

# **County Council**

**12 September 2023**

## **Schedule of Business**

County Hall, New Road, Oxford, OX1 1ND

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# Agenda Annex

## OXFORDSHIRE COUNTY COUNCIL

### MEETING OF COUNCIL – 12 SEPTEMBER 2023 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)
1  10:30	<b>Minutes (<i>page 1</i>)</b>  To agree the accuracy of the minutes of the meeting held on 11 July 2023.	
2	<b>Apologies for Absence</b>	
3	<b>Declarations of Interest</b>	
4  10:35	<b>Official Communications</b>  <u>The Chair's charities to support during his term:</u> <ul style="list-style-type: none"><li>• Parkinson's Disease Oxford District Branch</li><li>• Parkinsons.me</li><li>• Cancer Research</li><li>• Thames Valley Air Ambulance</li><li>• Armed Forces – SSAFA Oxfordshire, Royal British Legion, Veterans Gateway, Veterans UK, Felix Fund</li><li>• Sepsis</li></ul> <u>A list of some of the events</u> that the Chair has attended and will be attending in the coming months:	

	<ul style="list-style-type: none"> <li>• BEM invective ceremony – 24th July jointly hosted with Lord Lieutenant</li> <li>• Agatha Christie statue unveiling – 9th September</li> <li>• Unveiling of Blue Plaque, Roy Jenkins and Dame Jennifer Jenkins – 16th September</li> <li>• The High Sheriff's Law Lecture – 10th October</li> <li>• Long Service awards - November</li> </ul> <p><u>Awards</u> The Oxfordshire Pension Fund has been accepted as a signatory to the UK Stewardship Code by the Financial Reporting Council.</p> <p><u>Tributes</u> for former County Councillors Joan Sylvia Campbell and Colin James</p>	
<p><b>5</b></p> <p><b>10:50</b></p> <p><b>5 mins</b></p>	<p><b>Appointments</b></p> <p><u>Council is requested to approve the following changes to Committees:</u></p> <p>Oxfordshire Joint Health Overview &amp; Scrutiny Committee: Councillor Hannaby to replace Councillor Ley</p> <p>Place Overview &amp; Scrutiny Committee: Councillor Ley to replace Councillor Gregory</p> <p>Buckinghamshire Oxfordshire Berkshire West Health Overview &amp; Scrutiny Committee: Councillor Hannaby to replace Councillor Ley</p> <p>Future Oxfordshire Partnership Scrutiny Panel: Councillor Constance to replace Councillor Walker</p> <p>Audit &amp; Governance Committee: Councillor Hannaby to replace Councillor van Mierlo</p> <p>Remuneration Committee: Councillor Constance to replace Councillor Ford</p> <p>People Overview &amp; Scrutiny Committee: Councillor Hannaby to replace Councillor Thomas</p>	

	<p>Planning &amp; Regulation Committee: Councillor Fenton to replace Councillor Bloomfield</p> <p><u>Council is requested to note the following appointment notified by the Leader:</u></p> <p>Councillor Povolotsky to replace Councillor Gregory as Public Transport Champion</p>	
<p><b>6</b></p> <p><b>10:55</b></p> <p><b>15 mins</b></p>	<p><b>Petitions and Public Address</b></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><b>Petitions</b> None</p> <p><b>Public Address</b> Item 16 – Motion from Cllr Gant:</p> <p>Reuven Ziegler Mark Goldring Jack Sanga Zuhura Plummer</p>
<p><b>7.</b></p> <p><b>11:10</b></p> <p><b>10 mins</b></p>	<p><b>Questions with Notice from Members of the Public</b></p> <p>(Answers were published in the Schedule Annex 2 on 11 September 2023. 1 supplementary question allowed for each)</p> <p>1: Mr Robin Tucker for Councillor Gant 2: Mr Pete Wallis for Councillor Johnston</p>	
<p><b>8.</b></p> <p><b>11:20</b></p> <p><b>30 mins</b></p>	<p><b>Questions with Notice from Members of the Council</b></p> <p>(Answers were published in the Schedule Annex 2 on 11 September 2023. 1 supplementary question allowed for each)</p> <ol style="list-style-type: none"> <li>1. Howson to Phillips</li> <li>2. Howson to Leffman</li> <li>3. Howson to Leffman</li> <li>4. Cherry to Gant</li> <li>5. Reeves to Gant</li> <li>6. Reeves to Phillips</li> <li>7. Mallon to Gregory</li> <li>8. Bartholomew to Enright</li> <li>9. Fenton to Gant</li> <li>10. Fenton to Gant</li> <li>11. Fenton to Gant</li> </ol>	

	<p>12. Ford to Phillips  13. Field-Johnson to Gant  14. Nick Field-Johnson to Gant  15. Reeves to Gant  16. Bartholomew to Enright  17. Bartholomew to Miller  18. Ley to O'Connor  19. Povolotsky to Sudbury  20. Thomas to O'Connor  21. Thomas to Gant  22. Walker to Gant  23. Walker to Enright  24. Walker to Gant</p>	
<p>9.  11:40  15 mins</p>	<p>Treasury Management Annual Report 2022/23 – Page 11</p> <p><i>Movers 5 mins and speaking in debate 3 minutes, CPR 15.4.2</i></p> <p>“Council is RECOMMENDED to note the Council’s treasury management activity and outcomes in 2022/23.”</p>	<p>M Miller  SEC Leffman  S Howson  S Pressel</p>
<p>10.  11:55  30 mins</p>	<p>Report of the Cabinet – Page 25</p> <p>Leader (Liz Leffman) Pg 25: Item 1  Item 2</p> <p>Climate Change Delivery &amp; Environment (Pete Sudbury) Pg 25: Item 3</p> <p>Finance (Calum Miller) Pg 26: Item 4  Item 5  Pg 27: Item 6</p> <p>Travel &amp; Development Strategy (Duncan Enright) Pg 27: Item 7</p> <p>Scrutiny Reports Pg 27: Item 8</p>	<p>Q Smith (3)</p> <p>Q Bartholomew (4)  Q Howson (5)</p> <p>Q Dan Levy (7)</p>
<p>12:25</p>	<p>LUNCH</p>	
<p>11  13:30</p>	<p>Motion by Councillor David Bartholomew  (See Schedule Annex 1 for amendment.)</p> <p><i>Movers 5 mins and speaking in debate 3 minutes, CPR 15.4.2</i></p>	<p>M Bartholomew  SEC Reeves  Am Leffman  SEC Brighthouse</p>

