

...Decisions... Decisions...

These notes indicate the decisions taken at this meeting and the officers responsible for taking the agreed action. For background documentation please refer to the agenda and supporting papers available on the Council's web site (www.oxfordshire.gov.uk.)

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County Council - Tuesday, 9 July 2024

<i>Recommendations from the agenda</i>	<i>Decisions</i>	<i>action</i>
1. Minutes To approve the minutes of the meeting held on 21 May 2024 (CC1) and to receive information arising from them.	The minutes of the meeting held on 21 May 2024 were approved.	DLG (C Ó Caomhánaigh)
2. Apologies for Absence	Apologies were received from Councillors Banfield, Bearder, Bartholomew, Bloomfield, Bulmer, Fadlalla, Fawcett, Lygo, van Mierlo and Miller. Council on 16 April 2024 agreed a dispensation for Councillor Constance.	DLG (C Ó Caomhánaigh)
3. Declarations of Interest - see guidance note	None	
4. Official Communications	Burford on-call firefighter Steve Edginton has been awarded the British Empire Medal in the latest King's Honours list for his dedication to the town's residents over more than forty years. A list of other Oxfordshire award recipients recently honoured by the King is attached as Annex 1. Our Banbury Community Support Service (part of our adult social care team) won the MJ Award for innovation in children's or adults' services. It was in recognition for their work to create an accessible, inclusive pub room – Cheers M'Dears! – at the day centre in Neithrop.	

	<p>The Chair would like to highlight the following events she has attended and others are listed in Annex 1 of the Schedule of Business -</p> <p>21/05/2024 At the Annual Council Meeting, Oxford: Executive Assistant held cake sale and raised £71 for My Vision, Parkinsons UK henley, Banbury and Oxford Branches and Earth Trust</p> <p>11/6/2024 Thame Wreath Laying, Thame – Chair attended</p> <p>24/6/2024 Armed Forces Flag Raising Day, Oxford – Chair’s event</p> <p>26/6/2024 Oaken Holt Care Home, Farmoor – Chair attended</p> <p>26/6/2024 Armed Forces Week, County Hall – EA held cake sale and we raised £52 for RAF Associations, RAF Benevolent funds and SSAFA.</p> <p>3/7/2024 Earth Trust Rose ceremony, Little Wittenham – Chair’s event</p>	
<p>5. Appointments</p> <p>To make any changes to the membership of scrutiny and other committees on the nomination of political groups and to note any changes to the Cabinet made by the Leader of the Council.</p>	<p>None</p>	
<p>6. Petitions and Public Address</p>	<p>Petitions</p> <p>Dan Glazebrook: Oxpens Bridge John Hill: Agreements between the Council and Oxford United Iain Johnson: Proposed stadium and road closures</p> <p>Public Address</p> <p><u>Item 14: Motion by Cllr Brighthouse</u> Katie Nellist Terez Moore Cathy McClelland</p> <p><u>Item 16: Motion by Cllr Povolotsky</u> Derek Stork</p>	

	<p>Sheenagh Broadbent Ashley Smith Stephen McKechnie Owen Sutcliffe David Marsh Wilcox Robert</p> <p><u>Item 17: Motion by Cllr Reeves</u> Luke Ingram Ruth Trevitt Stuart Bartlett Terez Moore</p> <p><u>Item 18:</u> <u>Motion by Cllr Gawrysiak</u> Robert Aitken Ian Reissmann</p> <p><u>Item 21: Motion by Cllr Povolotsky</u> Pete Nellist</p> <p><u>Item 28: Motion by Cllr Sudbury</u> Oxford City Cllr Lois Muddiman</p>	
7. Questions with Notice from Members of the Public	Fifteen questions were asked. The questions, responses and supplementary questions are recorded in an Annex below.	
8. Questions with Notice from Members of the Council	Twenty-four questions were asked. The questions, responses and supplementary questions are recorded in an Annex below.	
9. Report of the Cabinet Report from Leader of the Council.	Council received the report of Cabinet.	
10. Annual Report of the Oxfordshire Joint Health Overview & Scrutiny Committee Report by the Director of Law & Governance and Monitoring Officer Council is RECOMMENDED to receive and note the Joint Health Overview and Scrutiny Committee's Annual Report set out in Annex 1.	Council received and noted the report.	
11. Committees and Review of Political Balance		

<p>Report of the Director of Law & Governance and Monitoring Officer</p> <p>Council is RECOMMENDED</p> <p>a) To note the review of political balance of committees to reflect the election of a new councillor, Peter Stevens, at the Sutton Courtenay and Marcham by-election on 20 June 2024 and the resignation of two members, Cllr Kevin Bulmer and Cllr Jane Murphy, from the Conservative Independent Alliance.</p> <p>b) To appoint members to the committees of the Council listed at Annex 1. A fully populated list with nominations from the political groups for the vacant seats will be circulated ahead of the meeting.</p>	<p>RESOLVED:</p> <p>a) To note the review of political balance of committees to reflect the election of a new councillor, Peter Stevens, at the Sutton Courtenay and Marcham by-election on 20 June 2024 and the resignation of two members, Cllr Kevin Bulmer and Cllr Jane Murphy, from the Conservative Independent Alliance.</p> <p>b) To appoint members to the committees of the Council as listed in the revised Annex 1 of the report in the Schedule of Business.</p>	<p>DLG (C Ó Caomhánai gh)</p>
<p>12. Independent Persons</p> <p>Report of the Director of Law & Governance and Monitoring Officer</p> <p>Council is RECOMMENDED to extend the appointments of Mr Martyn Hocking and Mr Nicholas Holt-Kentwell in the role of Independent Persons for Oxfordshire County Council until 30 November 2024.</p>	<p>Recommendation approved.</p>	<p>DLG (S Harper)</p>
<p>13. Special Urgency Decisions</p> <p>Report by Director of Law & Governance and Monitoring Officer</p> <p>Council is RECOMMENDED to note</p> <p>a) the use of Special Urgency for a Key Decision on 23 May 2024 and</p> <p>b) the exemption from Call-in of a Key Decision made by Cabinet on 14 May 2024.</p>	<p>Council noted the report.</p>	
<p>14. Motion by Councillor Liz Brighthouse</p> <p>This Council no longer has confidence in</p>	<p>The motion was lost with 12 votes in favour; 19 against and 16 abstentions.</p>	

the Leader of the Council.

There have been repeated failures allied to a persistent sense that her administration refuses to engage in meaningful dialogue with elected members, trade unions, other Councils and public sector partners, as well as the residents, businesses and community groups that are increasingly subjected to decisions taken by the minority administration in the Council's name.

This Council records its particular failure to:

1. Keep members and parents abreast of improvements to its SEND provision following last year's Ofsted-CQC determination;
2. Its stance towards the Housing Infrastructure and Growth ('HIF') deals that have eventuated in an expensive and unnecessary public enquiry; and
3. Its perceived conflict of interest on the lease of 'the Triangle' to OUFC.

The Council is extremely concerned by the view of the Leader that there has "been enough consultation" regarding major transport changes in Central Oxfordshire. Public consent for these schemes is absolutely essential. This requires an inclusive process to engage residents on congestion, including a Citizens Assembly, to inform future changes.

Where concerns have been raised in connection with delivering the democratically agreed 2024/25 budget, upholding the code of conduct, a failure to maintain cabinet responsibility, protecting the spare seats scheme, processing EHCPs and cuts to Autism Family Support over the last 12 months, the administration has been far too ready to engage in deflection tactics and victim-blaming, rather than engage with solutions.

This Council resolves that the current Leader of the Council is removed.

<p>15.Motion by Councillor Ian Middleton</p> <p>Many people in Oxfordshire who live in flood prone areas watch the skies with trepidation. In some communities even moderate amounts of sustained rainfall can cause significant flooding that overwhelms outdated flood relief infrastructure. This is often poorly maintained and constructed with no central plan for water management. Sewers are also regularly overwhelmed with infiltration from surface water, causing sewage to leak: putting public health at risk as well as properties.</p> <p>As the Lead Local Flood Authority (LLFA), the Council has a responsibility to respond to these risks and work with other local authorities to develop flood management plans. We also assess how any new developments will impact on flood prone areas. That role is now more crucial as climate change increases the likelihood and frequency of heavy downpours and flooding across the county.</p> <p>In the face of these urgent pressures, our powers of intervention are limited by out of date and inadequate guidelines set by central government. These include developers only having to prove that they won't make flooding worse, rather than helping to alleviate the problem in known flood risk areas.</p> <p>Council calls on the Department of Levelling Up, Housing and Communities and other responsible agencies to work with us to :</p> <ol style="list-style-type: none"> 1. Urgently review national planning guidance and legislation on flood prevention. 2. Provide more powers to LLFAs to prevent or limit developments in known flood risk areas 3. Require developers to contribute to reducing existing risks in flood prone areas as part of any new development. 	<p>The motion was carried with 30 votes in favour; none against and 10 abstentions.</p>	<p>DLG (C Ó Caomhánai gh)</p>
<p>16.Motion by Councillor Sally Povolotsky</p>	<p>The motion was carried with 29 votes in favour; none against and 13 abstentions.</p>	<p>DLG (C Ó Caomhánai gh)</p>

This council notes that:

- Thames Water (TW) has been releasing untreated sewage into Oxfordshire rivers and chalk streams for 20+ years.
- TW's sewerage service is beyond inadequate. With illnesses on the rise, bringing serious risk of death, administrative change is needed, these failures are a public health issue.
- TW is not sustainable without direct intervention and renationalisation by government.
- TW's request to increase consumer bills at 44% over the next 5 years is extortion and a clear show of poor business management after decades of collecting payments and connection fees and neglecting to use them to maintain and improve the network.
- TW's Water Resource Management Plan (WRMP) isn't fit for purpose and needs urgent scrutiny by this government and the regulator.

