

QUESTIONS WITH NOTICE FROM MEMBERS OF THE COUNCIL

ANNEX 2

Questions are listed in the order in which they were received. The time allowed for this agenda item will not exceed 30 minutes. Should any questioner not have received an answer in that time, a written answer will be provided.

Questions	Answers
<p>1. COUNCILLOR YVONNE CONSTANCE</p> <p>The Council Budget agreed for 2021/22 included £200,000 secured by the previous administration to develop a process to introduce 20mph speed limits for all Town and Parish Councils wanting safer speeds. Can the Cabinet member please report any developments towards such a process, and what progress we can report to our Parish Councils who wish to prepare for this opportunity?</p>	<p>COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL AND DEVELOPMENT STRATEGY</p> <p>The project is progressing, and we have held our first 20mph steering group. The expectation is that a report setting out the council's new policy and countywide approach for 20mph will be presented to Cabinet for a decision in the Autumn.</p> <p>We are working with 20-is-plenty, who are on the steering group, as one route of connecting with the many parish councils interested in the county council's new approach and commitments.</p> <p>Five trial locations to look at the impact of signage only and different potential traffic management measures are being delivered as part of the programme.</p>
<p>2. COUNCILLOR YVONNE CONSTANCE</p> <p>Our neighbour Swindon Borough Council has embarked on an 18-month programme to enlarge 2 major roundabouts on A420 near their border with Oxfordshire. At the same time OCC has started work to construct a new roundabout on A420 near Highworth Road and any traffic management has not been effective, so traffic is diverting through the villages and residents are complaining about numbers of vehicles,</p>	<p>COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL AND DEVELOPMENT STRATEGY</p> <p>I can confirm that liaison with colleagues at Swindon Borough Council regarding the refurbishment of the roundabouts on the A420 just over the border took place. Swindon installed traffic management to allow for the controlled passage of vehicles through the site.</p> <p>Unfortunately, at the same time, Highways England have been operating night-time closures of the M4 and diverting traffic along the strategic diversion route of the A420 and A34.</p>

Questions	Answers
<p>especially HGVs, and the speed of vehicles through their streets.</p> <p>Can the Cabinet member please report what planning was undertaken with Swindon Borough Council before this major disruption to a major route between Swindon and Oxford? Was any plan agreed under the Statement of Common Ground between the two authorities? What better management can be introduced now to relieve the villages of some of this traffic? Is it possible to divert all through traffic, HGVs included, to M4 and A34 which is the intended 'strategic route' for all traffic in OCC current Local Transport Plan?</p>	<p>Both sets of works are causing delays on the approaches to the roundabout and these are being controlled by manually operated traffic lights.</p> <p>There should be no roadworks currently on the A420 junction with Highworth Road, although we did grant a permit for some limited works within March 2021, but these are now completed. We have no Permits pending in the system for works for a roundabout in the system for Highworth Road (Shrivenham) and the A420, but we have had some very preliminary conversations with Carla Homes representatives about the potential works. It is understood that these works would not start until 2022, at the earliest.</p> <p>Decisions to grant future roadwork Permits in this area will take into account other works on the A420 and the network management team will seek to co-ordinate and mitigate to minimise further disruption as far as possible.</p> <p>The Statement of Common Ground between Oxfordshire County Council and Swindon Borough Council is in relation to the Swindon Borough Local Plan 2016 Examination and does not refer to ongoing or proposed roadworks.</p> <p>A meeting between officers at the County Council and Highways England to look at the Strategic Diversion Routes within the County is in the process of being arranged. We do have to recognise that currently the A420 (Swindon to Oxford) is part of the strategic diversion network and is part of the County Councils Freight Strategy for Oxfordshire as a link between large towns. We are however reviewing this as part of the Local Transport and Connectivity Plan work.</p>
<p>3. COUNCILLOR EDDIE REEVES</p> <p>Further to the petition tabled by Simon Ruff to Full Council on 23 March, will the Cabinet member undertake to prioritise implementation of</p>	<p>COUNCILLOR TIM BEARDER, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>You may be aware that towards the end of this year it is planned for parking enforcement in South, Vale and Cherwell district areas to transfer from the Police to the County Council as part of the Civil Parking Enforcement (CPE)</p>

