

**County Council
Tuesday, 4 November 2025**

**Questions for Council –
Late and corrected responses**

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Late and corrected responses to questions

Questions from Members of the Public

<p>2. JOHN SKINNER</p> <p>How many applications for a frequent hospital patient congestion charge permit uploaded hospital appointment letters containing sensitive medical data as part of their application, and what has since been done with the contents of those letters?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>There have been 217 frequent hospital patient congestion charge permits issued. We cannot say how many uploaded letters containing sensitive medical data as part of their application without manually opening each application.</p> <p>However, we do ask applicants to cover any sensitive data prior to upload.</p>
<p>16. GEOFFREY SUTTON</p> <p>With reference my email dated 27th October about the apparent failure in the Oxfordshire Strategic Model to model the traffic flow in and out of the John Radcliffe Hospital, can Councillor Gant please explain the consequences of this failure?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>As set out in the Modelling and Income Forecasting Report, the transport model itself is a strategic model – representing the whole of Oxfordshire and beyond – and is therefore more reliable in terms of its forecast impacts at a strategic level (e.g. impacts on overall car demand), and less reliable at more granular levels of detail, such as on individual roads. However, to provide more detail, outputs at the link flow level have been produced, to explore the changes in traffic volumes in different areas of the city. These are shown in Appendix A of the report. During peak hours, charges at the congestion charge locations at St Clements and Marston Ferry Road are forecast to reduce traffic in parts of east Oxford (the greatest reductions are at and approaching the charge locations). The model does show some increases in areas where there is displacement. These changes are a logical consequence of charges.</p> <p>The temporary congestion charge went ‘live’ on Wednesday 29 October. It will be monitored very closely.</p>
<p>20. PAUL PETRILLO</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p>

<p>Can councillor Gant please tell me how many cars have driven through the congestion charge permit locations without a congestion charge permit, specifying in his answer the total number of cars to do so by each permit location, since the congestion charge went live. Ideally up to and including Sunday 2nd November?</p>	<p>This and other associated data will be published as part of the ongoing monitoring of the scheme. We start to publish such data as soon as is considered appropriate.</p>
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QUESTIONS WITH NOTICE FROM MEMBERS OF THE COUNCIL

<p>7. COUNCILLOR DAVID HENWOOD</p> <p>There are significant concerns from members of the public based on their experiences of using, or attempting to use, the on-line system for registering their cars and applying for permits for going through congestion charging points. Even IT professionals are describing the system as long-winded and confusing.</p> <p>This is a problem that could have been anticipated. Indeed, it was flagged by the Place Overview and Scrutiny Committee in its report to the Cabinet meeting on 10</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>At the time of writing, 54,995 permit applications have been received with 46,362 approved. Only 2% have been declined and 1% cancelled (by the applicant). The vast majority are managing to apply for permits successfully.</p> <p>Improvements were made to the permit system and OCC's own website before it launched for the congestion charge.</p> <p>Users are already using the current permit system for their parking permits. In many cases, these users have been able to apply for a congestion charge permit in a few clicks, because their vehicle documents and proofs of address were already within the system.</p>
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<p>September, prior to the decision to implement the scheme. The Scrutiny report <u>clearly recommended</u> that “the Cabinet does not extend the IT system used for parking permits to the resident pass system and finds a more user-friendly alternative instead.” Their report described extending use of an already-unpopular system as “unwise”.</p> <p>And yet that same system HAS been extended for the congestion charge scheme and unsurprisingly is leading to the same kinds of complaints. People are finding it difficult and confusing to use, and describing the experience as very stressful.</p> <p>Given the level of concern and the potential for confusion and mistakes:</p> <p>Will the Cabinet consider delaying the start of the Temporary Congestion Charge scheme until these system issues have been adequately resolved?</p>	<p>If we had started again with a new system, this would not have been possible, and thousands of users would have needed to use two different systems (one for parking and one for congestion charge).</p> <p>Officers will be reviewing customer feedback on the permit system with the system supplier to identify further improvements.</p>
<p>11. COUNCILLOR LESLEY MCLEAN</p> <p>In respect of the Yarnton Section 19 Flood Investigation Report (2025), and Oxfordshire County Council’s responsibilities as Lead Local Flood Authority (LLFA) will the Cabinet member</p>	<p>COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR PLACE, ENVIRONMENT AND CLIMATE ACTION</p> <p>Yes, we will publish timelines for the delivery of the recommendations. We are currently liaising with the partner organisations to confirm the dates and will update you once this has been finalised.</p>

confirm whether the County Council has formally accepted and endorsed all of the report's recommendations where Oxfordshire County Council is identified as the lead or partner organisation?