This council resolves that:

- This chamber, its members and residents have no confidence in Thames Water's competence as a sewerage undertaker or maintainer of infrastructure for the current and growing population of this county.
- Requests the Leader writes to the Secretary of State (DEFRA), urging His Majesty's Government to urgently place full regulatory and administrative limits on Thames Water, suspending bonuses, bringing charges for polluting the eco system and urgently evaluate the pros and cons of the renationalisation of Thames Water. We call for an urgent public inquiry into the WRMP 2024.
- This council reaffirms its objection to the design for SESRO (South East Strategic Reservoir Option) given the ambiguity of the costs, environmental and human

<p>impacts to this county.</p>		
<p>17. Motion by Councillor Eddie Reeves</p> <p>This Council has not historically run its Spare Seats scheme for school bus places in an optimal way. Parents and carers have too often been left in an unenviable position further to changes, with elected members often left in the dark about changes affecting schools in their divisions.</p> <p>According to the Oxford Mail (22 May 2024), there is a record low number of buses and coaches being used on Oxfordshire's roads.</p> <p>Parental choice remains an important principle of the current education settlement and will remain so unless changed by an incoming government. Whilst such a principle remains, it is important that this Council does all it can to facilitate transport to preferred schools at a reasonable cost or on a revenue-neutral basis.</p> <p>The Council's Spare Seats scheme has aimed to do just this. However, there appears to be increasing uncertainty as to whether it will continue in the same form. Indeed, letters to parents from this Council cancelling services have been sent as recently as 11 June 2024.</p> <p>The Council requests a briefing for elected members on the current Spare Seats settlement and requests that the Leader and relevant Cabinet Member(s) bring a report to Cabinet (such report being subject to pre-scrutiny) to address how existing numbers of school bus places can be maintained and, where possible, increased. In the meantime, this Council requests Cabinet to work with parents, schools and bus companies to ensure continuing provision of affordable school bus places.</p>	<p>The motion was carried unanimously.</p>	<p>DLG (C Ó Caomhánai gh)</p>
<p>Items 18 to 29: Motions by Members</p>	<p>The time being after 3.30 pm, these Motions were considered dropped in accordance with Council Procedure</p>	

	Rule 5.2.	
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Questions from Members of the Public

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

<p>1. ZAHEER IQBAL</p> <p>It's acknowledged there's been a devastating loss of trade suffered by Botley Road businesses due to the station bridge being closed for so long. The installation of the traffic filters is also going to have a negative impact on businesses which are already struggling. Is the Council going to carry out an economic impact assessment specifically targeted at Botley Road to assess the extent of the damage which will be inflicted on us?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT. (Cllr Roberts)</p> <p>We recognise that the full closure of Botley Road at the rail bridge has created challenges for Botley Road businesses. However, the traffic filters should not be conflated with the Network Rail closure of Botley Road as the impacts are expected to be very different. The traffic filters are designed to improve access to Oxford's businesses, not worsen it.</p> <p>When the Hythe Bridge Street and Thames Street traffic filters are operating (7am to 7pm), only private cars without a permit cannot drive through them. All other vehicles can drive through at any time. This includes buses, taxis, deliveries etc (see our website for full details). Traffic filters are forecast to reduce traffic overall within the ring road when they are operating and so make buses (including park & ride) quicker and more reliable. Cars using permits (including residents living in Oxford – 100 day passes - and within the rest of Oxfordshire – 25 day passes – see our website for more details) will be able to drive through the filters and should find their journeys within the ring road are quicker than at the moment.</p> <p>We are undertaking comprehensive monitoring and evaluation before and during the traffic filters trial. This will include an assessment of the economic/business impacts based on indicators such as footfall and spend data. Our Monitoring & Evaluation plan is available under the reports section of the traffic filters website.</p> <p>During the trial, we will also be carrying out a public consultation asking for people's views on how the traffic filters are working and impact, both positive and negative. We would encourage businesses to take part in that survey – details about how to submit those views will be on our website when the trial starts.</p>
<p>2. LIZZIE McHALE</p> <p>Given that the timing and</p>	<p>COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR INFRASTRUCTURE & DEVELOPMENT STRATEGY</p> <p>We are very much hoping that access to the many cultural attractions in the city centre will be improved</p>

<p>locations of Oxford's traffic filters is likely to have a significant impact on the accessibility of the city's theatres to out of town visitors, would the Council consider monitoring the impact of the traffic filters on Oxford's theatres, as a proportionate and rapid way of measuring the impact of the traffic filters on Oxford's cultural economy?</p>	<p>as a result of the introduction of the trial traffic filters. During the hours of operation of the filters, the city centre should be a more pleasant place to visit and spend time in thanks to the streets being less dominated by vehicles. Bus services including those from outside the city and from the park & rides should run more quickly and reliably than now because of the expected reductions in traffic and associated congestion. Many of these bus services operate frequently until late evenings. People who want to drive into the city centre to visit the theatre will still be able to do that – all locations currently accessible by car will continue to be accessible by car during the hours of operation of the filters albeit a different route may be needed in some cases. Additionally, the traffic filters will not operate after 7pm and residents of Oxford (100 days per year) and Oxfordshire (25 days each year) can also apply for a free permit to drive their car through the filter points when they are operating i.e. 100 / 25 day passes (with unlimited travel through the filter points on each day).</p> <p>The traffic filters are being introduced as a trial and the first 6 months of that will be a public consultation so we will be actively seeking feedback on how the proposals are working for people. I would encourage the theatres and other cultural destinations in Oxford city centre to let us know the impacts of traffic filters when the trial starts (both positive and negative). We will also be monitoring the trial very carefully. You can find out more about our monitoring and evaluation plan here. Our website will be regularly updated and give details of how to give feedback in due course.</p>
<p>3. PETER GEORGE</p> <p>Will you commit to rolling back LTNs, Bus Filters, ZEZ and any other traffic measures if provided with independent evidence that these measures have negatively impacted Oxford's local business economy, and continue the rollback until workable alternatives are implemented?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>Oxfordshire County Council continues to monitor the implemented schemes and is committed to undertake monitoring of schemes yet to be implemented. The council will consider a broad range of policy outcomes, including economic, environmental and social indicators when making decisions about transport projects.</p> <p>Oxford continues to buck the national trend with an increase in footfall in recent years including since the introduction of the ZEZ Pilot and LTNs, with nearly half of visitors to the city centre from Oxfordshire postcodes. This is despite ongoing disruption to the city's transport system caused by the full closure of Botley Road to motorised transport.</p> <p>Source: https://www.oxford.gov.uk/news/article/1010/oxford-city-centre-continues-to-buck-national-footfall-trends-in-the-run-up-to-christmas#:~:text=Oxford%20city%20centre%20continued%20to,the%20same%20period%20in%202022.</p>
<p>4. PETER WEST</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p>

<p>As you are aware a number of businesses in the Cowley, Headington and St Clements areas have had their income significantly reduced, or even had to close due to the impact of LTNs being installed in the East Oxford area. Can you confirm whether any businesses similarly impacted by the introduction of the proposed traffic filters will be partially or fully supported in any way by the council?</p>	<p>The County Council is not aware of any empirical evidence linking reduced income and/or closure directly to changes in patterns of patronage as a result of LTNs. Research undertaken by CoHSAT concluded that Cowley Road businesses have been relatively resilient compared to national trends, and despite a cost of living crisis, with fewer vacancies compared to 2018. Recent news reports demonstrates that new businesses on the Cowley Road are not only thriving but expanding.</p> <p>The traffic filters are designed to improve access to Oxford's businesses, not worsen it, through better access by buses bringing more people to the city and increase in footfall due to a pleasant, safe environment. It should be noted that Oxford continues to buck the national trend with an increase in footfall in recent years including since the introduction of the ZEZ Pilot, LTNs and the Broad Street public realm improvements, with nearly half of visitors to the city centre from Oxfordshire postcodes. This is despite ongoing disruption to the city's transport system caused by the full closure of Botley Road to motorised transport due to Network Rail's work at the railway bridge.</p> <p>Additionally, data collected in 1998 and 2001 (before and after the Oxford bus gates were introduced) shows a 10% increase in pedestrian footfall in the city centre after the bus gates were introduced – despite a 25% reduction in traffic flows into the city centre.</p> <p>With over 90% of city centre visitors to Oxford city centre arriving by non-car modes (May 2022 survey), the traffic filters will improve access for the vast majority of people accessing the city centre, whilst retaining access for those who choose to come by car. Those arriving by car may see quicker journey times due to reduced congestion, particularly if they use a permit to pass through the filters. We therefore expect the traffic filters will – alongside other measures – boost visitor numbers significantly.</p> <p>We are undertaking comprehensive monitoring and evaluation before and during the traffic filters trial. This will include an assessment of the economic/business impacts based on indicators such as footfall and spend data. Our Monitoring & Evaluation plan is available under the reports section of the traffic filters website.</p>
<p>5. EMILY SCAYSBROOK</p> <p>Given that the pre-Christmas trading period is vital to many retail businesses' cash flow and survival, including my own</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>The plan is to start the traffic filter trial when the Botley Road reopens after Network Rail finish their work there. The council is working closely with Network Rail on timescales.</p>

<p>games shop Hoyle's on Oxford's High Street, will Oxfordshire County Council follow the precedent they set when installing the ZEZ pilot scheme, and defer the introduction of the traffic filters until the new year?</p> <p>SUPPLEMENTARY Why will you not agree to install these traffic filters no sooner than January 2025 regardless of when the Botley Road re-opens.</p>	<p>It is important that the Council understand the impact of the filters throughout the year including the pre-Christmas period and if the scheme needs to be adapted. This will be closely monitored and evaluated.</p> <p>RESPONSE I don't accept the premise that the traffic filters will inevitably damage business. It says in many of the responses to these questions that they are designed to enhance business and there is plenty of empirical evidence that increasing the attractiveness of the retail environment can be, and indeed is, good for business. We have evidence to show that in Oxford and indeed elsewhere. I am very glad to have the opportunity to make that point. Traffic filters will make Oxford a better place – a much better place for everybody – for residents, for students, for visitors and for the business environment as well. In terms of the actual precise timing, we have always said that the traffic filters will go live when Network Rail finish their work. We are working closely with them on when that will be. There are as always enormous pressures, many of them from outside bodies on these kinds of schemes and the way they are linked together. But that is what the Cabinet agreement was and that is what we will do. Once the scheme is in it will be absolutely monitored and evaluated, feedback collected, consultation opened from day one in order to monitor the real time effects.</p>
<p>6. GRAHAM JONES</p> <p>Given that residents led business impact surveys have repeatedly generated a 75% response rate from business owners in recent months, will OCC commit to formally surveying all business operating in the Oxford city centre on the measurable impact of the</p>	<p>COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR INFRASTRUCTURE & DEVELOPMENT STRATEGY</p> <p>We are undertaking comprehensive monitoring and evaluation before and during the traffic filters trial. This will include an assessment of the economic/business impacts based on indicators such as footfall and spend data. Our Monitoring & Evaluation plan is available under the reports section of the traffic filters website. During the trial, we will also be carrying out a 6-month public consultation seeking people's views on the traffic filters. We would encourage all businesses to respond.</p>

<p>traffic filters on the businesses' revenues, profitability and staff retention, with the survey commencing immediately after implementation?</p>	
<p>7. RICHARD PARNHAM</p> <p>In light of Oxford City Council's recent decision to make raw NO2 pollution data available monthly as well as annually, will Oxfordshire County Council now extend its traffic filter evaluation "dashboard" to also include monthly NO2 results data?</p> <p>SUPPLEMENTARY</p> <p>In April this year the Information Commissioners' office ruled that Oxford City Council's refusal to publish monthly raw NO2 pollution data on the grounds that the data might be misunderstood was a weak basis for publication refusal and instead ordered publication, accompanied by explanation.</p> <p>In light of this recent ICO decision, will OCC follow suit and add raw NO2 pollution data to its traffic filters data</p>	<p>COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR INFRASTRUCTURE & DEVELOPMENT STRATEGY</p> <p>The council will publish monitoring data for the traffic filters at intervals appropriate to the data being collected and any validation required to ensure the data is accurate, meaningful and relevant. Not all data will be therefore published at the same intervals.</p> <p>The council will not proactively publish unvalidated data as this could be misleading or confusing. However, certain unvalidated data may be obtained on request, subject to the normal freedom of information rules and restrictions.</p> <p>RESPONSE</p> <p>That information is held by the city, which if they do publish it, we would be able to use it. If it is appropriate data collected at the right time, we would probably use it and possibly display it on the dashboard. But the problem with all unvalidated data is that outliers need to be investigated for possible causes some of which will be valid but in my experience as a scientist there are always technological problems that give you random data. So I think we would have to look at it once it is published, if it is published.</p>

