

QUESTIONS WITH NOTICE FROM MEMBERS OF THE COUNCIL

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.

1. COUNCILLOR EDDIE REEVES The Liberal Democrats now run this Council in coalition with the Green Party. On or about 2 October, her Green Deputy Leader was found to have retweeted a post, which made misogynistic remarks about Fiona Bruce and Laura Kuenssberg, two highly distinguished BBC journalists, with the Conservative Party referred to in the same post as having a "fascist ideology". Meanwhile, the Greens' Group Leader was reported recently as having asked a woman on Twitter/X if it was "the wrong time of the month" and referring to certain child actors as "plug ugly". Is her pact with the Greens one of principle or expediency?	COUNCILLOR LIZ LEFFMAN, LEADER OF THE COUNCIL Cllr Sudbury states in his feed that "RTs are not agreement". When contacted about the Tweet in question, he immediately acknowledged not having read it properly, that it could be seen as offensive, apologised, deleted the message, and thanked the journalist for bringing it to his attention. All but one of Cllr Middleton's tweets were made twelve years ago, a year before he became involved in politics and 10 years before he became a councillor. He has explained the context of the remaining tweet, made 10 years ago, but acknowledged that in isolation it could be seen as offensive. He has also apologised and deleted all the tweets in question.
2. COUNCILLOR MARK LYGO What is the potential legal liability of the council towards the bus companies, in light of the fact that the council required to improve journey times for buses under the conditions of electric bus grant funding arrangements –	COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT The Council recognises that the Oxfordshire Bus Enhanced Partnership makes legally binding commitments on both itself and bus operator partners to deliver improved bus services, customer service and journey time reliability. Both the Council and operators are fully engaged in projects to ensure these commitments are met, including delivery of the proposed experimental traffic

<p>also the LTN's have made bus journey times in Oxford considerably worse?</p>	<p>filter and other Oxford core schemes which will reduce congestion and speed up bus journeys significantly.</p> <p>There has been no change to this position, which unlocks the zero-emission bus fleet for the Oxford Smartzone area; electric buses are already being built and charging infrastructure being installed with the first of the new buses due to arrive next month. The full fleet of electric buses is planned to be in service by summer 2024, in time for introduction of the traffic filter scheme upon the reopening of Botley Road.</p> <p>The evaluation of the impact of the LTNs on bus journey times showed a few significant delays at certain times of day in some locations and directions. Although an overall increase was shown, these effects were variable, with some locations showing improvements. The analysis showed that the negative impact on bus journey times in the most significantly affected location was considerably less in March 2023 than in November 2022, indicating an improvement over time.</p>
<p>3. COUNCILLOR YVONNE CONSTANCE</p> <p>Noting there is to be new consultation about pedestrianizing western end of Wantage Town Square, will there be proper research into the taxi licences, disabled spaces, and loading bays for HGVs and long wheel based vehicles who have no other access to the businesses in the square?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>The pedestrianisation of the western end of Wantage Market Place is a proposal from Wantage Town Council, together with their consultant Glanville. County Council traffic officers continue to work with both parties to ensure a suitable scheme. The Town Council and Glanville are aware and have been reminded of, the need to provide adequate levels of taxi bays, disabled persons' parking places, and loading bays in the Market Place.</p> <p>Following the formal consultation undertaken in August / September 2023 I understand that the Town Council have met with the businesses likely to be affected and are rethinking their proposal. When a revised scheme is submitted</p>

	County Council traffic officers will again ensure that all users of the Market Place are properly accommodated as part of the technical approval process.
<p>4. COUNCILLOR EDDIE REEVES</p> <p>Is this Council prepared for its next ILACS inspection?</p>	<p>COUNCILLOR JOHN HOWSON, CABINET MEMBER FOR CHILDREN, EDUCATION AND YOUNG PEOPLE'S SERVICES</p> <p>There is a Head of Service in children and families who is currently dedicated to strategically leading practice improvement across all areas for the Children, Education & Families (CEF) Directorate, they are directly involved in ensuring inspection readiness, their name is Laura Clements.</p> <p>The senior leadership team across CEF is wholly committed to ensuring that our social care teams are always Inspection ready, and this has been driven by what Oxfordshire's Interim DCS, Anne Coyle, has described as "creating the conditions for good practice to flourish". Much has been achieved to date to ensure that the conditions for consistently high quality support and intervention for children, young, people & families are in place, but this takes time, and there is of course always more to do; Children Services are an ambitious service that now knows itself well, and continual improvement is driven through our "Delivering Quality Improvement in Practice & Performance" (DQIPP) approach; this is a system-wide monthly forum in which managers come together and are held to account for the performance and quality of practice within their service areas. DQIPP is embedded in our Quality Assurance Framework, in which case and thematic audits are regularly undertaken across the Directorate, to identify areas of practice which are not yet consistently good and address these swiftly.</p> <p>Four Interim Strengthening Practice Leads are now within Children's Social Care to support continual practice improvement, acting as critical friends to services across the system, and strengthening the impact of quality assurance activity. One Strengthening Practice Lead has a lead focus on child neglect, as an area which we recognise requires relentless drive to ensure timely and proportionate help for families where indicators of neglect are emerging. Whilst these posts are</p>