	<p>Cabinet has approved the proposals for new infrastructure to support housing in Didcot and welcomes the millions of pounds offered by Government, but the Planning &amp; Regulation Committee have rejected the proposals. This Council therefore welcomes the intervention by the Secretary of State to resolve the impasse.</p>	
<p>12</p>	<p><b>Motion by Councillor Charlie Hicks</b></p> <p><b>(See Schedule Annex 1 for amendment.)</b></p> <p><b><i>Movers have 5 mins and others 3 minutes, CPR 15.4.2</i></b></p> <p>Years of Conservative cuts have eroded Oxfordshire’s bus network, especially in rural and deprived areas.</p> <p>To improve bus services for Oxfordshire residents, Council and operators, via the Enhanced Partnership, are delivering a new fleet of electric buses and improvements at Park &amp; Ride sites.</p> <p>To build on these successes, Council wishes to explore options to bring buses back into public control, as other local authorities are doing, and to make further bus services improvements. Therefore, Council asks Cabinet to consider:</p> <ol style="list-style-type: none"> <li>1. Funding in 2024/25 a detailed feasibility study into options of setting up: <ul style="list-style-type: none"> <li>(i) Oxfordshire bus franchising,</li> <li>(ii) An Oxfordshire municipal bus company, and/or</li> <li>(iii) A “Transport for Oxfordshire” public transport body (akin to Transport for West Midlands)</li> </ul> </li> <li>2. This study should be informed by an initial assessment of the public transport needs of Oxfordshire’s underserved and deprived communities, including isolated rural communities, shift workers, women, disabled, and young people. It should</li> </ol>	<p>M Hicks  SEC Povolotsky  S Gant  S Rouane  S Bartholomew  S Corkin  S Baines  S Pressel  S Fenton</p>

	<p>also assess community and on-demand bus services integration within these models.</p> <ol style="list-style-type: none"> <li>3. Working with unions, public transport and taxi operators, police and other stakeholders to address gender-based violence on public transport and safe night-time travel for shift workers;</li> <li>4. Improving communications highlighting the current and proposed new bus services to be introduced alongside the Oxford traffic filters (akin to the TfL Superloop comms);</li> <li>5. Piloting car-free Sundays with free bus travel in Oxford and Market Towns in 2024, where there is local support, to showcase how reduced congestion leads to better bus services.</li> </ol>	
<p><b>13</b></p>	<p><b>Motion by Councillor Jane Hanna</b></p> <p><b><i>Movers have 5 mins and others 3 minutes, CPR 15.4.2</i></b></p> <p>This Council notes:</p> <ul style="list-style-type: none"> <li>• That a new rail station north of Grove was estimated in an independent opinion in 2018 to become the fifth busiest station in Oxfordshire, attracting at least one million users, and was subsequently included in the Oxfordshire Rail Corridor Study, the County Council Local Transport and Connectivity Plan, and has safeguarded sites under the Vale of White Horse District Local Plan. An estimated ‘high value for money’ of £2.48 for each £1 expended means the scheme has a strong economic case.</li> <li>• National campaigning to win support from government for small funding allocation to progress plans for the station failed in 2022, despite this area experiencing a 34% population increase.</li> <li>• That the Council budget and the Cabinet commitment of new funding in</li> </ul>	<p>M Hanna SEC Hannaby S Leffman S Johnston S Roberts S Enright</p>



	<p>2022/23 and 2023/24 supports investment through project development work. As a result, a Strategic Outline Business Case for the new Oxford–Eynsham–Witney–Carterton ‘Windrush Line’ has recently been completed successfully.</p> <ul style="list-style-type: none"> <li>• That project development work on Wantage and Grove Station would build on this example and would fit with ambitions of increased investment in an inclusive, integrated, county-wide active and sustainable travel network fit for the 21st century, to improve choice and reduce car journeys.</li> </ul> <p>Council therefore calls on Cabinet to consider building on the 2018 Statement of Opinion by commissioning, before the end of this financial year, while funding resources remain available, a DfT-compliant Strategic Outline Business Case, and an initial assessment of financing options for a new rail station for Wantage and Grove.</p>	
14	<p><b>Motion by Councillor Sally Povolotsky</b>  <b>(See Schedule Annex 1 for amendment.)</b></p> <p><b><i>Movers have 5 mins and others 3 minutes, CPR 15.4.2</i></b></p> <p>This Council notes:</p> <ul style="list-style-type: none"> <li>• In 2022 a survey commissioned by Action Aid UK found nearly one in eight women in Great Britain had recently struggled to buy menstrual products — either for themselves or for a dependent.</li> <li>• The survey found, of those who has struggled to afford menstrual products, 75% had needed to prioritise spending money on food and 49% needed to prioritise spending money on gas/electric.</li> <li>• A number of Councils across the UK have already set up or agreed to schemes to provide free period</li> </ul>	<p>M Povolotsky  SEC Howson  Am Fenton  SEC Snowdon  S Leffman  S Roberts</p>

	<p>products, including Oxford City Council.</p> <ul style="list-style-type: none"> <li>• 35% of teenage girls said they had taken time off school because of their period which is a 7% increase since 2019.</li> <li>• A YouGov survey showed two thirds of Britons supported making it a legal requirement for local authorities to provide free period products.</li> </ul> <p>Council strongly believes:</p> <ul style="list-style-type: none"> <li>• The cost-of-living crisis has forced many women to prioritise other household essentials such as food, clothes and heating over menstrual products.</li> <li>• No one should ever have to experience period poverty.</li> </ul> <p>Council resolves to ask Cabinet to:</p> <ul style="list-style-type: none"> <li>• Look into a period pant scheme, akin to reusable nappy schemes, to help with the costly purchase of more climate friendly products for all ages.</li> <li>• Promote the national school period product scheme to <i>all</i> Oxfordshire schools and monitor gaps in uptake.</li> <li>• Make free Menstrual products accessible in every council owned building in the county.</li> </ul>	
15	<p><b>Motion by Councillor Bob Johnston</b></p> <p><b><i>Movers have 5 mins and others 3 minutes, CPR 15.4.2</i></b></p> <p>Oxfordshire County Council deplores in the strongest terms the draft proposals to close station ticket offices in the County. This is because such a move will exclude all the digitally challenged from easily purchasing tickets, among whom are numbered many travellers that are elderly, disabled, or both.</p> <p>All rail users will be denied easy purchase of the full range of tickets, including some of the</p>	<p>M Johnston SEC Howson S Cherry S Brighthouse</p>

