



County Council

5 November 2019

Agenda

Declarations of Interest

The duty to declare.....

Under the Localism Act 2011 it is a criminal offence to

- (a) fail to register a disclosable pecuniary interest within 28 days of election or co-option (or re-election or re-appointment), or
- (b) provide false or misleading information on registration, or
- (c) participate in discussion or voting in a meeting on a matter in which the member or co-opted member has a disclosable pecuniary interest.

Whose Interests must be included?

The Act provides that the interests which must be notified are those of a member or co-opted member of the authority, **or**

- those of a spouse or civil partner of the member or co-opted member;
- those of a person with whom the member or co-opted member is living as husband/wife
- those of a person with whom the member or co-opted member is living as if they were civil partners.

(in each case where the member or co-opted member is aware that the other person has the interest).

What if I remember that I have a Disclosable Pecuniary Interest during the Meeting?.

The Code requires that, at a meeting, where a member or co-opted member has a disclosable interest (of which they are aware) in any matter being considered, they disclose that interest to the meeting. The Council will continue to include an appropriate item on agendas for all meetings, to facilitate this.

Although not explicitly required by the legislation or by the code, it is recommended that in the interests of transparency and for the benefit of all in attendance at the meeting (including members of the public) the nature as well as the existence of the interest is disclosed.

A member or co-opted member who has disclosed a pecuniary interest at a meeting must not participate (or participate further) in any discussion of the matter; and must not participate in any vote or further vote taken; and must withdraw from the room.

Members are asked to continue to pay regard to the following provisions in the code that *“You must serve only the public interest and must never improperly confer an advantage or disadvantage on any person including yourself”* or *“You must not place yourself in situations where your honesty and integrity may be questioned.....”*.

Please seek advice from the Monitoring Officer prior to the meeting should you have any doubt about your approach.

List of Disclosable Pecuniary Interests:

Employment (includes *“any employment, office, trade, profession or vocation carried on for profit or gain”*.), **Sponsorship, Contracts, Land, Licences, Corporate Tenancies, Securities.**

For a full list of Disclosable Pecuniary Interests and further Guidance on this matter please see the Guide to the New Code of Conduct and Register of Interests at Members’ conduct guidelines.

<http://intranet.oxfordshire.gov.uk/wps/wcm/connect/occ/Insite/Elected+members/> or contact Glenn Watson on **07776 997946** or glenn.watson@oxfordshire.gov.uk for a hard copy of the document.

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

To: **Members of the County Council**

Notice of a Meeting of the County Council

Tuesday, 5 November 2019 at 10.30 am

Council Chamber - County Hall, New Road, Oxford OX1 1ND



Yvonne Rees
Chief Executive

October 2019

Committee Officer: **Deborah Miller**
Tel: 07920 084239; E-Mail: deborah.miller@oxfordshire.gov.uk

In order to comply with the Data Protection Act 1998, notice is given that Items 3, 7 and 12 will be recorded. The purpose of recording proceedings is to provide an *aide-memoire* to assist the clerk of the meeting in the drafting of minutes.

Members are asked to sign the attendance book which will be available in the corridor outside the Council Chamber. A list of members present at the meeting will be compiled from this book.

A buffet luncheon will be provided

AGENDA

1. Minutes (Pages 1 - 36)

To approve the minutes of the meeting held on 10 September 2019 (**CC1**) and to receive information arising from them.

2. Apologies for Absence

3. **Declarations of Interest - see guidance note**

Members are reminded that they must declare their interests orally at the meeting and specify (a) the nature of the interest and (b) which items on the agenda are the relevant items. This applies also to items where members have interests by virtue of their membership of a district council in Oxfordshire.

4. **Official Communications**

5. **Appointments**

To make any changes to the membership of the Cabinet, scrutiny and other committees on the nomination of political groups.

6. **Petitions and Public Address**

7. **Questions with Notice from Members of the Public**

8. **Questions with Notice from Members of the Council**

9. **Report of the Cabinet (Pages 37 - 42)**

Report of the Cabinet Meetings held on 17 September 2019 and 15 October 2019 (CC9).

10. **Committee Dates**

At the Annual Council Meeting in May this year it was suggested in error and agreed that the Annual Meeting in 2020 be held on 12 May 2020. Under the rules of the Constitution it should be held on the third Tuesday in May and it is therefore suggested that it be held on 19 May. If you agree this change Cabinet would then meet on 26 May.

It is RECOMMENDED that Council agree the above change to the Annual Council Meeting to 19 May 2020.

11. **The Leader's Update on the Motion on Climate Action (Pages 43 - 48)**

At its Meeting on 2 April 2019, Council approved a motion in the following terms:

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."*

The report updates Council on the work undertaken since the adoption of the Motion (CC11).

Council is RECOMMENDED to note the update from the Leader on the action taken in pursuant to the Motion in April 2019 on Climate action and to note process for taking the further recommendations forward.

MOTIONS WITH NOTICE FROM MEMBERS OF THE COUNCIL

WOULD MEMBERS PLEASE NOTE THAT ANY AMENDMENTS TO MOTIONS WITH NOTICE MUST BE PRESENTED TO THE PROPER OFFICER IN WRITING BY 9.00 AM ON THE MONDAY BEFORE THE MEETING

12. Motion by Councillor Richard Webber

"Whilst the process of Transformation will almost certainly lead to improvements and efficiencies in the way the Council operates, the primary driver for undertaking the Transformation Program was the need to save £15m in order to balance the budget.

To date, a number of costs have already been incurred (mostly additional staffing costs to make sure that Transformation happens). Given that there are areas of the Council where Officer shortages are already affecting our ability to deliver services as efficiently and speedily as we would wish, it is important that these areas are protected from any further staff reductions.

Some savings have already been claimed. But the communication of this information to Members has been disjointed and confusing. As a result, Members have no

means of measuring or judging what success the Program may be having. Given the overriding importance of Transformation in delivering the necessary financial benefits, it is vital that all Members are able to judge its success effectively and in a timely manner.

The practice (to date) of burying the costs and the savings in many different lines of the budget makes it impossible to monitor and scrutinize the process with rigour.

Therefore, this Council requests Council Finance Officers to include in the forthcoming budget papers a separate report on Transformation to include identifying and quantifying for all years of the Program 2018/19-2022/2023 the following:

1. The costs actually incurred and predicted (including staffing redundancy and pension costs);
2. The savings actually achieved and predicted.”

13. Motion by Councillor John Sanders

“Given the inadequate response from the Ministry of Housing Communities and Local Government to the concern of this Council regarding the Oxford to Cambridge Expressway, this Council asks the Leader to write to the Minister of Housing, Communities and Local Government and Highways England in the following terms:

Oxfordshire County Council will work with Highways England on the development of the vision for the English Economic Heartland and the Oxford to Cambridge Arc on the understanding that they will expedite the realisation of the East West Rail Link.

The development of the railway line will ensure the delivery of the growth and housing required, without the environmental impact of a road cutting across the centre of rural England.

Building the Expressway flies in the face of Oxfordshire’s commitment to reduce the use of the car. An action which is necessary to tackle the Climate Change Emergency, which Local Government, including Oxfordshire, has signed up to.

Oxfordshire does not support the building of the Expressway irrespective of which route is chosen.”

14. Motion by Councillor Eddie Reeves

“This Council deplores the Oxfordshire Clinical Commissioning Group’s (‘CCG’) decision on 26 September to establish a midwife led unit for the foreseeable future at the Horton General Hospital.

The decision follows public consultation and evidence-gathering exercises in which neither the public, nor this Council, have confidence. Public trust in the CCG and in Oxfordshire University Hospitals NHS Foundation Trust (‘OUHFT’) was damaged when the temporary downgrade was enforced, without consultation, in August 2016 and has since been further eroded by the persistent lack of meaningful engagement, which speaks to their Oxford-centric agenda.

Council endorses the recent conclusions of the Horton Joint Health Overview & Scrutiny Committee ('Horton HOSC') in bringing OUHFT and CCG shortcomings to the fore and resolves to fully support Horton HOSC's efforts to continue to hold the CCG and OUHFT to account and pursue an appropriate course of action.

This Council recognises the vital importance of the Horton General Hospital in providing first-class care to patients across Oxfordshire, Northamptonshire and Warwickshire and welcomes the commitment from OUHFT and the CCG to invest significantly in the Horton site.

After years of talk and hollow promises, now is the time for action and that commitment needs to be tangibly demonstrated. Council also notes the pledge of OUHFT and the CCG to "regularly review" the viability of reinstating an obstetric-led maternity unit in Banbury. The real-life birthing experiences of local mothers cannot continue to be overlooked and Council will do all it can to ensure their voices are heard."

15. Motion by Councillor Hilary Hibbert-Biles

"This Council has recognised and accepted the serious issues facing Chipping Norton given inclusion in LTP's as far back as 2004. The biggest issue in Chipping Norton is the amount of HGV's accessing the High Street in the town.

It is now accepted by Public Health England, that Air pollution damages health and can be responsible for deaths. Chipping Norton has been an AQMA since 2006. Air Quality continues to be over EU acceptable limits and one of the highest in Oxfordshire. There is also a safety issue where two A roads merge into a narrow road unable to take an HGV and a car travelling in the other direction and narrow pavements. There have been 2 deaths and a serious accident in recent years.

HGV's affect listed buildings and residents. There has been little or no action by OCC.

The majority of land at Tank Farm is OCC owned. Given this, there will be a large receipt from development which could be used towards a weight limit and lorry route.

This Council requests the Cabinet to face up to the health and safety issues of residents of Chipping Norton and act on the previous LTP2 and LTP3 recommendations for a weight limit or indeed a lorry route."

16. Motion by Councillor Neville Harris

"Council are delighted to note that the Oxfordshire Charity "Children Heard and Seen" were amongst the 2019 recipients of The Queen's Award for Voluntary Service.

The Council further note that:

The Charity's work minimises the effects of parental imprisonment on young people through mentoring, group working and other interventions. Just listening to the thoughts of these young people promises benefit; realising they are not alone in facing problems is often pivotal.

Annually c312,000 children lose a parent to custody in England and Wales, c17,000 following the imprisonment of mothers. The Ministry of Justice advise that 65% of boys with a convicted parent go on to offend themselves.

The Charity's services are mainly reactive, identifying and encouraging children to take part is difficult and time consuming. Developing and fulfilling individual potential, seeking to reduce intergenerational crime and cut parent re-offending, this work impacts positively in Oxfordshire. Over 160 young people are on projects at present, c500 have participated since the Charity's formation in 2014. Commercial sector and grant foundation, purpose specific, funding and c40 volunteers make this endeavour possible.

Council agrees that it recognises, "Children Heard and Seen", as vital community initiative originating in Oxfordshire. It further agrees to invite the Charity to prepare a brief written report on its work, needs and aspirations and present this report to a meeting of the Council's Performance Review Scrutiny Committee and/or to such other Committee the Council may decide appropriate."