interim, we have been able to secure support for these positions to be part of our establishment and permanent recruitment is imminent

In January this year, Anne Coyle, in her previous role as Deputy Director for Children's Social Care led a mock-Inspection, to test our readiness for ILACS Inspection; all the key elements of the ILACS (Inspection of Local Authority Childrens Services) framework were incorporated into the mock Inspection, including the provision of all relevant performance data for Inspectors, the selection of children for close tracking who were subject to detailed audit & audit moderation, and mock-Inspector interviews with practitioners, managers, and leaders. The mock-Inspection enabled the leadership team to pinpoint areas of improvement, celebrate improvements made thus far, and ensure that efficient, well-co-ordinated business support arrangements are in place for when we are notified by OFSTED of Inspection, to ensure that the Inspection runs smoothly, and Inspectors are well supported throughout.

Inspection Readiness meetings now take place on a weekly basis in which practice, quality assurance, and business support leads come together to plan for Inspection, addressing all the necessary logistics required to ensure inspection readiness.

In Children's Social Care, social workers' caseloads have reduced to target levels across the system, and performance on key areas, including statutory visits to children in need, in need of protection and who are cared for, assessment timeliness, and frequency and quality of casework supervision have all improved significantly over the past year. The number of children cared for in unregistered provision has reduced considerably, with only 5 remaining, and the overall volume of children who are cared for and/or subject to care proceedings has reduced by 15%.

As such, CEF is working hard to ensure that we are always ready for ILACS and we welcome our next Inspection, to demonstrate the progress made to date, and

	to share our ambitions to continue to improve the experience of children and families in Oxfordshire with OFSTED.
5. COUNCILLOR EDDIE REEVES The Council's Residents' Survey results made for painful reading. What does the Leader intend to do in response to such clear dissatisfaction?	COUNCILLOR LIZ LEFFMAN, LEADER OF THE COUNCIL We greatly appreciate the time people have taken to provide their feedback to our recent residents' survey. We are listening and we take the results of the survey very seriously. Overall, satisfaction levels with the council have fallen and we are taking active steps to improve residents' experience of our services as well as the service they receive when they contact us. We have an action plan in place and we are using the valuable insight provided in the survey to help shape our service plans and inform our budget setting process for the year ahead.
6. COUNCILLOR DONNA FORD Can you advise the average retention period for staff within SEND?	COUNCILLOR KATE GREGORY, CABINET MEMBER FOR SEND IMPROVEMENT Please find data below* showing the average headcount, number of leavers, annual turnover rate, and average number of years' service for SEND staff over the last two years. The data shows that the turnover rate has decreased, and retention has improved on last year. Workforce action plans continue to support further improvements of the recruitment and retention of staff in the SEND service and across Children Education and Families. Do contact us if you require any further information. *Table is shown below the list of questions
7. COUNCILLOR DONNA FORD	COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT

<p>Can you advise why 20mph is being proposed for strategic main routes around Bicester?</p>	<p>This is not the case. Whilst 20mph speed limits are proposed on the main radial routes, this will only apply to the sections close to the centre where the geography and environment currently restrains speed to around this level. The outer sections of radial routes will remain as they are and the peripheral routes will remain at 40mph. The extents of all proposed changes to speed limits can be seen on the accompanying scheme drawings.</p>
<p>8. COUNCILLOR IAN CORKIN</p> <p>Oxfordshire County Council job adverts are appropriately written and all include a footnote referencing OCC's commitment to EDI, which includes: "Everyone is accepted for who they are, regardless of age.....". Sadly, this is not reflected in the images used on social media when advertising vacancies.</p> <p>The following are all taken from X (formerly Twitter) since the 1st of September this year:</p> <ul style="list-style-type: none"> • Climate policy & programme team leader • Climate outreach officer • Young person team support officer • Social worker • Independent reviewing officers or child protection chairs • Service manager, fostering • Senior health and safety officer • Casual deputy registrars • Family solutions team manager • MASH assistant team mananager 	<p>COUNCILLOR NEIL FAWCETT, CABINET MEMBER FOR COMMUNITY AND CORPORATE SERVICES</p> <p>I thank Councillor Corkin for the question. I have asked for a review of how we select photos with the aim of a more balanced approach towards age representation in the future.</p>

