

## OXFORDSHIRE COUNTY COUNCIL

**MINUTES** of the meeting held on Tuesday, 2 April 2019 commencing at 10.30 am and finishing at 4.05 pm.

**Present:**

Councillor Gill Sanders – in the Chair

Councillors:

Sobia Afridi	Stefan Gawrysiak	Jeannette Matelot
Lynda Atkins	Mark Gray	Charles Mathew
Jamila Begum Azad	Carmen Griffiths	Glynis Phillips
David Bartholomew	Pete Handley	Susanna Pressel
Dr Suzanne Bartington	Jane Hanna OBE	Laura Price
Tim Bearder	Jenny Hannaby	Eddie Reeves
Liz Brighouse OBE	Neville F. Harris	G.A. Reynolds
Paul Buckley	Steve Harrod	Judy Roberts
Kevin Bulmer	Damian Haywood	Alison Rooke
Nick Carter	Mrs Judith Heathcoat	Dan Sames
Mark Cherry	Hilary Hibbert-Biles	John Sanders
Dr Simon Clarke	John Howson	Les Sibley
Yvonne Constance OBE	Ian Hudspeth	Emily Smith
Ian Corkin	Tony Ilott	Roz Smith
Arash Fatemian	Bob Johnston	Alan Thompson
Neil Fawcett	Liz Leffman	Emma Turnbull
Ted Fenton	Lorraine Lindsay-Gale	Michael Waive
Nicholas Field-Johnson	Mark Lygo	Liam Walker
Mrs Anda Fitzgerald-O'Connor	D. McIlveen	Richard Webber
Mike Fox-Davies	Kieron Mallon	

*The Council considered the matters, reports and recommendations contained or referred to in the agenda for the meeting and decided as set out below. Except insofar as otherwise specified, the reasons for the decisions are contained in the agenda and reports, copies of which are attached to the signed Minutes.*

### **8/19 MINUTES**

(Agenda Item 1)

The Minutes of the Meeting held on 12 February 2019 were approved and signed as an accurate record.

**9/19 APOLOGIES FOR ABSENCE**

(Agenda Item 2)

Apologies for absence were received from Councillors Banfield, Billington and Stratford.

**10/19 DECLARATIONS OF INTEREST**

(Agenda Item 3)

Councillor Arash Fatemian declared a pecuniary interest in Agenda Item 10 (Independent Remuneration Panel on Members' Allowances) by virtue of his position as Chairman of HOSC.

**11/19 OFFICIAL COMMUNICATIONS**

(Agenda Item 4)

Council paid tribute and held a minute's silence in Memory of Alderman Tony Williamson.

**12/19 APPOINTMENTS**

(Agenda Item 5)

Council noted the appointment of Councillor Lynda Atkins as Military Veterans' Champion.

**13/19 PETITIONS AND PUBLIC ADDRESS**

(Agenda Item 6)

Council received the following Petitions and Public address:

Ms Margaret Wareing presented a petition of 220 signatures requesting that the Council provide a safe crossing in the form of a zebra Crossing on Oxford Road, Littlemore for adults and children on the basis that it was a residential with constant heavy traffic due to being the main road into Littlemore and a rat-run for traffic seeking to avoid Heyford Hill Roundabout.

Ms Helen Marshall spoke on behalf of the Council for the Preservation for Rural England (CPRE) against the Oxford-Cambridge Expressway on the basis that CPRE were not satisfied that the environmental harm of the scheme would be outweighed by the benefits, that the priority should be for investment in local sustainable schemes, that the Expressway would cause air and light pollution and that the rate of housing growth proposed with the scheme would impair the rural nature of the County and put a great strain on the County's resources. Referring to the lack of Consultation around the project and the seven billion hole in infrastructure in the current plans, she urged the Council to call on Government to hold a parliamentary Select Committee Inquiry, a strategic environmental assessment and a full public consultation.

Ms Sarah Lasenby, spoke against the Oxford-Cambridge Expressway and in support of the Climate Change Motion at Agenda Item 17, highlighting the

negative impact of building the Expressway in terms of environment and pollution and in terms of traffic and infrastructure in Oxford City.