17. Motion by Councillor Jane Hanna

"This Council notes that adult social care is one of the major issues facing Oxfordshire. The announcement in the Queen's speech on 14th October that the government will bring forward proposals to reform adult social care in England repeats a similar pledge made in 2017 and contains no concrete proposals. Extra funding promised for social care for 2020 does not provide the action and certainty needed for the elderly who depend on social care as a lifeline or for the disabled who represent a third of all social care users.

Different people have different needs and to treat people with dignity and respect, a personal care package may include help with dressing, bathing, assistance with meals, assistance with taking medication, and help with wellbeing. It should be available and be free.

Action is overdue for as long as there is no implementation of a concrete national plan for adult social care in England. This Council requests the leader of Oxfordshire County Council to write to the Secretary of State for Health and Social Care asking for the government to introduce free personal care for adults and young adults over 16."

18. Motion by Councillor Yvonne Constance

“This Council is aware of the need for urgent action to reduce carbon emissions. The government is now committed to the ambitious target of carbon neutrality by 2050.

Given the scale of the challenge ahead in retrofitting existing buildings to deliver this target, it is imperative new developments are built now to the highest possible energy efficiency standards.

Oxfordshire is committed to deliver 100,000 houses by 2031. These homes must be low-carbon, energy and water efficient and climate resilient. The Committee on Climate Change recognises the cost of building to a standard that achieves these aims is not prohibitive. Getting the design right from the outset is vastly cheaper than ‘locking in’ carbon and forcing retrofit at a later date.

We strongly welcome the governments consultation on the Future Homes Standard, which seeks to deliver homes with significantly lower carbon emissions. We note the Standard is planned for introduction from 2025, with an interim uplift to Building Regulations in 2020.

Council asks the Leader and Cabinet Member for the Environment to write to the Secretary of State requesting that the government ensure that the full ambition of these proposals is delivered and that the Future Homes Standard is set as a ‘minimum’ rather than ‘ceiling’ standard leaving open the opportunity for higher standards to come forward. We also urge government to bring forward the introduction of this standard before 2025, by which time large numbers of Oxfordshire’s new homes will already have been built.”

Pre-Meeting Briefing

There will be a pre-meeting briefing at County Hall on **Monday 4 November 2019 at 10.15 am** for the Chairman, Vice-Chairman, Group Leaders and Deputy Group Leaders

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OXFORDSHIRE COUNTY COUNCIL

MINUTES of the meeting held on Tuesday, 10 September 2019 commencing at 10.30 am and finishing at 3.25 pm.

Present:

Councillor Les Sibley – in the Chair

Councillors:

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

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.

50/19 MINUTES

(Agenda Item 1)

The Minutes of the Meeting held on 21 May 2019 were approved and signed as an accurate record of the meeting, subject to 'Ian' being changed to 'Liam' in Minute 39/19.

Councillor Dr Simon Clark questioned why the fact of a member leaving at lunchtime had not been recorded in the minutes. The Chairman reminded Council that apart from 'Apologies for absence' given at the start of the

meeting for the entire meeting, absences from the Council Chamber were not recorded.

Councillor Neville Harris questioned why a query he had raised at the last meeting under matter arising from the Minutes had not been recorded in the minutes, when the Chairman had indicated that the comment had been 'noted'. The Chairman stated that in general procedural points were not recorded in the minutes and that he had understood that the point raised would be 'noted' by the officers in attendance at the Meeting.

51/19 APOLOGIES FOR ABSENCE

(Agenda Item 2)

Apologies for absence were received from Councillors Suzanne Bartington, Tim Bearder, Maurice Billington and Lawrie Stratford.

52/19 DECLARATIONS OF INTEREST

(Agenda Item 3)

Councillor John Howson declared a non-pecuniary interest in Agenda Item 17 (Motion by Councillor Neville Harris) for clarity, as although he no longer held his position as a trustee of the Charity, his name still appeared as a trustee on the Children Heard and Seen Website.

53/19 OFFICIAL COMMUNICATIONS

(Agenda Item 4)

Council noted that the Chairman had sent a letter of Condolence to the Chief Constable on behalf of the Council expressing deep sorrow for PC Andrew Harper's family and friends.

Council gave a vote of thanks to Oxfordshire Fire & Rescue Service for their hard work over the exceptionally busy summer period. The Chairman asked the Chief Fire Officer to convey Council's appreciation to all staff.

The Chairman announced that his Charity Dinner would be held on Friday 18 October 2019 at the Holt in Steeple Aston. Invites would be sent out shortly.

54/19 APPOINTMENTS

(Agenda Item 5)

RESOLVED: Council noted the following appointments:

Thames Valley Police & Crime Panel - named substitute, Councillor Kevin Bulmer;

OCC appointments to Joint Shared Services & Personnel Committee:

Councillors Ian Hudspeth, Ted Fenton, Jeannette Matelot, Liz Brighthouse and Liz Leffman;

Named substitutes for the same body:

Councillors Judith Heathcoat, Mike Fox-Davies, Laura Price and Richard Webber.

55/19 PETITIONS AND PUBLIC ADDRESS

(Agenda Item 6)

Council Received the following Petition and public address:

Petition

Mr Chris Knowles, presented a petition on behalf of the Clean Air in Chippy Campaign, requesting that the County Council remove Heavy Good Vehicles from Chipping Norton on grounds of safety and health.

The Chairman received the Petition and referred it to the Director for Planning & Place for consideration.

Public Address

Mr Bill MacKeith, representing Oxford and District Trades Union Council, spoke in support of Agenda Item 14 (Motion by Deborah McIlveen on the Living Wage) on the basis that the Government's living wage, introduced in 2016 would reach less than £9.00 per hour by 2020 and that the real living wage was actually much higher, as calculated by the living wage foundation at £10.02 for Oxford. There were hundreds of vacancies currently in the public services, housing costs were comparable to London and there was an over-reliance on private agency staff in the National Health Service. A very modest increase would help. The Trades Union believed Oxfordshire County had a duty to address the increase in equality between the rich and the poor and look after the wellbeing of people in Oxfordshire who most needed it by adopting the Motion.

Ms Maria Semmonds, representing Children Heard and Seen, spoke in support of Agenda Item 17 (Motion by Councillor Neville Harris on Children Heard and Seen). Describing the life of Children supported by the Charity after losing a parent to imprisonment, including Stigma, bullying and isolation on a daily basis leaving them vulnerable and in the case of boys, a 7 out of 10 chance in offending themselves, she outlined the importance of the work the Charity undertook to break the cycle. In the five years since the Charity had opened, they had helped over 800 children and numbers of children offending had been very low. This had been achieved by providing targeted intervention for young people, focusing on raising self-esteem and confidence and managing difficult emotions. She thanked the Council for supporting the Charity.

56/19 QUESTIONS WITH NOTICE FROM MEMBERS OF THE COUNCIL

(Agenda Item 8)

12 questions with notice were asked. Details of the questions and answers and the supplementary questions and answers (where asked) are set out in Annex 1 to the Minutes.

In relation to question 8 (Question from Councillor Turnbull to Councillor Lindsay-Gale), Councillor Lindsay-Gale gave an undertaking that the appeals would be undertaken as quickly as possible and to provide Councillors with an update on the situation at the end of the month.

57/19 REPORT OF THE CABINET

(Agenda Item 9)

Council received the report of the Cabinet.

In relation to paragraph 1 of the report (Business Management & Monitoring Report) (Question from Councillor Leffman to Councillor Bartholomew and Heathcoat) Councillor Bartholomew gave an undertaking that the Business Management & Monitoring Report format would be looked at with a view to refining and developing the report and providing a 'key highlights' or a 'summary of changes' in the report.

In relation to paragraph 8 of the report (Bus Access to Queen Street, Oxford) (Question from Councillor Johnston to Councillor Constance) Councillor Constance gave an assurance that there would be no further applications to reduce the number of buses in Queen Street.

In relation to paragraph 8 of the report (Bus Access to Queen Street, Oxford) (Question from Councillor Roz Smith to Councillor Constance) Councillor Constance gave an assurance to bring the state of the paving (including uneven slabs and poor patching) in front of the Westgate entrance to officers' attention for action.

In relation to paragraph 9 of the report (Provisional Revenue Outturn Report) (Question from Councillor Roberts to Councillor Bartholomew/Constance) Councillor Constance gave an undertaking to provide a written answer in relation to the on/off street parking surplus, detailing which projects had been identified for the spending of the surplus.

58/19 INVESTMENT STRATEGY

(Agenda Item 10)

In line with revised statutory guidance (April 2018), the Council was formally required to have a Capital & Investment Strategy in place. This was approved by Council in Feb 2019. The overarching strategy included the Treasury Management Strategy and made reference to the development of an Investment Strategy, which would form a sub-section of that strategy, and required Council approval.

The Council had before it the strategy (CC10) which set out a new investment framework, under which the Council could undertake investments against the following broad categories:

- investments in property funds, bond funds, equities and multi asset classes;
- maximising the use of and value of our own assets (land & buildings);
- acquisitions & investments, which derive a service outcome or Council priority, and which generate a commercial return;
- investments for policy, social, community benefits.

RESOLVED: (on a Motion by Councillor Bartholomew, seconded by Councillor Reeves and carried by 46 votes to 0, with 11 abstentions) to approve the Investment Strategy document (the text of which will become a sub-section of the overall Capital & Investment Strategy).

59/19 TREASURY MANAGEMENT 2018/19 OUTTURN

(Agenda Item 11)

The Chartered Institute of Public Finance and Accountancy's (CIPFA's) 'Code of Practice on Treasury Management (Revised) 2009' required that the Council and Audit & Governance Committee received an updated report on Treasury Management activities at least twice per year. The Council had before it a report (CC10) which was the second report for the financial year 2018/19 and set out the position as at 31 March 2019. The report was also considered by Audit and Governance Committee on 17 July.

In moving and seconding the report, Councillors Bartholomew and Carter paid tribute to Donna Ross and Lorna Baxter for their work in this area.

RESOLVED: (on a motion by Councillor Bartholomew, seconded by Councillor Carter and carried nem con) to note the Council's Treasury Management Activity in 2018/19.

60/19 MOTION BY COUNCILLOR LIZ BRIGHOUSE

(Agenda Item 12)

With the consent of Council, Councillor Brighthouse moved and Councillor Phillips seconded the following motion, amended at the suggestion of Councillor Reeves as set out in bold italics and strikethrough below:

"This Council is concerned that Local Government in general and Oxfordshire in particular may have to make further cuts in staff and services for the most vulnerable people as a result of an emergency Spending Review. ~~which is required to fund Brexit.~~

The Leader is asked to write to the PM and Chancellor:

- Expressing the Council's deep concern about the impact of further cuts and in particular the impact of a one-year ad hoc Spending Review.

- Telling them of the Transition **formation** Programme which Oxfordshire has funded in order to ensure future stability and of the Innovative Partnership which has been established to make Service Delivery more efficient and effective.
- That this work undertaken by Oxfordshire could be seriously damaged given that Local Government **now needs stability**. ~~has already suffered crippling austerity cuts and now needs stability.~~

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

RESOLVED:

“This Council is concerned that Local Government in general and Oxfordshire in particular may have to make further cuts in staff and services for the most vulnerable people as a result of an emergency Spending Review.

