

County Council

10 December 2024

Schedule of Business

County Hall, New Road, Oxford, OX1 1ND

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Agenda Annex

OXFORDSHIRE COUNTY COUNCIL

MEETING OF COUNCIL – 10 DECEMBER 2024

SCHEDULE OF BUSINESS

ITEM/TIME	ITEM	PROPOSALS (M = Motion; SEC = Seconders; Am = Amendment S = Statement; Q = Question; REC = Recommendation to be determined)
1 10:30	Minutes To approve the minutes of the meeting held on 5 November 2024 (CC1) and to receive information arising from them.	
2	Apologies for Absence	
3	Declarations of Interest	
4 10:35 5 mins	Official Communications To raise funds for the charities supported by the Chair of Council, mince pies will be available BEFORE the Council meeting for a donation. Congratulations to Oxfordshire Fire and Rescue Service members who raised an amazing £35,329.72 in aid of Children in Need. Well done to everyone involved. A scheme to refurbish two bridges in University Parks has won a coveted Oxford Preservation Trust Award in recognition of its historically sensitive approach. The restoration of the footbridges was completed by Milestone Infrastructure on our behalf, ensuring a safe route for walkers and cyclists while preserving the historic integrity of the bridges.	

All are welcome to attend the following events:

Oxfordshire County Council Chair's Carol Service. Hosted by Cllr Rooke and The Right Revd Gavin Collins, Bishop of Dorchester.
Monday 16th December
Venue: St Michael and All Angels Church, 26 Park Road, Abingdon OX14 1DS
Service: 6.30pm – 7.30pm
Seasonal refreshments will be served after the service.

Oxfordshire County Council Chair's Charity Gala Dinner
Friday 10th January 2025
Venue: Mercure Oxford Hawkwell House Hotel, Church Way, Iffley, Oxford OX4 4DZ
7pm for 7.30pm.

Tickets for the dinner can be purchased via bank transfer as follows:
Sort code: 30-80-12
Account number: 20391068
Reference: name of who is purchasing tickets.
Tickets £69.

The following is a list of events attended by the Chair or Vice Chair since the last Council meeting:

11 Nov Remembrance Day OCC – Chair
12 Nov St Ethelwold's Book & Bake – Chair
16 Nov Cherwell Chairman's Dinner – Chair
18 Nov Nomad AGM – Chair
20 Nov OCC Long Service Awards – Chair
21 Nov Citizens Advice Quiz Fundraiser – Chair
25 Nov Marmot Place Launch Event – Chair
26 Nov Oxon Youth Present Wrapping – Chair
27 Nov Oxford Music Youth Concert – Chair
30 Nov Big Band Concert -Parkinsons – Chair
30 Nov Mayor of Carterton's Christmas drinks reception – Cllr Nick Leverton
1 Dec Burford Civic Service - Chair

	<p>4 Dec Starter for charity fun run - Christ Church meadows, Oxford – Chair</p> <p>4 Dec turned on Christmas tree lights with staff & councillors, Council chamber, Oxford – Chair</p> <p>5 Dec Turned on Christmas tree lights at Oxford castle with OPT, then hosted a reception, Oxford – Chair</p> <p>6 Dec visit to OCC support services in Banbury – Chair</p> <p>6 Dec school assembly at St Edmund's, Abingdon. Prize award for Christmas card art, Abingdon – Chair</p> <p>7 Dec US embassy Christmas event in Chesterton – Chair</p> <p>7 Dec Festive celebration for Oxfordshire children we care for, Oxford – Vice Chair</p> <p>7 Dec Oxford Bach choir's concert, Oxford – Cllr Pressel, Past Chair</p> <p>7 Dec Mayor of Abingdon Christmas concert, Abingdon – Honorary Alderman Anne Purse & Honorary Alderman Judith Heathcoat</p> <p>Council has been notified of the passing in October of former Councillor Rita Milne who represented the Wolvercote division as a Liberal Democrat member between 1993 and 1997. She was a member of the Museum, Arts, Libraries and Leisure Committee, Oxford City Divisional Youth Committee and the Southern Arts Ltd - Executive Committee. Our thoughts are with her family and friends.</p>	
<p>5</p> <p>10:40</p> <p>5 mins</p>	<p>Appointments</p> <p>Council is requested to note the formation of a Cabinet Committee.</p> <p>At the Cabinet meeting on 19 November 2024, the Cabinet agreed to the following arrangements for the exercise of executive functions:</p> <p>The establishment of a Cabinet Committee to be known as the Shareholder Committee. The committee will operate under Constitution Part 4.3 Cabinet Committees. As agreed by Cabinet, the Membership of the Shareholder Committee shall be all members</p>	

	<p>of the Cabinet, and the agreed Terms of Reference are attached.</p> <p>Council is requested to approve the following appointments:</p> <p>Councillor Yvonne Constance to replace Councillor Felix Bloomfield on the Audit & Governance Committee.</p> <p>Councillor Yvonne Constance to replace Councillor Nigel Champken-Woods on the Oxfordshire Joint Health Overview & Scrutiny Committee.</p>	
<p>6</p> <p>10:45</p> <p>5 mins</p>	<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 on this occasion (reduced from 5 minutes at the discretion of the Chair – CPR 10.3)</p>	<p>Petitions</p> <p>Aidan Reilly - safe walking and cycling route from Abingdon and Sutton Courtenay</p> <p>Public Address</p> <p>None</p>
<p>7.</p> <p>10:50</p> <p>10 mins</p>	<p>Questions from Members of the Public</p> <p>See Annex 2 for questions and responses. One supplementary question allowed for each.</p> <ol style="list-style-type: none"> 1. Oxford City Councillor David Henwood 2. Richard Parnham 3. Bernadette Evans 4. Matthew Webb 	<p>Cllr Gant</p> <p>Cllr Ley</p> <p>Cllr Gant</p> <p>Cllr Gant</p>
<p>8</p> <p>11:00</p> <p>20 mins</p>	<p>Questions with Notice from Members of the Council</p> <p>See Annex 3 for questions and responses. One supplementary question allowed for each.</p> <ol style="list-style-type: none"> 1. Waine to Gant 2. Waine to Gant 3. Waine to Gant 	