Ms Hazel Dawe spoke against the Oxford-Cambridge Expressway on the basis that it would increase traffic, pollution, noise, ill health and worsen climate change. She believed it would not solve Oxford's traffic problems but would exacerbate them, would cut through areas of outstanding natural beauty and Green Belt causing degradation to biodiversity and that the carbon emitted to build the project would negate any carbon efforts already made. She urged the Council to join the City Council in unanimously voting against the proposed Expressway.

Mr David Williams spoke in support of Motion 17 by Councillor Damian Haywood on Climate Change. He urged Councillors to vote for the motion and accept that there was a Climate Emergency right now. Over 70 authorities had already declared a Climate Emergency. He further urged Council to lobby Government who needed to accept that there was a Climate Emergency now and that the current level of action currently undertaken by the Government was not appropriate for the situation we were in now, heading towards a 3- or 4-degree Celsius rise in the earth's temperature.

Ms Nell Davies-Small spoke in relation to Motion 17 (Climate Change) urging the Council to take action, questioning why, when so many people had tried to raise this issue, including 15,000 young people in 60 towns and cities getting up and walking out of classrooms, had nobody been heard? Why young people had been openly criticised for marching, why more importance was given to deaths from hate crime than death from climate pollution? Why is was not recognised that Climate Change affected the most vulnerable people in Society? She believed climate change was as much as a social issue as it is a scientific one and that climate change was on our doorstep. She urged the Council to protect future teenagers and do something about the Climate now.

## **14/19 QUESTIONS WITH NOTICE FROM MEMBERS OF THE PUBLIC**

(Agenda Item 7)

Council received the following Questions with Notice from Members of the Public:

Mr John Paine, Secretary, Oxfordshire National Pensioners' Convention Group had given notice of the following question to Councillor Yvonne Constance:

In 2016 OCC announced that, in relation to the Westgate Shopping Centre development – then under construction - it intended to ban bus routes running through Queen Street. At the County Council meeting in July 2016 Oxfordshire NPC Group suggested that OCC first carry out a survey into the possible effects such a ban on buses using Queen Street may have.

OCC refused and subsequently the Department for Transport was not prepared to ratify the OCC scheme banning bus use of Queen Street. Instead the DfT asked OCC to undertake investigations to establish what impact a possible ban on buses using Queen Street would have. Since late 2017 OCC has carried out an extensive data-collecting and monitoring exercise, which covers Queen Street and other central Oxford streets.

Can we now be given a date when the results of that OCC information-gathering will be made public?

Allied to this, how does OCC intend to carry out further public consultation as to how Queen Street will feature in the pattern of bus routes through central Oxford?

Within its COMMUNITIES: TRANSPORT CAPITAL PROGRAMME Oxfordshire County Council has a total allocation of £1,470,000 for Pedestrianisation of Queen Street. About half of this has been spent whilst £734,000 is shown as allocated expenditure in the current 2019/20 financial year.

How, and with whom, does OCC intend to consult on what that Queen Street pedestrianisation work will entail?

Councillor Constance Replied:

Officers plan to report to Cabinet in the summer about the future of Queen Street in the light of analysis of the monitoring of Queen Street and other nearby streets since the Westgate Centre reopened in October 2017. The report will make a recommendation about whether buses should remain in the street and therefore whether it should be pedestrianised.

If it is recommended that buses remain in the street, an experimental TRO would be made for the street which would serve as a formal public consultation for whether buses should be removed on a permanent basis. Any objections received during this consultation would need to be considered by a council committee before a final decision is made on buses in Queen Street. The decision that Cabinet makes in the light of the report will determine the level of spend on the Queen Street project.

Supplementary:

When asked whether she would need to get approval from the Department of Transport if the recommendation was that continued bus use of Queen Street should stop, Councillor Constance replied that it would be dependent on an experimental Traffic Regulation Order which fell under the responsibilities of the County Council and therefore she believed it would not need approval from the Department of Transport.

Ms Joanna Gill, Extinction Rebellion had given notice of the following question to Councillor Yvonne Constance:

Do you agree that Climate Change presents such a significant threat that, in the words of David Attenborough, “If we don’t take action, the collapse of our civilisations and the extinction of much of the natural world is on the horizon”? If this is true, surely the responsibility to act lies with all of us as individuals and also with government at all levels. When there is a financial crisis, governments step in to support the economy.