<p>dashboard, adopting an ICO best practice "publish and explain" approach?</p>	
<p>8. BERNADETTE EVANS</p> <p>In light of the shocking drop off in visitor numbers of half a million in Aberdeen during the last nine months since the bus gates were introduced there, what prediction is Oxfordshire County Council making in terms of loss of visitors to Oxford when our own bus gates are installed?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>The traffic filters are designed to improve access to Oxford city centre, not worsen it.</p> <p>The Aberdeen city centre bus gates introduced recently are very different from the traffic filters being trialled in Oxford, but are similar to the bus gates introduced in Oxford in 1999 as part of the Oxford Transport Strategy.</p> <p>Data collected in 1998 and 2001 (before and after the Oxford bus gates were introduced) shows a 10% increase in pedestrian footfall in the city centre after the bus gates were introduced – despite a 25% reduction in traffic flows into the city centre.</p> <p>With over 90% of city centre visitors to Oxford city centre arriving by non-car modes (May 2022 survey), the traffic filters will improve access for the vast majority of people accessing the city centre, whilst retaining access for those who choose to come by car. Those arriving by car may see quicker journey times due to reduced congestion, particularly if they use a permit to pass through the filters.</p> <p>We therefore expect the traffic filters will – alongside other measures – boost visitor numbers significantly. Oxford has substantial infrastructure to support the filters including park and ride, good rail systems and provision for coach drop off. These are already highly used by visitors. The park and ride services will be supported by the traffic filter implementation, helping the bus services.</p> <p>We are undertaking comprehensive monitoring and evaluation before and during the traffic filters trial. This will include an assessment of the economic/business impacts based on indicators such as footfall and spend data. Our Monitoring & Evaluation plan is available under the reports section of the traffic filters website. During the trial, we will also be carrying out a public consultation seeking people’s views on the traffic filters. We would encourage all businesses to respond.</p>
<p>9. NICK ALCRAFT</p>	<p>COUNCILLOR JOHN HOWSON, CABINET MEMBER FOR CHILDREN, EDUCATION AND YOUNG PEOPLE’S SERVICES</p>

<p>I understand that the policy of changing the access to the Oxfordshire school bus 'spare seats' scheme is being systematically implemented around the County. Please can you give me a detailed explanation of how this policy was decided?</p> <p>I assume your answer will include a detailed a cost analysis showing how much money is going to be saved and what the present costs are. Hopefully, it will also address why the policy doesn't meet most of the objectives of Oxfordshire County Council's strategic plan for 2023 to 2025.</p>	<p>Oxfordshire County Council has a statutory duty to provide free school transport for a young person attending their nearest school. Following a public consultation exercise in 2014, the Council changed its policy so as to provide free transport from Oxfordshire homes to the nearest available school for any of the following reasons:</p> <ul style="list-style-type: none"> • the shortest designated route is more than two miles where the child is aged under 8 • the shortest designated route is more than the statutory walking distance of three miles for children aged 8 and over • the route has been assessed as unsafe to walk, even if accompanied by a responsible adult. <p>Previously where there have been buses with 'spare' seats (ie the number of eligible young people was lower than the capacity of the bus), such spare seats were offered to non-eligible young people. However, it is not cost effective to maintain a high level of spare/empty seats for young people who do not qualify for free transport. Across the county, the number of eligible young people have reduced meaning the number of spare seats are no longer available.</p>
<p>10. JULIAN LE VAY</p> <p>Given the council's own damning assessment of the impact on Botley Road road - 10% increase in congestion at the western end, a mere 4% reduction in the main section but possibly an increase there too at peak times - why are you persisting with a plan that will again hit a community already cut off from the city for well over a year, as a result of</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>The traffic filters as a whole are expected to reduce traffic within the ring road by 20% and within the city centre by 35%. The traffic filters are designed to improve access to Oxford's businesses, not worsen it. The traffic modelling report that supported the decision to go ahead with the trial traffic filters is here:</p> <p>https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-major-projects/Oxfordtrafficfiltertransportandtrafficrocastingreport.pdf</p> <p>As with any traffic modelling, there is naturally some uncertainty in the detailed forecasts. The change on individual roads may differ from the overall changes within the ring road. That is why the filters will be introduced on a trial basis initially and very carefully monitored to see what impact they actually have. As regards Botley Road specifically, a scenario with traffic filters in place is forecast to increase traffic levels on Botley Road west of the junction with Seacourt Park and Ride by around an average 10% across a</p>

<p>the council's serial mismanagement of the Network Rail project?</p>	<p>typical weekday, whereas on Hythe Bridge Street traffic is forecast to reduce by around an average 50% across a typical weekday. On the inner section of Botley Road at Osney Bridge, weekday flows are expected to reduce by 4% but it is acknowledged there is a risk of increases in traffic at certain times of the day as a result of the traffic filters. That is why the monitoring is so important – details of our monitoring plan can be found here:</p> <p>https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-policies-and-plans/TrafficFilterMEPlan.pdf</p> <p>We will naturally be analysing the data collected as part of the comprehensive monitoring exercise very carefully. This analysis will be considered by the county council Cabinet alongside the feedback received as a result of the consultation exercise in order to make changes during the trial, if required, and as it makes a decision about whether to make the traffic filters permanent.</p> <p>The improvements to Oxford railway station, which will significantly improve the rail offer for the city, is a Network Rail project funded and overseen by the Department for Transport <u>not</u> Oxfordshire County Council. Therefore, the council is <u>not</u> responsible for the project and, save for its Network Management functions, has no project management function in the project and can therefore not be held responsible for its “mismanagement”. It is suggested that this part of the question should be directed to Network Rail, as UK’s rail infrastructure authority, and the Department for Transport.</p>
<p>11. YOLA DRAGE</p> <p>We would as if it could be possible to reconsider the launch date of traffic filters in our area - St Clements/Marston/Cowley Road.</p> <p>If the launch goes ahead in November 2023, our Christmas/December business will be affected greatly. Hospitality businesses in the</p>	<p>COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR INFRASTRUCTURE & DEVELOPMENT STRATEGY</p> <p>The trial traffic filters are expected to ‘go-live’ once the Botley Road reopens after Network Rail has completed their work to the railway bridge. The traffic filters are designed to improve access to Oxford’s businesses, not worsen it. Data collected in May 2022 showed that over 90% of people accessed the city centre by non-car modes so improving access for these modes will benefit the overwhelming majority of city centre visitors. However, all areas currently accessible by private car will still be accessible during the trial. A range of permits and exemptions will be available for those occasions when alternative modes are not possible. These journeys will be made easier due to a reduction in traffic and congestion.</p> <p>Data collected in 1998 and 2001 (before and after the city centre bus gates were introduced as part of the 1999 Oxford Transport Strategy) shows a 10% increase in pedestrian footfall in the city centre after the bus gates were introduced – despite a 25% reduction in traffic flows into the city centre.</p>

<p>area rely on Christmas party business, visits from shoppers whilst in town using our car park...The revenue generated in December gets us through the month of January when Oxford is very quiet.</p> <p>We would urge the County Council to defer the launch to the new year to support local independent businesses as well as the chains and larger businesses in the city centre '</p>	<p>It should be noted that Oxford continues to buck the national trend with an increase in footfall in recent years including since the introduction of the ZEZ Pilot, LTNs and the Broad Street public realm improvements, with nearly half of visitors to the city centre from Oxfordshire postcodes. This is despite ongoing disruption to the city's transport system caused by the full closure of Botley Road to motorised transport due to Network Rail's work at the railway bridge.</p> <p>We are undertaking comprehensive monitoring and evaluation before and during the traffic filters trial. This will include an assessment of the economic/business impacts based on indicators such as footfall and spend data. Our Monitoring & Evaluation plan is available under the reports section of the traffic filters website. During the trial, we will also be carrying out a public consultation asking for people's views on how the traffic filters are working. We would encourage businesses to take part in that survey – details about how to submit those views will be on our website when the trial starts.</p>
<p>12. ALBERTO BRUNELLI</p> <p>'We ask whether Oxford City Council will consider protecting local business losses that will be inevitable if Traffic filters start in November. Can plans for launch be deferred.</p> <p>During November and December - usually a busy time of year for Hospitality - businesses need December planned revenues not to be put in jeopardy.</p> <p>Hospitality businesses as well as retail outlets need to ensure our Christmas business is protected. Could we please urge the County Council to</p>	<p>COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR INFRASTRUCTURE & DEVELOPMENT STRATEGY</p> <p>The trial traffic filters are expected to 'go-live' once the Botley Road reopens after Network Rail has completed their work to the railway bridge. The traffic filters are designed to improve access to Oxford's businesses, not worsen it. Data collected in May 2022 showed that over 90% of people accessed the city centre by non-car modes so improving access for these modes will benefit the overwhelming majority of city centre visitors. However, all areas currently accessible by private car will still be accessible during the trial. A range of permits and exemptions will be available for those occasions when alternative modes are not possible. These journeys will be made easier due to a reduction in traffic and congestion.</p> <p>Data collected in 1998 and 2001 (before and after the city centre bus gates were introduced as part of the 1999 Oxford Transport Strategy) shows a 10% increase in pedestrian footfall in the city centre after the bus gates were introduced – despite a 25% reduction in traffic flows into the city centre.</p> <p>It should be noted that Oxford continues to buck the national trend with an increase in footfall in recent years including since the introduction of the ZEZ Pilot, LTNs and the Broad Street public realm improvements, with nearly half of visitors to the city centre from Oxfordshire postcodes. This is despite ongoing disruption to the city's transport system caused by the full closure of Botley Road to motorised transport due to Network Rail's work at the railway bridge.</p>

<p>defer the start date until the New Year?</p> <p>Your consideration would be much appreciated after all we have gone through in St. Clements/Cowley with the LTN issues</p>	<p>We are undertaking comprehensive monitoring and evaluation before and during the traffic filters trial. This will include an assessment of the economic/business impacts based on indicators such as footfall and spend data. Our Monitoring & Evaluation plan is available under the reports section of the traffic filters website. During the trial, we will also be carrying out a public consultation asking for people's views on how the traffic filters are working. We would encourage businesses to take part in that survey – details about how to submit those views will be on our website when the trial starts.</p>								
<p>13. OXFORD CITY COUNCILLOR IAN YEATMAN</p> <p>I note that LTN amendments are under consultation for Mayfair Road. When will we see a full review of the much more problematic Crowell Road filter including the overdue Blue Badge access?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>There are currently no plans to further amend the Crowell Road / Littlemore Road LTN filter and the associated exemptions. The bollard has only recently been replaced with Automatic Number Plater Recognition (ANPR) camera enforcement. However, the LTNs remain under regular review by the County Council.</p>								
<p>14. OXFORD CITY COUNCILLOR SAJ MALIK</p> <p>How many extra vehicles Oxfordshire County Council predict to use the Slade / Horspath Driftway at peak times during the introduction of the Holloway traffic filter?</p>	<p>COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR INFRASTRUCTURE & DEVELOPMENT STRATEGY</p> <p>Our traffic filter modelling report, published in autumn 2022, provides forecasts for all major roads in the city (see figures 4-1, 4-2 and 4-3).</p> <p>The forecast changes on The Slade and Horspath Driftway are small:</p> <table border="1" data-bbox="600 1286 1413 1430"> <thead> <tr> <th>Road</th> <th>AM peak</th> <th>Interpeak*</th> <th>PM peak</th> </tr> </thead> <tbody> <tr> <td>The Slade northbound</td> <td>5 to 15% decrease</td> <td>5 to 15% decrease</td> <td>5 to 15% decrease</td> </tr> </tbody> </table>	Road	AM peak	Interpeak*	PM peak	The Slade northbound	5 to 15% decrease	5 to 15% decrease	5 to 15% decrease
Road	AM peak	Interpeak*	PM peak						
The Slade northbound	5 to 15% decrease	5 to 15% decrease	5 to 15% decrease						

The Slade southbound	5 to 15% decrease	5 to 15% decrease	5 to 15% decrease
Horspath Driftway northbound	5 to 15% increase	5 to 15% decrease	5 to 15% decrease
Horspath Driftway southbound	5 to 15% decrease	5 to 15% increase	5 to 15% decrease

*Based on Hollow Way filter operating 7am – 7pm. This filter will initially operate 7am – 9am and 3pm – 6pm only

In some cases the flow changes vary slightly between different parts of the streets named above. The changes shown are for the majority of the street length named.

