by the Cowley Road Traders showed that 95% of the 91 business owners who were questioned in their survey said footfall and turnover had dropped noticeably since the LTNs were installed. Some business owners said that turnover had decreased by 50% but more commonly figures of 15-30% were quoted. Four shops have already closed as a result. Does the cabinet member not think the LTN schemes for Oxford now need to be reviewed?

COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT

The East Oxford LTNs are still currently within the 6-month consultation period and we would recommend anyone interested to please complete the online consultation found here: <https://letstalk.oxfordshire.gov.uk/east-oxford-ltns-2022>

Details can also be found here on how to request a hard copy of the consultation for those requiring this.

As with the Cowley LTNs the maximum duration of the Experimental Traffic Regulation Order (ETRO) is 18 months. The current 6 month consultation forms part of this process.

In common with all schemes we are monitoring impacts through a number of different methods – including impacts relating to transport and air quality.

Details of our monitoring methodology can be found online here <https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/active-travel/east-oxford-ltn-air-quality> .

To ensure we are assessing full impacts if the report cited could please be shared with activetraveloxfordcity@oxfordshire.gov.uk officers will ensure it is added to the evidence base.

Officers will also prepare a report detailing the data being collected on pedestrian activity and volumes since the introduction of the LTN and share with the Cllr when the consultation closes next month.

13. COUNCILLOR EDDIE REEVES

What plans, if any, does the administration have for extending Low Traffic Neighbourhoods to market towns and areas beyond Oxford?

COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT

For Cherwell and West, The Witney Local Cycling and Walking Infrastructure Plan (LCWIP) is in production at the moment and does not propose any LTNs at present. The draft plan will be consulted on in Autumn 2022 and will be revised once comments are received, before a final draft goes before Cabinet in January.

Some residents at Burwell Meadow, Witney have asked for an LTN to be considered on road safety grounds. We are conducting traffic surveys to understand how this street is used at the moment. Until the data is analysed we can't confirm if an LTN will be proposed there or not.

The adopted Bicester LCWIP mentions LTNs as a potential tool for future phases of the plan, which would be subject to public consultation and Cabinet Member Approval.

For Banbury, the LCWIP is in production and the initial plans from the consultants did include LTNs but through engagement and discussion these have been removed as cycle numbers would need to increase significantly from where they currently are in Banbury for this approach to be suitable. There are some existing traffic filters in Grimsbury and the Plan does consider how to improve those for cyclists, and a limited number of the outline detailed plans for the various routes do mention that traffic filters might be worth considering as a way to improve routes when they are designed up. The emphasis is more on making safer streets for cycling rather than an LTN approach.

I will add, however, that traffic filters and traffic restrictions, such as bus gates, remain tools which can have their place across Oxford and potentially in Oxfordshire's towns or parishes. Low Traffic Neighbourhoods (LTNs) are a specific variant of this tool. At the moment there are only proposals within Oxford for these; however we cannot rule out that they will be used elsewhere in Oxfordshire to meet our LTCP targets.

14. COUNCILLOR EDDIE REEVES

When will 20 mph zones be in place across Oxfordshire?

COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT

There is a 3-year programme to deliver the 20mph schemes across Oxfordshire split into three tranches, one for each year.

Tranche 1 delivery 2022/23 80 town and parish councils (applications now closed)

Tranche 2 delivery 2023/24 84 town and parish councils (applications now closed)

Tranche 3 delivery 2024/25 45 town and parish councils (Still accepting applications via the web site <https://service.oxfordshire.gov.uk/20mphrequest>)

A list of the town and parish councils participating has been available on the public web page. It is currently being reviewed and amended but it is expected that it will be back up by the end of the first week in November 2022.

Only locations that have the support of the County Councillor and Town/Parish are being progressed and approval is subject to a formal consultation, and decision by the Cabinet Member for Highways Management

15. COUNCILLOR IAN SNOWDON

With the “trial” of the LTN’s bollards in East Oxford coming to an end in the next few weeks can the cabinet member for Highways explain what business specific consultations will take place to collect data on the effect these bollards have had on the local economy, resident’s livelihoods, and jobs?

COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT

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October 19, 2022

Invitation to meet with f40 to discuss future of education

Dear Secretary of State

Congratulations on your appointment to the role as Secretary of State for Education. We appreciate the position comes with enormous responsibility and challenges, especially as we come out of the pandemic and face a cost of living crisis unlike anything we have seen for decades, so we know you will be extremely busy.

As MP for North West Hampshire, you will be aware of the work of f40 and how we campaign for fair and increased funding for education, including for children with special educational needs and disabilities (SEND).

Indeed, representatives from Hampshire County Council play a leading role in the f40 Executive and campaign, as schools in the county receive the seventh lowest Dedicated Schools Grant (DSG) funding across England – amounting to £4,000 less per pupil than the highest funded schools. This, we feel, is grossly unfair. However, it is not untypical for many of the f40 local authority areas and is something we would like to see addressed as quickly as possible.