	<p>cheapest tickets. It will make split ticketing and the redemption of delay/repay vouchers difficult, if not impossible.</p> <p>The assumption on which the proposal is based is highly questionable, with impartial data showing that at some stations as much as 50% of the tickets purchased are through ticket offices. Furthermore, it will restrict the advice available on ticketing: it is quicker for an experienced operator to issue a ticket than to supervise somebody else to do the same. There is also evidence that the tickets currently purchased from ticket offices are either high value or for complicated journeys.</p> <p>Council therefore</p> <ul style="list-style-type: none"> <li>• urges all Members to sign the online petition about the proposed closures to ensure that the move is discussed in Parliament;</li> <li>• asks the Leader of Council to send a response opposing the closure of all ticket offices in Oxfordshire and</li> <li>• asks the Cabinet Member covering library services, should the closures take place, to investigate what support the county library service can offer digitally challenged users of the rail network to obtain best value, especially during the current cost-of-living crisis.</li> </ul>	
16	<p><b>Motion by Councillor Andrew Gant</b></p> <p><b><i>Movers have 5 mins and others 3 minutes, CPR 15.4.2</i></b></p> <p>Oxfordshire County Council is proud of our history of welcoming people seeking safety in our county. We believe that:</p> <ul style="list-style-type: none"> <li>• everyone has the right to seek safety, and everyone's claim for asylum should be treated equally and fairly;</li> <li>• the Government's 'anti-refugee' laws undermine internationally recognised rights for people fleeing war and persecution to seek safety;</li> </ul>	<p>M Gant  SEC O'Connor  S Leffman  S Povolotsky  S Middleton  S Corkin  S Pressel  S Brighthouse</p>

	<ul style="list-style-type: none"> <li>• people seeking safety should be housed as our neighbours and as a part of our communities;</li> <li>• the UK needs an asylum system that empowers people seeking safety to rebuild their lives and enables communities to welcome them;</li> </ul> <p>Council resolves to:</p> <p>(i) defend the right to seek safety from war and persecution in the UK by signing the national 'Fight the Anti-Refugee Laws' pledge.</p> <p>(ii) call on the UK Government to repeal the Illegal Migration Act and the Nationality and Borders Act, withdraw the UK–Rwanda partnership,</p> <p>(iii) request Cabinet to</p> <ul style="list-style-type: none"> <li>• work with Local Authorities and communities to build a refugee protection system that treats all people with dignity and compassion;</li> <li>• continue to lobby against any UK Government plans to build or repurpose facilities in Oxfordshire to detain or warehouse people seeking safety;</li> <li>• work with local organisations and people with lived experience of the asylum system to identify ways to mitigate the effects of these measures in Oxfordshire;</li> <li>• consider joining the network of cities and towns which promote the inclusion and welfare of people who are fleeing violence and persecution and become a recognised Council of Sanctuary.</li> </ul>	
	<b>CLOSE OF MEETING</b>	

## AMENDMENTS TO MOTION ON NOTICE

### Agenda Item 11 – Motion by Councillor David Bartholomew

#### Amendment to be moved by Councillor Liz Leffman, seconded by Councillor Liz Brighouse

Cabinet has approved the proposals for new infrastructure to support housing in Didcot and ~~welcomes the millions of pounds offered by Government~~ **using funding from central Government**, but the Planning & Regulation Committee have rejected the **current** proposals. This Council ~~therefore welcomes the intervention by~~ **notes the letter received from** the Secretary of State to ~~resolve the impasse.~~

### Agenda Item 12 – Motion by Councillor Charlie Hicks

#### Amendment to be moved by Councillor Charlie Hicks, seconded by Councillor Michael O'Connor

Years of Conservative cuts have eroded Oxfordshire's bus network, especially in rural and deprived areas.

To improve bus services for Oxfordshire residents, Council and operators, via the Enhanced Partnership, are delivering a new fleet of electric buses and improvements at Park & Ride sites.

To build on these successes, Council wishes to explore options to bring buses back into public control, as other local authorities are doing, and to make further bus services improvements. Therefore, Council asks Cabinet to consider:

1. Funding in 2024/25 a detailed feasibility study into options of setting up:
  - (i) Oxfordshire bus franchising,
  - (ii) An Oxfordshire municipal bus company, and/or
  - (iii) A "Transport for Oxfordshire" public transport body (akin to Transport for West Midlands)
2. This study should be informed by an initial assessment of the public transport needs of Oxfordshire's underserved and deprived communities, including isolated rural communities, shift workers, women, disabled, and young people. It should also assess community and on-demand bus services integration within these models.
3. Working with unions, public transport and taxi operators, police and other stakeholders to address gender-based violence on public transport and safe night-time travel for shift workers;
4. Improving communications highlighting the current and proposed new bus services to be introduced alongside the Oxford traffic filters (akin to the TfL Superloop comms);

- ~~5. Piloting car-free Sundays with free bus travel in Oxford and Market Towns in 2024, where there is local support, to showcase how reduced congestion leads to better bus services.~~

#### **Agenda Item 14 – Motion by Councillor Sally Povolotsky**

#### **Amendment to be moved by Councillor Ted Fenton, seconded by Councillor Ian Snowdon**

This Council notes:

- In 2022 a survey commissioned by Action Aid UK found nearly one in eight women in Great Britain had recently struggled to buy menstrual products — either for themselves or for a dependent.
- The survey found, of those who has struggled to afford menstrual products, 75% had needed to prioritise spending money on food and 49% needed to prioritise spending money on gas/electric.
- A number of Councils across the UK have already set up or agreed to schemes to provide free period products, including Oxford City Council.
- 35% of teenage girls said they had taken time off school because of their period which is a 7% increase since 2019.
- A YouGov survey showed two thirds of Britons supported making it a legal requirement for local authorities to provide free period products.

Council strongly believes:

- The cost-of-living crisis has forced many women to prioritise other household essentials such as food, clothes and heating over menstrual products.
- No one should ever have to experience period poverty.

Council resolves to ask Cabinet to:

- Look into a period pant scheme, akin to reusable nappy schemes, to help with the costly purchase of more climate friendly products for all ages.
- Promote the national school period product scheme to *all* Oxfordshire schools and monitor gaps in uptake.
- Make free ~~M~~menstrual products accessible in every **appropriate** council owned building in the county.

## Questions from Members of the Public

Questions are listed in the order in which they were received.