	<p>4. Cherry to Gant 5. Field-Johnson to Roberts 6. Mallon to Gant 7. Reeves to Levy 8. Reeves to Levy 9. Reeves to Levy 10. Saul to Levy 11. Middleton to Gant 12. Middleton to Levy 13. Snowdon to Gant 14. Snowdon to Gant 15. Snowdon to Gant</p>	
<p>9</p> <p>11:20</p> <p>40 mins</p>	<p>Report of the Cabinet (Pages 17-22)</p> <p>Leader (Cllr Liz Leffman) Pg 17: Item 1</p> <p>Item 2</p> <p>Deputy Leader, Climate Change, Environment & Future Generations (Cllr Pete Sudbury) Pg 18: Item 3</p> <p>Children, Education & Young People (Cllr John Howson) and SEND Improvement (Cllr Kate Gregory) Pg 18: Item 4</p> <p>Finance (Cllr Dan Levy) Pg 19: Item 5</p> <p>Item 6</p> <p>Item 7</p> <p>Infrastructure & Development Strategy (Cllr Judy Roberts) and Transport Management (Cllr Andrew Gant) Pg 20: Item 8</p>	<p>Q Pressel Q O'Connor Q Phillips</p> <p>Q Baines Q Brighthouse Q Smith Q Hannaby Q Bennett</p> <p>Q Hicks Q Pressel Q Johnston</p> <p>Q Brighthouse Q Smith</p> <p>Q Baines Q Smith</p> <p>Q Baines Q Brighthouse</p> <p>Q Baines Q Smith Q Bennett</p> <p>Q Pressel Q Hicks Q Enright</p>

	<p>Public Health, Inequalities & Community Safety (Cllr Nathan Ley) Pg 20: Item 9</p> <p>SEND Improvement (Cllr Kate Gregory) Pg 21: Item 10</p>	<p>Q Baines Q Lygo Q Hicks Q O'Connor Q Hannaby</p> <p>Q Brighthouse</p>
<p>10</p> <p>12:00</p> <p>10 mins</p>	<p>Treasury Management Mid Term Review 2024/25 (Pages 23-34)</p> <p>Movers 5 mins and speaking in debate 3 minutes, CPR 15.4.2</p> <p>Council is RECOMMENDED to note the Council's treasury management activity in the first half of 2024/25.</p>	<p>M Levy SEC Leffman S Hicks</p>
<p>11</p> <p>12:10</p> <p>20 mins</p>	<p>Scrutiny Annual Report 2023/24 (Pages 35 - 66)</p> <p>Movers 5 mins and speaking in debate 3 minutes, CPR 15.4.2</p> <p>The Council is RECOMMENDED to</p> <p>a) Receive the Scrutiny Annual Report</p>	<p>M Reeves SEC Simpson S Pressel S Baines S Hicks S Roberts</p>
<p>12</p> <p>12:30</p> <p>10 mins</p>	<p>Appraisal Process for the Chief Executive (Head of Paid Service) (Pages 67 to 92)</p> <p>Movers 5 mins and speaking in debate 3 minutes, CPR 15.4.2</p> <p>The Council is RECOMMENDED to:</p> <p>a) Approve the proposed changes to the appraisal process for the Chief Executive (Head of the Paid Service) as set out by the South East Employers (SEE) review report (Annex 2).</p> <p>b) Delegate authority to the Remuneration Committee to constitute the Appraisal Panel and undertake the appraisals for the Chief Executive.</p> <p>c) Approve amendments to the Constitution to include acting as an Appraisal Panel and undertaking Chief</p>	<p>M Leffman SEC Brighthouse S Smith</p>

	Executive's appraisals to the terms of reference to Remuneration Committee at Part 5.1C and to delegate to the Director of Law and Governance and the Monitoring Officer to make any consequential amendments to the Constitution.	
13 12:40 10 mins	Financial Procedure Rules and Financial Regulations (Pages 93 to 98) Movers 5 mins and speaking in debate 3 minutes, CPR 15.4.2 Council is RECOMMENDED to Approve the amendments to the Financial Procedure Rules and Financial Regulations, as recommended by the Audit and Governance Committee.	M Fenton SEC Smith
12:50 40 mins	LUNCH	
14 13:30 30 mins	Motion by Councillor Eddie Reeves Movers 5 mins and speaking in debate 3 minutes, CPR 15.4.2 This Council considers that the government's changes in its Autumn budget to Inheritance Tax treatment of farmland, increases to employers' National Insurance and introduction of a new fertiliser tax on key agricultural imports will have a detrimental cumulative impact on family farms across Oxfordshire. This Council notes with concern that these family farm taxes risk: <ul style="list-style-type: none"> • Adversely affecting local farmers' potential to employ people in Oxfordshire's rural economy; • Damaging the ability for family farmers to pass on their farms to their children; and 	M Reeves SEC Field-Johnson S Saul S Brighthouse S Cherry S Corkin S Middleton S Levy S Bennett

	<ul style="list-style-type: none"> • Making food production at competitive prices more difficult for us as a county. <p>This Council requests Cabinet to ensure that:</p> <ol style="list-style-type: none"> 1. Its own policies are as supportive of local farmers as reasonably possible; 2. The newly integrated Oxfordshire Local Enterprise Partnership ('OxLEP') prioritises the local rural economy in its governance structure and ongoing development of its strategic plan; 3. The Cabinet Member for the Environment organises a meeting with local farmers and elected members of all political groups to listen to their concerns with a view to informing the Council's and OxLEP's ongoing policy development. <p>This Council requests the Leader to write to the Chancellor of the Exchequer and Secretary of State for the Environment, Food and Rural Affairs to ask that introduction of these family farm taxes be reconsidered for the sake of environmental protection and food security.</p> <p><i>Note: The motion, if passed, would constitute the exercise of an executive function in which case it will be referred to the Cabinet together with any advice the Council may wish to give, in accordance with Rule 13.5.1 (i) of the Council Procedure Rules in the Constitution.</i></p>	
<p>15</p> <p>14:00</p> <p>40 mins</p>	<p>Motion by Councillor Charlie Hicks</p> <p>Movers 5 mins and speaking in debate 3 minutes, CPR 15.4.2</p> <p>This Council agreed to set up a Citizens' Assembly on the Future of Transport in Central Oxfordshire as part of its last budget. This Council considers that it is time for such a Citizens' Assembly, focused on reducing congestion, to be established. It should happen this financial year.</p>	<p>M Hicks SEC Enright</p> <p>Am1 Reeves SEC</p> <p>Am2 Haywood SEC Bennett</p> <p>S Brighouse S Elphinstone S Edosomwan S Corkin</p>