Will the Cabinet member commit to publishing a clear timetable—with milestones—for delivery of those recommendations for which the County Council has responsibility, including but not limited to:

- highway drainage maintenance and cleansing schedules,
- inspection and remediation of culverts,
- assessment of pumping-station capacity and resilience, and
- coordination of vegetation and channel maintenance with partner authorities?

Given the repeated flooding events affecting Yarnton in September and November 2024, will the Cabinet commit to arranging a meeting within a reasonable timeframe involving OCC Flood Risk officers, the local parish council, ward councillors, the community flood action group, Thames Water, Cherwell District Council and the Environment Agency to review progress, identify obstacles and agree priority actions?

<p>Will the Cabinet also confirm that, where actions depend on other statutory or riparian bodies, the County Council will:</p> <ul style="list-style-type: none"> (a) liaise proactively with and, where appropriate, support or enforce those parties to deliver their responsibilities; and (b) report to the next Full Council a summary of actions completed, outstanding tasks, obstacles encountered, and the indicative funding required to complete the remaining recommendations? 	
<p>14. COUNCILLOR JAMES ROBERTSHAW</p> <p>West Oxfordshire District Council is soon to consult on its new Local Plan, which sets out proposals for around 18,000 new homes across the district. Could the Cabinet Member please confirm whether Oxfordshire County Council has been involved in feeding into this plan, and where residents can see the County Council's plans for the vital infrastructure upgrades — such as roads, schools, and public transport — that will be needed to support this level of development?</p>	<p>COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR PLACE, ENVIRONMENT AND CLIMATE ACTION</p> <p>I can confirm that Oxfordshire County Council (OCC) has worked proactively with West Oxfordshire District Council (WODC) during the ongoing preparation of their Local Plan to 2043. As well as providing formal written responses to the Plan at each stage (available here), OCC and WODC officers meet at least monthly to liaise on strategic planning matters. Securing the necessary infrastructure to mitigate local plan development is a key priority for both authorities.</p> <p>The planned supply proposed in the new West Oxfordshire Local Plan is around 18,000 homes. Of this figure, 8,000 homes are expected to come from new allocation sites; the majority of homes are already committed in the adopted Local Plan 2031 and these sites will be carried forward into the new Plan. As with the adopted Local Plan, the new Local Plan will be supported by an Infrastructure Delivery Plan (IDP) which will provide a</p>

	<p>framework for co-ordinating the infrastructure necessary to support development and communities in West Oxfordshire (the new baseline IDP report is available here, the adopted Local Plan IDP is available here). The new IDP will be fully progressed once West Oxfordshire have finalised their preferred site allocations. The IDP will be informed by transport modelling work and other assessments to identify the necessary infrastructure such as highway improvements, schools, public transport, digital infrastructure, libraries and waste. The IDP will set out an indication of infrastructure costs, delivery timescales, and delivery partners to ensure delivery in the right place and at the right time to support growth. The IDP is underpinned by other policy and strategy documents including Oxfordshire's Local Transport & Connectivity Plan its supporting strategies such as Active Travel Strategy, Bus Service Improvement Plan, and the Local Cycling and Walking Infrastructure Plans for Witney, Carterton, Chipping Norton and Woodstock. With regard to transport impacts of the plan proposals, work is underway to provide a dedicated evidence paper to support the Local Plan production through an Evaluation of Transport Impacts report. This study will be available next year to support the Proposed Submission Document (Regulation 19) consultation.</p> <p>Significant infrastructure schemes are already being delivered in West Oxfordshire including improvements to the A40, Access to Witney, and Eynsham Park and Ride. Further schemes are under development as part of the Movement and Place Strategies and Corridor Plan and Local Walking and Cycling Infrastructure Plans (LCWIPs).</p> <p>Consultation on the Local Plan 2043 Spatial Options is expected to take place in November 2025 (draft documents are available here). Consultation on the Proposed Submission Document (Regulation 19) is then expected in Spring 2026.</p>
<p>15. COUNCILLOR JAMES ROBERTSHAW</p> <p>To avoid further traffic issues in Witney (especially in Bridge Street) when will the</p>	<p>COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR PLACE, ENVIRONMENT AND CLIMATE ACTION</p> <p>We have been working with the Witney flood group and the parish council to undertake recommendations from the Section 19 report including river maintenance on parts of the</p>