Do you agree that our responsibility to our children and grandchildren means we must do the same for our environment and recognise and act on an emergency when one arises? And will you therefore support the motions calling for the declaration of a Climate Emergency, as over 40 other local authorities of all political colours have done?

Councillor Constance replied:

Oxfordshire County Council has a long history of activity on sustainability and emissions reduction:

- We have led the way nationally in driving waste reduction and recycling and are rated best county council for recycling in the UK.
- We have commissioned the Community Action Group project for over a decade: supporting our communities to develop innovative projects and business models to drive sustainability in Oxfordshire. Now supporting 65 groups, this is the biggest network of its kind in the UK.
- We have reduced emissions on our own estate by an average of 6% per year and have recently committed investment to replace all remaining streetlights with LED which will reduce our overall carbon footprint by a further 25%.
- We work with a wide range of partners in the County to position Oxfordshire at the forefront of the low carbon transition. Alongside the City Council we declared the world’s first zero emission zone in Oxford. We are a long-term supporter of the work of not for profit ‘Low Carbon Hub’ which has just seen the 20<sup>th</sup> solar array installed on our maintained schools. Alongside partners we will also be announcing a ground breaking 3-year project to demonstrate how a new energy system; fit for electric vehicles and renewable generation can operate in Oxfordshire.

The October 2018 report released by the Intergovernmental Panel on Climate Change (the United Nations body for assessing the science related to Climate Change) was, however, very clear. It explained that in order to avoid the most catastrophic impacts of climate change we must limit average global temperature increase to below 1.5°C degrees, *requiring rapid, far-reaching and unprecedented changes in all aspects of society*. The report states that global emissions need to be halved in 11 years and hit ‘net zero’ by 2050.

Moving towards ‘net zero’ emissions will require intervention from all levels of government. However, we recognise we have an important role and there is more to do. We will therefore be supporting the motion to call a ‘Climate

Emergency' but also looking at ways we can practically take action. This will include reviewing our carbon targets in 2019 and asking officers to investigate an Environmental Management System to further embed consideration of carbon reduction and sustainability across our business practices.

Supplementary:

When asked about the findings of the Climate Committee's report to Parliament in June 2018 on transport which was now the largest emitting sector of the UK economy and the fact that we were significantly off track to meet our targets under the Paris agreement and whether building a trunk road could not be compatible with tackling climate issues and therefore whether the County Council should be opposing the Oxford to Cambridge expressway, Councillor Constance responded that she did not agree with her but agreed that traffic and traffic congestion was a major issue and that implementing zero emissions zones in all towns across the County would provide better air quality.

Dr Alison Chisholm had given notice of the following question to Councillor Yvonne Constance

Do you agree that ensuring a swift and orderly transition to a clean energy future that preserves clean air, stable weather systems and secure access to food and water for our children and grandchildren is a goal that people from across the political spectrum would wish to pursue? Councillors in the Vale of White Horse District Council appear to: their climate emergency declaration was passed in February with unanimous cross-party support. Leader of the Council, Cllr Roger Cox, said "By declaring a climate emergency we are sending a clear message to the Government that we urgently need more support to tackle climate change. We can no longer simply ask people to 'do their bit.' We now need to see national policy and support from government which will allow us to implement significant changes to ensure we can achieve the emission reduction targets."

Voters of all political hues are already anxious about climate breakdown and will support action if you, our political leaders, spell out what we can do to reverse this emergency and commit to taking action. Will you join your Conservative colleagues elsewhere in the country to support the climate emergency motion to preserve the security of today's Oxfordshire residents and of generations to come?"

Councillor Constance replied:

Oxfordshire County Council has a long history of activity on sustainability and emissions reduction:

- We have led the way nationally in driving waste reduction and recycling and are rated best county council for recycling in the UK.
- We have commissioned the Community Action Group project for over a decade: supporting our communities to develop innovative projects and business models to drive sustainability in Oxfordshire. Now supporting 65 groups, this is the biggest network of its kind in the UK.