There are uncertainties in modelling a scheme of this kind, which is one reason why the scheme is being introduced as a trial. We have permanent automatic traffic counters on The Slade and Horspath Driftway (along with all other major traffic routes in the city) so we will be monitoring these carefully during the trial.

**15. OXFORD CITY
COUNCILLOR ANNE
STARES**

Does OCC intend to immediately begin fining anyone who goes through a traffic filter, without the necessary permit, as soon as the traffic filters go live in November?

COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT

Warning notices are issued to each vehicle keeper for a first offence at each and every moving traffic enforcement site, including the trial traffic filters sites, for the first six months after going live. Any further moving traffic contravention at the same camera location will result in the issue of a Penalty Charge Notice (fine). As always, further information can be found on the county council's [website](#).

QUESTIONS WITH NOTICE FROM MEMBERS OF THE COUNCIL

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

1. COUNCILLOR SALLY POVOLOTSKY

The Parish of Blewbury have been waiting for a safe crossing in Bessels Way for many years, and have for a very active Speedwatch group, 20mph zones and SID's. However, we have been informed there's now no budget and no idea of when there will be a budget. This crossing is essential for children catching school buses for secondary primary and some independent routes. Can the Cabinet Member for Transport Management please inform me and the parish how vision zero is going to apply to rural areas like Blewbury and when Blewbury can have a safe crossing, given the measures the community have taken to try and make roads safer over my term of office, because it's just a matter of when there will be a serious incident on Bessels Way and London Road.

SUPPLEMENTARY:

It is a bit of a non-response. When will Blewbury get a crossing? There are lives at risk and they would like you to come and visit urgently.

COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT

The council has committed funding and is progressing with a number of schemes and initiatives across the county to deliver on its ambition towards vision zero. The 20mph, School Streets, Vision Zero and Road Safety & Accessibility are all programmes that will directly contribute.

The funding within the council's budget is limited though, and decisions on spending priorities are being made taking account of the Local Transport & Connectivity Plan objectives. Whilst funding for this crossing has not been allocated to this year's programme due to other higher priority needs, it has been added to the list of sites to be assessed for a future works programme.

SUPPLEMENTARY:

I'd be delighted to come and visit. I am always happy to visit colleagues in any part of the county, especially in the lovely parish of Blewbury. It is not a non-response. You asked how vision zero would apply to rural areas. Look at the list of schemes: 20mph, school streets, vision zero and road safety. I think there is no highways authority in the country that's done more for safety and vision zero than this one, and I'm immensely proud of that. Why haven't you got your crossing yet? It is a boring answer but it is true: funding and priorities. I'm very happy to listen to the case and take it up. It is of course an operational decision. It is not up to me to allocate the Council's funds on the basis of priority – that is an operational decision for officers. But,

	I am happy to come and meet your residents to talk about it.
<p>2. COUNCILLOR SALLY POVOLOTSKY</p> <p>The footpath between Harwell and Rowstock on the A417 is dangerous and subsiding, we have had complaints from wheelchair and pram / trolley users around the cracks, vegetation and subsidence, wheelchair users are unable to use some sections which forces them into the road, which is dangerous. As a council which is actively promoting walking and cycling why - again - are my rural villages neglected especially given the size of the division and the council taxes collected from residents. How does the Cabinet Member think this fits with vision zero and also accessibility for all?</p> <p>SUPPLEMENTARY:</p> <p>Currently, the lack of footpath in that area, due to the location, is discriminatory against people that are wheelchair users. Does the Cabinet Member understand the fact that this current decision and lack of maintenance, over a decade, is discriminatory against those that are disabled?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>Officers have undertaken an inspection of the path in question and arranged for any immediate safety concerns to be repaired. The overgrown vegetation was also cut back. However, it was identified that more substantial work is required, as such an assessment to scope a suitable scheme will be undertaken. This will be considered for inclusion on a future footway capital works programme and will be assessed based upon severity, needs and a risk-based approach, alongside similar locations across the county for the allocation of the limited funding available.</p> <p>SUPPLEMENTARY:</p> <p>I'm not going to align myself with that description, but the answer does refer to an assessment based on severity, needs and a risk-based approach, which I hope will take those factors into account.</p>
<p>3. COUNCILLOR SALLY POVOLOTSKY</p> <p>When will this council publish SEND improvement Baseline KPIs / Targets? This question relates to the SEND Improvement board and body of work being undertaken to rapidly improve services as a result of the OFSTED report in Autumn 2023.</p>	<p>COUNCILLOR KATE GREGORY, CABINET MEMBER FOR SEND IMPROVEMENT</p> <p>The strategic outcomes and measures were agreed by the board in April. The baseline under the SEN 2 data is published nationally in Mid-June each year and this allows for refresh of targets and tolerances. This will be completed and set for the year by the beginning of July.</p> <p>Work is progressing to produce a digital dashboard, including a</p>

<p>SUPPLEMENTARY:</p> <p>Have these baseline and target improvements been referred to the PAP; have they been agreed by the working group yet? If so, why are they not being published and if not, why not?</p>	<p>technical solution for the partnership to share data efficiently. In the meantime, the board will receive manually produced KPI reports, with an accessible summary provided to the public on the SEND Improvement webpage, in the form of an infographic.</p> <p>SUPPLEMENTARY:</p> <p>The stats are on the Department for Education website, so they have been published. There will be an infographic that will come out in July after the stock take, which will have broad overview of those KPI's. The targets have been agreed by the SEND Improvement Board and I'm not exactly sure which working groups have been involved but the SEND Improvement Board, which is accountable to those task and finish groups, have agreed what those KPI's are.</p>
<p>4. COUNCILLOR MARK CHERRY</p> <p>With the welcome news that Warwick Road Banbury will have resurfacing work commence from the 20th August 2024, will the Cabinet Member for Transport Management liaise with highway officers to make sure members of the public are aware of the diversions and delays. Not every member of the public has access to social media and online press so it may be important to arrange an old-fashioned letter drop to Warwick Road residents. This is extremely important as some cars will have to be moved while resurfacing work progresses.</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>I am glad it is welcome news - the scheme is part of our extensive resurfacing programme this year. Due to the impact and importance of residents being aware of works on their street, we always do a physical letter drop to those directly impacted. I can confirm that letters will be sent out to those residents at least two weeks in advance of the works taking place. This will also be the time when advance warning signs are put out. As part of the works, we have a Temporary Traffic Regulation Order to limit parking while this work is underway. As we have pre-works before the main surfacing, we will also be able to monitor any parking to ensure vehicles are not present when the main works take place. We are also exploring which social media platforms we can utilise to ensure the message reaches as many residents as possible.</p>

5. COUNCILLOR GLYNIS PHILLIPS

You are aware of another serious road traffic accident at the Barton Park junction on 3 June 2024. The school community and residents have been bringing safety issues to your attention for years and are concerned about the lack of urgent action.

Given the number of traffic accidents at this junction, can you please advise what safety measures are planned with specific reference to speed cameras on the northern by-pass and safety barriers at the crossing points?

SUPPLEMENTARY:

It is welcome news indeed that Thames Valley Police have agreed to install speed cameras at the junction of Barton Park. I've yet to be invited to any meeting with officers to discuss the safety concerns of residents and would he agree to invite me to the meeting in July, which is mentioned in your reply.

COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT

I am equally as concerned about the number of incidences we are seeing at this junction. It would have been great if Oxford City Council, as the planning authority, had required a bridge to be built as originally intended. As you are aware, speed cameras are the responsibility of Thames Valley Police. That said, we have been engaging actively with them on this matter at this location and I am pleased to confirm they have committed to implementation of speed enforcement and red-light camera at the junction. We are also in discussion regarding further potential speed enforcement measures linked to the Land North of Bayswater Brook development. A meeting is planned by officers in July to discuss likely timeframes for implementation.

SUPPLEMENTARY:

Yes, absolutely. Local members are always welcome to set up officer meetings and invite me as well. I'd like to thank Cllr Phillips for facilitating public meetings which I've been invited to at this location. I fully share her frustration and that of other members but let me be clear what it says in the answer. We are trying to fix a situation that is not of our making and should not be how it is. There is no lack of urgent action and there is plenty of urgency, but the simple practicalities of trying to fix something retrospectively are very, very hard.

6. COUNCILLOR IAN CORKIN

It is now one year since the publication of the damning report following the [Ofsted/Care Quality Commission's inspection](#) of Oxfordshire SEND services. Could the cabinet member

COUNCILLOR KATE GREGORY, CABINET MEMBER FOR SEND IMPROVEMENT

Thank you for the question. The Local Area Partnership is working to address the issues identified in the SEND inspection through the Priority Action Plan which was approved by the

please confirm the following:

- In the 12 months to July 2023 how many SEND decisions were appealed to SENDIST? What was the outcome, specifically, how often was the appellant successful?

SUPPLEMENTARY:

Thank you for your response. We now know in 2023 there were 347 SEND appeals in which we lost 83% and we are on target for 383 appeals this year. Would you agree with me that a system that persists in appeals, a majority of which it loses, is broken in some way?

Department for Education in December 2023.

Our data is analysed on a calendar year basis. For 2023, 347 appeals were lodged, of which 29 were heard, 8 were withdrawn, 178 conceded, 21 partly agreed/allowed, 4 agreed/allowed and 132 struck out or still active. For comparison, for 2024 (from January to April the figures were 131 lodged, of which 0 have been heard, 1 withdrawn, 11 conceded, and none partly agreed/allowed or agreed/allowed and none struck out/still active.

It can take some time for the tribunal courts to 'hear' a case. So although a case may have been submitted in, say, January 2024, it may not get heard during 2024 or possibly even longer. For 2023, 132 of the 347 lodged have either been 'struck out' ie not appropriate for the court, or 'still active' ie not heard yet. It is likely most are the latter.

If we use the 2023 figures, of the 215 that were heard (347 total cases minus 132 assumed yet to be heard) – 3% were withdrawn (8), 83% conceded (178) and 13% (25) partly agreed or agreed.

SUPPLEMENTARY:

Yes, I think the tribunal system is broken. There are fewer tribunals in terms of percentage of EHCP's this year than there were last year, so that is a significant improvement. But yes, in terms of the system in general, it is not working.

7. COUNCILLOR IAN CORKIN

The local offering for children and young people with special educational needs and disabilities (SEND) is of utmost importance. Does the Cabinet Member agree with me that being able to easily navigate that information, including on OCC's own website, is integral to better outcomes for children, young people, parents and carers?

SUPPLEMENTARY:

There is an issue with the portal for the local offering, not least the fact that the portal for young people to be able to access the offering isn't there and hasn't been there for months. I was hoping to get to this through the motion later today, but we won't get there. Will you agree for a meeting with me and officers so we can actually discuss this, because at the 'Better Together' event, very many parents of carers were wanting for this to work more efficiently and I'm more than happy to approach this in a positive and constructive manner.