<p><b>1. ROBIN TUCKER</b></p> <p>Given the evidence of consultations being ‘gamed’ by local anti-traffic reduction campaigners by facilitating responses from national groups in the past, by increasing levels of involvement of national anti-vax and climate change denial groups in Oxford’s traffic issues, and by recent evidence of well-funded manipulation of social media by anti-ULEZ campaigners – How confident are Councillors that fraudulent consultation responses (for example, false postcodes and multiple responses from a single source using multiple email addresses) are detected?</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</b></p> <p>The Council takes reasonable steps to reduce the likelihood of deliberate manipulation of a consultation with single-user email registration usually turned on for surveys that are part of the most contentious consultations. However, while registration and other requirements such as requesting postcode or location can mitigate to some extent for multiple responses, they are not failsafe, and some information must be taken at face value. Evidence of bulk or repeated responses may not be malicious and may simply be because one household or community member is completing the response for others who cannot. Consultation feedback forms one part of the data that is considered before decisions are made on council business.</p>
<p><b>2. PETE WALLIS</b></p> <p>Following another summer of terrifying, off-the-scale climate events around the world that have exacerbated inequalities, cost lives and jeopardized public health, homes and livelihoods, and knowing that their frequency and severity will escalate as we burn more oil and gas, do you agree it is time to immediately and publicly commit to divest the Oxfordshire pension fund from fossil fuels, and insist that the Brunel Pool provide the necessary investment vehicles to facilitate this?</p>	<p><b>COUNCILLOR BOB JOHNSTON, CHAIR OF THE PENSION FUND COMMITTEE</b></p> <p>This has been explored in detail by the Pension Fund on numerous occasions and is regularly subject to review. The current thinking remains that now is not the right time to impose a blanket divestment policy on fossil fuel companies (however defined), but to continue our current policy of selective divestment based on whether companies meet specific targets on which we base our engagement. The Committee has recently made the decision to switch its UK allocation from a portfolio benchmarked against the FTSE 100 to one benchmarked against</p>

	the FTSE 250 and this once implemented will directly reduce our exposure to Shell and BP. The Committee will again review its position at its meeting in December 2023.
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## QUESTIONS WITH NOTICE FROM MEMBERS OF THE COUNCIL

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><b>1. COUNCILLOR JOHN HOWSON</b></p> <p>Will the Cabinet Member publish the amount of redundancy payments made by the council for each financial year between 2012-13 and 2022-23?</p>	<p><b>COUNCILLOR GLYNIS PHILLIPS, CABINET MEMBER FOR CORPORATE SERVICES</b></p> <p>Information on exit packages including redundancy costs, pension contributions in respect of added years and costs of early retirements without actuarial reduction in benefits, ex-gratia payments and other departure costs for all services provided by the Council, including maintained schools, are set out annually in the statement of accounts. The total cost of exit packages in each year since 2012/13 to 2022/23 per the statement of accounts is listed below.</p> <table data-bbox="896 750 1176 1157"> <tr><td>2012/13</td><td>£2.945m</td></tr> <tr><td>2013/14</td><td>£1.469m</td></tr> <tr><td>2014/15</td><td>£3.548m</td></tr> <tr><td>2015/16</td><td>£2.623m</td></tr> <tr><td>2016/17</td><td>£2.610m</td></tr> <tr><td>2017/18</td><td>£1.971m</td></tr> <tr><td>2018/19</td><td>£1.356m</td></tr> <tr><td>2019/20</td><td>£1.328m</td></tr> <tr><td>2020/21</td><td>£1.775m</td></tr> <tr><td>2021/22</td><td>£1.276m</td></tr> <tr><td>2022/23</td><td>£1.140m</td></tr> </table>	2012/13	£2.945m	2013/14	£1.469m	2014/15	£3.548m	2015/16	£2.623m	2016/17	£2.610m	2017/18	£1.971m	2018/19	£1.356m	2019/20	£1.328m	2020/21	£1.775m	2021/22	£1.276m	2022/23	£1.140m
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<p><b>2. COUNCILLOR JOHN HOWSON</b></p> <p>What are the implications for the County Council of the government's recent</p>	<p><b>COUNCILLOR LIZ LEFFMAN, LEADER OF THE COUNCIL</b></p> <p>I can confirm that a county-wide senior transition working group has been established to consider the implications of the direction from Government to transfer the "functions" of Local Enterprise Partnerships (LEP) to upper tier</p>																						

<p>announcement about the future of Local Enterprise Partnerships?</p>	<p>Authorities. I am representing the County Council on this group and the Chief Executive and officer colleagues are working directly with the LEP, Districts and all key partners to ensure an effective transition, which will meet the needs of Oxfordshire.</p> <p>We are required to prepare a transition plan by the 31<sup>st</sup> March 2024 and the intention is to develop this plan for consideration by the LEP Board in early December 2023, before taking a working group recommendation into the Councils decision-making process from January 2024.</p>
<p><b>3. COUNCILLOR JOHN HOWSON</b></p> <p>What was the outcome of the recent Ofsted/CQC visit to the county?</p>	<p><b>COUNCILLOR LIZ LEFFMAN, LEADER OF THE COUNCIL</b></p> <p>Ofsted will be publishing the report on Friday September 15<sup>th</sup>.</p>
<p><b>4. COUNCILLOR MARK CHERRY</b></p> <p>As a county councillor for Banbury Ruscote, I have received resident concerns about speeding by vehicles on The Fairway Road, And Cromwell Road these roads are already 20MPH zones. Although, I will raise with Thames valley police.</p> <p>Can the Cabinet Member for Highway Management investigate the possibility of improving the signage in the location and possible funding for traffic calming to allay fears of residence of a possible serious accident?</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</b></p> <p>Officers have looked into the existing traffic calming in Cromwell Road and suspect it is just one of many roads in the Bretch Hill 20mph zone that don't meet the design requirements for a zone, in that technically they don't have enough traffic calming features.</p> <p>This can sometimes be addressed simply by adding repeaters or carriageway roundels to make the spacing compliant but only physical features such as humps are guaranteed to reduce speeds - and the police will always insist that 20mph limits should be 'self-enforcing'.</p> <p>We will look into funding and potential resources for this particular area, as well as the area as a whole, to identify where calming features and signage could be explored as a whole scheme.</p>

	<p>With regard to the specific speeding problem in Cromwell Road, a preliminary survey has identified two locations where road humps could be put in, subject to a technical survey, consultation and funding; and one location where a carriageway roundel could be added. As there are already raised junctions we will also look into whether there are adequate warning signs to reflect this.</p>
<p><b>5. COUNCILLOR EDDIE REEVES</b></p> <p>On 22 August 2023, the Oxford Mail reported this Council's Cycling Champion as saying that a "majority" of residents in Oxford were "in favour of LTNs" yet have found it "difficult to gain publicity". What evidence exists to support this claim?</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</b></p> <p>Results from county council-run consultations show that more people oppose than support the LTNs in Oxford. Rates of support tend to be higher among residents within LTN areas, although they are not generally the largest proportion of respondents to council-run surveys.</p> <p>A 2022 YouGov poll among Oxford residents showed that 56% of respondents supported LTNs, while 29% opposed them. The total sample size was 249 adults, and the figures were weighted and considered representative of all adults aged 18+ in Great Britain.</p> <p>A separate survey was run by the Divinity Road Area Residents Association in early 2021. The survey asked 446 residents for their views on trialling an LTN in their area and 90% of residents across all streets were in support or neutral.</p> <p>The results from the most recent council consultation in summer 2023 are being analysed. Consultations feedback and other data will form part of what is considered when cabinet decides on the future of the east Oxford LTNs in October.</p>
<p><b>6. COUNCILLOR EDDIE REEVES</b></p>	<p><b>COUNCILLOR GLYNIS PHILLIPS, CABINET MEMBER FOR CORPORATE SERVICES</b></p>