- We have reduced emissions on our own estate by an average of 6% per year and have recently committed investment to replace all remaining streetlights with LED which will reduce our overall carbon footprint by a further 25%.
- We work with a wide range of partners in the County to position Oxfordshire at the forefront of the low carbon transition. Alongside the City Council we declared the world's first zero emission zone in Oxford. We are a long-term supporter of the work of not for profit 'Low Carbon Hub' which has just seen the 20<sup>th</sup> solar array installed on our maintained schools. Alongside partners we will also be announcing a ground breaking 3-year project to demonstrate how a new energy system; fit for electric vehicles and renewable generation can operate in Oxfordshire.

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Moving towards 'net zero' emissions will require intervention from all levels of government. However, we recognise we have an important role and there is more to do. We will therefore be supporting the motion to call a 'Climate Emergency' but also looking at ways we can practically take action. This will include reviewing our carbon targets in 2019 and asking officers to investigate an Environmental Management System to further embed consideration of carbon reduction and sustainability across our business practices.

Supplementary:

When asked if she would consider requesting the Pension Fund Committee to stop investing in Fossil Fuel Companies as it was incompatible with declaring a Climate Emergency, Councillor Constance replied that it was the remit of that Committee to decide to invest in all companies that operate legally within this Country.

## **15/19 QUESTIONS WITH NOTICE FROM MEMBERS OF THE COUNCIL**

(Agenda Item 8)

13 questions with Notice were asked. Details of the questions and answers and supplementary questions and answers will be set out in the annex to the minutes.

In relation to question 1 (Question from Councillor Turnbull to Councillor Lindsay-Gale) Councillor Lindsay-Gale undertook to do all she could to improve the situation of Section 17 Children having access to free school meals.

In relation to question 2 (Question from Councillor Howson to Councillor Constance) Councillor Constance gave an assurance that the Council would be responding to the 16-19 Bursary consultation.

In relation to question 4 (Question from Councillor Howson to Councillor Constance) Councillor Constance undertook to provide Councillor Howson with an answer outlining the next steps of the Cowley Branch line re-opening once it was available in the Autumn.

In relation to question 6 (Question from Councillor Reynolds to Councillor Constance) Councillor Constance undertook to instruct officers to put temporary traffic orders in place in the event of rat running/traffic problems on minor roads as a result of the HS2 construction.

In relation to question 9 (Question from Councillor Bartington to Councillor Hudspeth) Councillor Hudspeth undertook to provide an update on the Shores Green Junction to the localities meeting to be held at the end of April if it is available.

In relation to question 11 (Question from Councillor Pressel to Councillor Constance) Councillor Constance undertook to apply a sense of urgency in export what is learned in Oxford City to other towns as soon as possible and to encourage districts to do all they can now.

In relation to question 12 (Question from Councillor Pressel to Councillor Constance) Councillor Constance undertook to keep members up to date with a quarterly report.

## **16/19 REPORT OF THE CABINET**

(Agenda Item 9)

The Council received the report of the Cabinet.

In relation to paragraph 4 of the report (Question from Councillor Afridi to Councillor Ian Hudspeth) Councillor Hudspeth undertook to ask Councillor Stratford to provide a written answer detailing when there would be an update to all members on the innovation fund for the cohort from the first session last year.

In relation to paragraph 4 of the report (Question from Councillor Turnbull to Councillor Lindsay-Gale) Councillor Lindsay-Gale undertook to write to all members with the timetable for the transformation of Northfield School, the funding application for Didcot and the future plans which are in the SEND efficiency Strategy.

In relation to paragraph 7 of the report (Question from Councillor Johnston to Councillor Constance) Councillor Constance undertook to consider appointing extra consultations if further slippage is threatened to ensure the plans stay on schedule.



In relation to paragraph 8 of the report (Question from Councillor Mathew to Councillor Constance) Councillor Constance undertook to report the progress or delay in the Flood Channel Plan construction and its cost to Council.