	<p>This Council notes that its ambitious suite of traffic management measures is due to be rolled out in the very near future. These include Oxford's traffic filters and workplace parking levy, which are now largely enshrined in the Council's budget and will take place unless there is a change of administration next year.</p> <p>If all such measures go ahead, Oxfordshire motorists could be hit by £57million in fines in fines and charges, broken down as follows:</p> <ul style="list-style-type: none"> • Expanded Zero Emissions Zone £25m; • Traffic Filters £11m; • Workplace Parking Tax £21m. <p>For clarity, the purpose of a Congestion Citizens' Assembly would be to assess the likely effectiveness of such measures, provide recommendations on existing proposals and advise as to whether other measures might be given effect after next year's local elections as supplements or substitutes for such policies, putting residents' voices at the heart of the decision-making process.</p> <p>Council requests Cabinet to establish a Congestion Citizens' Assembly of Central Oxfordshire citizens, with an advisory group to comprise elected members, local businesspeople, public sector leaders from the Council's health, education and blue light partners, civil society and faith group leaders, and academics with relevant expertise in the field.</p> <p><i>Note: The motion, if passed, would constitute the exercise of an executive function in which case it will be referred to the Cabinet together with any advice the Council may wish to give, in accordance with Rule 13.5.1 (i) of the Council Procedure Rules in the Constitution.</i></p>	<p>S Bennett S Johnston S Levy S Leffman S Middleton</p>
<p>16 14:40</p>	<p>Motion by Councillor Ian Middleton</p> <p>Movers 5 mins and speaking in debate 3 minutes, CPR 15.4.2</p>	<p>M Middleton SEC Johnston</p>

10 mins

In 2018 this Council passed a motion stating that it was opposed to the licensing of a badger cull in Oxfordshire.

When DEFRA announced badger culling would be phased out by 2025, many people believed that the cull had ended. Sadly, culling in Oxfordshire intensified, seemingly with the intent of shooting as many badgers as possible before the deadline with over 50% of the county in the killing zones.

Numerous scientific reports show that culling is ineffective as a control measure, yet DEFRA, the NFU and British Cattle Veterinary Association and others continue to advocate its use.

While it's welcomed that the Labour government has abandoned plans to allow up to 100% of badgers to be killed in some areas, there was a hope that they would cancel the cull altogether and focus on cattle based measures, including support for farmers over improved biosecurity, and a move towards testing and vaccination.

However it now seems likely that the government will permit the cull to continue for at least the next 5 years meaning even more badgers in Oxfordshire will be senselessly slaughtered.

This Council therefore :

1. Re-affirms our opposition to badger culling which has been shown to be an ineffective control measure for Bovine tuberculosis.
2. Asks the Cabinet to consider a specific policy that badger culling will not be permitted on Council-owned land.
3. Requests that the Leader writes to DEFRA making clear our continued opposition to the cull and any extension of it in size and scope.

Note: The motion, if passed, would constitute the exercise of an executive function in which

	<i>case it will be referred to the Cabinet together with any advice the Council may wish to give, in accordance with Rule 13.5.1 (i) of the Council Procedure Rules in the Constitution.</i>	
<p>17</p> <p>This motion falls if item 15 is debated (same issue)</p>	<p>Motion by Councillor Eddie Reeves</p> <p>Movers 5 mins and speaking in debate 3 minutes, CPR 15.4.2</p> <p>This Council considered setting up a Congestion Commission as part of its last budget debate. This measure was not taken up at the time. However, this Council now considers that it is time for such a commission to be established.</p> <p>This Council notes that its ambitious suite of traffic management measures is due to be rolled out, in large measure, before the next set of elections to Oxfordshire County Council in May 2025. These include Oxford's traffic filters and workplace parking tax, which are now largely enshrined in the Council's budget and will take place unless there is a change of administration next year.</p> <p>If all such measures go ahead, Oxfordshire motorists could be hit by £57million in fines and charges over a five-year period broken down as follows:</p> <ul style="list-style-type: none"> • Expanded Zero Emissions Zone £25m; • Traffic Filters (Four-sector Plan) £11m; • Workplace Parking Tax £21m. <p>For clarity, the purpose of a Congestion Commission is not to water down or frustrate the administration's policies, for which there is budgetary provision. Rather, its object would be to assess the likely effectiveness of such measures and advise as to whether other measures might be given effect after next year's local elections as supplements or substitutes for such policies.</p> <p>Council requests Cabinet to establish a Congestion Commission to comprise elected members, local businesspeople, public sector</p>	<p>M Reeves SEC Bartholomew</p>

	<p>leaders from the Council's health, education and blue light partners, civil society and faith group leaders, and academics with relevant expertise in the field.</p> <p><i>Note: The motion, if passed, would constitute the exercise of an executive function in which case it will be referred to the Cabinet together with any advice the Council may wish to give, in accordance with Rule 13.5.1 (i) of the Council Procedure Rules in the Constitution.</i></p>	
<p>18</p> <p>14:50</p>	<p>Motion by Councillor Brighthouse</p> <p>Movers 5 mins and speaking in debate 3 minutes, CPR 15.4.2</p> <p>This Council, being concerned about the lack of political governance in relation to Dark Skies, the plan to switch off many of the county's streetlights between 11pm - 6.30am, calls on the Cabinet to carry out a full consultation before bringing this back for decision making. Such consultation to include all county councillors alongside community groups and particularly those working with women and girls.</p> <p><i>Note: The motion, if passed, would constitute the exercise of an executive function in which case it will be referred to the Cabinet together with any advice the Council may wish to give, in accordance with Rule 13.5.1 (i) of the Council Procedure Rules in the Constitution.</i></p>	<p>M Brighthouse SEC Phillips</p> <p>Am Reeves SEC</p> <p>S Fawcett S Smith</p>

Amendments for Council 10 December 2024

Item 15: Motion by Councillor Charlie Hicks

Amendment 1 proposed by Councillor Eddie Reeves

This Council **considered setting up a Congestion Commission** and agreed to set up a Citizens' Assembly ~~on the Future of Transport in Central Oxfordshire~~ as part of its last budget. This Council considers that it is time **to establish** ~~for such a Citizens' Assembly~~ **of local residents or a Congestion Commission**, ~~focused on reducing congestion, to be established. It should happen this financial year. including~~ **businesspeople, public sector leaders, civil society and faith group leaders, and academics with relevant expertise, to ensure a greater democratic say in key decision-making.**

This Council notes that its ambitious suite of traffic management measures is due to be rolled out in the very near future. These include Oxford's traffic filters and workplace parking levy, which are now largely enshrined in the Council's budget and will take place unless there is a change of administration next year.