<p>How many Council officers have been (i) made redundant and (ii) left the Council under settlement or compromise agreements since the beginning of the financial year 2021/2 and (iii) how much have such departures cost?</p>	<p>Information on exit packages including redundancy costs, pension contributions in respect of added years and costs of early retirements without actuarial reduction in benefits, ex-gratia payments and other departure costs for all services provided by the Council, including maintained schools, are included annually in the statement of accounts. The total cost of exit packages and the number of staff in 2021/22 and 2022/23 as set out in the statement of accounts is set out below.</p> <table border="1" data-bbox="878 526 2042 646"> <thead> <tr> <th>Year</th> <th>Compulsory</th> <th>Other</th> <th>Total</th> <th>Amount</th> </tr> </thead> <tbody> <tr> <td>2021/22</td> <td>27</td> <td>42</td> <td>69</td> <td>£1.276m</td> </tr> <tr> <td>2022/23</td> <td>19</td> <td>15</td> <td>34</td> <td>£1.140m</td> </tr> </tbody> </table>	Year	Compulsory	Other	Total	Amount	2021/22	27	42	69	£1.276m	2022/23	19	15	34	£1.140m
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<p><b>7. COUNCILLOR KIERON MALLON</b></p> <p>The 1st Grimsbury Scout Group provide excellent youth programmes for over 90 children across Banbury. They have done so for many years from the same premises. Regrettably, the County Council appears to have been, at best, slow and, at worst, obstructive surrounding the group's ongoing ownership or occupation of the site. This has led to the Scouts incurring legal fees of over £2,000 without completion of a new freehold or leasehold arrangement, which could have been dedicated to supporting local children. Will the Cabinet member defend this position and, if not, will she now intervene to support the Scouts?</p>	<p><b>COUNCILLOR KATE GREGORY, CABINET MEMBER FOR COMMUNITY SERVICES &amp; SAFETY</b></p> <p>Thank you, Cllr Reeves, for your question. I want to take this opportunity, on behalf of the Council, to apologise to the 1<sup>st</sup> Grimsbury Scout Group for the delays they have experienced in agreeing a new lease for their use of a site owned by the County Council. Having looked into this matter, I can see that the previous lease expired in 2016 and that this regrettable situation was allowed to persist under a succession of administrations since then. The Director of Property has written to the Scout group in the last few days and confirmed the council's intention to renew the tenancy without delay and on the previously agreed terms.</p>															

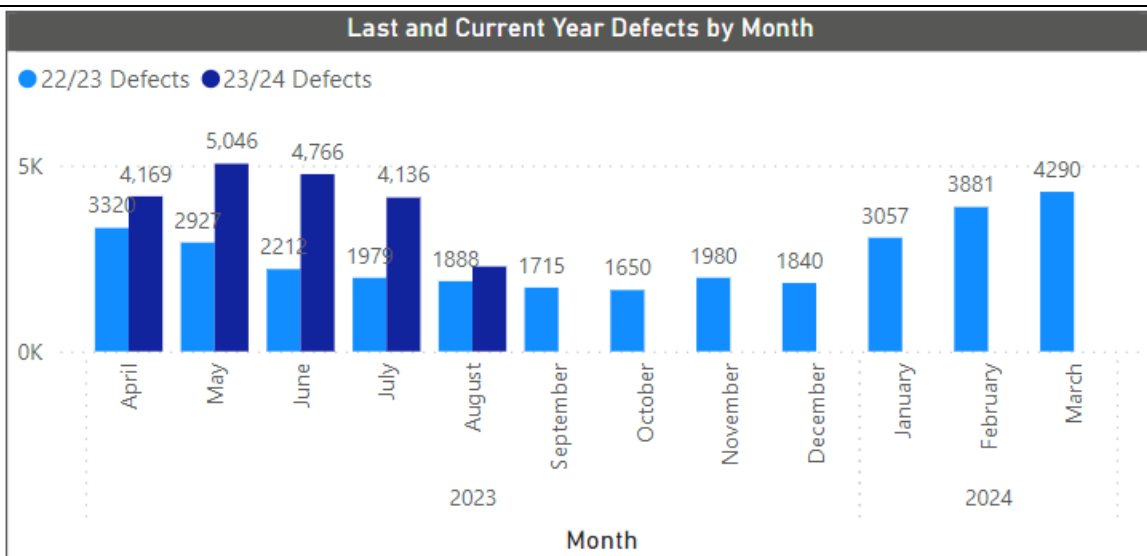
<p><b>8. COUNCILLOR DAVID BARTHOLOMEW</b></p> <p>It has been widely reported that Labour has scrapped a commitment to rolling out Clean Air Zones (CAZs) across the country. The party's programme no longer includes support for the zones. Where does this leave the coalition's plans to expand the Zero Emission Zone across the centre of Oxford?</p>	<p><b>COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL &amp; DEVELOPMENT STRATEGY</b></p> <p>The Local Transport and Connectivity Plan includes proposals to expand the current Zero Emission Zone (ZEM) pilot in Oxford city centre to improve air quality in the wider historic city centre (roughly from Magdalen Bridge to the railway station, and from St Giles to Folly Bridge), which as Cllr Bartholomew will recall was a policy promoted by the previous administration in which he served. However, the exact timing for the expansion is yet to be confirmed, and will depend on a number of variables such as the completion of the Botley Road bridge works, progress with other traffic management schemes, and further work with Oxfordshire residents and businesses (particularly in the city centre). I am very aware of the many pressures on budgets as a result of the cost of living crisis on both households and businesses, which make it important that we get the ZEM right, but also we all know there are compelling public health reasons for putting forward measures such as this, for the sake of us all but particularly the very many people in our County whose health is directly impacted by poor air quality.</p>
<p><b>9. COUNCILLOR TED FENTON</b></p> <p>How much does the Council spend either directly or indirectly through contractors on temporary road signs ("Road Closed", "Diversion", "Roadworks" etc.) each year and what, if known, is the average lifespan of such signs?</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</b></p> <p>The need to sign, light, and guard road works is a mandatory, legal requirement. The number, type, and arrangement of those temporary traffic management (TTM) measures; including that of temporary traffic signs, is prescribed by a series of nationally prescribed regulations.</p> <p>The County Council does not directly procure the majority of TTM. Instead, its provision is on a hired basis and is included within the overall cost of contracted works. As such the cost of signs in those circumstances are not readily obtained.( As an illustrative cost, a single sign hire rate is in the region of £0.95 per day)</p>