## **17/19 INDEPENDENT REMUNERATION PANEL ON MEMBERS' ALLOWANCES**

(Agenda Item 10)

*Councillor Fatemian declared a direct pecuniary Interest and she left the Council Chamber until the debate and vote was concluded.*

With the consent of Council, Councillor Gill Sanders moved, and Councillor Les Sibley seconded the recommendations, amended at the suggestion of Councillor Howson as shown below in underline and strikethrough:

***Council is RECOMMENDED to endorse the following recommendations from the Independent Remuneration Panel for amendments to the Scheme of Allowances and the future operation of the Panel:***

- 1. a Special Responsibility Allowance (SRA) should be paid to the Chairman of Horton Health Overview and Scrutiny Committee and that the allowance should be 75% of the SRA for the Chairman of a (permanent) scrutiny committee;***
- 2. an SRA should be paid to an Oxfordshire County Council representative ~~who is~~ if they are Chairman of the Thames Valley Police and Crime Panel equivalent to the allowance for the Chairman of a (permanent) scrutiny committee;***
- 3. the uplift for allowances for 2019/20 should be at the same rate as the annually agreed pay award for staff; and***
- 4. the Panel should conduct its next review in the autumn of 2019 and it should meet annually after that or whenever structural changes are made;***
- 5. the next recruitment process should create a pool of seven panel members.***

Following debate, the recommendations as amended were put to the vote and were agreed nem con.

RESOLVED: (nem con) to endorse the following recommendations from the Independent Remuneration Panel for amendments to the Scheme of Allowances and the future operation of the Panel:

- (1) a Special Responsibility Allowance (SRA) should be paid to the Chairman of Horton Health Overview and Scrutiny Committee and that

the allowance should be 75% of the SRA for the Chairman of a (permanent) scrutiny committee;

- (2) an SRA should be paid to an Oxfordshire County Council representative if they are Chairman of the Thames Valley Police and Crime Panel equivalent to the allowance for the Chairman of a (permanent) scrutiny committee;
- (3) the uplift for allowances for 2019/20 should be at the same rate as the annually agreed pay award for staff; and
- (4) the Panel should conduct its next review in the autumn of 2019 and it should meet annually after that or whenever structural changes are made;
- (5) the next recruitment process should create a pool of seven panel members.

### **18/19 MOTION BY COUNCILLOR TIM BEARDER**

(Agenda Item 11)

Councillor Tim Bearder sought the approval of Councillor to accept the amendment to his motion.

Following some dissent, Council put the motion to the vote and it was lost by 31 votes to 29.

Councillor Tim Bearder moved, and Councillor Bob Johnston seconded the following Motion:

“Most people accept that building more roads creates more traffic. What is certain is that building an Expressway to connect a million new homes, in what will become the country’s first linear conurbation, will definitely bring more traffic. What it will not do is relieve the congestion on the A34. It is obvious that any temporary, short-term relief that might occur on the A34 is being used as a “stalking horse” to railroad through a much bigger project designed to create the UK’s own Silicon Valley in an arc outside the M25 and between our two prominent University cities. This radical experiment, together with all the building that will be needed to pay for it will impact on the local environment, existing infrastructure and the climate, and is deeply concerning for Oxfordshire residents.

Council instructs that the Leader and Cabinet Member for Environment to jointly write to the Minister for Housing, Communities and Local Government – demanding that a full consultation is carried out asking local residents if they want an Expressway and associated construction before any route is considered.

The Leader and Cabinet Member should also ask the Minister whether the million extra houses outlined in the National Infrastructure Commission’s

vision for housing along the route of the arc are, in addition to, or included in, the 100,000 houses planned for by the Oxfordshire authorities outlined in the growth deal.”

Councillor John Sanders moved, and Councillor Liz Brighthouse seconded an amendment as shown in bold italics/strikethrough below:

~~“Most people accept that building more roads creates **causes** more traffic. What is certain is that building an Expressway **between Oxford and Cambridge** to connect a million new homes, in what will become the country’s first linear conurbation, will definitely bring more traffic. What it will not do is relieve the congestion on the A34. It is obvious that any temporary, short-term relief that might occur on the A34 is being used as a “stalking horse” to railroad through a much bigger project designed to create the UK’s own Silicon Valley in an arc outside the M25 and between our two prominent University cities. This radical experiment, together with all the building that will be needed to pay for it will impact on the local environment, existing infrastructure and the climate, and is deeply concerning for Oxfordshire residents.~~

~~Council instructs that the Leader and Cabinet Member for Environment to jointly write to the Minister for Housing, Communities and Local Government – demanding that a full consultation is carried out asking local residents if they want an Expressway and associated construction before any route is considered.~~