If all such measures go ahead, Oxfordshire motorists could be hit by £57million in fines in fines and charges, broken down as follows:

- Expanded Zero Emissions Zone £25m;
- Traffic Filters £11m;
- Workplace Parking Tax £21m.

For clarity, the purpose of a ~~Congestion~~ Citizens' Assembly **or Congestion Commission** would be to assess the ~~likely~~ effectiveness of such measures, provide recommendations on existing proposals and advise as to whether other measures might be given effect after next year's local elections as supplements or substitutes for such policies, putting residents', **businesses' and civil society groups'** voices at the heart of **local** ~~the~~ decision-making ~~process~~.

Council requests Cabinet to establish a Congestion **Commission** or Citizens' Assembly ~~of Central Oxfordshire citizens, with an advisory group to comprise~~ **ensuring in so doing that the voices of** elected members, ~~local businesspeople,~~ public sector leaders ~~from the Council's health, education and blue light partners,~~ **and** civil society and faith groups ~~leaders are properly heard,~~ **and** academics with ~~relevant expertise in the field.~~

Word count after amendment 69 words

Amendment 2 proposed by Councillor Damian Haywood and Councillor Robin Bennett

This Council agreed to set up a Citizens' Assembly on the Future of Transport in Central Oxfordshire as part of its last budget. **With the formulation of this assembly underway this council reiterates that the assembly must take into consideration the main areas of congestion in Oxfordshire, especially the**

congestion that occurs travelling into, out of and around Oxford, and asks the cabinet to communicate this request to facilitators.

~~This Council considers that it is time for such a Citizens' Assembly, focused on reducing congestion, to be established. It should happen this financial year.~~

~~This Council notes that its ambitious suite of traffic management measures is due to be rolled out in the very near future. These include Oxford's traffic filters and workplace parking levy, which are now largely enshrined in the Council's budget and will take place unless there is a change of administration next year.~~

~~If all such measures go ahead, Oxfordshire motorists could be hit by £57million in fines in fines and charges, broken down as follows:~~

- ~~• Expanded Zero Emissions Zone £25m;~~
- ~~• Traffic Filters £11m;~~
- ~~• Workplace Parking Tax £21m.~~

~~For clarity, the purpose of a Congestion Citizens' Assembly would be to assess the likely effectiveness of such measures, provide recommendations on existing proposals and advise as to whether other measures might be given effect after next year's local elections as supplements or substitutes for such policies, putting residents' voices at the heart of the decision-making process.~~

~~Council requests Cabinet to establish a Congestion Citizens' Assembly of Central Oxfordshire citizens, with an advisory group to comprise elected members, local businesspeople, public sector leaders from the Council's health, education and blue light partners, civil society and faith group leaders, and academics with relevant expertise in the field.~~

Word count after amendment 69 words

If Amendment 1 is carried, then the amendment from Councillor Haywood will take the following form:

Amendment 3 proposed by Councillor Damian Haywood and Councillor Robin Bennett

This Council considered setting up a Congestion Commission and agreed to set up a Citizens' Assembly as part of its last budget. **With the formulation of this assembly underway this council reiterates that the assembly must take into consideration the main areas of congestion in Oxfordshire, especially the congestion that occurs travelling into, out of and around Oxford, and asks the cabinet to communicate this request to facilitators.**

~~This Council considers that it is time to establish a Citizens' Assembly of local residents or a Congestion Commission including businesspeople, public sector~~

~~leaders, civil society and faith group leaders, and academics with relevant expertise, to ensure a greater democratic say in key decision-making.~~

~~This Council notes that its ambitious suite of traffic management measures is due to be rolled out in the very near future. These include Oxford's traffic filters and workplace parking levy, which are now largely enshrined in the Council's budget and will take place unless there is a change of administration next year.~~

~~If all such measures go ahead, Oxfordshire motorists could be hit by £57million in fines in fines and charges, broken down as follows:~~

- ~~• Expanded Zero Emissions Zone £25m;~~
- ~~• Traffic Filters £11m;~~
- ~~• Workplace Parking Tax £21m.~~

~~For clarity, the purpose of a Citizens' Assembly or Congestion Commission would be to assess the effectiveness of such measures, provide recommendations on existing proposals and advise as to whether other measures might be given effect after next year's local elections as supplements or substitutes for such policies, putting residents', businesses' and civil society groups' voices at the heart of local decision-making.~~

~~Council requests Cabinet to establish a Congestion Commission or Citizens' Assembly ensuring in so doing that the voices of elected members, businesspeople, public sector leaders and civil society and faith groups are properly heard.~~

Word count after amendment 68

Item 18: Motion by Councillor Liz Brighthouse

Amendment proposed by Councillor Eddie Reeves

This Council, being **extremely** concerned about the lack of political governance in relation to 'Dark Skies', the **administration's** plan to switch off many of the county's streetlights between 11pm - 6.30am, **which could have had significant adverse consequences for public safety across parts of our county, especially our urban centres, had it proceeded.**

Recognising the need for the Council to safeguard public money, support our rural parishes in their aspirations to curtail unwanted light pollution and protect and local wildlife in our villages, this Council calls on the Cabinet to:

- (i) carry out a full consultation before bringing this back for **delegated** decision-making **by the Cabinet Member**; ~~S~~such consultation to include all county councillors alongside community groups and particularly those working with women, and girls, **and shift workers in our hospitality and other key sectors, who the Council's own report recognises may have been disproportionately affected by this decision;**

- (ii) ensure that all county councillors are fully briefed, whether through their locality meetings or by way of an all-member briefing, before any street lights are switched off; and**
- (iii) ensure that a fuller Equalities Impact Assessment takes place in connection with future decision-making on such matters of public safety, the previous one in Annexe 5 being lacking.**

In future, this Council asks that Cabinet consult elected members more fully on matters of public safety in future.

This Council further notes that pre-scrutiny of such important matters would be beneficial to ensure greater democratic oversight.