	<p>However, TTM that specifically relates to diverted traffic routes owing to highway works are an exception and these signs are often provided by our delivery partner Milestone Infrastructure, in some instances having first been manufactured in the County Council's on-site 'sign services' at Drayton Depot.</p> <p>The provision of any bespoke diversion and special event signs produced , which reuses most of the sign plates by removing and re-lettering the signs to suit. This activity utilises approximately 500 each year and costs in the region of £3,500 plus approximately £22,000 of labour associated with recycling the signs.</p>
<p><b>10. COUNCILLOR TED FENTON</b></p> <p>A great number of street lights in my division have been on during the day since they were replaced with LEDs. Is there a general problem?</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</b></p> <p>I can confirm officers have been made aware of a faulty batch of photocells by our term maintenance contractor. These are the light-sensitive sensor that have been installed as part of the LED delivery and are used to manage the switching on and off operation of the streetlights. The photocells themselves are designed to fail in the on position. Therefore, can be spotted during the daytime and reported. Our term maintenance contractor will be replacing these as part of the warranty.</p> <p>We do urge residents to report any issues they identify with street lights these through FixMyStreet (<a href="https://fixmystreet.oxfordshire.gov.uk/">https://fixmystreet.oxfordshire.gov.uk/</a>) or calling the help line (0345 310 1111) where they will be actioned for replacement.</p>
<p><b>11. COUNCILLOR TED FENTON</b></p> <p>We have been promised two additional crossing of Deer Park Road in West Witney,</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</b></p> <p>Officers are pursuing the two proposed crossings on Deer Park Road and the bridleway improvements between the site boundary of Windrush Place and Deer</p>

<p>can the Cabinet Member give a definite date for the installation of these and is there anything he can do to speed up delivery?</p>	<p>Park Road, as one project to efficiently utilise the S106 funding secured for these schemes. At the moment, they are working on the initial business case for the whole project and scoping out the ecological surveys for the bridleway section.</p> <p>I am unable to give a definite date for the installation but the design work is due to commence around March 2024.</p> <p>I cannot speed up the delivery as the engineering team have a time limitation on DfT funded schemes that they are currently working on. The officer team will keep you up to speed as the scheme progresses. Once we have the designs, the full business case can be completed and timings for implementation agreed.</p>
<p><b>12. COUNCILLOR DONNA FORD</b></p> <p>On average, how long does it now take the County Council to send substantive responses to letters and emails that they receive from Members of Parliament within the county?</p>	<p><b>COUNCILLOR GLYNIS PHILLIPS, CABINET MEMBER FOR CORPORATE SERVICES</b></p> <p>I have obtained statistics from the Chief Executive's office and the directorate of Environment &amp; Place – both of which receive a significant number of communications from MPs. It indicates that the time to supply a substantive response averages 20 calendar days.</p>
<p><b>13. COUNCILLOR NICK FIELD-JOHNSON</b></p> <p>Please give an update on bus routes to Brize Norton and status of bus shelters which have been promised and still have not been implemented.</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</b></p> <p>Stagecoach service 233 to Burford, Carterton and Witney continues to operate via Brize Norton village hourly on Mondays to Saturdays and two-hourly on Sundays, in line with identified demand. Service S1 provides frequent links to Carterton, Witney and Oxford up to every 15 minutes on Mondays to Saturdays from the roundabout stops, with comprehensive provision in the evenings and on Sundays.</p>

	<p>Following a recent funding award, the Council currently has out to tender a bus service between Witney, Carterton and Swindon which would provide some additional limited connectivity for the village and we are in discussions with a bus operator regarding provision of peak time express services from Carterton to Oxford, which would serve the roundabout stops. Whilst the Council intends to deliver these services, they cannot yet be guaranteed until operators can be secured at an acceptable price.</p> <p>In relation to the Monahan Way bus shelters, a potential source of funding has been identified and officers are working on the detailed specifications for new shelters to be passed to our contractors for potential implementation early next year. An updated quote is being sourced for footway works and subject to an acceptable price it is intended that this will be delivered in a similar timeframe.</p>
<p><b>14. COUNCILLOR NICK FIELD-JOHNSON</b></p> <p>Please give an update on pothole repairs. How many are outstanding in Oxfordshire and West Oxfordshire? Also results of the new materials to fix potholes: are there any results/conclusions yet available?</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</b></p> <p>As of Tuesday 29<sup>th</sup> August, when the report was run, there were 561 potholes actioned for repair with 239 of those being within West Oxfordshire.</p> <p>To date, across the county, over 20,000 defects have been repaired since April. The overall numbers month by month compared with last year are significantly higher than last (and previous) years.</p>





In respect of the defect repair innovation methods, as this was a trial, we will need to review over a longer period to identify which products and methods would benefit the council in terms of cost benefit, productivity and quality. Our contractors Milestone are preparing an initial feedback report, which should be available in the near future. The area and the result will continue to be monitored, with the forthcoming winter being the key period.

**15. COUNCILLOR EDDIE REEVES**

The Council states publicly that its Traffic Filters policy “will help tackle climate change, reduce local air pollution and improve the health and wellbeing of our communities”. Why therefore will low-emissions cars be

**COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT**

The question asked selectively quotes only one of the stated objectives of the traffic filters.

As set out in the report that the Cabinet considered in making its decision to approve the introduction of the trial traffic filters, the county council wants to reduce unnecessary journeys by private vehicles across Oxfordshire and make

subject to fines while more polluting taxis and buses will not?

walking, cycling, public and shared transport the natural first choice. This will help deliver an affordable, sustainable and inclusive transport system that enables the county to thrive whilst protecting the environment and making Oxfordshire a better place to live for all residents. The traffic filters are an important tool to achieve this in Oxford. They will:

- make walking and cycling safer and more attractive
- make bus journeys quicker and more reliable
- enable new and improved bus routes
- support investment in modern buses (including the ZEBRA project to fund up to 159 electric buses) and
- help tackle climate change, reduce local air pollution and improve the health and wellbeing of our communities (as quoted)

All parts of Oxford will remain accessible by car with the filters in place. Permits will be available for a wide range of car drivers. If too many private cars were allowed to drive through the filter points, it would not be possible to achieve the reductions in traffic and associated congestion to achieve the objectives above.

By the time the traffic filters come into operation, nearly 70% of bus mileage in Oxford will be operated with zero-emission electric buses, with almost all of the remaining mileage operated by low emission Euro VI diesel vehicles.

All Hackney carriage vehicles ("black cabs") licensed in Oxford are required to be ultra-low emission electric or range extended electric vehicles by 2025 under the city council's licensing requirements.

If, following public consultation, the council Cabinet decides to implement the expansion of the Oxford zero emission zone that is currently under development, this will help incentivise people to switch to low and zero emission vehicles and would apply to all vehicles, including private hire vehicles and the vast majority of larger vehicles that are exempt from the traffic filters.