COUNCILLOR KATE GREGORY, CABINET MEMBER FOR SEND IMPROVEMENT

I agree that the Local Offer for Special educational needs and disabilities (SEND) is extremely important. As the Cabinet Member for SEND, having a system for easy navigation of information is fundamental. As part of our improvement journey in SEND we have a digital and communication plan, and this includes the development of a new approach to information on the Local Offer on the OCC website.

Work has already been completed from December 2023 when the site went live, and whilst there is still some further development and work to do on the content, the performance of the website and engagement of the public with the site and content has been positive. We can see that the public are navigating through the site well, spending time on the pages and engaging with the content.

SUPPLEMENTARY:

Thank you for your positivity Cllr Corkin. There is a lot of work going on with this, but I would be more than happy to discuss this with you, councillors and the team that are working on this to look at it further.

8. COUNCILLOR TRISH ELPHINSTONE

Please can the Cabinet Member for Transport Management provide an update on the review and redesign of the Newman Road junction (as raised at Full Council on 16th April 2024)?

SUPPLEMENTARY:

I've raised the question of safety on the Newman Rd as it is not currently under the vision zero funding system, but the junction itself is very dangerous for pedestrians crossing, particularly from Oxford Rd into Newman Rd. I've witnessed lorries cutting the corner of that road and we see that as a priority. So, my question is: will the Cabinet Member confirm the redesign of the Newman Rd junction to make it safer for residents?

COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT

I committed to looking at the Newman Road/Oxford Road junction as part of making the Cowley LTN Traffic Regulation Order and can confirm the review and redesign of the Newman Road junction is on the long list of schemes that may be able to use the anti-congestion funding agreed at Full Council on 16 April.

Officers are drafting objectives and criteria to produce a shortlist of schemes that could deliver against this funding allocation. This will be agreed with Portfolio Holders and senior managers by the end of the summer so that work can commence in September/October.

All schemes that have been put forward are on the initial long list for consideration, including Newman/Oxford Road. The impact that the traffic filters will have on the Oxford junctions will be a key consideration.

SUPPLEMENTARY:

I can't commit to the outcome of any prioritisation review – it is not my place to do that. I can remind Council that I committed to looking at this junction as part of the Cowley LTN ETRO and that officers are drafting objectives and criteria for a shortlist of schemes that could deliver against the allocation of anti-congestion funding. I'm sorry that sounds like a holding answer, which it is, but I certainly share your concerns about that junction and will make that case.

9. COUNCILLOR TED FENTON

Several of the villages I represent lie in the catchment area for the last LA secondary school in Oxfordshire, Carterton Community College, where I serve as a governor. Is the cabinet member aware of the poor condition of many of the school buildings and the struggle the senior leadership team has in making the best of the facilities? If so, could he undertake to take any steps within his power to try to improve the situation and could he outline what those might be. Thank you.

SUPPLEMENTARY:

Thank you very much to the Cabinet Member for his response. I wonder if he would be kind enough to assure the Council and indeed the college, that he is going to do everything within his power to improve the situation at Carterton Community College, which after all, is the only secondary school being maintained, or apparently, by this local authority

COUNCILLOR JOHN HOWSON, CABINET MEMBER FOR CHILDREN, EDUCATION AND YOUNG PEOPLE'S SERVICES

Thank you for your question. I am very aware of the poor condition of some of our schools buildings and understand that can lead to challenges for the school senior leadership. I would like to use this opportunity to thank the school and staff and pupils for all their hard work which has enabled the school to continue to be awarded a 'good' rating by Ofsted.

Senior officers from the Council visited the site in May this year with the Chair of Governors and the School Business Manager to understand the challenges and what steps might be taken to support the school. We are looking at whether any additional funds are available to support capital works at the College. As part of the SSMP programme we plan to replace the fire alarm system during the summer holiday period. However, the condition survey carried out by Ridge and Partners shows that it would take many years of investment in the current financial climate to improve the standard of buildings at the school.

Oxfordshire has many primary schools more than 150 years old as well as our secondary schools that need urgent attention. We hope the new government will see rebuilding schools as a key priority during the next five years.

SUPPLEMENTARY:

Thank you for the question. Yes, I am happy to do everything possible to see whether or not there may be some section 106 money which could be used. Sadly, governments of all complexions have treated the replacement of old school buildings as a very low priority and only occasionally in the history of our education system has there been a policy to renew school buildings. It is even more bizarre at present, as under the

	<p>previous administration, the difference between maintained schools and academies, we can find that an academy can suddenly be completely rebuilt in Oxfordshire, where undoubtedly we may have considered that Carterton may have been more important in rebuilding than that particular academy.</p>
<p>10. COUNCILLOR TED FENTON</p> <p>Could the Cabinet Member tell me what proportion of the road repairs carried out by our contractors and, perhaps more importantly, those undertaken by utility companies who have to dig up the road to repair their services are independently inspected for the quality of the work? Of those that are inspected what percentage are deemed unsatisfactory?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>The County Council does not seek independent inspection of maintenance work completed by its contractors. However, systems are in place to ensure that quality is achieved. This includes the need to follow standards and specifications, carrying out inspection and test plans, and joint site visits to completed works with the contractor.</p> <p>For capital funded Highway Maintenance works, 280 joint inspections were completed in the last 12 months, of which an average score of 4.95 out of a possible 5 was recorded.</p> <p>Pothole repairs are also sample inspected. Failures are raised as 'non-chargeable' and re-issued back to the contractor to fix free of charge.</p> <p>The number of non-chargeable potholes raised per month during the last financial year is as follows:</p> <p>Apr 2023 138 May 52 Jun 42 Jul 73 Aug 38 Sep 15 Oct 28 Nov 12 Dec 3</p>

<p>SUPPLEMENTARY:</p>	<p>Jan 2024 4 Feb 8</p> <p>For utility works inspections, officers have completed 88.85% of the required inspections we need to make to date. Of the 1470 inspections completed, 86.93% have passed. Therefore, 13.07% have failed.</p> <p>The inspection rate for utility works is variable – each utility has their own inspection rate based on previous performance.</p> <p>This inspection rate is not permitted to be below 20%, meaning each utility will always have at least 20% of their works inspected each financial quarter. To generate an inspection rate a utility has to have completed a suitable amount of works to make the Performance Based Inspection regime worthwhile (i.e. utilities that rarely carry out works on our network won't be included). This said, their works will still be inspected under a separate inspection process (routines) that are done on an adhoc basis and do not impact the future inspection rate (they are only used to flag specific works/issues).</p> <p>Currently, these are each of the utilities that we have inspection rates (Q1 24/25), along with the progress towards the quarterly inspection allowance for each (i.e the number of inspections we have completed out of the maximum we are allowed to complete):</p> <p>Table to follow.</p> <p>SUPPLEMENTARY:</p>
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<p>Thank you for your answer, which did come through to me yesterday. I wonder if you agree with me that almost every man or woman you meet in the street has an opinion on the correct way to repair potholes and maintain our roads, and they seem to know a lot more than the professionals that are actually doing it. Does he think that the facts and figures he sent me regarding the inspections that are carried out during this work are sufficient?</p>	<p>We can always do more, so I suppose the short answer is no. We would love to be able to do more, but as the councillor says, the answer contains a long list of facts and figures about the inspection regime and also points out that it is not an independent regime, but a joint operation between County officers and the contractor. Where a repair is found not to have been done to our standard or satisfaction, it is then non-chargeable, which means the contractor is made to fix it again, at their expense. So, can we do better? Absolutely we can. Our officers work tirelessly to use technology and the funding available to do that and will continue to do that.</p>
<p>11. COUNCILLOR EDDIE REEVES, LEADER OF THE OPPOSITION</p> <p>Given the Council's aspiration to gain Sanctuary Status, does the Cabinet member for Finance think that asylum seekers who are given shelter in this county should be also offered free bus travel?</p>	<p>COUNCILLOR DAN LEVY, CABINET MEMBER FOR FINANCE</p> <p>The restrictions placed on refugees awaiting determination of their applications by the Home Office are inhumane and I deplore them. I am proud that this council has decided to become a Council of Sanctuary.</p> <p>It is appalling that refugees cannot contribute by working, and that their allowance is so small that many of them are effectively confined to where they have been placed. The new government has the opportunity to make sure that asylum decisions are taken more quickly, and to make the living conditions for those awaiting decisions better.</p> <p>Asylum seekers, particular those subsisting on Section 95 support, are in a unique position in that they are unable to work or claim mainstream benefits. We know that access to transport is a very real issue and has an impact on health and wellbeing, family life and the prospects for future integration.</p> <p>With partners, we are looking at how some form of support could be delivered.</p> <p>SUPPLEMENTARY:</p>

<p>SUPPLEMENTARY:</p> <p>I'm grateful to the answer up to a point. I don't think Cllr Levy has quite answered my question. If the Labour government doesn't come up with exchequer money in the Autumn Statement or in local government finance settlements this year, will he set aside council taxpayers money to ensure that asylum seekers have free bus travel?</p>	<p>Thank you. It is an interesting point and I hope the scenarios you suggest, which is that the central government will come up with some money or a better regime for asylum seekers, including their ability perhaps to work, so they can be constructive members of society will come about. If there is a requirement in the budget to consider what we do, I'm sure we will consider the options, but I cannot say at this stage that there are any plans to use council taxpayers money for that purpose.</p>
<p>12. COUNCILLOR EDDIE REEVES, LEADER OF THE OPPOSITION</p> <p>This administration has frequently referred to the cost-of-living crisis suffered by families in Oxfordshire in recent years. However, further to the Council's most recent school bus cancellations, a parent in the Bartons with three children attending school in Chipping Norton will now have to find c. £500.00 a month for a private service where once the Council's spare seats scheme would have helped take their children to school. Will he undertake to address this Council-made cost-of-schooling crisis on behalf of families in Oxfordshire?</p>	<p>COUNCILLOR JOHN HOWSON, CABINET MEMBER FOR CHILDREN, EDUCATION AND YOUNG PEOPLE'S SERVICES</p> <p>Oxfordshire County Council has a statutory duty to provide free school transport for a young person attending their nearest school. Following a public consultation exercise in 2014, the Council changed its policy so as to provide free transport from Oxfordshire homes to the nearest available school for any of the following reasons:</p> <ul style="list-style-type: none"> • the shortest designated route is more than two miles where the child is aged under 8 • the shortest designated route is more than the statutory walking distance of three miles for children aged 8 and over • the route has been assessed as unsafe to walk, even if accompanied by a responsible adult. <p>Previously where there have been buses with 'spare' seats (ie the number of eligible children was lower than the capacity of the bus), such spare seats were offered to non-eligible children. However, it is not cost effective to maintain a high level of spare/empty seats for children who do not qualify for free transport.</p> <p>I understand that the removal of the bus from Middle Barton to</p>

<p>SUPPLEMENTARY:</p> <p>Not withstanding present difficulties with the spare seats scheme, does Cllr Howson support the scheme? Yes or No.</p>	<p>Chipping Norton school causes more financial stress for families, but it is not cost-effective for the council to maintain the high number of 'excess or empty' seats.</p> <p>I am pleased that in this case, working with a commercial transport provider the Council has been able to secure an alternative transport solution which offers parents a substantially reduced rate of £1,100 per child per annum.</p> <p>SUPPLEMENTARY:</p> <p>I will support a scheme that provides transport to schools for those that we are required to provide transport for. If there are any spare seats on those buses, then I am happy for those to be used by other parents for their children, but they will have to pay for them.</p>
<p>13. COUNCILLOR DONNA FORD</p> <p>The Banbury Road project is a constant headache for residents. Please explain why the lights at the Banbury roadworks in Bicester appear to be constantly faulty the last few weeks?</p>	<p>COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR INFRASTRUCTURE AND DEVELOPMENT STRATEGY</p> <p>We apologise for the inconvenience caused to residents during our work to convert the existing Banbury Road roundabout into a signalised junction.</p> <p>An issue with the traffic management lights at the site has now been resolved by the contractor undertaking the work and the council's traffic team is monitoring the area to make sure any further problems are identified quickly.</p> <p>The traffic signals were recently rearranged (28th May) as work began on different areas of the junction as the scheme progressed through construction. Soon after this change, the communications between the signals were discovered to not be working as they should.</p>

SUPPLEMENTARY:

Thank you, Cllr Roberts, although with all due respect, I disagree with your explanation. As someone who was stuck at these traffic lights on 17th June, which were constantly red with cars turning around in the middle of the road and no one going anywhere, which is a regular occurrence and after the date you claimed they were fixed. I was able to safely contact a Council officer, who I will say acted immediately, called the contractor and they came and looked at the lights. However, that member of staff was told there was no problem with the lights and they were fine. I was able to tell him this was categorically untrue. On this basis, will you hold these contractors to account, who are not only lying to members of the public about the issues, but to members of Oxfordshire County Council staff?