Questions from Members of the Public

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

<p>1. CITY COUNCILLOR DAVID HENWOOD</p> <p>Cllr Gant, can you cite a single public consultation under your administration concerning LTNs, CPZs, and other restrictions on traffic movement where you and your colleagues have respected and modified your actions to reflect the majority view of those who responded?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>We understand that traffic flow and demands evolve and change, and therefore it is our responsibility to incorporate a degree of flexibility. As highways authority, we are committed to the continuing monitoring of the city’s roads network, and making necessary adjustments as needed.</p> <p>We are, always have been, and remain committed to listening to the views of residents, businesses, visitors, and everyone who uses our road network.</p> <p>Regarding the role of formal consultations, these are an entirely free and open opportunity for anyone to comment on a proposal as they see fit, and for cabinet to gather views and feedback on proposals before any decisions are made. When making a decision, cabinet is asked to consider a range of information including consultation feedback monitoring data, legal advice, and equality and climate impact assessments.</p> <p>Many respondents to consultations make hugely valuable contributions, often with detailed local knowledge and insight, and these are very welcome.</p> <p>Others use the opportunity to indulge in general criticism or worse. Some respondents object on grounds which represent a misunderstanding of what is being proposed. Allowing such responses to influence or change a decision would be inappropriate, and would damage the integrity of the process.</p> <p>Equally, the over-arching policies of the County Council are agreed through due process in the relevant policy decisions and documents such as LTCP or the agreed 20mph policy. Each scheme recommended by officers then gives operational effect to that policy.</p>
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Therefore, responses which criticise the underlying policy cannot be regarded as relevant to its application in a specific scheme. That is not the question being asked.

At the same time, there is often a group of responders who object on the grounds that they want the policy to go further. Clearly, counting these objections in the same category as those who object to the policy as a whole is not representing their views.

The responsibility of the decision-maker, therefore, is not just to count responses but to read them and try to understand what they are saying to us. I spend a great deal of my life doing just that. Politicians who instead simply count up the ticks in one column and the crosses in another and think a decision should be made on that basis are just being lazy, and are certainly not representing the views of the population. Such an approach also, of course, opens the process to being dominated by whichever voice can organise itself to speak loudest. That is not how responsible democratic decision-making works, and not the way to achieve lasting beneficial change for our residents and future generations. We've seen far too much of that kind of pusillanimity in Oxfordshire in recent decades, which is why this administration has made more progress in three-and-a-half years than previous administrations and some other councils did in decades.

Regarding specific instances of the weight given to consultation responses, I would refer the questioner to any item at any of my Cabinet Member Decision meetings, in which such responses are always evaluated and taken into account as appropriate. This is not the place to try and precis those long and complex interrogations of individual items, all of which are on the record and available to listen to and read. I also try to take every opportunity, sometimes using my prerogative to stretch agreed limits on things like notice periods to speak, to encourage and allow engagement with anyone who wants to contribute, including elected members and members of the public.

However, just one very recent example of this working in action is in relation to CPZ decision in Iffley and Rose Hill. In this instance, the CPZs for Iffley Village and Rose Hill shops was approved, but the decision on Iffley Borders and the residential area in Rose Hill was deferred. This was in direct response to engagement, consultation and representation at the

	<p>decision meeting. There are countless other schemes where projects have been amended as a direct response to feedback and how constructive engagement and consultation truly can make a difference to the democratic process.</p>
<p>2. BERNADETTE EVANS</p> <p>The on-street parking in the Oxford suburb of Jericho costs £19 for two hours making it more expensive than St Giles in the city centre. This is due to the Jericho machines being programmed so you can only pay for one hour or three hours. There is no option to pay for two hours. Is it possible to correct this anomaly to ensure that there are options to pay for one, two and three hours separately?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>There are no plans to make any changes to the tariff structure at this time. However, we will keep this under consideration.</p>
<p>3. RICHARD PARNHAM</p> <p>What (if any) quality control improvements have been put in</p>	<p>COUNCILLOR NATHAN LEY, CABINET MEMBER FOR PUBLIC HEALTH AND INEQUALITIES</p> <p>A detailed review of the equality impact assessment (EIA) process is planned in light of recent EIAs which have not been up to standard. This will not only include the approvals</p>

<p>place to improve the thoroughness of OCC's equality impact assessments (EIAs) BEFORE EIA are published, following the recent dark skies debacle?</p>	<p>process but also the training and support provided to officers. We want to ensure that, at an early stage of policy development, impacts on different groups are anticipated, potential issues identified, and mitigations considered.</p> <p>We have recently published our refreshed Including Everyone framework, which includes a commitment to an inclusive workplace and ensuring that colleagues have the skills and knowledge they need to include everyone. We have a partnership with Inclusive Employers who will be helping us with this, and we will be training EIA champions in our service areas to provide advice, expertise and support to colleagues on an ongoing basis.</p>
<p>4. MATTHEW WEBB</p> <p>Prompted by the recent letter / statement from the head of Oxford Bus company to the recent 20mph consultation. That the current transport policies implemented by the council are ineffective. And my understanding that as part of the Oxford electric bus rollout the council made financial commitments to implement effective transport policies. Can you state the commitments the council has agreed to including the dates and the financial liabilities / penalties of not meeting those commitments.</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT#</p> <p>Response to follow</p>

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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 MICHAEL WAINE</p> <p>Given the high return rate to the consultation on the Bicester Sheep Street Two- Way Cycling proposal, what percentage of ‘strongly disagree’ responses would have enough impact to change your decision?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>There is no percentage figure which automatically triggers a particular decision, as the responsibility of the decision maker is to read responses and analyse them, not just count them.</p> <p>The ETRO process provides for ongoing consultation during the first six months, whilst also collecting data. The pre-consultation process enabled me to consider the areas of objection or concern voiced and how these could be addressed during the ETRO.</p>
<p>2. COUNCILLOR MICHAEL WAINE</p> <p>Responses to the Sheep Street Two-Way Cycling consultation showed very clearly that the public were extremely concerned about safety to pedestrians and the disabled. Given your worrying decision to go ahead with proposals, what process will be in place for the reporting of accidents, and who carries responsibility for recourse?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>The Cabinet Member Decisions (CMD) report contained a detailed analysis, in a separate appendix, of consultation responses, including the demographic represented by the responders.</p> <p>I would refer the questioner to the record of the meeting for the very detailed and lengthy consideration given to all factors which I was asked to take into account, and to how I did so.</p> <p>Considerable safeguards were built into my decision over and above those already enshrined in the CMD process, including a formal report back to CMD, and an approach to DfT about making different arrangements on Fridays.</p> <p>Accidents are reported through the police.</p>