The Leader is asked to write to the PM and Chancellor:

- Expressing the Council’s deep concern about the impact of further cuts and in particular the impact of a one-year ad hoc Spending Review.
- Telling them of the Transformation Programme which Oxfordshire has funded in order to ensure future stability and of the Innovative Partnership which has been established to make Service Delivery more efficient and effective.
- That this work undertaken by Oxfordshire could be seriously damaged given that Local Government now needs stability.”

61/19 MOTION BY COUNCILLOR EDDIE REEVES

(Agenda Item 13)

With the consent of Council, Councillor Reeves moved and Councillor Clarke seconded the following amendment to his motion as set out below in bold italic/strikethrough:

“This Council welcomes the ~~additional~~ **annual** investment from government (‘DfT’) in our highways, ***through our maintenance block allocation, and any additional funding that we have been awarded through the pot hole fund and the challenge fund***, which amounts to ***around £13,500,00 each year***.

The Council has chosen to invest in highway maintenance from our additional £120,000,000 into infrastructure over ten years, plus investing £40,000,000 into street lighting. This amounts to:

1. £10,000,000.00 in the financial year 2018/19; and
2. a further £15,000,000.00 in 2019/20.

This Council notes that the **government allocated** additional monies from the Highways Maintenance and Integrated Transport Block monies make Oxfordshire one of the most heavily invested counties in the South of England, with only significantly larger counties such as Hampshire and Kent receiving more funding in recent years.

This Council further notes the success of its internal and prudential borrowing policy, which is already yielding welcome improvements to roads across Oxfordshire.

This Council resolves to:

1. review ways in which non-ringfenced DfT funds **such as the Integrated Transport Block allocation of £3,700,000** can be leveraged alongside s.106. and ~~Councillors' Priority Fund ('CPF' monies with a view to improving roads and school crossings where there is demonstrable need;~~
2. consider extending the date for allocating any unspent **CPF Councillor's Priority Fund** monies beyond January 2020 where members are in discussions with officers regarding complementary s.106 monies that may be used to ~~generate more comprehensive solutions and said officers are in need of more time;~~ and
3. review traffic congestion management arrangements in our market towns with a view to working with both District partners and Thames Valley Police to explore opportunities for decriminalised parking and residents' parking schemes ~~in areas of acute need."~~

Following debate, the motion, as amended was put to the vote and was carried by 41 votes to 15, with 1 abstention.

RESOLVED: (by 41 votes to 15, with 1 abstention)

This Council welcomes the annual investment from government ('DfT') in our highways, through our maintenance block allocation, and any additional funding that we have been awarded through the pot hole fund and the challenge fund, which amounts to around £13,500,00 each year.

The Council has chosen to invest in highway maintenance from our additional £120,000,000 into infrastructure over ten years, plus investing £40,000,000 into street lighting. This amounts to:

3. £10,000,000.00 in the financial year 2018/19; and
4. a further £15,000,000.00 in 2019/20.

This Council notes that the government allocated Highways Maintenance and Integrated Transport Block monies make Oxfordshire one of the most heavily invested counties in the South of England, with only significantly larger counties such as Hampshire and Kent receiving more funding in recent years.

This Council further notes the success of its internal and prudential borrowing policy, which is already yielding welcome improvements to roads across Oxfordshire.

This Council resolves to:

4. review ways in which non-ringfenced DfT funds such as the Integrated Transport Block allocation of £3,700,000 can be leveraged alongside s.106. ~~and~~
5. consider extending the date for allocating any unspent Councillor's Priority Fund monies beyond January 2020 where members are in discussions with officers regarding complementary s.106 monies that may be used.
6. review traffic congestion management arrangements in our market towns with a view to working with both District partners and Thames Valley Police to explore opportunities for decriminalised parking and residents' parking schemes.

62/19 MOTION FROM COUNCILLOR DEBORAH MCILVEEN

(Agenda Item 14)

With the consent of Council, Councillor Mcilveen moved and Councillor Mathew seconded the following motion, amended at the suggestion of Councillor Charles Mathew as shown in bold italics and strikethrough below:

"Living costs in Oxfordshire are high and pay is relatively low. High housing costs mean that employers in the public and private sectors struggle to recruit and retain staff. There are vacancies in all areas of the public sector and this is affecting service delivery. Housing costs in Oxfordshire have risen at a similar rate to those in London where workers in the Public Sector are paid a London Living Wage of £10.55 per hour.

Paying a Local Living Wage will enable people to take up job opportunities in Oxfordshire and according to employers would

- improve staff's quality of work;
- decrease Absenteeism;
- with better retention lower human resources costs.

It enables people to live on their wages and reduces in work benefits via Universal Credit. Paying the local Living Wage increases investment in the local economy.

Oxfordshire County Council asks the Cabinet to set up a working group with health partners and the Oxfordshire System Workforce Group to investigate implementation, ***including the cost to individual sectors of the Community, of a Living Wage policy in Oxfordshire (similar to London) and its countywide impact.***

During debate, Councillor Cherry moved and Councillor John Sanders seconded that 'that the question be now put'. The Motion was put to the vote and was carried by 38 to 9, with 2 abstentions.

Accordingly, the substantive motion as amended was put to the vote and was carried by 57 votes to 0 (unanimously).

RESOLVED: (unanimous)

Living costs in Oxfordshire are high and pay is relatively low. High housing costs mean that employers in the public and private sectors struggle to recruit and retain staff. There are vacancies in all areas of the public sector and this is affecting service delivery. Housing costs in Oxfordshire have risen at a similar rate to those in London where workers in the Public Sector are paid a London Living Wage of £10.55 per hour.

Paying a Local Living Wage will enable people to take up job opportunities in Oxfordshire and according to employers would:

- improve staff's quality of work;
- decrease Absenteeism;
- with better retention lower human resources costs.

It enables people to live on their wages and reduces in work benefits via Universal Credit. Paying the local Living Wage increases investment in the local economy.

Oxfordshire County Council asks the Cabinet to set up a working group with health partners and the Oxfordshire System Workforce Group to investigate implementation, including the cost to individual sectors of the Community, of a Living Wage policy in Oxfordshire (similar to London) and its countywide impact.

63/19 MOTION BY COUNCILLOR LYNDA ATKINS

(Agenda Item 15)

With the consent of Council, Councillor Atkins moved and Councillor Gawrysiak seconded the following motion, amended at the suggestion of Councillor Brighthouse as shown in bold italics and strikethrough below:

“The way in which the County Council governs itself is a subject which should be carefully considered and regularly reviewed. The selection of our Chairman and Vice-Chairman is particularly important, as we all rely on the Councillor in the Chair to bring at least some semblance of order and civility to all our proceedings, and to help us get our job as a Council done.

The current arrangements for the selection of Chairman and Vice Chairman, involving rotation of the posts between the 3 main political groups, have currently been in place for 6 years (having been set up many years ago, with a 4-year interregnum between 2009 and 2013) and so the time is right for us to consider whether they work well or could perhaps be improved.

Council asks the Leader of the Council to ~~set up a cross-party group to look at how our Chairman and Vice-Chairman are selected, and if necessary, to make recommendations to the Council for change, bearing in mind that any choice is always subject to the overriding requirement for the Council to accept any nomination.~~ ***consider changes to the current arrangements of selecting the Chair and vice Chair as part of the normal constitution review.***

In summing up, Councillor Atkins announced her intention to resign as a County Councillor before the next Meeting of Full Council. She thanked the Council for its support and paid tribute to fellow County Councillors.

Following debate, the motion as amended was put to the vote and was carried nem con.

RESOLVED: (nem con)

The way in which the County Council governs itself is a subject which should be carefully considered and regularly reviewed. The selection of our Chairman and Vice-Chairman is particularly important, as we all rely on the Councillor in the Chair to bring at least some semblance of order and civility to all our proceedings, and to help us get our job as a Council done.

The current arrangements for the selection of Chairman and Vice Chairman, involving rotation of the posts between the 3 main political groups, have currently been in place for 6 years (having been set up many years ago, with a 4-year interregnum between 2009 and 2013) and so the time is right for us to consider whether they work well or could perhaps be improved.

Council asks the Leader of the Council to consider changes to the current arrangements of selecting the Chair and vice Chair as part of the normal constitution review.

64/19 MOTION BY COUNCILLOR DAVID BARTHOLOMEW

(Agenda Item 16)

Councillor Bartholomew moved and Councillor Bulmer seconded the following motion:

“Reading Borough Council is proposing to build a vast new bridge to alleviate Reading’s traffic problems. It is included in their Draft Local Plan as a top priority. The bridge would take off at the Thames Valley business park near Reading and land near Playhatch in Oxfordshire. The only onwards option for traffic would be through the congested streets of Henley or along the narrow B481 country road through Oxfordshire villages.

Reading and the other Berkshire councils supporting the scheme are focusing almost entirely on the costs of building the bridge and the benefits it will bring to Reading. They recognise that the bridge would have a substantial impact on the Oxfordshire road network, but blithely state this will be dealt with by unspecified and uncosted ‘mitigation measures’.

This Council calls on the Leader to write to council leaders at Reading, Wokingham and Bracknell, plus MPs John Howell, John Redwood, Matt Rodda and Theresa May, stating that:

a) In the context of the Climate Emergency a car-based solution to a car-based problem that would pour thousands of cars and HGVs into Oxfordshire is totally inappropriate and should a new bridge be built it should be restricted to public transport, cyclists and pedestrians;

b) Notwithstanding the above, if a car-based solution is pursued, the bridge and necessary mitigation measures (i.e. improvements to the Oxfordshire road network) must not considered as two separate projects, but as one project so that the benefits, disadvantages and costs of the scheme can be holistically assessed.”

Following debate, the motion was put to the vote and was carried by 54 votes to 0, with 1 abstention.

RESOLVED: accordingly.

65/19 MOTIONS BY COUNCILLOR NEVILLE HARRIS AND COUNCILLOR JOHN SANDERS

(Agenda Item 17)

The time being after 3.30 pm, these motions were considered dropped in accordance with Council Procedure Rule 15.1.