<p><b>16. COUNCILLOR DAVID BARTHOLOMEW</b></p> <p>I emailed you on 3rd August about an important point relating to the relative importance of OCC's LTCP in relation to the SODC Local Plan but have not had a response. The planning application I detailed to you showed that an OCC officer's recommendation to object to the application on sustainability grounds was removed under pressure from SODC Planning before the application was determined. The essence of the SODC Planning argument was that OCC's LTCP policies in relation to sustainability would not stand up at appeal. Does it concern you that the LTCP seems to carry so little weight?</p>	<p><b>COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL &amp; DEVELOPMENT STRATEGY</b></p> <p>There are a number of documents used to assess a development proposal on its merits. The documents used to respond to planning applications are specific to the varying types of planning application such as standard Full, Outline and Reserved applications. Within the core documents used to respond to planning applications there are a large number of detailed practical policies. There are also a number of nationally produced documents that cannot be influenced by OCC.</p> <p>The Local Transport and Connectivity Plan (LTCP) is one of the documents considered by officers when responding to planning applications. However, Local Transport Plans (LTP) whilst they are statutory documents for Transport Authorities are not a key document in the planning system.</p> <p>It is therefore important that key LTCP policies are reflected in documents such as the District and City Council Local Plans. There is ongoing work to develop updated Local Plans in Oxfordshire and officers are engaging with the District and City Councils to ensure that there is alignment with the LTCP and key policies are reflected.</p> <p>We are also awaiting updated LTP guidance from the government, which was scheduled for public consultation in the summer. This is planned to be the first update to LTP guidance since 2009. Through this process, we will continue to highlight the importance of LTPs to central government and the need for greater alignment with the local planning regime and the wider planning system, which we understand is proposed to be a key feature of the updated guidance.</p>
<p><b>17. COUNCILLOR DAVID BARTHOLOMEW</b></p>	<p><b>COUNCILLOR CALUM MILLER, CABINET MEMBER FOR FINANCE</b></p>

<p>You have shown sensible leadership setting up a cross-party Cabinet Advisory Group in relation to council property. In your own words, it would be a foolish politician who said their party would continue in power for the lengthy period property issues take to resolve. In this context, does it disappoint you that your Liberal Democrat colleagues at SODC are pursuing their plans to spend £25million of Council-Tax-payers' money on an extravagant new council HQ, while Oxfordshire has multiple existing unused or underused council offices, including Abbey House in Abingdon from where SODC currently operates with no apparent problems?</p>	<p>The cabinet will continue to pursue the adopted property strategy of Oxfordshire County Council and I welcome cross-party support for the steps we are taking. It is not for me to comment on how other councils manage their properties. Instead, I refer Cllr Bartholomew to the excellent Facebook post dated 12 August on the David Rouane - Didcot Liberal Democrat page (<a href="https://bit.ly/david-rouane-gives-the-facts">https://bit.ly/david-rouane-gives-the-facts</a>) which dispels many of the misconceptions about the project repeated by his party during the election period, and repeated by him in his question, including the cost of what is a regeneration project on a derelict site and the suitability or otherwise of Abbey House as a permanent base for the two councils.</p>
<p><b>18. COUNCILLOR NATHAN LEY</b></p> <p>The Abingdon Marathon is one of the UK's oldest and most prestigious running events. It is run on a strictly not-for-profit basis and with all proceeds donated directly to local charities and organisations. As the event seeks to increase its national profile and bring further economic, leisure and health benefits to the town and county, will the cabinet member endeavour to proactively engage in dialogue with local members and the District and Town councils where relevant to ensure the county council contributes to the success of this</p>	<p><b>COUNCILLOR MICHAEL O'CONNOR, CABINET MEMBER FOR PUBLIC HEALTH &amp; INEQUALITIES</b></p> <p>Being physically active is incredibly important for our wellbeing and has benefits for both mental and physical health. We know that during COVID-19 many people become less physically active and through the recent Dir of Public Health annual report and the forthcoming new Oxfordshire Joint Local Health and Wellbeing Strategy, we are working with partners such as Active Oxfordshire to address this. Guidelines are for adults to do at least 150 minutes of moderate intensity or 75 minutes of vigorous activity (which includes running), spread over the week. Across Oxfordshire we are lucky to have a plethora of activities and events that enable people to become and remain active which is really important for wellbeing, and this includes events like the Abingdon Marathon. As the County Council we are responsible for managing the highway network and we have a team of Officers involved in the planning and coordination of events on</p>

<p>event in whatever way we can through 2024 event and beyond?</p>	<p>the highway, a function that sits within the remit of my cabinet colleague Cllr Grant. Their work supports events like the Abingdon marathon as they provide advice and guidance to event organisers, arrange Special Event Orders and approve traffic management plans, attend Safety Advisory Groups, which involve the District Council and Thames Valley Police, and ensure that appropriate diversions are in place when road closures take place as a requirement of their statutory duties. There are charges in place for this work, and have been for some considerable time, which are passed on to event organisers.</p>
<p><b>19. COUNCILLOR SALLY POVOLOTSKY</b></p> <p>With the announcement of the Thames Water Management plan going to the Secretary of State on 31.8.23, putting the SESRO reservoir scheme ahead of any water transfer options, as the County Councillor for Steventon, which is one of the parishes front and centre of the proposal, can the Cabinet Member with portfolio responsibility please tell me and my resident's how this Council is going to respond and reaffirm this Council's commitment to object to the scheme that is on the table and now published in their water resources plan, and what the next steps are in raising concerns and residents' voices being heard, given the experience so far and the nature of the proposal coming under a National Infrastructure style scheme through the OFWAT RAPID scheme.</p>	<p><b>COUNCILLOR PETE SUDBURY, CABINET MEMBER FOR CLIMATE CHANGE DELIVERY &amp; ENVIRONMENT</b></p> <p>As you are aware, OCC has always objected to this scheme, and we will continue to do so on the grounds of local impact, inappropriate input assumptions and failure to prioritise climate resilient solutions, particularly recycling. Although the water resource management plans have now been submitted to the Secretary of State (Therese Coffey), they are not yet signed by her. Even if the plans are finalised as written, the proposed reservoir near Abingdon, which will be termed a Nationally Significant Infrastructure Project (NSIP), will need to go through a Development Consent Order (DCO) process and the Council will work with Vale of White Horse District Council and other interested parties to raise concerns and ensure residents' voices are heard.</p>