	<p>People can provide feedback to the consultation on the ETRO through Oxfordshire County Council's Let's Talk pages.</p> <p>Feedback on the consultation could also come via the local county councillors to the Place Planning North inbox.</p> <p>Vivacity technology will be in place and we are reaching out to Cherwell District Council for CCTV access. Officers will be monitoring speed, the tracking of cyclists, how use they use the space and information on pedestrian movements. We are also looking at the availability of "Near-miss" technology.</p> <p>An officer within the Place Planning North team will coordinate this work.</p> <p>I have requested a regular update to go to Cabinet Member Decisions and will be the one that makes the decision whether to make the Order permanent, amend it or discontinue it.</p>
<p>3. COUNCILLOR MICHAEL WAINE</p> <p>Now that Sheep Street will no longer be a pedestrianised street, how will 'two-way' cycling be monitored, and with what enforcement?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>It will be a two-way shared space for cyclists; the one-way street only applies to motorised vehicles.</p>
<p>4. COUNCILLOR MARK CHERRY</p> <p>Following on from the previous Cabinet question regarding flooding of Warwick Road properties, I'm afraid to say that although highways officers have investigated, nothing has been done. The drainage is over capacity and holds water at the first sight of</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>Oxfordshire County Council have a scheme to create a bypass drain and additional gullies at this location. We are currently awaiting confirmation of a price from our contractors. It is envisaged the work will commence in the new year though we are unable to give an exact date at present. The work will however be carried out during this financial year.</p>

<p>heavy rainfall. I've been told this is due to tree root ingress on the majority of the storm drainage system.</p> <p>Again, this is down to Oxfordshire County Council and Thames Water. Residents are getting their driveways flooded out and the road in question holds water, but literally doesn't dissipate into the drainage storm system.</p> <p>Can I, as local member for Banbury Ruscote, get a timescale of work for Warwick Rd or some kind of resolution to a problem that over 8 years?</p>	<p>Flooding occurs at this location due to Thames Water's surface water drain being blocked by tree roots and our gullies are connected to their asset. We have chased Thames Water and will continue to do so.</p>
<p>5. COUNCILLOR NICK FIELD-JOHNSON</p> <p>Why do we need another consultation on A40?</p> <p>Clearly residents have said that they wanted a dual carriageway in both directions all the way to the Wolvercote roundabout from Witney. This would significantly alleviate the congestion</p> <p>A further consultation is a waste of time and money as well as clearly shows that residents requests and opinions are again ignored.</p>	<p>COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR INFRASTRUCTURE AND DEVELOPMENT STRATEGY</p> <p>The most recent consultation for the previous A40 Smart Corridor Scheme was in 2019 which consulted on the Dualling scheme (Witney to Eynsham) and the Bus Priority Scheme (East and West bound bus lanes and active travel improvements from Eynsham to Wolvercote including Wolvercote bridge capacity upgrades). Since that consultation, the A40 Smart Corridor Scheme has suffered significant impacts from global inflation, challenges in land assembly, ecological impacts, and changes in legislation such that the programme became unaffordable in its current form. A full scheme review was commenced and at the July 2023 Cabinet, it was agreed that an alternative solution for scheme delivery was required to be identified that met the funding requirements and delivered the most beneficial value. A new scheme with a change of scope has been negotiated with our funding partners (Homes England and DfT) which aligns with national and local policies and delivers on the desired benefits within the funding envelope. This scheme is called the A40 Eynsham Park and Ride to Wolvercote and is presented in the new public engagement process. This latest version of the scheme requires a new planning application, as such, the</p>