..... in the Chair

Date of signing

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QUESTIONS WITH NOTICE FROM MEMBERS OF THE COUNCIL

| Questions | Answers |
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| <p>1. COUNCILLOR SIMON CLARKE</p> <p>Given the opportunities being realised with the Cherwell partnership and those presented by the introduction of the Integrated Care System model, does the Cabinet member think we can go further and broaden the scale of the Transformation programme to include closer partnership working with City and other District colleagues?</p> | <p>COUNCILLOR EDDIE REEVES, CABINET MEMBER FOR TRANSFORMATION</p> <p>Yes, we are very keen to make sure that our transformation programme encompasses opportunities to work more closely with a wide range of partners, indeed we are already working to align the transformation programme with joint working and have made progress as part of the first phase of the programme (examples include ICT, work on a shared policy, performance and communications function, regulatory services and closer working in terms of housing and commissioning services). Our work on ICT will also align with the NHS integration agenda and our joint working models with Cherwell will be replicable across county if partners are interested in taking part.</p> <p>We are planning on holding member events in October and November to look at ways we can develop our joint working programme. Cllrs Corkin and Brighouse will be hosting these, and I encourage you all to attend to help shape the programme. We are keen to make sure that we develop a joint working and transformation agenda that picks up Members concerns.</p> <p>Later this month we will have two national graduate trainees join us and they will be supporting projects that seek to progress joint working, their scope will include forging relationships with a wide range of partners.</p> |
| <p>SUPPLEMENTARY QUESTION</p> <p>I would like to thank Councillor Reeves for his answer, but could he tell Council would he personally welcome seeing more work going on between County and the Districts and the City?</p> | <p>SUPPLEMENTARY ANSWER</p> <p>It is an excellent supplementary and I will reply with an equally excellent response, which is yes.</p> |

| Questions | Answers |
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| <p>2. COUNCILLOR MIKE FOX-DAVIES</p> <p>There are significant housing developments within my division of Hendreds and Harwell, which is within the Vale of White Horse planning authority. What are the consequences for these developments and associated Didcot Garden Town infrastructure, if SODC vote for:</p> <p>Option 3: Withdraw the Local Plan from examination. The Council would then make changes to the plan and then conduct a further Regulation 19 consultation.</p> <p>Or</p> <p>Option 4: Withdraw the Local Plan from examination and restart the plan making process.</p> <p>As per the recommendations from the SODC the scrutiny meeting on 2nd July 2019.</p> | <p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>Firstly, I would like to thank our officers who have been continuing to work alongside District colleagues and members to provide clarity during this challenging period. This continues to involve providing advice and guidance through correspondence and attendance at meetings on the Housing Infrastructure Fund (HIF) bid, it's contractual elements and the impacts on the local community if funding is not secured. We are continuing to work with our District colleagues to ensure we can achieve the outcome to deliver the much-needed investment to meet our local needs</p> <p>The HIF is a funding stream to support the delivery of new homes by funding much needed infrastructure in areas of the greatest housing need. Broadly speaking, bidding authorities are required to demonstrate the value for money of infrastructure costs against the number of new homes unlocked. The process is set within a highly competitive environment. In crude terms, the more new homes that are unlocked, the stronger the case.</p> <p>Oxfordshire County Council's bid for £218m in the Didcot Garden Town area was announced as successful in the March 2019 Spring Statement. The bid directly unlocks 11,711 new homes whilst supporting the delivery of many more that are currently in the planning pipeline and will increase traffic on sensitive parts of the highway network. Due to the constrained network capacity around the Didcot area, the infrastructure is also essential to accommodate previous growth in new housing and jobs experienced in recent years. Officers are currently negotiating the legal agreement to secure the funding.</p> <p>If funding is not secured, a significant infrastructure funding deficit would exist which would hamper new and existing growth including the ability to deliver new jobs at key sites across the area such as the Culham Science Centre, D-Tech Harwell Campus and other sites. However, growth would not stop</p> |

| Questions | Answers |
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| | <p>entirely. Significant growth has already been permitted (such as 1,880 new homes at North-east Didcot and another 1,000 units at Great Western Park) which would exacerbate the existing and severe congestion currently experienced on the A4130, through Sutton Courtenay and Clifton Hampden and on the A415 at Culham. Growth in neighbouring local planning authority areas would continue which would result in increased congestion as more people travel into the Science Vale area from further afield.</p> <p>In addition, without the strategy and funding to accommodate growth in the area, this will likely result in objections from the County Council to planning applications. The result of these objections is likely to be a breakdown of the plan-led system, as existing and emerging Local Plans cannot be soundly delivered for SODC and VoWHDC.</p> <p>This would ultimately result in speculative development in parishes and towns in both districts, similar to what was experienced recently. This speculative development is one reason why infrastructure is under strain today. Unplanned growth is also very unlikely to come with the necessary funding and strategic infrastructure that is required to deliver well planned and sustainable growth in the area. This would again result in increased congestion as more people travel into the Science Vale area from further afield.</p> |
| <p>SUPPLEMENTARY QUESTION</p> <p>Councillor Constance talks about the 18,000 houses in North/East Didcot and the 1,000 houses in Great Weston Park. But does that mean that the additional 2,500 in Great Western Park and 4,000 houses in Valley Park which are all in the Parish of Harwell, which increasing its size from 1,000 to 6,000 houses, will all still go ahead and you get all even without the HIF</p> | <p>SUPPLEMENTARY ANSWER</p> <p>Yes, the effect of withdraw of the Local Plan and the probable withdrawal of the Growth Deal the HIF bids and otherwise, will be that we get the houses without the infrastructure, there is no other way to read the effect.</p> |

| Questions | Answers |
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| funding and will still get all of the accompanying gridlock from that area. | |
| <p>3. COUNCILLOR SUZANNE BARTINGTON</p> <p>Encouraging employees to cycle to work and for business travel can result in a healthier, more productive workforce, helps with progress towards our climate action targets and has potential economic and cost-saving co-benefits. How does the Council currently promote and support active travel among staff and members (for example by Cycle scheme provision, travel planning) and has any cost-benefit assessment been made for investment in folding and e-bikes to reduce car mileage and parking costs for shorter business journeys where these can reasonably be made by integrated, active means (e.g. those less than 5 miles)?</p> | <p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>Oxfordshire County Council aims to make walking and cycling a central part of transport planning, health and clean air strategies and are conscious of the need to encourage more employees to choose active and healthy travel commuting.</p> <p>The County Council's Sustainability Team is currently producing a Carbon Actions List to support a larger piece of work around the Council's Climate Action Commitment as well as staff travel, and our fleet of bikes and electric cars forms part of this. We are already investing in folding and e-bikes to reduce car mileage and parking costs for shorter business journeys, where these can reasonably be made by folding or e-bikes to reduce car mileage and parking costs for shorter business journeys where these can reasonably be made by integrated, active means. Many of our offices also have cycle parking facilities and showers and we have an active online Yammer Group on cycling to work issues.</p> <p>Staff Benefits currently offer the Cycle to Work scheme to staff which allows them to purchase a bike for their commute to work. Applications are currently open to staff twice a year, but we are exploring the option of Cycle to Work all the year round if feasible.</p> <p>Yvonne Constance, Cabinet member for the environment, has announced that later this year, there will be a review of existing commitments to cut carbon emissions by 3% annually. To achieve this, we need to ensure that more employees can be encouraged to cycle or walk to work. Cycling uses minimal fossil fuels and is a pollution-free mode of transport. Bikes reduce the need to build, service and dispose of cars. It is estimated that cycling¹⁰</p> |

| Questions | Answers |
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| | <p>km each way to work would save 1500 kg of greenhouse gas emissions each year.</p> <p>We are currently developing a new workstream - SHIFT (Sustainable Healthy Integrated Functional Travel) to enable users to travel longer distances by cycling or walking in tandem with bus or rail. We want to see safe signed routes to rail stations and bus hubs with improved facilities, including secure cycle parking, particularly at premium bus stops and Park & Ride sites to encourage this form of joined-up travel.</p> <p>Finally, The County Council is currently preparing a LCWIP (Local Cycling and Walking Infrastructure Plan) for Oxford, where there are already 300,000 cycle movements every day. This will set out a comprehensive cycle network for the city, including links to Abingdon and adjoining villages within cycling distance.</p> <p>The LCWIP will identify infrastructure improvements to the network including complementary measures such as low traffic neighbourhoods. As part of evidence collection, the County Council has undertaken a comprehensive internet survey of cyclists' needs and issues regarding the network, with over 2400 responses from Oxford.</p> <p>Similar plans are also being produced for Bicester and Didcot, with the aim to do others in future years with the expectation that more people (including County Council staff) will choose to cycle as part of their daily activity.</p> |
| <p>4. COUNCILLOR SUZANNE BARTINGTON</p> <p>Cities across the globe will celebrate World Car Free Day on 22 September, encouraging motorists to give up their cars for a day. The event highlights the numerous benefits of going</p> | <p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>We welcome the World Car Free Day on 22 September. The effects of traffic, including excessive traffic speeds, traffic volume, fumes and noise have a major effect on the health and environment. The effects of traffic in urban areas such as Oxford can discourage walking or cycling and conflict with</p> |

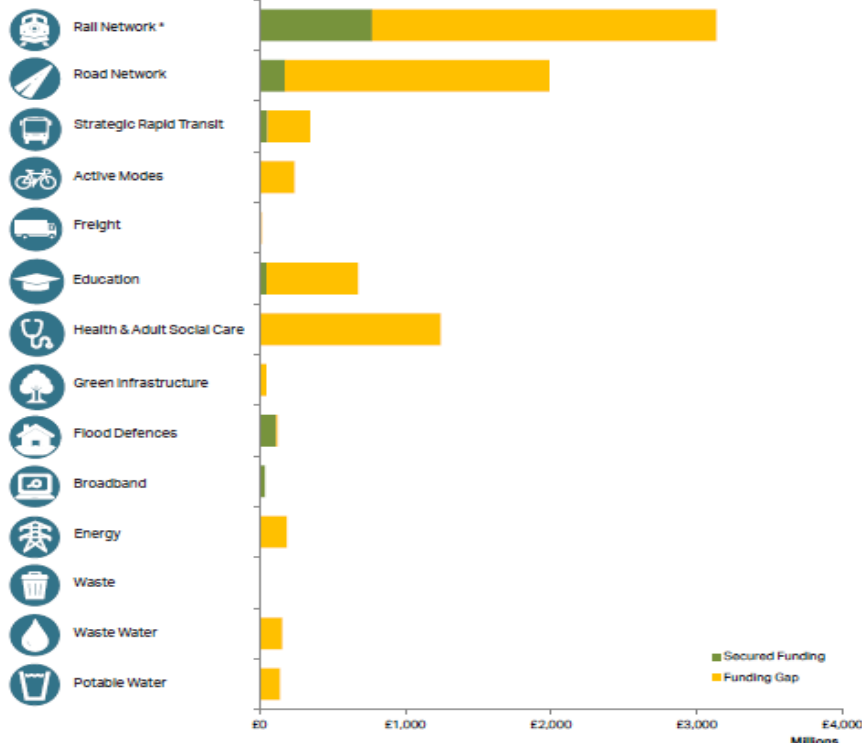
| Questions | Answers |
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| <p>car-free to citizens—including reduced air pollution and the promotion of walking and cycling in a safer environment. Research has shown that car-free days have multiple benefits for reduced traffic congestion, fewer road traffic accidents and less noise and air pollution. They are also recognised to increase social interaction and physical activity. How will Oxfordshire County Council be engaging stakeholders and citizens in this initiative and are there any emerging plans for more regular road closures, for example outside schools at peak times?</p> | <p>public transport use.</p> <p>Today, with over one billion motor vehicles on the roads around the globe, many people cannot escape the pollution, noise and danger that they produce. We believe one day a year at least should be set aside to leave the car and engage with cycling, walking or public transport instead. Oxford's Car Free Day 2019 will encourage people to be less dependent on their cars and try alternatives.</p> <p>Here is an update on recent developments for Oxford's Car Free Day, provided by Steve Philips, Oxfordshire Film Office & Events Coordination Team Manager.</p> <ul style="list-style-type: none"> • The road closure for Car Free Day, Broad Street 22 September has been approved and is being processed by Oxford City Council. • We have arranged for the road closure traffic management signs, barriers, staffing and diversion routing for deliveries. • Parking suspensions have been arranged with the Parking Team. • We have completed a letter drop to affected frontages. • We have met with British Cycling and Active Oxfordshire to discuss where they can place their planned 'pump track' activity in Broad Street. This will be placed on the north side of Broad Street. The south side of Broad Street will be an emergency access lane. <p>Councillor Suzanne Bartington will be liaising with British Cycling and Active Oxfordshire to plan the activities taking place within the road closure and she will write an event plan and risk assessment for submission to the Oxford City Safety Advisory Group for their information. Activity organisers will submit their own risk assessments and insurance. Our aim will be to positively</p> |