~~The Leader and Cabinet Member should also ask the Minister whether the million extra houses outlined in the National Infrastructure Commission’s vision for housing along the route of the arc are, in addition to, or included in, the 100,000 houses planned for by the Oxfordshire authorities outlined in the growth deal.”~~

- ~~1. Bring more traffic to Oxfordshire;~~
- ~~2. Add further pressures to existing infrastructure; and~~
- ~~3. Have a negative effect on Carbon output and the lives of Oxfordshire residents.~~

~~Spending vast sums connecting up communities would be done more effectively and at lower cost by improving rail provision.~~

~~Following debate, the amendment was put to the vote and was lost by 31 votes to 29.~~

Councillor Arash Fatemian moved and Councillor Eddie Reeves seconded the following amendment as set out in bold italics/strikethrough below:

~~“Most people accept that building more roads creates more traffic. What is certain is that building an Expressway to connect a million new homes, in what will become the country’s first linear conurbation, will definitely bring more traffic. What it will not do is relieve the congestion on the A34. It is~~

~~obvious that any temporary, short-term relief that might occur on the A34 is being used as a “stalking horse” to railroad through a much bigger project designed to create the UK’s own Silicon Valley in an arc outside the M25 and between our two prominent University cities. This radical experiment, together with all the building that will be needed to pay for it will impact on the local environment, existing infrastructure and the climate, and is deeply concerning for Oxfordshire residents.~~

Council instructs that the Leader and Cabinet Member for Environment to jointly write to the Minister for Housing, Communities and Local Government – demanding that a ~~full~~ **fuller** consultation is carried out asking local residents if they want an Expressway and associated construction before any route is considered.

The Leader and Cabinet Member should also ask the Minister whether the million extra houses outlined in the National Infrastructure Commission’s vision for housing along the route of the arc are, in addition to, or included in, the 100,000 houses planned for by the Oxfordshire authorities outlined in the growth deal.”

Following debate, the amendment was put to the vote and was carried by 32 votes to 28.

The motion as amended was put to the vote and was carried by 47 to 0, with 13 abstentions.

**RESOLVED:** (47 votes to 0, 13 abstentions)

“Most people accept that building more roads creates more traffic. Council instructs that the Leader and Cabinet Member for Environment to jointly write to the Minister for Housing, Communities and Local Government – demanding that a fuller consultation is carried out asking local residents if they want an Expressway and associated construction before any route is considered.

The Leader and Cabinet Member should also ask the Minister whether the million extra houses outlined in the National Infrastructure Commission’s vision for housing along the route of the arc are, in addition to, or included in, the 100,000 houses planned for by the Oxfordshire authorities outlined in the growth deal.”

## **19/19 MOTION BY COUNCILLOR JOHN SANDERS**

(Agenda Item 12)

Councillor John Sanders moved and Councillor Liz Brighthouse seconded the following motion:

“This Council opposes the Oxford to Cambridge Expressway project on the grounds that it will not benefit the people of Oxfordshire causing damage to the countryside and unnecessary cost without reducing the impact of traffic in

the area and therefore the Council asks the Leader of the Council to Lobby Government to cancel this unnecessary project.”

The Motion was put to the vote and was lost by 31 votes to 29.

## **20/19 MOTION BY COUNCILLOR DR SIMON CLARKE**

(Agenda Item 13)

With the consent of Council, Councillor Clarke moved, and Councillor Emma Turnbull seconded his motion amended at the suggestion of Councillor Emma Turnbull as shown in bold italics and strikethrough below:

“This Council is proud to have been part of the East-West rail partnership that will deliver phase 2 of the programme by 2023, linking Oxford to Milton Keynes. This will remove a large number of freight vehicles from the A34, but the road will still be at capacity in places, with substandard lay-by facilities and poor layout of some junctions.

This Council recognises that more work needs to be done to ~~improve capacity~~ **reduce congestion and pollution and improve** safety on the A34 to avoid the gridlock that frequently happens, causing problems for businesses, commuters, towns and villages along the route as drivers try to find alternate routes.