<p><b>20. COUNCILLOR BETHIA THOMAS</b></p> <p>Recently the dental practice in Faringdon has closed its doors to all NHS patients. This has caused great concern as it is the only practice in Faringdon and serves the residents of the town and many of the outlying villages in the Western Vale.</p> <p>Could you clarify if the council has any involvement in NHS provision in these circumstances and what if anything we can do to help improve the level of service in the Western Vale and, more broadly, across the county?</p>	<p><b>COUNCILLOR MICHAEL O'CONNOR, CABINET MEMBER FOR PUBLIC HEALTH &amp; INEQUALITIES</b></p> <p>OCC does not have a direct role in commissioning or providing dentistry services in Oxfordshire. The responsibility for commissioning dentistry in Oxfordshire sits with the Buckinghamshire, Oxfordshire and Berkshire Integrated Care Board in partnership with NHS England. Nonetheless, we recognise the importance of oral health to our overall health and wellbeing and are doing what we can to improve provision through our informal influence.</p> <p>Nationally, dental services are in crisis. Over 90% of dental practices are not accepting new patients. The British Dental Association estimated in August last year that after a decade of 'savag' cuts, an additional £880 million a year would be needed to restore funding to 2010 levels.</p> <p>A summary of the problems with dentistry services in Oxfordshire can be found in the minutes of the Oxfordshire Health Overview Scrutiny Committee's 20<sup>th</sup> April 2023 meeting:</p> <p><a href="#">Agenda for Oxfordshire Joint Health Overview &amp; Scrutiny Committee on Thursday, 20 April 2023, 10.00 am   Oxfordshire County Council</a></p> <p>The report from health partners notes that numerous practices are terminating their NHS contracts. When this happens, arrangements are put in place to try to find local practices to cover this loss on a temporary basis prior to a procurement exercise to find a replacement. But replacements are not always available, reflecting long-term underfunding and structural problems.</p> <p>There have been some national changes to the NHS Contract in 2022 that aim to address these challenges. These changes will allow payment for higher levels of performance and increased payments for more complex treatments. Updated advice has been issued about recall intervals for patient check-ups.</p>
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	<p>The County Council's Public Health team will shortly be publishing an Oxfordshire Oral Health Needs Assessment that will put a spotlight on the importance of preventive measures. This will include a focus on addressing inequalities within the top ten most deprived areas, on improving oral health care in care homes, and on targeting children at higher risk of poor oral health, including children in care and care leavers. The Assessment will recommend continued collaboration for a financially sustainable model of NHS dentistry provision.</p> <p>We are committed to driving an improvement in oral health within Oxfordshire's health and social care system. But our influence is limited, and there are significant problems that arise from deeper difficulties.</p>
<p><b>21. COUNCILLOR BETHIA THOMAS</b></p> <p>For several months now residents have come to me complaining of the disruption to their day to day lives as providers such as Gigaclear have come to the town to install cables to improve broadband services. I am sure most residents welcome the promised improvements to these services, but the amount of disruption that has come with it has not been. Residents have reported that they have had access to their properties blocked, damage to the pavements and kerbside outside their homes, have seen littering and fly-tipping by contractors, and recently I had a complaint that only a short time after one provider had completed works, another began</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</b></p> <p>The council has limited contracted works in operation with fibre providers. This is restricted to our GigaHubs project delivering fibre to community centres, schools and suchlike. There are 200 in total and around 40 remaining for completion. From the information provided it would not appear that these works are related.</p> <p>Notwithstanding, the council maintains that the full fibre rollout across the county is welcomed and we actively support and work with several of these suppliers who are investing significant private capital without public subsidy. It is not possible under current legislation to coordinate works as these firms are all in full competition with one another, have their own project finance sign-off procedures, and need to plan their build works with many variables impacting delivery plans. Our digital infrastructure team continue to try to improve opportunities for collaboration and recently held a F2F workshop with all relevant telecoms</p>

<p>digging in the same area – they were asking quite rightly, why these works hadn't been coordinated better to minimise disturbance and disruption to residents.</p> <p>I would like the Cabinet Member to clarify the County's involvement in these works, giving a summary of what has been achieved and what is still to be expected?</p>	<p>operators. The conclusion is willingness to share ducts/trenches in the main branches of the fibre build, but not in local streets, at least at this stage.</p> <p>Recognising however that there are and will continue to be local issues that require attention, the council's digital infrastructure team have employed a dedicated highly experienced fibre inspector to liaise with residents, suppliers, and the council's street works team which grant the permits for the operators to have access to our highways and footpaths. Councillors should email <a href="mailto:broadband@oxfordshire.gov.uk">broadband@oxfordshire.gov.uk</a> with a brief outline of the problem and a member of the team will be in touch to arrange a site visit.</p>
<p><b>22. COUNCILLOR LIAM WALKER</b></p> <p>Some high street businesses in Witney are getting parking tickets for loading or unloading outside their shops. Can the Cabinet ask officers to investigate putting two loading bays in place near the market square?</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</b></p> <p>Officers have discussed options to provide more loading facilities on Market Square which would involve converting existing disabled persons parking by way of an experimental order. This would allow the Council to monitor the effect of the order before recommending any permanent changes.</p> <p>Presently, we are currently running an engagement/feedback exercise with the local community on future changes to the High Street and Market Square. We will look at the responses received with particular regard to disabled users requirements balanced against the needs of businesses accessing properties.</p> <p>In the meantime, businesses can load/unload using the single yellow line on the east side of Market Square, outside Nos. 45-48.</p>
<p><b>23. COUNCILLOR LIAM WALKER</b></p> <p>Can the Cabinet Member confirm if there are plans to restrict vehicle use of the Witney</p>	<p><b>COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL &amp; DEVELOPMENT STRATEGY</b></p> <p>A specific scheme to use traffic restriction powers on the Witney Road between Brize Norton and Curbridge villages to remove through traffic is not identified in Oxfordshire County Council policy.</p>



<p>Road between Brize Norton and Curbridge villages to private vehicles?</p>	<p>The Witney Local Cycling and Walking Infrastructure Plan (LCWIP) (see link <a href="http://www.oxfordshire.gov.uk">Witney Local Cycling and Walking Infrastructure Plan (LCWIP) (oxfordshire.gov.uk)</a> ) identifies proposed scheme 90 as a cycling scheme located at Witney Road, between Carterton and Witney for a two-way segregated cycle track (for which some land take may be required).</p> <p>Should Witney LCWIP scheme 90 be taken forward a detailed options appraisal assessment may be required, which would explore alternative scheme options that deliver similar benefits and help lead to the preferred scheme option being identified. In this context of alternative options the use of traffic restrictions may be documented in an options appraisal report.</p>
<p><b>24. COUNCILLOR LIAM WALKER</b></p> <p>Please can you confirm how much income has so far been generated from on-street parking charges in Woodstock and how many parking tickets have been issued since the scheme was implemented on 1st June.</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR HIGHWAY MANAGEMENT</b></p> <p>Between 1 June and 31 August the revenue received in respect of on-street pay and display charges is £31,813.60. In the same period a total of 542 Penalty Charge Notices have been issued in all areas of Woodstock.</p>

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