| Questions | Answers |
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| | <p>engage stakeholders and citizens in this initiative.</p> <p>The County Council is also looking to pilot school street closures at peak times at three schools. Please see press release https://news.oxfordshire.gov.uk/pilot-project-could-restrict-traffic-outside-oxfordshire-schools-in-a-bid-to-reduce-air-pollution/ .This initiative is being jointly led by our Infrastructure Operations and Public Health teams.</p> |
| <p>5. COUNCILLOR SIMON CLARKE</p> <p>The Oxfordshire Infrastructure Strategy produced by the Oxfordshire Growth Board with the full cooperation of all of Oxfordshire’s councils and Local Enterprise Partnership in April 2017 identified an infrastructure deficit of around £8.45 billion for the period 2016 – 2040. I understand that the vast majority of this infrastructure needs to be provided by National organisations such as Network Rail, Highways England, NHS and Utility companies leaving a ‘local’ deficit of around £1.7 billion.</p> <p>Could the Leader provide a high-level breakdown of the funding required.</p> | <p>COUNCILLOR IAN HUDSPETH, LEADER OF THE COUNCIL</p> <p>By all of Oxfordshire’s councils working together in a collaborative manner we have been successful in being awarded over £660 million of Infrastructure funding as can be seen from the 3rd table below. When the Chancellor announced the Growth Deal, he stated that it was the down payment. If we are successful in delivering the Growth Deal, then we can expect a similar settlement over the remaining 16 years to 2040 brining in another £480 million.</p> <p>We must all continue to work together to deliver the Housing Infrastructure Fund bids and Growth Deal to ensure that we close the gap by over £1 billion.</p> <p>As can be seen from the 2nd table a large part of the gap is National Rail or Strategic Highways or Health related. We must continue to work with these national organisations to address local concerns and take opportunities when they arise.</p> <p>The Oxfordshire Infrastructure Strategy (OxIS) Stage 2 report¹, which was signed off by the Oxfordshire Growth Board² in September 2017 concluded a minimum funding estimate needed to deliver those new infrastructure</p> |

¹ The Oxfordshire Infrastructure Stage 2 report can be viewed at <https://www.oxfordshiregrowthboard.org/projects/oxis-stage-2/>

² OxIS was approved by Growth Board at the 26th September 2017 meeting. Minutes of this meeting can be viewed at <http://mycouncil.oxford.gov.uk/documents/g4292/Public%20minutes%20Tuesday%2026-Sep-2017%2014.00%20Oxfordshire%20Growth%20Board.pdf?T=11>. The report was published on the Growth Board website in November 2017.

| Questions | Answers | | | | | | |
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| | <p>schemes identified in the plans and strategies for Oxfordshire. This is summarised as:</p> <table border="1" data-bbox="1025 327 1653 443"> <tbody> <tr> <td>Total Infrastructure Cost</td> <td>£8.35Bn</td> </tr> <tr> <td>Secured Funding</td> <td>£1.21Bn</td> </tr> <tr> <td>Funding Gap</td> <td>£7.14Bn</td> </tr> </tbody> </table> <p><i>Table 1: Source: Page 53 OxIS Stage 2 published November 2017. Figures based on 2017 figures.</i></p> <p>The OXIS report breaks down the secured funding and funding gap by each sector, illustrated by the below diagram.</p> | Total Infrastructure Cost | £8.35Bn | Secured Funding | £1.21Bn | Funding Gap | £7.14Bn |
| Total Infrastructure Cost | £8.35Bn | | | | | | |
| Secured Funding | £1.21Bn | | | | | | |
| Funding Gap | £7.14Bn | | | | | | |

| Questions | Answers | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| |  <p>Figure 14: Total Infrastructure Costs associated with Growth across Oxfordshire to 2040</p> <table border="1"> <thead> <tr> <th>Category</th> <th>Secured Funding (Millions)</th> <th>Funding Gap (Millions)</th> <th>Total Cost (Millions)</th> </tr> </thead> <tbody> <tr> <td>Rail Network *</td> <td>~700</td> <td>~2,400</td> <td>~3,100</td> </tr> <tr> <td>Road Network</td> <td>~100</td> <td>~1,900</td> <td>~2,000</td> </tr> <tr> <td>Health & Adult Social Care</td> <td>~100</td> <td>~1,100</td> <td>~1,200</td> </tr> <tr> <td>Education</td> <td>~100</td> <td>~600</td> <td>~700</td> </tr> <tr> <td>Strategic Rapid Transit</td> <td>~100</td> <td>~300</td> <td>~400</td> </tr> <tr> <td>Active Modes</td> <td>~100</td> <td>~200</td> <td>~300</td> </tr> <tr> <td>Freight</td> <td>~100</td> <td>~100</td> <td>~200</td> </tr> <tr> <td>Potable Water</td> <td>~100</td> <td>~200</td> <td>~300</td> </tr> <tr> <td>Waste Water</td> <td>~100</td> <td>~200</td> <td>~300</td> </tr> <tr> <td>Waste</td> <td>~100</td> <td>~200</td> <td>~300</td> </tr> <tr> <td>Energy</td> <td>~100</td> <td>~200</td> <td>~300</td> </tr> <tr> <td>Broadband</td> <td>~100</td> <td>~100</td> <td>~200</td> </tr> <tr> <td>Flood Defences</td> <td>~100</td> <td>~100</td> <td>~200</td> </tr> <tr> <td>Green Infrastructure</td> <td>~100</td> <td>~100</td> <td>~200</td> </tr> </tbody> </table> <p><small>* Rail network costs have excluded the £4.9 billion cost associated with the Great Western Route Modernisation Note - Cost and Funding Estimates at September 2017</small></p> <p><i>Figure 1: Screenshot for illustration purposes. The original diagram can be viewed in the OxIS Stage 2 report, page 53. Note that costs associated with Adult Social Care and Utility Infrastructure are taken from theoretical cost analysis included in the Stage 1 report</i></p> <p>OxIS acknowledges that this is a considerable sum with complex funding arrangements.</p> <p>A key function of the OXIS report was to prioritise and rank strategic</p> | Category | Secured Funding (Millions) | Funding Gap (Millions) | Total Cost (Millions) | Rail Network * | ~700 | ~2,400 | ~3,100 | Road Network | ~100 | ~1,900 | ~2,000 | Health & Adult Social Care | ~100 | ~1,100 | ~1,200 | Education | ~100 | ~600 | ~700 | Strategic Rapid Transit | ~100 | ~300 | ~400 | Active Modes | ~100 | ~200 | ~300 | Freight | ~100 | ~100 | ~200 | Potable Water | ~100 | ~200 | ~300 | Waste Water | ~100 | ~200 | ~300 | Waste | ~100 | ~200 | ~300 | Energy | ~100 | ~200 | ~300 | Broadband | ~100 | ~100 | ~200 | Flood Defences | ~100 | ~100 | ~200 | Green Infrastructure | ~100 | ~100 | ~200 |
| Category | Secured Funding (Millions) | Funding Gap (Millions) | Total Cost (Millions) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rail Network * | ~700 | ~2,400 | ~3,100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Road Network | ~100 | ~1,900 | ~2,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Health & Adult Social Care | ~100 | ~1,100 | ~1,200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Education | ~100 | ~600 | ~700 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Strategic Rapid Transit | ~100 | ~300 | ~400 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Active Modes | ~100 | ~200 | ~300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Freight | ~100 | ~100 | ~200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Potable Water | ~100 | ~200 | ~300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Waste Water | ~100 | ~200 | ~300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Waste | ~100 | ~200 | ~300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Energy | ~100 | ~200 | ~300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Broadband | ~100 | ~100 | ~200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Flood Defences | ~100 | ~100 | ~200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Green Infrastructure | ~100 | ~100 | ~200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Questions | Answers | | |
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| | <p>infrastructure schemes needed to support growth across the County. This approach has enabled Oxfordshire Local Authorities to be successful in central government funding rounds, particularly in the transport sector over the last two years. The following table summarises the additional monies secured for projects identified as priorities for future investment in the OXIS report.</p> | | |
| | Fund | Amount | Infrastructure types that funding has contributed towards |
| <i>Awarded</i> | | | |
| Oxfordshire Housing & Growth Deal – Infrastructure Workstream | £150M from MHCLG (of which £30M received 2018-19) | Local Road Network Strategic Rapid Transit Active Modes | |
| Housing & Infrastructure Fund 1 – Didcot Garden Town | £218M from government £16M in s106 obligations (of which £6.715M received 2018-19) | Local Road Network Active Modes | |
| HIF – Marginal Viability (Directly paid to Districts/City Councils). Outcome awarded Feb 2018 | £6.7M Howes Lane Tunnel (Cherwell) £3.75M Blackbird Leys District Centre regeneration (Oxford) £10M Northern Gateway/ Oxford North (Oxford) £6.09M Osney Mead Innovation Quarter (Oxford) £7.72M Wantage | Local Road Network Strategic Rapid Transit Active Modes | |

| Questions | Answers | | |
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| | | Eastern Link Road (Vale) | |
| | Cycle City Ambition grant 2 (Oxford Riverside routes) | £3.359M from DfT (of which £2.141M received in 2017-18) | Active Modes |
| | Lodge Hill | £9.45M (of which £1.37M received 2017 – 19) | Local Road Network Strategic Rapid Transit |
| | Local Growth Fund (2015 - 2021) Includes a variety of schemes (awarded to LEP and administered by OCC) | £107.595M (of which £69M received to-date since 2015. Will include schemes identified in OxIS from 2016/17)? | Local Road Network Strategic Rapid Transit Active Modes |
| | NPIF1 (various projects) | £3.252M (2017 – 18) from DfT | Local Road Network Strategic Rapid Transit Active Modes |
| | NPIF2 (Botley Road; Binsey Ln – Eynsham Rd) | £5M from DfT (of which £1.9M received 2018 – 19) | Local Road Network Strategic Rapid Transit Active Modes |
| | <i>Bid decisions pending</i> | | |
| | Science Transit Phase 2 (eastbound bus lane plus Eynsham P&R) | £32M sought from DfT (decision anticipated in Feb 2010) | Local Road Network Strategic Rapid Transit Active Modes |
| | Housing & Infrastructure Fund 2 – A40 including Witney – Eynsham dualling (£43M), | £102M sought from government (decision pending) | Local Road Network Strategic Rapid Transit Active Modes |