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<p>residents' parking schemes for market towns such as Banbury including, notably, the town centre streets mentioned in Mr Ruff's petition?</p>	<p>project. In Oxford City, the authority has a successful track record of implementing and running permit parking schemes, which can benefit residents and their visitors in areas where extraneous parking causes a problem. A key factor of their success is enforcement, and the delivery of this project will open opportunities for new resident parking schemes to be considered.</p> <p>At present the priority to ensure the successful delivery of Civil Parking Enforcement powers, of which there is a lot to do. We are therefore not currently actively working on proposed schemes at this time, but officers continue to collate requests of this nature. As part of our preparations we will be ensuring we have the right levels of resource to manage the likely number of new parking related requests and scheme that are possible following the implementation of CPE.</p> <p>The consideration of new Controlled Parking Zones will be dependent on a number of factors including strategic objectives, potential funding, levels of local support and officer resources to deliver schemes. Such policies will be developed as CPE evolves. A Councillor steering group with representatives from each authority is proposed to consider such issues, similar to the arrangements already operating within the Oxford City boundary.</p>
<p>4. COUNCILLOR EDDIE REEVES</p> <p>Given the Liberal Democrats' and Greens' opposition to housing targets across rural Oxfordshire during the election campaign and the newly formed administration, will the Leader now commit to working with the Deputy Leader and her colleagues on Oxford City Council to ensure that we increase the supply of social and (genuinely) affordable housing within the City?</p>	<p>COUNCILLOR LIZ LEFFMAN, LEADER OF THE COUNCIL</p> <p>Yes, we are happy to work with the Deputy Leader and her colleagues on Oxford City Council to support increasing the supply of social and (genuinely) affordable housing within the City. Although the provision of affordable housing is a City rather than County matter, we are fully supportive of the City's policies to increase the supply of affordable housing.</p>

Questions	Answers
<p>5. COUNCILLOR EDDIE REEVES</p> <p>How many LTNs have (i) been implemented by this Council, (ii) how many more are planned and (iii) will the Leader ensure that the three Cabinet members with an interest in this policy area listen to residents' concerns following the recent protests in Cowley and elsewhere?</p>	<p>COUNCILLOR TIM BEARDER, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>Three low traffic neighbourhoods have been implemented in Cowley – in Church Cowley, Temple Cowley and Florence Park. Each area is implemented under an Experimental Traffic Regulation Order, which has a statutory six-month public consultation period running alongside it. The public consultation dates and link are as below:</p> <p style="text-align: center;">https://consultations.oxfordshire.gov.uk/Cowley_ExperimentalLowTraffic</p> <p style="text-align: center;">Church Cowley ETRO went live 1 March 2021 Florence Park ETRO went live 8 March 2021 Temple Cowley ETRO went live 15 March 2021</p> <p>There are a further six low traffic neighbourhoods proposed in two areas – East Oxford and Headington/Quarry. The East Oxford area has three low traffic neighbourhoods proposed – St Marys, St Clements and Divinity Road area. An initial pre-statutory consultation for this area closed at midnight on the 29th June. Headington and Quarry area also has three low traffic neighbourhoods proposed – New Headington, Old Headington and Quarry. The pre-statutory consultation date for this area has not yet been confirmed. LTN has not yet been confirmed, key stakeholder meetings have taken place.</p>
<p>6. COUNCILLOR YVONNE CONSTANCE</p> <p>On 18th June I noted the announcement that from December 2021, powers to enforce minor traffic</p>	<p>COUNCILLOR TIM BEARDER, CABINET MEMBER FOR HIGHWAY MANAGEMENT</p> <p>Officers in the County Council's Parking Team are aware of the general announcement relating to the provision of Traffic Management Act 2004 –</p>

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<p>offences will be extended to transport authorities outside London and Cardiff for the first time. This will empower Oxfordshire County Council to enforce banned turns, box junctions and driving in formal cycle lanes and impose £70 fines for infringement without referring to the police.</p> <p>Please inform Council what the full extent of these powers will be : will OCC be able to introduce ANPR cameras on streets other than bus lanes? Will OCC be able to enforce weight restrictions (as was expected)? Will any speed limits be directly enforceable by OCC?</p> <p>And what plans does OCC have to implement these powers as soon as they are authorised? They have been long promised and OCC should be prepared to use them as soon as possible.</p>	<p>Part 6 of powers being made available to Local Authorities outside London from December 2021 (delayed from July 2021). As yet, no details have come from Central Government on the extent of the powers that will be made available, if they will be automatically granted to Local Authorities or whether, as a County Council, we will need to apply for the powers from the Department for Transport. However, we are not expecting that the enforcement of speed limits will be part of the package of powers. This will remain with the Police. Depending on the extent of the powers, Officers will be considering the options available to the County Council and the level of investment required to implement.</p>