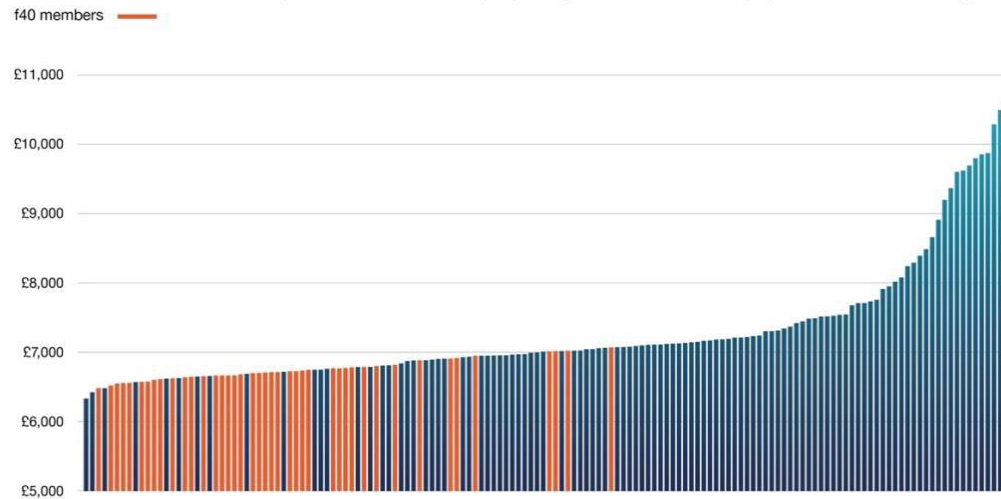
We would like to meet with you to discuss the unfairness of funding, along with the need for increased funding in education and the crisis in SEND, and to share some of the ideas and solutions we have.

You can see the variation in DSG funding for local authority areas in this graph below. While we appreciate there will always be some variation, it is the extent of the variation that we believe is wrong.

We appreciate Government has recognised the unfairness and is attempting to level up – without reducing the funding provided to the better off schools – however, progress is extremely slow. At the current pace, it will take 15-20 years for the gap in funding to close. That is the education of more than a whole generation of children at stake.

We do not wish to see money taken away from the better funded schools, but we do wish to see more provided to those that are poorly funded. With the current cost of living crisis, schools are facing greater pressures than ever, and many may struggle to pay their energy costs this year. The financial burden on the poorer funded schools will be even greater

Gross DSG allocation per mainstream pupil by local authority (December 2021)



We urge Government to act more quickly and make urgent changes to the National Funding Formula to make it fairer, more transparent, and proportionate. Education, as a whole, requires significant additional investment if all children are to reach their potential.

Schools are very good at managing to balance their books, but that does not mean they have sufficient funding. They have cut back in all the areas they can to make their budgets stretch and are now struggling to afford the teaching and support staff they require, and to offer the full curriculum and extra activities.

For some schools, this means being unable to replace key staff when they leave, such as deputy headteachers, reducing support staff, cutting back on activities, being unable to replace materials or repair the building, and relying more heavily on contributions from already-stretched parents.

The basic funding for schools should be enough to run a school before add-ons for specific school and pupil needs. If the basic level of funding was enough, there would be no need to have the Minimum Per Pupil Funding Level (MPPFL), which adversely impacts many small and rural schools.

Increases to the Living Wage, which we support, have presented an additional burden to schools, particularly special schools that require a higher number of support staff, as have teachers' pay awards. Some schools are reporting a 10% rise in support staff costs alone this year, which are not being supported through additional education funding. Schools are also struggling to recruit teaching assistants and are unable to compete on pay.

f40 is also very concerned about the deepening SEND crisis, which requires bold and urgent improvements, as well as more funding, to ensure the most vulnerable young people are provided with the best education and support.

At present, SEND funding is based on historic need and does not take into consideration the growing number of children with SEND or their increasing complexity of need. Funding has not kept pace with need, resulting in a £1 billion overspend in local authorities across England, which is expected to rise to £2.4bn by March 2025. A copy of a letter we have sent to the SEND Review Team and Department for Education is attached here for your information.

We appreciate there are many financial pressures on Government but believe the nation's children should be a priority, and the impact of the cost of living crisis on education does not seem to have been given sufficient consideration or attention.

We would welcome an opportunity to meet with you to discuss these issues further. Best wishes in your new role,



Cllr Alex Dale
Chair of f40, and Cabinet Member for Education at Derbyshire County Council

Cc The Rt Hon Jeremy Hunt
Chancellor of the Exchequer

Cc Baroness Barran MBE
Minister for the School and College System

Cc Kelly Tolhurst MP
Minister for Schools and Childhood

CC Jonathan Gullis MP Minister for School Standards

Cc The Department for Education

Cc Andrew Minall
Head of Education Financial Services at Hampshire County Council, and Chair of f40's Finance Manager's Research Team and an Executive Committee member

Cc Karen Westcott
Secretary of the f40 group

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