| Questions | Answers | | |
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| | <p><i>Duke's cut – Eynsham westbound bus lane (£22M) and Duke's cut changes including cycle measures (£25M) + £12M allowance for inflation</i></p> | | |
| | <p>The Growth Board is currently developing proposals to update the 2017 analysis in the OxIS report.</p> | | |
| <p>SUPPLEMENTARY QUESTION</p> <p>Does Councillor Hudspeth agree that HIF 1 is vital for the investment in Network Rail and Highways England and development generally?</p> | <p>SUPPLEMENTARY ANSWER</p> <p>If you look at the chart, you can see that the largest piece of the infrastructure funding we will require is the rail, and that is obviously Network Rail over £3billion. You have got to remember, that we have got a rail connectivity study coming out later this year, which we have been working with Network Rail, which will provide some of the answers. I suspect that we will already all know what some of those answers are. But for instance, the Cowley Branch line, it was nearly five years ago that there was the press coverage of the line going down there and Network Rail hadn't done anything since then, so we need to continually lobby. Equally, the strategic highways, which is obviously the A34 is a substantial amount of money over £2billion which, I think we all agree, we need to improve the A34 to make sure accidents like last week don't happen and the gridlock that we have on a weekly basis is resolved. The other large item is hospitals, again over a £billion identified in this report so you can see there is a large amount of infrastructure funding that isn't directly related to the County Council although we continue to lobby all the time.</p> <p>Of course, this is lack of Government funding over the years and I am not just</p> | | |

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| | <p>going to relate to one particular party because in the 1990's the Conservatives didn't provide the infrastructure funding. In the start of the century the Labour Party didn't provide the infrastructure funding. In 2010 the Conservatives and Liberal Democrat Party didn't provide the infrastructure funding. So, it has been a deficit for many decades. We have been successful in being awarded £535million for infrastructure which will really deliver those houses, which is good news, however, there is the concern around South Oxfordshire and what is relating to HIF 1. The concern is that, it is very clear which HMCLG and negotiations are with the County Council and HMCLG that we require a local plan to be in place, if South Oxfordshire District Council members on 10 October to take a decision not to have a Local Plan, immediately the HIF fund bid ceases. That means we would lose £218million of vital infrastructure funding. It puts into question the Local Plan for South Oxfordshire but more importantly the unintended consequences for Vale, because immediately Vale do not have a Local Plan. We also have the issue around HIF 2 – now when the HIF funding was announced it said if you are unsuccessful with HIF 1 you won't be successful with HIF 2. If you are successful with HIF 1 you will probably get HIF 2 which is the case. I understand we are very close on HIF 2 £102million for the A40 – much needed it has been going on 30 or 40 years the time is right. So what is the Government likely going to do if we reject HIF 1? which is what will happen if SODC don't have a Local Plan, then I should imagine they will not progress HIF 2 and we would lose that £102million, then that throws into question around all the other funding on the Growth Deal because we would have to reprioritise all those issues. So you can see the decision that is going to be taken by SODC Councillors is not just about SODC, it is about Oxfordshire and if they take that decision they will be losing £535million of much needed infrastructure, that can't be right, we have got to make sure that they make the right decision, so we can deliver the infrastructure and that is what residents want infrastructure to deliver the homes.</p> |

| Questions | Answers |
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| <p>6. COUNCILLOR MIKE FOX-DAVIES</p> <p>Can the Cabinet member update Council on the Transformation savings achieved in 2018/19?</p> | <p>COUNCILLOR EDDIE REEVES, CABINET MEMBER FOR TRANSFORMATION</p> <p>Following the approval of the Transformation business case in October 2018 the Medium-Term Financial Plan (MTFP) was reviewed to identify savings that were achievable by one of the three benefit themes in the business case; service redesign, reducing our third-party spend and income generation. Those MTFP savings plans were incorporated into the Transformation Programme and included in its overall £49.7m savings target for the period 2019/20 to 2022/23.</p> <p>£4.9m of those savings were targeted to be delivered in 2018/19.</p> <p>In 2018/19 £4.6m of savings were successfully delivered - 93% of the £4.9m target, as follows:</p> <ul style="list-style-type: none"> • Third party spend was reduced by £3.2m. <ul style="list-style-type: none"> • The Children, Education and Families Directorate’s transformation programme implemented cost reductions of £2.3m through the Reconnecting Families, Entry to Care, Placements and Special Educational Needs and/or Disabilities Transport projects. • Adult Services reduced costs by over £0.5m by renegotiating residential care placements (whilst continuing to meet assessed needs of service users) and consolidating contracts for information and advice services. • Communities renegotiated the Skanska contract fee saving £0.35m. • Income was increased by £1.1m. <ul style="list-style-type: none"> • Changes to the contributions policy increased income receivable for social care services by £0.75m. The full year effect is expected in 2019/20 (a further £0.75m). • The pre-planning process reported increased income of £0.25m. |

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| | <ul style="list-style-type: none"> • Finance agreed a service level agreement with Oxfordshire Clinical Commissioning Group to provide finance functions on their behalf and this generated £0.1m income. • Minor changes to services saved £0.3m of staffing costs. <p>The remaining £0.3m of undelivered savings have been carried forward into the targets for 2019/20.</p> |
| <p>SUPPLEMENTARY QUESTION</p> <p>In light of the earlier answer that Councillor Reeves has written, can the Cabinet Member provide the Council with projections for the financial year 2022/23 and the total projected savings figures.</p> | <p>SUPPLEMENTARY ANSWER</p> <p>The projected figures for 2022/23 will be as per the medium-term financial plan. We are on target for the transformation programme savings and that work will no doubt will continue.</p> |
| <p>7. COUNCILLOR NICK FIELD-JOHNSON</p> <p>Can E&E confirm that the Duke's Cut link from the A40 to A34/A44 is included in the budget and work will commence in the next 18 months.</p> <p>It is a vital link road from an already congested A40 to join the A34/A44 and should be given every priority - even more so if the Garden Village at Eynsham goes ahead.</p> | <p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>The A40-A44 link road currently has funding allocated through the City Deal programme although it is understood that the programme is under review by the Oxfordshire Local Enterprise Partnership. At this time the scheme continues to be on the county council's capital programme list. In light of additional future demands on the highway network which are due to the wider development proposed across the area highlighted in your question, officers are reviewing the scheme to ensure that it is fit for purpose. The County Council is taking forward these considerations as part of the wider development of the Local Transport Connectivity Plan 5 (LTCP5) document. The evolution of this document will ensure the project is considered as part of wider demands on the network. The timescales for LTCP5 means that any physical works are not forecast to start within the next 18 months but will ensure that the development is able to meet future pressures. Officers are</p> |

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| | continuing to advise the Oxfordshire Local Enterprise Partnership, who have oversight of the wider City Deal programme, on the status of the project. |
| <p>SUPPLEMENTARY QUESTION</p> <p>The A34 linkage to the A40 to me is a critical linkage for West Oxfordshire. Everyday I travel into Oxford and everyday I am stuck behind queues of traffic at the Wolvercote and then heading backwards to get on to the A34. Very simple to have a little link from the A40 at Dukes Cut, this is a priority given the housing plan for Witney and Eynsham, so even more traffic coming on the A34. We need to alleviate this problem which is building up every day on the Wolvercote. Can I ask the Cabinet Member to confirm that this will be made a priority on the agenda?</p> | <p>SUPPLEMENTARY ANSWER</p> <p>Thank you for the question, the Cabinet Member is deeply sympathetic as I have told you personally. It seems so obvious that a link road between the A40 and A34 west of the Wolvercote Roundabout would take traffic away from that silly business of having to crawl into the roundabout just to go back out again, to be doing two sides of the triangle. However, the traffic muddling is really a bit unclear presently. The good thing to tell you, is that the funding is there for the link road and we will include it with significant priority in the LTCP5 Transport Strategy considerations which are starting on Thursday this week. You are not forgot, and you will not be forgotten. I do think that it is really important. There are other plans of course for the A40 and it may be that muddling against those projected impacts has made an impact. We will look at it extremely closely.</p> |
| <p>8. COUNCILLOR EMMA TURNBULL</p> <p>How many children (of primary and secondary age) are still waiting for their school appeal to be heard, how many appeals are yet to be scheduled, and what plans are in place to ensure that no child has to start school late this year?</p> | <p>COUNCILLOR LORRAINE LINDSAY-GALE, CABINET MEMBER FOR EDUCATION & CULTURAL SERVICES</p> <p>The information set out below refers to appeals heard by the Council's Independent Appeals Service only. Please note that no academy is required to use the Council's independent appeals service and the Council has no formal oversight of their appeals provision. Outcomes from alternative arrangements are received on an ad hoc basis and records updated by the Council's Admissions team. The Admissions team allocate places and monitor that pupils attend school to be admitted to roll when expected. If not, they are then investigated as potential children missing education.</p> |

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| | <p><i>For entry into Reception in September 2019</i> All those who applied on time and appealed by 21 May were required to have their appeals heard by 23 July.</p> <p>Those who appealed after 21 May but before 10 July are required to have their appeals heard by 14 October. Twelve such appeals were lodged and have been scheduled to be heard in September.</p> <p><i>For entry into Year 7 in September 2019</i> All those who applied on time and appealed by 29 March were required to have their appeals heard by 18 June.</p> <p>Those who appealed after 29 March but before 12 June are required to have their appeals heard by 16 September. 45 such appeals were lodged. Of those that were not heard before the summer holidays began, all will be heard by 16 September.</p> <p><i>For other year groups</i> Those who appeal during July or August or September (or, indeed, at any other time of year) are required to have their appeals heard within 30 school days (i.e., not including holidays or INSET). So far, 65 have been lodged. Some of those have been allocated places subsequently. Of those that have not, they will all be heard by the statutory deadline.</p> <p><i>To note</i> Deadlines are prescribed by the Department for Education's School Admissions Appeals Code.</p> <p>No appeals were lodged for maintained secondary schools.</p> <p>Of the 65 appeals lodged for 'other year groups', only 17 are for maintained schools.</p> |