	<p>current engagement round is needed to provide part of the evidence base for the new planning application.</p>																				
<p>6. COUNCILLOR KIERON MALLON</p> <p>Can the Cabinet Member inform the Council of the number of gullies cleaned by Oxfordshire County Council in the last full calendar year (2023)?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>The number of gullies cleaned between 1 January 2023 and 31 December 2023 is 38,860.</p>																				
<p>7. COUNCILLOR EDDIE REEVES, LEADER OF THE OPPOSITION</p> <p>Can the Cabinet Member for Finance provide head-count figures for full- and part-time staff were employed and engaged by Oxfordshire County Council in each of the last four financial years (2021/2, 2022/3, 2023/4 and current)?</p>	<p>COUNCILLOR DAN LEVY, CABINET MEMBER FOR FINANCE</p> <p>This Table shows the number of employees, both full time and part time that have been employed at the County Council during each financial year.</p> <p>EMPLOYED:</p> <table border="1" data-bbox="965 914 2159 1198"> <thead> <tr> <th>Financial Year</th> <th>Full time employee</th> <th>Part Time Employee</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>2021/2</td> <td>2,889</td> <td>2,227</td> <td>5,116</td> </tr> <tr> <td>2022/3</td> <td>3,055</td> <td>2,255</td> <td>5,310</td> </tr> <tr> <td>2023/4</td> <td>3,164</td> <td>2,214</td> <td>5,378</td> </tr> <tr> <td>2024/5 (as at Sept 24)</td> <td>3,315</td> <td>2,185</td> <td>5,500</td> </tr> </tbody> </table> <p>Note on Employed Headcount: The snapshot figures for the three full financial years are as of 31st March at the end of each Financial Year.</p>	Financial Year	Full time employee	Part Time Employee	Total	2021/2	2,889	2,227	5,116	2022/3	3,055	2,255	5,310	2023/4	3,164	2,214	5,378	2024/5 (as at Sept 24)	3,315	2,185	5,500
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<p>8. COUNCILLOR EDDIE REEVES, LEADER OF THE OPPOSITION</p> <p>Can the Cabinet Member for Finance advise as to the expenditure by Oxfordshire County Council on (i) agency staff and (ii) consultants in each of the last four financial years (2021/2, 2022/3, 2023/4 and current)?</p>	<p>COUNCILLOR DAN LEVY, CABINET MEMBER FOR FINANCE</p> <table border="1"> <thead> <tr> <th>Financial Year</th> <th>Agency Staff (Comensura spend)</th> <th>Consultants (Non Comensura spend)</th> </tr> </thead> <tbody> <tr> <td>2021/2022</td> <td>No information</td> <td>Spend not tracked in 2021/2022</td> </tr> <tr> <td>2022/2023</td> <td>£27,770,000</td> <td>£12,260,000</td> </tr> <tr> <td>2023/2024</td> <td>£27,980,000</td> <td>£8,090,000</td> </tr> <tr> <td>2024/5 up to Q2 24/25</td> <td>£13,800,00</td> <td>£2,550,000</td> </tr> </tbody> </table> <p>1. Notes on agency spend</p> <p>1.1. Also includes individual consultants recruited via the primary corporate contingent contract.</p> <p>1.2. Since 2022/23 only spend categorised as agency spend has been included.</p> <p>2. Notes on consultancy service spend</p>	Financial Year	Agency Staff (Comensura spend)	Consultants (Non Comensura spend)	2021/2022	No information	Spend not tracked in 2021/2022	2022/2023	£27,770,000	£12,260,000	2023/2024	£27,980,000	£8,090,000	2024/5 up to Q2 24/25	£13,800,00	£2,550,000					
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	<p>2.1. Includes spend recorded in the accounts against Management Consultant Fees, Technical and Professional Consultant Fees.</p> <p>2.2. Includes spend against previously reported consultancy services spend not classified as per point 2.1.</p> <p>2.3. Spend on delegated schools and Adopt Thames Valley excluded.</p> <p>2.4. There is additional consultancy services spend not recorded here as it does not meet the two conditions listed in 2.1 and 2.2. This can be obtained but would require further time to complete the data extraction and preparation.</p>								
<p>9. COUNCILLOR EDDIE REEVES, LEADER OF THE OPPOSITION</p> <p>Can the Cabinet member for Finance advise as to the expenditure by Oxfordshire County Council on (i) redundancy settlements, (ii) non-disclosure agreements and (iii) settlement agreements in each of the last four financial years (2021/2, 2022/3, 2023/4 and current)?</p>	<p>COUNCILLOR DAN LEVY, CABINET MEMBER FOR FINANCE</p> <p>Total expenditure by Oxfordshire County Council (including maintained schools) on redundancy settlements, non-disclosure agreements and settlement agreements is as below:</p> <table border="1" data-bbox="965 1054 2092 1313"> <thead> <tr> <th data-bbox="965 1054 1211 1129">2021/22</th> <th data-bbox="1211 1054 1458 1129">2022/23</th> <th data-bbox="1458 1054 1704 1129">2023/24</th> <th data-bbox="1704 1054 2092 1129">2024/25 Year to end of November</th> </tr> </thead> <tbody> <tr> <td data-bbox="965 1129 1211 1313">£1.276m</td> <td data-bbox="1211 1129 1458 1313">£1.140m</td> <td data-bbox="1458 1129 1704 1313">£0.685m</td> <td data-bbox="1704 1129 2092 1313">£1.137m</td> </tr> </tbody> </table>	2021/22	2022/23	2023/24	2024/25 Year to end of November	£1.276m	£1.140m	£0.685m	£1.137m
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<p>10. COUNCILLOR GEOFF SAUL</p> <p>Please can the Cabinet Member give an update on progress in bringing forward plans for the East Chipping Norton Strategic Development Area (in respect of which the County Council is a major landholder)?</p>	<p>COUNCILLOR DAN LEVY, CABINET MEMBER FOR FINANCE</p> <p>Tank Farm in Chipping Norton, now known as the East Chipping Norton Development, was designated as a Strategic Development Area by, West Oxfordshire District Council (WODC). Approximately 1,200 homes were planned on the site jointly owned by Oxfordshire County Council and Cala Homes.</p> <p>Part of the southern portion of the site, on the land owned by CALA Homes has been designated as an Ancient Monument by Historic England due to archaeological findings, which has paused the development, making delivery of the planned housing numbers no longer achievable.</p> <p>Officers at Oxfordshire County Council (OCC) have met on several occasions with Officers and Members of West Oxfordshire District Council to review the options available to see what can be achieved by working collaboratively. From these meeting OCC Officers were tasked to liaise with the owners of the potential development site, to the east of the SDA site, north of London Road to see what could be achieved.</p> <p>From these meeting a potential option is being evolved that will be presented to WODC for discussion in next year that could open the opportunity to deliver the majority of the housing numbers identified in the SDA and the local plan. WODC will need to consider the proposal as part of the development of the next local plan and consider if the boundaries of the SDA can be adjusted, or whether the designation can be removed</p>
<p>11. COUNCILLOR IAN MIDDLETON</p> <p>The latest flooding incidents in Kidlington have exposed some weaknesses in local flood defences. Specifically the road drainage system</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>Initial investigations indicate that there is a surface water sewer running along Mill Street which outfalls into the River Cherwell. This type of asset would typically have</p>

<p>on the junction between Mill Street and Evans Lane where surface water is supposed to drain into the Cherwell via a sump and valve system with equipment in place to prevent the river back-flowing on to the road.</p> <p>However during recent flooding events Mill Street has continued to flood putting businesses and homes at risk and regularly requiring the road to be closed. On some occasions the road floods when there has been little or no rain in the area which suggests the safeguards on backflow from the river are not working.</p> <p>Could the cabinet member please liaise with me to ascertain who is responsible for this infrastructure and help me press for it to be urgently inspected and repaired or upgraded?</p>	<p>a non-return valve, as you describe, and this system is believed to belong to Thames Water.</p> <p>It is possible that, in preventing the river from backing up the system and flooding the highway with river water, the non-return valve effectively shuts the highway drainage system down. Hence the continued highway flooding until river levels reduce and the non-return valve opens up again.</p> <p>Oxfordshire County Council would only be responsible for the gullies and gully connections to the surface water sewer. However, especially noting the observations made, further investigation is needed to confirm what is happening. Officers will arrange to check the highway drainage system and will contact Thames Water to ask them to check their apparatus. I have asked officers to keep you updated on this.</p>
<p>12. COUNCILLOR IAN MIDDLETON</p> <p>As the Cabinet member is aware, I have been in protracted correspondence with officers about the deal struck with OUFC giving them an option to lease land in my division for a new stadium.</p> <p>While the details of the lease agreement have been kept secret, a side agreement known as the 'collaboration agreement', supposedly intended to tie OUFC to specific community commitments, was eventually made public earlier this year.</p>	<p>COUNCILLOR DAN LEVY, CABINET MEMBER FOR FINANCE</p> <p>Negotiations on a commercial transaction will usually need to take place in private and it is not unusual for the Council to agree to confidentiality clauses with commercial parties in order to protect their commercial interests or ours. The terms of this deal were agreed with the Leader and myself in keeping with the delegations provided by the Cabinet resolution.</p> <p>The fact that we have entered into an option for a lease is a matter of public record and we would not normally publish the terms and conditions of this type of legal agreement. The commitments of the football club to the community have been set out in the Community Collaboration agreement, which sets out contractual</p>

However, amongst numerous clauses many of which, in my and other's opinion, are poorly drafted and largely unenforceable, the clause dealing with financial and practical support for community and sports facilities had been completely redacted.

This appears to negate the publication of the agreement at a local level since details relating to whatever has been agreed between OUFC and OCC about community support is not visible to the very people who will be most impacted by the stadium should it go ahead.