Investigations as to the cause of the issue were carried out - including replacing key elements and full system resets.

The root cause has now been identified and resolved and we don't expect further issues from these sets of traffic signals.

The project team has also instructed the contractor to carry out additional system monitoring overnight to make sure the signals continue to work as intended.

A further public information session is planned for the project on the 11th July - where an update on the progress towards a finished junction utilising permanent traffic lights to improve safe traffic flow in what is the fastest growing town in Oxfordshire will be provided.

SUPPLEMENTARY:

Thank you for that information. In fact, we have a meeting with the officers who are in charge of those particular roadworks on a fortnightly basis and I did actually ask your question at the last meeting we had before this meeting and they assured me that they had been fixed and that there were no problems. I had been given the exact same information that the contractors gave you. At the next meeting, which is only a week away, I will ask again and check if they have actually fixed the problem and chase them up to make sure, but I do believe we are going into Phase 3 fairly soon. So, there is a meeting on 11th July where people can come and I have instructed that there should be plenty of places for them to write down any problems that they have encountered up until now and any problems they might encounter when everything is changed for Phase 3. I will raise your problem again.

14. COUNCILLOR DONNA FORD

Back in 2022, this council passed a resolution regarding clearing overgrowth from footpaths? Please advise therefore why my inbox is currently full of complaints regarding unusable paths all around Bicester.

SUPPLEMENTARY:

Thank you, Cllr Gant, for your reply. However, my residents around Bicester are fed up at being passed from pillar to post on FixMyStreet as to who is responsible. We have children who are choosing between getting stung by stinging nettles and hit by thistles. So my question is: which do you think is safer for the primary school children to get to school, the stinging nettles or the thistles?

COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT

For the financial year 2023/24 Highway Maintenance was allocated an additional £1m towards the enhanced maintenance of Cycleways and Footways. The table below (at the end of the questions) shows a breakdown of where that funding was spent and the type of work that was undertaken as a result.

For the financial year 2024/25 the value was £510k which is delivering a similar package of work to last year, but does include a £25k allocation for the Public Rights of Way network. The programme also includes further light touch work including sweeping those paths from last years programme, so that the benefit of the work undertaken last year is not lost.

In addition to this pro-active programme, we are dealing with enquiries raised through FixMyStreet focusing on those that are causing safety or significant access issues. The growth experienced this year is significant which has resulted in a high number of enquires being received and challenges experienced by users. It should be noted that many of these enquiries relate to vegetation emanating from private land and a there is a set process that Officers are required to follow in this instance to give the private landowner the opportunity to undertake the work.

SUPPLEMENTARY:

I don't think I'd like to make a judgment on that particular point. But, look, it is a very fair question, let's be honest about it and let's apply some common sense; we're a big rural county and it has rained a lot, and things grow. I'd love to be able to say that we can keep on top of this all at the same time, but it is a problem. Of course, you are not the only Councillor whose inbox is full of complaints about vegetation. Our officers work extremely

	<p>hard to prioritise it and I would certainly say to all members to use FixMyStreet, send photos of particular issues by email to officers, or send them to me, I will take them up. Priority will be given to serious issues. FixMyStreet has recently been put through a significant refurb in order to make it more user-friendly. It works extremely well; I'm perfectly well aware that people have issues with it. As a local Councillor, you are more than welcome to take those issues up. The answer also points out that in a lot of cases, the vegetation in question is growing in private land and therefore officers have a set process they are obliged to follow in order to get the right process done.</p>
<p>15. COUNCILLOR EDDIE REEVES, LEADER OF THE OPPOSITION</p> <p>Would the Cabinet member kindly confirm the exempted categories he expects to see in connection with the (i) traffic filters and (ii) workplace parking levy?</p> <p>SUPPLEMENTARY:</p> <p>My supplementary is straight forward; when will details of the exemptions and the discounts for the workplace parking tax be published?</p>	<p>COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR INFRASTRUCTURE AND DEVELOPMENT STRATEGY</p> <p>Details of the exemptions and permits for the traffic filters are available on the county council's website. The traffic filters only restrict cars – all other types of vehicle are automatically exempt. Various permits are available for cars.</p> <p>Exemptions and discounts for the workplace parking levy have yet to be decided and will be determined following technical work and public consultation.</p> <p>SUPPLEMENTARY:</p> <p>As the Councillor probably knows, we haven't actually finalised either of those projects. They have to go out to public consultation and we haven't done that yet, so I would find it quite difficult to give a timeline. We are looking into them and there are proposed ones, but we need to get feedback before we can give any idea of ones we would choose to put in place and certainly a long time ahead before we can say when they would be going in.</p>

16. COUNCILLOR IAN CORKIN

With the proposed traffic filters going live before the end of the year, it is now clear that the proposed cameras will have a particularly negative effect on many people who work at the Oxford hospitals. These people already face problems due to a lack of staff parking, and public transport services that are disjointed and so fail to get them to work in a timely way. This is particularly true of staff who live outside of the city in our rural communities, and the new restrictions will only add to the problems experienced by hospital staff who cannot afford to live in Oxford, many of whom may also work shifts. What exemptions are planned for employees at Oxford hospitals?

COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR INFRASTRUCTURE AND DEVELOPMENT STRATEGY

As some of the largest employers in the city, there is no escaping the fact that hospital staff who drive to work contribute to traffic congestion in the city. We need to offer them credible, reliable, affordable alternatives to the car to break the cycle of car use and congestion, and the traffic filters are a critical first step in achieving that. Until we decongest the road network and expand our bus network and create safer spaces for cyclists, many staff will feel they have little option but to drive.

However, many hospital staff already walk, cycle, or use public transport to get to work. For them, the traffic filters will provide significant and immediate benefits, and of course we hope some of those who currently drive will make the switch to non-car modes. The hospitals are served by bus and Park & Ride services, the latter being a potential option for some staff even if they live somewhere without a regular bus service. Oxford University Hospitals is currently offering free P&R bus travel for all NHS staff working at its sites. Oxford Health are offering 50% discounts on Park & Ride and bus travel within Oxford for staff.

The traffic filters will not only speed up existing hospital bus routes and make them more reliable, they will also allow service frequencies on hospital bus routes to be increased and allow new routes (including P&R services) to be added. These service improvements are being procured currently; the new and improved services are due to start in time for the start of the traffic filter trial.

The council acknowledges that some hospital staff will always need to drive for various reasons. All staff who currently drive to the Oxford hospitals will be able to drive with the traffic filters in place. Some may have to change their route to avoid the traffic filters. Until we have some monitoring data and feedback from

staff it's difficult to say what effect this will have on commute times for hospital staff, who may experience more congestion on parts of the ring road, but less congestion inside the ring road.

We're working closely with the hospital trusts and will continue to do so during the trial to quickly identify any problems. Officers have attended in-person and virtual events at hospital sites in the last couple of months, reaching in excess of 1300 staff. Officers have answered questions from hospital staff and listened to their concerns.

Some health and care workers will have operational requirements to bring a car to work and to drive through the traffic filters as part of their job. These staff will be eligible for a free traffic filter [permit](#). This will cover professional or voluntary health or care workers working for a qualifying social care or health provider whose role regularly requires them to:

- provide clinical health services or social care services at multiple locations in the Oxford permit area on the same day or
- urgently and at short notice travel to a location in the Oxford permit area to deal with any matter involving patient or staff welfare, building security or safety, or
- transport patients to or from any hospital or healthcare facility in the Oxford permit area.

Staff with this type of permit may use it to commute to and from work on days when operational journeys are expected to be made.

There is no general permit available for all hospital staff as this would undermine the traffic reduction benefits of the traffic filters.

17. COUNCILLOR NICHOLAS FIELD-JOHNSON

I have received the following report from OCC:

"In response to your enquiry and the numerous others we have received regarding the recent flooding and associated drainage issues. We understand the inconvenience and distress that such incidents can cause, and we appreciate your patience as we work to address these concerns. Our team has been working diligently to assess the situation and implement necessary measures to mitigate the impact of flooding. However, due to the volume of enquiries and the complexity of the issues at hand, we have been unable to address each individual report.

Therefore, after much thought we have decided to close down reports relating to drainage matters during the winter months as after investigating the data it was apparent that many of the fixmystreet reports/issues were caused by the sheer volume of rainwater that fell meaning that the drainage system was unable to cope due to ground water saturation. We are aware of many areas across the county where flooding occurred and are currently working in conjunction with district and parish council towards addressing these issues."

My question is simple: does this mean that OCC is now washing its hands of drainage and flooding issues in the winter months which are extremely challenging in the rural communities...

COUNCILLOR PETE SUDBURY, DEPUTY LEADER OF THE COUNCIL WITH RESPONSIBILITY FOR CLIMATE CHANGE, ENVIRONMENT AND FUTURE GENERATIONS

We take our responsibilities as Lead Local Flood Authority very seriously, especially in light of the increasing frequency of both more intense and more persistent rainfall resulting from our warming climate and large scale development or other changes to land use leading to increased runoff. We have invested significantly in building our floods team, and the last 2 budgets have contained extra funds specifically directed at rapid resolution of persistent flooding problems where responsibility is unclear. We are also an active member of the Thames Valley Regional Flood and Coastal Committee, managing flood schemes across the whole Thames catchment.

Fix My Street allows the quick reporting of issues to the County Council, and we remain grateful to all those who take the time to bring to our attention the highway matters which affect them. In the last 12 months over 5,000 issues relating to flooding and drainage have been reported to the Council through the FMS system.

We then have to distinguish those that are due to faults in the drainage system, which are then prioritised for action, and those that are due to systems being temporarily pushed beyond their designed capacity. Where these latter cause risk of flooding to property, or danger to citizens or where, if left unchecked, they have the potential to cause significant issues, we work with partners including the Environment Agency, Thames Water, farmers and landowners to improve or redesign the way excess water is managed.