This Council calls upon the Cabinet Member for Environment to work with Central Government and its agencies to improve the A34, ***by promoting green transport infrastructure, improving public transport networks, strengthening road safety measures, and transferring freight from road to railway***”

Councillor Bob Johnston moved and Councillor John Howson seconded an amendment as shown below in bold italics below:

“This Council is proud to have been part of the East-West rail partnership that will deliver phase 2 of the programme by 2023, linking Oxford to Milton Keynes. This will remove a large number of freight vehicles from the A34, but the road will still be at capacity in places, with substandard lay-by facilities and poor layout of some junctions.

This Council recognises that more work needs to be done to improve capacity and safety on the A34 to avoid the gridlock that frequently happens, causing problems for businesses, commuters, towns and villages along the route as drivers try to find alternate routes.

This Council calls upon the Cabinet Member for Environment to work with Central Government and its agencies to improve the A34: ***and provide alternatives. These could include the re-opening of the Wantage/Grove station and a feasibility study into the re-opening of the Didcot to Winchester railway line. the latter would provide the capacity to take much intermodal traffic going from Southampton to the midlands off the A34 altogether.***”

Following debate, the amendment was put to the vote and was carried by 30 votes to 29 (the Chairman having exercised her casting vote):

The substantive motion as amended was carried unanimously (58 votes to 0).

**RESOLVED:** (58 votes to 0)

“This Council is proud to have been part of the East-West rail partnership that will deliver phase 2 of the programme by 2023, linking Oxford to Milton Keynes. This will remove a large number of freight vehicles from the A34, but the road will still be at capacity in places, with substandard lay-by facilities and poor layout of some junctions.

This Council recognises that more work needs to be done to reduce congestion and pollution and improve safety on the A34 to avoid the gridlock that frequently happens, causing problems for businesses, commuters, towns and villages along the route as drivers try to find alternate routes.

This Council calls upon the Cabinet Member for Environment to work with Central Government and its agencies to improve the A34, by promoting green transport infrastructure, improving public transport networks, strengthening road safety measures, and transferring freight from road to railway” including providing alternatives. These could include the re-opening of the Wantage/Grove station and a feasibility study into the re-opening of the Didcot to Winchester railway line. the latter would provide the capacity to take much intermodal traffic going from Southampton to the midlands off the A34 altogether.”

## **21/19 MOTION BY COUNCILLOR EDDIE REEVES**

(Agenda Item 14)

Councillor Eddie Reeves moved and Councillor Arash Fatemian seconded the following Motion:

“This Council welcomes the £150 million improvement works to be delivered by March 2023 as part of the Oxfordshire Housing and Growth Deal, which will accelerate the delivery of 6,500 new homes across the county and have a positive impact in providing much-needed infrastructure to support these new homes and ensure that they and their communities are sustainable places in which to live and work.

This Council welcomes the excellent work of Cherwell District Council in delivering new homes at a record rate and further welcomes the Oxfordshire Growth Board’s planned improvement works for Tramway and Hennef Way, which will serve to improve traffic circulation in and around Banbury’s bus and train stations, access to and from the M40 to the North of the town centre and support the creation of new homes.

This Council notes the historic problems associated with traffic circulation to the South of Banbury town centre which would be ameliorated by the creation of a J10A to alleviate the flow of traffic from and to the M40 to the South of Banbury town centre and which could assist the creation of further sustainable growth across the broader 'Banburyshire' area, if delivered.

This Council calls on the Cabinet Member for Environment to lobby the Ministry for Housing, Communities and Local Government, Highways England and the Department for Transport with a view to ascertaining what further funding and progress can be made to deliver a J10A and the sustainable growth to which such a project could lead.”

Following debate, the Motion was put to the vote and was carried by 46 to 0, with 14 abstentions.

## **22/19 MOTION BY COUNCILLOR MARK CHERRY**

(Agenda Item 15)

With the consent of Council, Councillor Cherry moved, and Councillor Mark Lygo seconded his motion, amended at the suggestion of Councillor Eddie Reeves as shown in bold italics and strikethrough below:

“***Oxfordshire County Council along with*** Cherwell District Council and Oxford City Council are phasing in electric vehicles in their Council fleet of vehicles. Council calls upon the Cabinet Member for Environment including Transport to ***continue*** ~~commission a costed study for~~ the introduction of electric vehicles and the phasing out of diesel vehicles ***where practicable over the next five years as soon as possible.***”

Following debate, the Motion as amended was put to the vote and was carried unanimously (59 votes to 0).