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| | <p>Pupils have been offered places in line with Admissions policies and practice. Late applicants, i.e. mainly during the summer holidays, may not be allocated a place for the first day of the new term because the process cannot be complete when schools are closed for the summer break. Applicants are informed of this automatically at the point of application. All efforts are made to place pupils as soon as possible once the new term has begun.</p> |
| <p>SUPPLEMENTARY QUESTION</p> <p>Thank you very much for the answer, I just wanted to check that every effort is being made to ensure that the appeals will be heard ahead of those published deadlines – every effort has been made to make sure that they can be scheduled as quickly as possible and whether the Cabinet Member would be able provide us with an update at the end of the month as to how many people are waiting for their appeal.</p> | <p>SUPPLEMENTARY ANSWER</p> <p>Yes, obviously we are trying to work through these appeals as quickly as we can, and we will give you an update.</p> |
| <p>9. COUNCILLOR EMMA TURNBULL</p> <p>How many children (of primary and secondary age) have been turned down for spare seat scheme school transport for the 2019/20 academic year, and how are parents/guardians of these children being supported to ensure that their children can get to school?</p> | <p>COUNCILLOR LORRAINE LINDSAY-GALE, CABINET MEMBER FOR EDUCATION & CULTURAL SERVICES</p> <p>As at 2nd September the waiting lists for the Spare Seats Scheme currently have 37 students from the Primary and Secondary phase who are waiting for seats. Other applicants have been successful, and this list will continue to change as pupils are admitted to roll as of tomorrow.</p> <p>The loadings on our routes are regularly checked and as soon as spaces become available parents are notified. It is a parental responsibility to ensure their child can attend school. They will already have had the opportunity to appeal against any decision regarding eligibility to receive home to school transport.</p> |

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| <p>SUPPLEMENTARY QUESTION</p> <p>It is good to see that there are only 37 students that are waiting for a spot, but would the Cabinet Member be able to let us know which schools those 37 are from because it would be quite important to know whether it is geographically concentrated or not.</p> | <p>SUPPLEMENTARY ANSWER</p> <p>Yes, thank you for that question, I anticipated it myself, and I do have the list of schools:</p> <p>Chipping Norton Faringdon Langtree School Larkmead The Marlborough School Matthew Arnold Wallingford School Wheatley Park Warriner</p> <p>My geography is not particular bright, but if somebody wants to work out if that represents a little hub I don't know. But those are the schools at the moment. This situation will be being looked at on a daily basis and hopefully it will all sort out in the end.</p> |
| <p>10. COUNCILLOR SUSANNA PRESSEL</p> <p>Please can we have details of our tree-planting programme?</p> | <p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>I fully recognise the importance of new trees but currently have no pro-active tree-planting programme. The limited funding we have is focussed on managing the existing trees we are responsible for. However, we do support and help enable any third parties wishing to plant new trees and also promote and ensure new trees are provided by developments within green spaces and alongside the highway.</p> |

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| <p>SUPPLEMENTARY QUESTION</p> <p>I hope the Cabinet Member agrees that we do need a policy on tree-planting and for instance, she says that we support and help enable any third parties wishing to plant new trees. There are lots of grants available and we should have a policy whereby we put community groups in touch with these grant programmes. There is a £10million Urban Tree Challenge Fund and Thames Water has got a fund available for tree planting – surely we need to show leadership and have a more proactive policy.</p> | <p>SUPPLEMENTARY ANSWER</p> <p>There is every intention of supporting tree-planting, but we do not take responsibility for it. We have development going up all over the County, and I am delighted to note that the developers plant trees before they build the houses. The big one outside Wantage is well supplied by trees.</p> <p>The other point I really would like to note, I think it is very good advice that we will not be planting trees or encouraging them along the cycle routes that we will be hopefully finding funding for. Simply because, when the trees grow it breaks up the surface of the cycle route and they are not welcome. I think you are absolutely right we should start forming ideas into a pack of advice at least if not a formal policy for developers and our own contractors to work to. Trees are important, they will be planted.</p> |
| <p>11. COUNCILLOR SUSANNA PRESSEL</p> <p>Please can you tell us the County Council's policy on EV charging points?</p> | <p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>The County Council's policy on EV charging points is currently focused on our fleet procurement and vehicle disposal planning. We are using our procurement processes to ensure that we are transforming our fleet as quickly as possible away from petrol and diesel in line with our commitment to become carbon neutral by 2030. EV charging points have been installed at 7 council sites, with a further 11 sites to be installed in 2019. To maximise the utilisation of EV charge points, the installation of charge points is being prioritised for the sites depending on the demand of EVs to be ordered/based on the sites.</p> <p>I am keen to see a greater provision of EV charging points within Oxfordshire and we have worked closely with the City Council to test and trial different approaches and locations for residents. We believe there is a need for a cross council, county and district approach to EV charging alongside the development of the wider Oxfordshire Energy Strategy and this is a policy we</p> |

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| | will aim to strengthen through the LTCP5 consultation process later this year. |
| <p>SUPPLEMENTARY QUESTION</p> <p>I am afraid this is yet another example of where the County Council should have a policy and hasn't. We are putting out glossy publications, which have wonderful sections on electric vehicles. However, when I ask about an EV charging point policy – nothing to be seen – please can we show leadership instead of tagging along behind everyone else because you do say that there is a need for a cross-council, county and district approach to EV charging so where is it?</p> | <p>SUPPLEMENTARY ANSWER</p> <p>Thank you for the question, it enables me to tell you that there is enormous initiative going on in this area, though not actually in time to be part of the answer to this question. There is a scheme for park and charge which is being developed between the County and the districts to put in fast charging points in all the County and District Council car parks, which is developing rather rapidly. This will be made set into a formal policy. We are probably going to go public on that quite soon. Electric Vehicle charging is at the forefront of County Council thinking in relation to development, we would like if the Oxford Environment Partnership were to establish a requirement that all developers build with EV charging, sadly we don't have the go ahead from Government to do that as it would increase the cost of housing above the viability thresholds and that is not one that we can require, but I am happy to tell you that I am very aware that a large number of developers are building them in as standard.</p> <p>Legal and General which is building 500 houses in the Shrivenham division and you will have noted, has made the big deal over affordable housing in Oxford City, were building electric vehicle charging points as standard, if that becomes the norm in the industry, we might have solved a problem without having to take it on at massive public expense in doing so. Everybody recognises that we will all be in electric vehicles by 2040 and we might as well build houses that are capable to supporting that.</p> |
| <p>12. COUNCILLOR SUSANNA PRESSEL</p> <p>There is a lot of public concern about what happens to the recyclables we send to developing countries. Last year it was 17% of the</p> | <p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>The County Council has direct control over materials collected at the Household Waste Recycling Centres (HWRCs) and the District and City Councils are responsible for recycling materials collected at the kerbside.</p> |

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| <p>total. Please can you tell us what safeguards we have that this waste is disposed of in a way that is socially and environmentally responsible?</p> | <p>All Oxfordshire councils are in the process of forming a waste partnership to strengthen our ability to respond to this challenge.</p> <p>All partners continue to require our contractors to provide us with details of every facility that our waste is sent to on an ongoing basis and report these to the Environment Agency as required. We use appropriately licensed facilities or brokers through contractors who can process the materials sent to them.</p> <p>As individual councils, and a waste partnership, we are engaged with Government, national groups and the waste industry to reform the waste tracking system, provide greater visibility to the councils of how its recycled waste is used, and develop UK recycling infrastructure.</p> <p>Within the current system all local councils, the Environment Agency and the UK government have limited visibility or ability to track waste beyond the borders of the UK. We rely on the effective accreditation and regulation of those industries to assess the markets they sell the material into. This issue of regulation is a national problem which requires a national solution – something that is being addressed through the government’s national Resources and Waste Strategy 2018.</p> |
| <p>SUPPLEMENTARY QUESTION</p> <p>I am very glad that the Cabinet Member shares my concern and the concern of everybody here. I am sure about the destination of recyclables from Oxfordshire because we hear horror stories about what happens to them when they get to some developing countries. I recognise that it is partly a Government problem, but we do read here that the Environment Agency tries to collect data. I wonder if we could please have detailed</p> | <p>SUPPLEMENTARY ANSWER</p> <p>Councillor Pressel will be aware that there is a national consultation by the Department of the Environment about the management of waste, and there is every intention of imposing the extended producer liability on manufacturers, not just retailers, that they will have to pay for the disposal of any or part product that they use in their manufacturing that is not recyclable. We believe that it will be accepted, and we will be part of delivering an Oxfordshire response to that. On the question of the volume that goes elsewhere, it is not in this answer, but we have had an answer to Council possibly to Cabinet, I know that the issue for County Council is that the District Councils of course</p> |

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| <p>data from the Environment Agency about what might be or is probably happening to recyclables from Oxfordshire because it would be of great interest. And secondly, I hope we can have an assurance that the Cabinet Member will put pressure on the Government to try and sort this out with better regulation and better data and perhaps you can report back on what the Government response is.</p> | <p>are the kerbside collectors and they make their own contracts about what happens to what is recyclable. We do know that high quality plastics do get recycled, there is market for them, and people are interested in them. Lower quality plastics do go abroad, and we don't know what happens to them, it is a district council responsibility, we will try to find out more, I can't promise any great success on that.</p> <p>Happily, I am sure you have seen that Indonesia has sent our rubbish back and I think that is exactly what we need to do, something more constructive and effective with low quality plastics. My own view is that we should just burn them, but by the time you have collected the stuff sorted, carted, shipped it to some where or other had it shipped back we might just as well have taken it Ardley and burnt it. The problem is Ardley can burn no more. So, we have a very big issue about what we do with plastics and waste that up until now we have seen as just combustible. There are very big issues about it. We have responded in very positive terms to Government's consultation on waste resources. We are about to appoint a senior member of staff to lead this team.</p> |

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Division(s): N/A

COUNTY COUNCIL – 5 NOVEMBER 2019

REPORT OF THE CABINET

Cabinet Member: Leader of the Council

1. Didcot Garden Town Housing Infrastructure Fund (HIF) Heads of Terms/Contract

(Cabinet, 15 October 2019)

Oxfordshire County Council had been successful in securing £218m of funding through the Housing Infrastructure Fund bid for four highway projects within the Didcot Garden Town area. Officers had negotiated a draft Heads of Terms which formed the basis of contract negotiations that, subject to satisfying pre-contract conditions, will release funding to Oxfordshire County Council. Cabinet approved a report to delegate authority to the Chief Executive, in consultation with the Leader of the Council and the Cabinet Member for Environment, to conclude negotiations and approve the contract. Cabinet also approved the inclusion of all four projects into the Capital Programme with governance at appropriate board/programme level.

2. HIF Marginal Viability (mv) funding Agreements Bicester & Wantage

(Cabinet 15 October 2019)

Cabinet considered two reports relating to successful bids by Cherwell District Council and Vale of White Horse District Council respectively for Government Marginal Viability Housing Infrastructure Fund (MVHIF) money.

Cabinet approved the reports to delegate authority for signing the HIPmv agreements to the Chief Executive in consultation with the Leader.

3. Local Government Association Peer Review Report

(Cabinet, 15 October 2019)

During March 2019, the Council commissioned the Local Government Association (LGA) to carry out a Corporate Peer Challenge.

Cabinet had before it the feedback report from the LGA following consideration at the Performance Scrutiny Committee in September.

Cabinet accept the recommendations set out within the report and agreed proposals for incorporating the report's recommendations into corporate, business and transformation planning.

Cabinet Member: Deputy Leader

4. Risk and Opportunities Management Strategy

(Cabinet, 15 October 2019)

Cabinet approved the draft Risk and Opportunities Management Strategy for 2019-21. The Strategy will be the foundation for improvement of the Council's risk management framework.