Since the publication of the agreement I have made repeated requests for this clause to be unredacted, but have now been told that the council has agreed with OUFC not to do so as it's regarded as commercially sensitive. This is a bizarre statement since it can have no bearing on a commercial deal that has already been signed off by both parties. Furthermore any practical and financial support will have to be made public eventually as councils and other organisations in receipt will have to declare it in published accounts.

Does the cabinet member understand that it's seen by residents and stakeholders in my division as democratically obtuse for OCC to be making deals around community benefits without involving local community stakeholders in those negotiations, and that by continuing to deny them access to those details now we underline the clumsy and

obligations on the club. These commitments can only come into effect in the event that the club receives planning permission from Cherwell District Council.

The clause that the Councillor refers to has not been redacted in full as the question sets out.

In this case OUFC have asked us to maintain the confidentiality of certain legal provisions to protect their commercial interests.

As the club have recently stated, "With the planning submission likely to be considered in early 2025, the club are actively exploring alternative short-term provisions for the period between the lease at the Kassam Stadium expiring in 2026 and the new stadium being ready."

<p>overbearing approach that has characterised negotiations surrounding the leasing of public land in my division?</p>	
<p>13. COUNCILLOR IAN SNOWDON</p> <p>Residents of three completed housing developments in my division which are still not adopted by the council, with some residents living in their homes for over 12 years. Those residents can't report anything like streetlights not working, flooding due to blocked drains, potholes, illegally parked cars and so on at FixMyStreet as they are still technically private roads.</p> <p>Can you please provide any reason why the council is taking so long to adopt these roads and provide residents with access to all council services?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>Highway Agreements Team (HA Team) officers work closely with Developers to progress highway adoption agreements including assessment of design and construction across Oxfordshire. Adoption of key development in and around Didcot is a priority for the HA Team, with Great Western Park a key focus site. To this end, significant work is underway to progress the adoption of Sir Frank Williams Avenue and Greenwood Way, at the aforementioned development, which are key to unlocking ability to progress adoption for the remainder of the development.</p> <p>Highway adoption agreements can be complex and are often delayed by land matters, drainage vesting issues and lengthy problems with highway remedial works; such matters have all been experienced with key development sites in and around the Didcot area.</p> <p>Until adopted, carriageway and any associated apparatus, remains the responsibility of the Developer to maintain. It is the case that speed limit and parking restriction enforcement can be carried out on these private roads by the Police once a traffic regulation order (TRO) is implemented, which are in place for the Great Western Park development. The requirement is on the Developer to complete the roads to an adoptable standard, in addition to meeting all adoption criteria, before the roads become maintainable at the public expense.</p> <p>In order for a road to be adopted, it has to connect to existing highway and therefore the estate roads that may be offered for future adoption, cannot be adopted until any main development infrastructure (such as spine roads) become public highway.</p>

	<p>Adoption of the roads will also include apparatus such as streetlights, footways, drainage and verges that are adjacent to the road and associated with the highway.</p> <p>Developers are not obligated to offer their roads for adoption, neither are they required to have legal agreements in place prior to highway construction or property occupation. It is the case however, for major developments going forward, that adoption agreements are required as S106 obligation for key development infrastructure. This mechanism goes some way to ensuring timely signing of legal agreement for key infrastructure on some of the larger developments.</p> <p>The Highway Agreements Team will be happy to meet with you to discuss specific developments, their status in highway adoption terms and any planned future actions accordingly.</p>
<p>14. COUNCILLOR IAN SNOWDON</p> <p>Many residents of the completed 3,300 homes at the Great Western Park housing development in Didcot are angry at the high level of antisocial and illegal parking, cars completely ignoring double yellow lines and parking restrictions outside schools, along with blocking pavements and resident's driveways.</p> <p>I am repeatedly told that our civil parking enforcement officers cannot ticket cars on the estate as it's technically private roads while it remains unadopted and fines wouldn't be enforceable.</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>Oxfordshire County Council (OCC) can enforce double yellow lines on private roads if these are covered by a traffic regulation order (TRO). I can confirm that a TRO is in place for Great Western Park for the double yellow lines and therefore we are able to carry out civil enforcement.</p> <p>In the past, these have been enforced by Thames Valley Police however, we have recently instructed OCC's civil enforcement contractor to begin enforcement.</p>

<p>However, on the same estate we now have a bus gate with a new ANPR camera which is fining cars on the same unadopted private roads.</p> <p>Can the cabinet member explain why bus gate fines are enforceable on unadopted roads parking fines are not on the very same roads?</p>	
<p>15. COUNCILLOR IAN SNOWDON</p> <p>With winter approaching it's good to hear OCC has a new fleet of 30 new gritters hitting our county, but it's sad to hear that the entire fleet is diesel when there are electric options available with a range of 250km and a recharge time of just 2 hours.</p> <p>With Salt Barn producing its own electricity this would have been a good chance to lead by example in fighting the climate emergency and at least purchase a few electric vehicles for some of our urban streets.</p> <p>Can the cabinet member explain why the entire fleet had to be diesel and how this decision fits with the administration's priorities?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>The new gritter fleet, as with the majority of fleet used for the delivery of the highway service, operate using Hydrotreated Vegetable Oil (HVO). HVO is a sustainable and renewable fuel which reduces CO2 emissions and pollutants.</p> <p>Provision of fully electric vehicles is under regular review as the technology and equipment to support this develops. Currently the provision of sufficient charging capacity at all operational depots is not available and would require a grid upgrade to be able to meet the charge requirement of a fully electric winter fleet. This, coupled with the cost of electric vehicles, meant that the most sustainable, modern, and cost-effective procurement of vehicles has been realised via the procurement of our new fleet.</p> <p>During periods of prolonged snow and ice when the gritters are operating 24/7 we would not be able to stop the service for the time taken to charge the vehicles, (likely to be many hours). During trials we have found that range and charging times can vary and are still not reliable or at the ranges and times required to be operationally efficient.</p> <p>The solar panels at Deddington depot will feed back into the grid but would not be enough on its own to power electric vehicles. The provision of charging points at all</p>

depots requires sufficient capacity from the grid. This capacity is not available in the near term but is being explored for the future. We are working with the corporate climate team to explore all available options. The lead time for this is in between 3 to 5 years based on National Grid feedback.

The vehicles will run on HVO. There are also projects underway to explore use of Hydrogen fuel. One includes provision of a Hydrogen fuel station at Drayton Depot to trial three large goods vehicles (LGV). Provision of hydrogen converters which work in tandem with existing fuel systems are also being trialled as part of the new Highway Contract. These converter units can be installed to existing plant and reduces the consumption of standard fuels as well as reducing carbon.

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