**RESOLVED:** (unanimous)

“Oxfordshire County Council along with Cherwell District Council and Oxford City Council are phasing in electric vehicles in their Council fleet of vehicles. Council calls upon the Cabinet Member for Environment including Transport to continue the introduction of electric vehicles and the phasing out of diesel vehicles where practicable as soon as possible.”

## **23/19 MOTION BY COUNCILLOR SUZANNE BARTINGTON**

(Agenda Item 16)

With the consent of Council, Councillor Bartington Withdrew her Motion on the grounds that it would appear on the July Agenda.

## **24/19 COUNCILLOR DAMIAN HAYWOOD**

(Agenda Item 17)

Councillor Hayward sought the permission of Council to amend his motion at the suggestion of Councillor Fatemian.

Following some dissent, the motion to amend was put to the vote and was carried by 44 votes to 14.

With the consent of Council, Councillor Damian Haywood moved, and Councillor Bob Johnston seconded his motion amended at the suggestion of Councillor Arash Fatemian as shown in bold italics and strikethrough below:

"The Intergovernmental Panel on Climate Change (IPCC) in their October report stated that if the planet wants to avert dangerous climate breakdown, we need to cut emissions in half by 2030, and hit zero by the middle of the century.

Oxfordshire is already doing its bit: we are committed to reducing emissions from our own estate and activities by 3% a year. Unfortunately, our current plans are not enough. The IPCC's report suggests that the world has just a dozen years left to restrict global warming to 1.5°C above pre-industrial levels. Should they increase by 2°C, humanity's capacity to prevent catastrophic food shortages, floods, droughts, extreme heat and poverty will be severely impaired. Limiting Global Warming to 1.5°C may still be possible, but only with ambitious action from national and sub-national authorities, civil society, the private sector, indigenous peoples and local communities. Furthermore, bold climate action can deliver economic benefits in terms of new jobs, economic savings and market opportunities.

Oxfordshire County Council calls on the Leader to:

1. ~~Declare~~ **acknowledge** a 'Climate Emergency **and call for action**';
2. Pledge to make Oxfordshire County Council carbon neutral by 2030, taking into account both production and consumption emissions;
3. Call on Westminster to provide the powers and resources to make the 2030 target possible;
4. Continue to work with partners across the county and region to deliver this new goal through all relevant strategies;
5. Report to Council within six months with the actions the Council will take to address this emergency."

Following debate, the motion as amended was put to the vote and was agreed unanimously (57 votes to 0).

**RESOLVED:** (unanimous)

"The Intergovernmental Panel on Climate Change (IPCC) in their October report stated that if the planet wants to avert dangerous climate breakdown, we need to cut emissions in half by 2030, and hit zero by the middle of the century.

Oxfordshire is already doing its bit: we are committed to reducing emissions from our own estate and activities by 3% a year. Unfortunately, our current plans are not enough. The IPCC's report suggests that the world has just a dozen years left to restrict global warming to 1.5°C above pre-industrial levels. Should they increase by 2°C, humanity's capacity to prevent catastrophic food shortages, floods, droughts, extreme heat and poverty will be severely impaired. Limiting Global Warming to 1.5°C may still be possible,



but only with ambitious action from national and sub-national authorities, civil society, the private sector, indigenous peoples and local communities. Furthermore, bold climate action can deliver economic benefits in terms of new jobs, economic savings and market opportunities.

Oxfordshire County Council calls on the Leader to:

1. Acknowledge a 'Climate Emergency and call for action';
2. Pledge to make Oxfordshire County Council carbon neutral by 2030, taking into account both production and consumption emissions;
3. Call on Westminster to provide the powers and resources to make the 2030 target possible;
4. Continue to work with partners across the county and region to deliver this new goal through all relevant strategies;
5. Report to Council within six months with the actions the Council will take to address this emergency."

**25/19 MOTIONS BY COUNCILLOR BOB JOHNSTON AND COUNCILLOR JOHN HOWSON**

(Agenda Item 18)

The time being after 4.00 pm, these motions were considered dropped in accordance with Council Procedure Rule 15.1.

..... in the Chair

Date of signing .....