Cabinet Member: Adult Social Care & Public Health

5. Oxfordshire Safeguarding Adults Board Annual Report

(Cabinet, 17 September 2019)

Cabinet considered the annual report of the OSAB on the work of the Board and of its partners, assessing the position of the partnerships in relation to safeguarding adults at risk within Oxfordshire.

Cabinet noted that the adult safeguarding partnership is working across Oxfordshire and that work undertaken by the Board and its partners has resulted in a significant decrease in safeguarding concerns being referred into the Local Authority, building on the reduction on concerns started last year.

6. Update on Buckinghamshire, Oxfordshire, Berkshire West (BOB) Integrated Care System - Process & Milestones

(Cabinet, 15 October 2019)

Cabinet noted a report giving a description of how the future Integrated Care System (ICS), which will cover Buckinghamshire, Oxfordshire & Berkshire West, will work. It highlighted some of the potential benefits to being part of an ICS with examples of success from other areas.

The report provided a summary of the progress that has been made within Oxfordshire and the timelines associated with the Buckinghamshire, Oxfordshire & Berkshire West (BOB) Integrated Care System Long Term Plan submission.

Cabinet Member: Children & Family Services

7. The Oxfordshire Safeguarding Children's Board (OSCB) Annual Report/The Performance Audit & Quality Assurance Annual Report and The Case Review & Governance Annual Report – 2019

(Cabinet, 17 September 2019)

The OSCB's remit is to co-ordinate and ensure the effectiveness of what is done by each agency on the Board for the purposes of safeguarding and promoting the welfare of children in Oxfordshire. Cabinet welcomed the

annual report summarising the key achievements in the last year and providing an analysis of safeguarding arrangements.

Cabinet also noted two further supporting annual reports: the Performance, Audit & Quality Assurance Annual Report and the Case Review & Governance Annual Report.

Cabinet Member: Education & Cultural Services

8. Report by the Local Government and Social Care Ombudsman - Investigation into a Complaint Against Oxfordshire County Council (Ref: 18 009 005)

(Cabinet, 17 September 2019)

The Local Government and Social Care Ombudsman (LGO) had issued a report following its investigation of a complaint against Oxfordshire County Council. The complaint was about an Education & Children's Services matter. The LGO found that there had been fault on the part of the Council, and this had caused injustice to the complainants. Cabinet noted a report on the contents of the report by the Local Government and Social Care Ombudsman (LGO) and advising that the council had agreed to take action which the LGO regarded as providing a satisfactory remedy for the complaint. Cabinet endorsed the actions undertaken in response by this council

Cabinet noted that a full apology has been issued to Mr and Mrs X and Child D and the outcomes of recommendations to address any injustice that may have been caused to others will be reported to the council's Education Scrutiny Committee on 20th November.

Cabinet Member: Environment

9. Implementation of a Street Works Permit Scheme for Oxfordshire

(Cabinet, 17 September 2019)

Oxfordshire County Council had been requested by the Department for Transport to implement a street works permit scheme. Officers had reviewed the feasibility of implementing a scheme and completed a cost benefit analysis to determine whether a scheme is suitable for Oxfordshire. Officers had developed and consulted on a permit scheme document which set out the terms and conditions of a scheme and Cabinet considered and gave approval to continue to implement a permit scheme for Oxfordshire.

10. England's Economic Heartland Outline Transport Strategy: Framework for Engagement (*Cabinet, 22 January 2019*)
(*Cabinet, 15 October 2019*)

Cabinet considered a report that gave an update on development of a Transport Strategy for England's Economic Heartland (EEH) and provided a draft response England's Economic Heartland Outline Transport Strategy: Framework for Engagement document.

Cabinet endorsed the County Council response subject to amendment to refer to the concerns regarding the third Thames crossing as detailed in the Council motion agreed at the meeting on 10 September 2019

11. Oxfordshire Minerals and Waste Local Plan: Site Allocations - Consultation Draft Plan (*Cabinet, 26 February 2019*)
(*Cabinet, 15 October 2019*)

The Oxfordshire Minerals and Waste Local Plan: Part 1 – Core Strategy was adopted by the Council on 12 September 2017. The Core Strategy states that Part 2 of the Plan – Site Allocations will be prepared after the Core Strategy. A programme for the Site Allocations Plan is set out in the latest (ninth) revision of the Oxfordshire Minerals and Waste Development Scheme which was approved by the Cabinet on 22 January 2019. The target date for adoption of the Site Allocations Plan is November 2020.

Following public consultation on site options and site assessments of all the nominated sites Cabinet considered a report that set out the preferred sites and the other reasonable alternatives to form part of the draft minerals and waste local plan for further public consultation.

Cabinet approved the inclusion of the preferred sites in the draft plan for consultation and delegated the final approval of the draft Plan for consultation to the Director of Planning & Place in consultation with the Cabinet Member for Environment.

Cabinet Member: Finance

12. Service & Resource Planning Report 2020/21
(*Cabinet, 17 September 2019*)

Cabinet considered a report that provided background and context to the service and resource planning process for 2020/21.

Cabinet approved the Service and Resource Planning process for 2020/21; and approved a four-year period for the Medium Term Financial Plan to 2023/24 and ten-year period for the Capital Programme to 2029/30.

13. Capital Finance Monitoring Report

(Cabinet, 15 October 2019)

Cabinet considered the second separate capital programme update and monitoring report that focussed on the delivery of the capital programme based on projections at the end of August 2019 and new inclusions within the overall ten-year capital programme.

Cabinet approved: the updated Capital Programme associated changes to the programme and the revised budget provision of £2.9m for the expansion at Hanborough Manor Primary School project, an increase of £1.3m.

Cabinet also noted the approval made under delegated authority for: the revised budget provision of £3.581m towards the Expansion to 2FE at West Witney Primary School, an increase of £1.281m.

Cabinet Member: All Cabinet Members

14. Business Management & Monitoring Report

(Cabinet, 15 October 2019)

Cabinet noted a report that set out Oxfordshire County Council's (OCC's) progress towards Corporate Plan priorities and provided an update on the delivery of the Medium-Term Financial Plan at the end of August 2019.

Cabinet approved the virements relating to IBC Central Budget 2019/20 and the supplementary estimate in relation to Northfield School.

IAN HUDSPETH

Leader of the Council

October 2019

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Division(s): N/A

COUNTY COUNCIL – 05 NOVEMBER 2019

THE LEADER'S UPDATE ON THE MOTION ON CLIMATE ACTION

Report by Director for Planning & Place

RECOMMENDATION

Council is **RECOMMENDED** to note the update from the Leader on the action taken in pursuant to the Motion in April 2019 on Climate action and to note process for taking the further recommendations forward.

Background

1. At its Meeting on 2 April 2019, Council approved a motion in the following terms:

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."*

Update to Council

2. Oxfordshire County Council has a strong track record of work on the climate change agenda both in the community and for its own operations. This includes:
 - Emissions reduced by 41% across our corporate estate from 2010; we have retrofitted streetlighting, our buildings and improved ICT.
 - Supported the establishment of Low Carbon Hub through the Oxfutures1 project; an award-winning community energy organisation delivering a step-changed in locally owned, community financed renewables in the County and supporting Solar on our schools.
 - Worked with partners to agree an Oxfordshire Energy Strategy that pitches an ambitious reduction in emissions of 50% of countywide emissions by 2030¹.
 - Supported residents through the Affordable Warmth network.
 - Partnered with academia and business delivering transport and energy innovation on the ground in Oxfordshire; including vehicle to grid charging, smart charging network, connected and autonomous vehicle trials, supporting establishing hydrogen hub.
 - Funded growing a network of Community Action Groups over 18 years; now the largest network of its kind in the UK, empowering action in our communities.
 - Introduced the world's first zero emissions zone, and additional congestion management plans.
 - Continued to deliver outstanding waste management services; rated the best county council in the UK for recycling in 2019.
 - Agreed an Active and Healthy Travel Strategy, improving health, reducing carbon and improving air quality.

3. Since the adoption of the Motion, the Leader of the Council, with the approval of the Political Group Leaders, has set up a Cabinet Advisory Group (CAG) to develop a Climate Action Strategy. Representatives from Voice of Oxfordshire's Youth and Community Action Groups are attending and will give valuable input. Terms of reference are set out in Annex 1.

Our approach

4. Acknowledging the Climate Emergency has allowed us to review our current work and agree a new approach. We have committed to take action across all our five main areas of influence:

| | |
|--------------------------|--------------------------------------------------------|
| <i>Your Council:</i> | <i>Deliver a carbon neutral County Council by 2030</i> |
| <i>Our Schools:</i> | <i>Enable schools to decarbonise their estate</i> |
| <i>Our Supply Chain:</i> | <i>Green our supply chain</i> |

¹ against 2008 levels.

Our County: Make policy making Climate focussed
Our Partners: Innovate, collaborate and support communities

5. Delivering this new ambition takes us well beyond our current ways of working both in pace and breadth. It requires transformational change to the way we do business across every service area within the council. It will require new kinds of relationships with our supply chain and countywide partners and in supporting our communities to make change.
6. Climate change presents both international and local threats. Our response is aimed at contributing to the global effort needed to limit the most dangerous consequences of global warming. However, leading with a strong local response will also bring real additional benefits to residents including:
 - **Improved health and well-being** through more active travel
 - **Improved air quality** through modal shift and electrification of vehicles
 - **Economic benefit:** Potential to add £1.35 billion annually to the Oxfordshire economy and create 11,000 jobs through a high ambition approach to decarbonisation².

Zero-carbon commitment

7. The council has measured and reported its direct carbon footprint for many years for:
 - 60,000 streetlights, pumps, illuminated signs and traffic signals
 - 4.5 million business miles per year
 - 500 fleet vehicles including fire engines
 - Circa 100 buildings the council occupies to deliver services
8. Making a commitment to become carbon neutral across this footprint by 2030 is both bold and ambitious.

² [Oxfordshire Low Carbon Economy report](#) 2015 potential economic value of high ambition on low carbon

Next Steps

9. The CAG will continue to meet to review each element of the programme set out above, advise on our emerging plans for each area and recommend a costed strategy to Cabinet.
10. In tandem, resource requirements are being worked up for the forthcoming budget setting process to support immediate delivery.

SUSAN HALLIWELL
Director for Planning & Place

October 2019

Annex 1: Climate Action Cabinet Advisory Group Terms of Reference

The Leader, in consultation with the Cabinet Member for Environment, agreed the following terms of Reference:

The Climate Action CAG will comprise a group of a minimum of 7 councillors. The Chair will be the Cabinet Member for Environment; and Deputy Chair the Cabinet Member for Transformation. The group will meet monthly from September 2019 to consider and provide advice to Cabinet on major environmental issues. During the first six months the priority topic for consideration will be:

- Climate Action - how Oxfordshire County Council responds to the motion agreed by Full Council to acknowledge a climate emergency
- Support the development of an action plan to be recommended to Cabinet.
- Review relevant county council strategies and policies to support Climate Action.

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