Fortunately, the majority of issues where highway drainage is directly concerned resolve themselves, and usually within a matter of hours once the rain has stopped, requiring no

<p>SUPPLEMENTARY:</p> <p>Thank you, Cllr Sudbury, for the response. It doesn't answer my basic question. Oxfordshire County Council says it is going to close any investigations on drainage matters during the Winter months. This is a real problem for the rural areas as we have major flooding in the Winter months. I do think this not only needs to be reviewed, but reversed and we need to have an answer to emergency flooding in rural areas in the Winter months.</p>	<p>immediate intervention and continuing to operate normally thereafter, and the response you received was one of many hundreds of such cases. However, given the shifting baseline due to both climate change and land use, we are fully aware that what are small, short-lived or rare events now will inevitably escalate over time, and our climate adaptation work involves local and system-wide interventions to enable us to manage rainfall right across our landscapes, holding back surges of water and reducing runoff.</p> <p>SUPPLEMENTARY:</p> <p>I agree with you and it is getting worse. Last year, as you probably know, was the wettest year since records began, from July to December, followed by Storm Henk, which meant there were 5000 claims on FixMyStreet. There were 3 types: emergencies, to which we tried to respond really fast; faults in the drainage system, which came over time through a decade of underinvestment; and then there is simply where the drainage system is overwhelmed by unprecedented amounts of rain. We have a problem there because it is likely to carry on and indeed, our Climate Change Committee has been saying for at least 5 years that this country has not invested in adaptation. Drainage systems are one of the weak points in adaptation to increasingly severe weather. I am doing my very best to ensure that we get back ahead of that, but it will require somebody to put some money into it, or for us to do things very differently. Thank you.</p>
<p>18. COUNCILLOR SUSANNA PRESSEL</p> <p>This is about the traffic filters. Please can you tell me why you chose to include Botley, North Hinksey and Cumnor in the areas that will be allowed to have 100 free day passes each year? They are not in the City. They have an excellent bus</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>Traffic filter permits for cars are provided to give residents an option to drive through the traffic filters occasionally, when (for whatever reason) other modes of transport do not meet their needs.</p>

service into the City. Furthermore residents from those areas *would be driving past an enormous park and ride car park* in order to get to the city centre! Surely this is exactly what we are trying to avoid?

The Oxford permit area, where 100 day passes are offered to residents, is designed to include the areas of the city most affected by route changes required to avoid the traffic filters.

This means people who:

- live close to the traffic filters and are therefore more likely to need to make occasional car trips through them, and
- whose diversion would be greatest if they were unable to go through the filters.

Taking these in turn:

- Botley, North Hinksey and eastern Cumnor are as close – or in some cases closer – to the city centre traffic filters than outer parts of Oxford, all of which are in the 100 day pass area.
- The detours required for a resident in Botley, North Hinksey and Cumnor to drive by car to destinations “the other side” of the city centre traffic filters are significant, because there is only one route in and out of Oxford to the west (Botley Road) and the alternative routes to access, say, inner north Oxford or inner south Oxford require a long diversion via the ring road.

Most people living in the 100 day pass area have access to excellent bus services, as well as options to walk or cycle, but the point of the permits is to provide an additional option for occasions when those non-car options are **not** suitable. Access to non-car alternatives was therefore not a factor in drawing up the permit areas.

SUPPLEMENTARY:

SUPPLEMENTARY:

<p>The answers says that 100 day passes for the traffic filters are designed to include parts of the City, but Botley, New Hinksey and Cumnor are not in the City. If you look at the map of the City, it is an oval, but the permit areas has a huge bulge out to the west. The most important thing is that people should not be encouraged to drive. If congestion increases in Botley Road as a result of the traffic filters, please consider reducing the number of people eligible for 100 permits and allow them to only have 25 permits if they live in Botley, New Hinksey or Cumnor.</p>	<p>The rationale for the allocation is clearly set out in the answer and the scheme will be kept under review from day 1.</p>
<p>19. COUNCILLOR SUSANNA PRESSEL</p> <p>The traffic filters are designed to reduce congestion in Oxford, which would be great. Botley Road has always been particularly congested, and we'd love to see that congestion reduced. However, we fear that the amount of traffic and congestion in Botley Road will go UP once the traffic filters go live. This is because it will be the only route by which non-exempt vehicles can access the Westgate car park, other car parks, the station, etc, without going through a traffic filter. These new extra vehicles will be in addition to all the many drivers from the west coming in with their 25 day passes, and the anomalous ones from Botley, Cumnor and North Hinksey, with their 100 day passes. If congestion in Botley Road does get even worse than it used to be as a consequence of the traffic filters, what will you do?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>Botley Road is not the only way to access large parts of the city centre. For example, to drive to the car parking in St Giles and Gloucester Green, as well as destinations in the University Science Area, the route would be via Woodstock or Banbury roads. But of course, the route to the rail station and Westgate for those people driving a car and not using a permit (details here) would be via Botley Road. Many people driving a car to the Westgate car park do not do so every day, and maybe not even as much as once a week. If these people are starting their journey in Oxford or Oxfordshire, they can use a residents' permit and use whatever route they want to – not all of them will need to drive along Botley Road. Indeed, more than 60% of visitors visiting the Westgate shopping centre do so by non-car modes. It is expected that more will decide to arrive by bus, cycling or walking if the conditions for these modes are improved by reducing traffic.</p> <p>The traffic filters as a whole are expected to reduce traffic within the ring road by 20% and within the city centre by 35%. The traffic modelling report that supported the decision to go ahead with the trial traffic filters is here:</p>

<https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-major-projects/Oxfordtrafficfiltertransportandtrafficforecastingreport.pdf>

As with any traffic modelling, there is naturally some uncertainty in the detailed forecasts. The change on individual roads may differ from these overall changes within the ring road. That is why the filters will be introduced on a trial basis initially and very carefully monitored to see what impact they have in reality. As regards Botley Road specifically, a scenario with traffic filters in place is forecast to increase traffic levels on Botley Road west of the junction with Seacourt Park and Ride by around an average 10% across a typical weekday, whereas on Hythe Bridge Street traffic is forecast to reduce by around an average 50% across a typical weekday. On the inner section of Botley Road at Osney Bridge, weekday flows are expected to reduce by 4% but it is acknowledged there is a risk of increases in traffic at certain times of the day as a result of the traffic filters. That is why the monitoring is so important – details of our monitoring plan can be found here:

<https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-policies-and-plans/TrafficFilterMEPlan.pdf>

We will naturally be analysing the data collected as part of the comprehensive monitoring exercise very carefully. This analysis will be considered by the County Council Cabinet alongside the feedback received as a result of the consultation exercise in order to make changes during the trial, if required, and as it makes a decision about whether to make the traffic filters permanent.

SUPPLEMENTARY:

I refer the Member to the answer I gave some moments ago.

SUPPLEMENTARY:

<p>This does not answer my question. Furthermore, it keeps quoting weekday data, but the major congestion in Botley Road is at weekends, thanks to the Westgate Car Park. Why is there no weekend data supplied?</p>	<p>The scheme will be kept fully under review. There are thousands of pages of modelling in the documents associated with the traffic filters scheme and it will be assessed in real time.</p>
<p>20. COUNCILLOR KIERON MALLON</p> <p>Last year, the Council received an extra £3,706,000 over and above its highways funding settlement to fix potholes across Oxfordshire. Further details of such investment can be found in the Transparency Data webpage on Gov.uk dated 20 December 2023 (available here). How many potholes were repaired for this money and when?</p> <p>SUPPLEMENTARY:</p> <p>I'd like to thank the Cabinet Member, but it hasn't answered my question. How many were repaired and when? I will accept a written answer if you cannot give me one today.</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>The Department for Transport gave Highway Authorities discretion on how best to invest their respective additional 'pothole' capital funding allocations. Reactive repair of potholes is funded from the council's revenue funding. The additional funding was spent on carriageway patching and surfacing works which prevent potholes from occurring and to treat areas of the network that are prone to degradation and formation of defects. This approach provides far greater value overall, and not only repaired existing defects including potholes but also renewed life expiring surfaces before further defects formed.</p> <p>SUPPLEMENTARY:</p> <p>I'm happy to take that away as I'm unsure if we actually count them, and whether big ones count as 1 or 2. I will happily take that away.</p>
<p>21. COUNCILLOR IAN MIDDLETON</p> <p>The Cabinet meeting of 19th September 2023 agreed that the portfolio holder for property would have delegated authority to negotiate terms for the lease of green belt land in my division to Oxford United Football Club.</p> <p>This was to be subject to a number of conditions namely:</p> <ol style="list-style-type: none"> 1. The receipt of planning consent 	<p>COUNCILLOR DAN LEVY, CABINET MEMBER FOR FINANCE</p> <p>With regards to points 2 and 3, a redacted version of the community collaboration agreement signed in May between Oxfordshire County Council and Oxford United FC was published on the news pages of the county council website on 5 July.</p> <p>This agreement ensures the club meets its commitments against the council's strategic priorities and to the local community and</p>

2. The production by OUFC of a net zero carbon plan [fully costed with clear timescales and outcomes, from design, construction and full operation of the stadium]
3. A clear and detailed set of proposals that show how OUFC will meet the commitments made to date to meet the Council's strategic priorities to the satisfaction of the Cabinet Member for Finance and Property
4. Obtaining a best value assessment of the leasehold disposal in accordance with the requirements of s123 Local Government Act 1972
5. Restrictive covenants to ensure that the land remains limited to use for stadium and sports purposes for the term of the lease

It has since been announced that heads of terms, a 'legally binding' lease option agreement, and a 'collaboration agreement' have been signed with OUFC, but as all these agreements are being kept secret, we have no way of knowing if all the criteria, particularly those in point 4 have been met. My understanding shortly before the announcement of these agreements was that there was a substantial way to go before all the strategic priorities had been fully met.

I'm concerned that there has been no public scrutiny of these agreements, no apparent internal scrutiny and no briefing of me as local member or of other local County, District or Parish Councillors who will be affected by these agreements.

This seems to run contrary to one of our core principles to support participatory local democracy so could the Cabinet Member please provide details of how OUFC have fulfilled the conditions outlined in points 2 to 5 above and undertake to make those details publicly available?

sports groups in both the short and long term. I would particularly like to draw your attention to section 4, OUFC obligations and section 3.2 that states "OUFC shall provide the net zero plan in accordance with the Planning Requirements as soon as reasonably practicable after obtaining an Acceptable Planning Permission."

For the record it should be noted that elements of the community collaboration agreement have been redacted prior to publication due to commercial sensitivity and confidentiality.

Addressing points 4 and 5, the council has obtained two independent assessments in relation to leasehold disposal. The council's Section 151 Officer has been actively engaged with this process and they are satisfied that the lease option agreement with Oxford United Football Club is compliant with section 123 of the Local Government Act 1972 and offers best value.

Oxford United Football Club is currently seeking planning permission from Cherwell District Council for the proposed new stadium. This is a requirement before the lease of the land can be completed.

The lease option agreement between Oxfordshire County Council and Oxford United Football Club is not publicly available due to commercial sensitivity and confidentiality. The heads of terms do however stipulate that the land at the Triangle could only be used by Oxford United Football Club for a stadium principally for sports purposes and for ancillary uses as permitted by planning permission or other necessary statutory consents.

Finally, as a point of clarification, I would like to confirm that, at its meeting of 19 September 2023, Cabinet agreed to delegate authority to the Director of Finance, in consultation with the Chief Executive and the Cabinet Member for Finance and Property, to negotiate and agree the final heads of terms with the club.

SUPPLEMENTARY:

Thank you for the answer. The September 2023 Cabinet meeting did indeed give delegated powers subject to a clear and detailed set of proposals showing how OUFC will meet the Council's strategic priorities, including a detailed net-zero plan. But, the collaboration agreement references that and other matters as not being completed. Why has a legally binding agreement for lease been signed with the club before these priorities have been fully addressed?