<p>Council address a new bridge over the Windrush River and an up-stream flood alleviation scheme?</p>	<p>network. Flood Alleviation schemes on main rivers are often developed by the Environment Agency. There are no current plans for a separate new bridge</p>
<p>16. COUNCILLOR EMMA GARNETT</p> <p>Innovation and technology can improve our standards of living – but these should benefit the wider public rather than a tiny elite subset.</p> <p>Given that, can I ask how much money, time and any other resources Oxfordshire County Council has put in total towards the trial of private electric taxi jets between Oxford/Bicester and Cambridge? Aviation - electric or not - is incredibly resource and energy intensive.</p> <p>So many parts of our county would benefit from more electric buses, electric trains and safer cycling routes – yet we are told there is not enough money.</p>	<p>COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR PLACE, ENVIRONMENT AND CLIMATE ACTION</p> <p>I can confirm that the OxCam Advanced Air Mobility (AAM) project is fully funded by Innovate UK. This includes all associated staffing costs, which will also be covered under the Innovate UK funding agreement.</p> <p>This means there is no financial contribution required from Oxfordshire County Council for the delivery of this project.</p>
<p>28. COUNCILLOR JAMES PLUMB</p> <p>Residents in Frilford have raised repeated concerns about a pronounced dip in the road on the A415. When heavy goods vehicles travel over this dip, often at speed, the resulting noise and vibrations cause significant disturbance,</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>Highways inspections follow an approach which is in alignment with current national guidance. The council's approach is risk-based and prioritises maintenance based upon; condition, safety, and use, rather than for noise mitigation or other secondary factors.</p>

<p>particularly during the night and early morning hours. Although officers have inspected the site, they have advised that the dip does not meet the current criteria for repair.</p> <p>In light of this, would the Cabinet Member consider reviewing the Council's policy to ensure that the impact of noise and vibration on nearby residents is explicitly included as a factor in future inspections and risk assessments?</p>	<p>The inclusion of an assessment of noise and vibration within highway inspections is not considered appropriate, for three main reasons:</p> <ol style="list-style-type: none"> 1.Noise and vibration measurement, without using specialist equipment over time, is a subjective measure, the impact of which often fluctuates dependant of time of day, or weather. 2.To include this factor into an assessment criteria, applied across the county, and weigh alongside the primary factor of safety, would not only be difficult to implement, from a practical standpoint, but also in terms of justification, due the subjectivity of the measure. 3.A large proportion of road safety inspections are driven from a conspicuous moving vehicle and therefore limits any sensory awareness of noise and vibrations concerns. <p>When brought to the attention of a highways officer, noise and vibration due to deteriorated, or poor road surface/profile, may factor in their decision-making when determining maintenance priorities and treatment. However, any intervention would be at the discretion of the assessing officer, who would balance the impact of noise vibration alongside maintenance for safety and serviceability. That said, I have officers commitment that they will investigate the concerns about a pronounced dip in the road on the A415 and add any potential works required to the programme.</p>
<p>60. COUNCILLOR ROBIN JONES</p> <p>As the juggernaut of HIF1 and its associated mass housing heaves into view, we note the fact that, 'The project will facilitate new and enhanced bus services and will also feature 19km of new walking and cycleways.' The artists' impression displayed at the current public information roadshow demonstrates a thin metal barrier between the major road with vehicles of all sizes travelling at speeds of 40 mph plus, and families on bikes. Will the</p>	<p>COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR PLACE, ENVIRONMENT AND CLIMATE ACTION</p> <p>The walking, wheeling, and cycling infrastructure in the HIF1 scheme is an essential element of the project and designed to a very high quality using modern design guidance, and is integral to the addressing the walking, wheeling and cycling severance currently experienced in the area, enabling many more trips to be taken by sustainable modes for all journey purposes. The design of the walking, wheeling and cycling infrastructure differs along the scheme depending on current and future anticipated needs, including the location of known future housing and employment developments. The designs have undergone safety audits and will continue to be audited at different stages of the project, including the consideration of buffers between the vehicles and the walking, wheeling, cycling infrastructure. The scheme is a key part of the Didcot Local</p>

Cabinet Member make assurances that the active travel provision for cycling is absolutely fit for purpose from the start and also permits future expansion?

Cycling and Walking Infrastructure Plan (LCWIP) which also shows potential additional walking, wheeling and cycling routes that could connect with the scheme, which are being investigated in other projects.

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