SUPPLEMENTARY:

Thank you for your question. The answer to your question is that the agreements with the football club are robust and the items will be decided as the stadium is further developed, including the aspect of net-zero. The agreements are robust and we will ensure that the football club meets them.

22. COUNCILLOR IAN MIDDLETON

It's understood that a 'collaboration agreement' was included as part of recently agreed and signed 'legally binding' documentation with OUFC in connection with the potential lease of public Green Belt land in my division in Kidlington.

This agreement presumably includes the promised commitments to community benefits for the local area, along with arrangements for support and upkeep of local facilities, yet currently the community that will benefit from these agreements has no idea what they contain, despite requests for clarification to both OCC and OUFC.

The secrecy around these agreements means that neither the planning authority or surrounding parish councils will know what benefits are being offered in exchange for OCC agreeing to remove yet more Green Belt in this area. Furthermore, if the lease option is activated and the project proceeds, there appears to be no transparent mechanism for ensuring that the terms of these agreements are honoured and for local representatives to ensure compliance with them in the long term.

COUNCILLOR DAN LEVY, CABINET MEMBER FOR FINANCE

As per my response to Cllr Middleton's previous question, a redacted version of the [community collaboration agreement](#) is now publicly available on the news pages of the County Council website.

<p>It's notable that this is another secret agreement prepared with no input from me as the local member or other district and parish councillors and signed off with no apparent scrutiny or overview from this council, local residents or their representatives. This again would seem to run contrary to our core principle to support participatory local democracy. Given that this is publicly owned land, could the cabinet member please provide full and transparent details of what is included in this agreement to me, other local parish and district councillors and members of the community so that we may all properly assess if these supposed benefits align with expectations as promised by OUFC?</p> <p>SUPPLEMENTARY:</p> <p>Having read the collaboration agreement, it is clear that the club has still not met strategic objectives as stipulated in the delegated authority. The agreement appears to stand in lieu of meeting those objectives, with no contractual obligation for them to be met. There is even a clause that allows them to be re-negotiated later. Why have Council representatives exceeded delegated authority by signing a legally binding agreement with OUFC without open reference to Cabinet or this Council?</p>	<p>SUPPLEMENTARY:</p> <p>The collaboration agreement is robust. It is a mechanism for the resolution of failures by the football club to meet its obligations and I am confident that they will want to meet their obligations and that if it doesn't, there will be a resolution of those problems.</p>
<p>23. COUNCILLOR IAN MIDDLETON</p> <p>Both Cllr Levy as Cabinet Member and Cllr Leffman as Leader gave clear and unambiguous public assurances to residents that road closures would not be countenanced as part of any agreement to the lease of Green Belt land in my division to Oxford United Football Club.</p> <p>There were also assurances given that a pedestrian bridge 'from Parkway station into the stadium site' would form an integral part of any plans.</p>	<p>COUNCILLOR DAN LEVY, CABINET MEMBER FOR FINANCE</p> <p>Officers are in ongoing dialogue with Oxford United Football Club and the club has confirmed that it is working on the pre-application process with Cherwell District Council for the pedestrian footbridge you reference in your question. The club is required to pursue this planning application as part of its obligations in the option to lease.</p> <p>A decision to close a road for safety reasons would be taken by the Police or the Safety Advisory Group; it cannot be made by</p>

However it's notable that in the recent planning application submitted by the club to Cherwell District Council there is no mention of a bridge and road closures are an integral part of the plan for the operation of the site.

Given that road closures did not form part of OUFC's original proposals when submitted to Place Scrutiny and the subsequent Cabinet meeting of September last year, and that this is public land under our control, I assume we can impose whatever conditions on the lease of the site as we see fit. As two senior members of the council's political administration have given unambiguous written undertakings and assurances to my residents that road closures would not form part of any leasing arrangements, could the Cabinet Member please confirm that such a condition has been included in the currently secret documentation that has been agreed with OUFC and that if road closures continue to be part of the proposals for the site we have reserved the right to withdraw any agreements or options for leasing the site?

the Council. The issue of the road closure therefore does not figure in the agreed legal documents. The Council has concluded that it does not need to.

We will hold the club to account and ensure that there are extensive community benefits with the new stadium. But we also want the club to succeed and to provide it with the best opportunity for a new stadium if it can secure planning permission. The Council has supported the club in this regard, exploring options and negotiating based on this principle for over 3 years. We do not want to set the club up to fail by including a requirement or categorically ruling something out that is not within its control.

The club has said as part of its proposals: "Temporary road diversions may be utilised as an operational approach to mitigate against the risks to the safety of people as required and subject to advice from the Safety Advisory Group." We have concluded this is a reasonable position to accept.

Highways Officers also need to be free to deal with the statutory consultation to the planning application. Transport and access provisions will form part of the planning application for the new stadium. Our technical officers may need to form a conclusion that short closures to roads in the vicinity of the stadium are required for safety and as part of access and egress plans.

We cannot promote a situation whereby there is a contradiction in terms between the role of the Safety Advisory Group, Highways Officers' technical responses and a policy position of the Council.

However, we continue to urge the club to bring forward investment which will ensure that pedestrians can get between the stadium and Oxford Parkway station effectively and without excessive disruption to buses, bikes and cars on Oxford Road.

SUPPLEMENTARY:

It was evident from the club's planning application before the lease option was granted that road closures were included in their operational profile. Yet, knowing that, we still signed a legally binding agreement with them. Despite specific assurances from senior members of this administration to local residents that road closures would be a deal-breaker, we are now just accepting that they will happen. Does the Cabinet Member appreciate how residents in my division see this as a betrayal of trust in this Council?

SUPPLEMENTARY:

I've knocked on a lot of doors in Kidlington over the last 6 weeks for obvious reasons and the subject did come up, although with less vigour than you would have expected. I do not accept that the residents have been let down. I think there is a long way to go between where we currently are and the football club getting planning permission, let alone completing the stadium. I am confident that prior to getting planning permission and indeed as part of getting planning permission, a lot of the issues that people are concerned about will be resolved. We cannot guarantee that the roads will not be closed during matches because it isn't in our power to do that. There will be 16,000 fans trying to get across a road with the A34 in the way, so rather than standing out for something that couldn't be achieved, we haven't done that, but I am confident that the situation will be okay once we get to that stage.

24. COUNCILLOR NICHOLAS FIELD-JOHNSON

Given that we are likely to have a new Government as of 4th July, can OCC write to the Secretary of State via the Leader of the Council requesting that tougher measures be taken nationally to protect our rivers from the dumping of raw sewage. Such measures should include strengthening the powers of the regulatory agencies, tougher sanctions against any local authorities found to have been complicit in such dumping and restructuring of any water companies such as Thames Water, if required, to ensure improved water quality and consumer standards at a reasonable cost to customers

COUNCILLOR PETE SUDBURY, DEPUTY LEADER OF THE COUNCIL WITH RESPONSIBILITY FOR CLIMATE CHANGE, ENVIRONMENT AND FUTURE GENERATIONS

Thank you for these excellent suggestions. I will be sure to pass them on.

Additional £1m Cycleway and Footway Programme 2023/24**City**

OCC Reference	Priority	Location	Treatment	Cost Estimate
	H	A40 Ring Road Cycle Track	Footway levelling/Patching	£65,000.00
OCC05563	H	a40 London Rd Green Rd to P & R	Siding out the foot/cycle path with crack repairs	£10,000.00
OCCO5327	H	A4142 Eastern By-pass	Siding out	£25,000.00
OCC05328	H	A423 Eastern By-pass	Siding out/Slurry Seal	£25,000.00
OCC05372	H	Elsfield Way Underpass, Oxford	pre-patch and slurry seal or surface course overlay to approx	£20,000.00
OCC05373	H	Heyford Hill - Littlemore Cycle Path	Overlay to completed previous surfacing projects	£50,000.00
Total				£195,000.00

West Oxfordshire

OCC Reference	Priority	Location	Treatment	Cost Estimate
OCC05391	H	A40 Cycle path Both sides Evenlode to Oxford	Vegetation cut backs and siding out	£150,000.00
OCC05392	H	A40 Cycle path Both sides Witney to Evenlode	Vegetation cut backs and siding out	
OCC05471	H	A361 leaving town towards Old London Road, Chipping Norton	Siding out and Patching	£25,000.00
OCC05470	H	A4095 Park Road North Leigh to Hanborough PH 1	Siding out	£5,000.00
OCC05472	M	A4095 Park Road North Leigh to Hanborough	Siding out and isolate patching	£25,000.00
OCC05474	H	A44 Woodstock to Yarnton	Siding out and Haters	£30,000.00

Total				
Cherwell				
OCC Reference	Priority	Location	Treatment	Cost received
OCC05341	M	Deddington to Adderbury	Siding out and Localised Patching	£50,000.00
OCC05342	L	Clifton to Deddington	Siding out and Localised Patching	£25,000.00
OCC05348	L	Hempton to Deddington	Siding out and Localised Patching	£10,000.00
Total				£85,000.00

South				
OCC Reference	Priority	Location	Treatment	Estimated Costs
OCC05326	H	A40 Sandhills to Wheatley	Siding out/possibly reactive maintenance once achieved	£55,000.00
OCC05364	H	A40 Sandhills to Wheatley (N)	Siding out/possibly reactive maintenance once achieved	
OCC05302	H	A415 Clifton Hampden, Jet Site to causeway, Abingdon	Siding out and Patching	£30,000.00
OCC05303	H	A4130 Didcot Tesco to Marsh Bridge	Vegetation cutback and siding out	£9,679.01
OCC05304	M	A4130 Didcot Cyclepath	Siding out/Cracking repairs	£25,000.00
OCC05305	M	A4074 Benson roundabout to Benson Lane	Siding out both sides	£50,000.00
OCC05306	M	A4074 from the Dorchester turn to Shillingford to Benson roundabout, Wallingford	Siding out and localised patching	£50,000.00
OCC05319	M	Didcot to Sutton Courtney	Siding out, crack sealing and patching	£44,620.78
OCC05320	L	A418 Cycle Route Thame to North Weston	Siding out and localised overlay	£45,000.00
OCC05321	L	A415 Clifton Hampden, Berinsfield Roundabout	Siding out and Patching	£35,827.98
OCC05228	H	Didcot Yellow Brick Rd - Trial	Block Paved replacement - Rolled	£35,000.00

			Gravel	
OCC05241	H	Henley Bridge	Paving Slab (York Stone replacement)	£25,000.00
OCC05294	M	East Hagbourne - O/s Fleur De Leys PH	Reconstruction of 30m of footway	£8,000.00
Total				£413,127.77

Vale

OCC Reference	Priority	Location	Treatment	Cost received
OCC05312	H	B4017 Between no 248 Steventon Road to No 75 Abingdon Road – Steventon	Siding out and 6mm overlay	£30,000.00
OCC05317	M	Cumnor Road, from White Hall Lane, Wootton	Siding out and Patching	£15,000.00
OCC05414	M	Abingdon, Drayton Road from Preston Road to Sutton Wick Junction	Siding out and Patching	£18,846.34
OCC05413	M	Abingdon, Marcham Road (and towards Marcham)	Siding out	£20,000.00
OCC05416	M	Abingdon, Wootton Road	Siding out	£14,744.44
OCC05415	L	Abingdon, Dunmore Road	Siding out and Patching	£27,560.64
OCC05328	M	Kennington - Redbridge to Hinksey	Siding out	£15,000.00
Total				£141,151.42