<ul style="list-style-type: none"> • Quality assurance LPS lead <p>In all cases, older people are not featured in any of the associated images. Could the Cabinet Member for Community & Corporate Services please confirm whether this is as a result of unconscious bias, or a more determined attempt, contrary to The Equality Act 2010, to manage the age demographic of applicants?</p>	
<p>9. COUNCILLOR SUSANNA PRESSEL</p> <p>Oxfordshire is proud to host asylum seekers in our county. The government has placed many of them in hotels, which is unpleasant for them. We now hear that -- instead of clearing the backlog -- the government will simply be closing some of the asylum hotels in the UK, with apparently no alternative provision. If that happens here, what are our plans for housing those people who become homeless, as a result of the government's action?</p>	<p>COUNCILLOR LIZ LEFFMAN, LEADER OF THE COUNCIL</p> <p>The County, District and City Councils, alongside the Voluntary & Community Sector, health services and other agencies, continue to work together through the Migration Partnership to support and maintain an Oxfordshire refugee and asylum migration system that aims for a warm welcome for all new arrivals and embraces and supports independent living for those staying in the county.</p> <p>The Home Office has a legal obligation to provide accommodation to asylum seekers who would otherwise be destitute. The Home Office can therefore not remove those who's claims are yet to be processed from hotels without making alternative provision. Our understanding is that the Home Office intends to close some of the current hotel estate by a combination of increasing occupation rates at remaining hotels (eg by reintroducing room sharing that was removed during the COVID-19 pandemic), using alternative accommodation facilities, anticipating a reduction in overall numbers and by fast-tracking the application processes for those asylum seekers who are considered very likely to be awarded status. The Council at this point has received no clear plan from the Home Office for the closing of hotels and therefore we do not know the immediate impact on those hotels in the county. Hotels may close within the county or alternatively, we may receive additional residents within the current hotels. Indeed, alternative hotels</p>

	<p>may continue to open. Furthermore, hotels closing elsewhere could lead to pressures on services within the county as asylum seekers search farther afield for suitable accommodation.</p> <p>It is at the point as asylum seekers are awarded status and the right to be employed or claim state benefits, that the duty to support passes from the Home Office to Local Housing Authorities (LHA) should individuals present as homeless once their support from the Home Office comes to an end. In Oxfordshire this means the City and District Councils. As a process this is not new and the Migration Partnership and LHAs work to understand from the Home Office the likely numbers of asylum awards being made and plan for how homelessness can be avoided or can be accommodated, alongside the wider population at risk of homelessness in temporary accommodation. Given the anticipated increase in the speed of processing, this represents an ongoing and significant challenge in Oxfordshire due to the number of individuals present in Home Office contingency hotels in the County. While specific funding is available from the Home Office to acknowledge the number of asylum seekers in each LHA area, the numbers represent a significant additional pressure on homelessness services given the pre-existing pressures on housing and temporary accommodation.</p>
<p>10. COUNCILLOR DAVID BARTHOLOMEW</p> <p>Over many months, the Didcot & Henley Localities Group has repeatedly and unsuccessfully asked for data to support the county's 30mph to 20mph sign-changing exercise.</p> <p>The latest answer from the relevant officer is as follows:</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>The response was given to you verbally in one of the locality meetings. I would like to reiterate the further information that was also presented at that meeting. We have several control sites where we continue to consider the impact of the introduction of measures on the reduction of speed. On these sites it has been found that a reduction of circa 5 mph has been achieved.</p> <p>With the large number of sites where we have introduced 20 mph schemes, it was never the intention to have full assessment of before and after speeds. The</p>

<p><i>"...I don't have the resources for written material. In fact, we have little analysis on the bulk of new limits as again we haven't had the resource for such undertakings..."</i></p> <p>How can the Cabinet Member justify steaming ahead spending £8m of Council Tax-payers money in the absence of on-going data generation to support such a huge expenditure?</p>	<p>value of the introduction is the safety and wellbeing of those residents and communities where the limits have been introduced as well as the reduction in carbon emissions generated from vehicular movements.</p> <p>National guidance, and information from the Welsh Government, supports the decision that we have taken in terms of adopting this policy.</p>
<p>11. COUNCILLOR DONNA FORD</p> <p>Can the Cabinet Member for Transport advise why, despite several requests, correspondence from a Bicester Town Councillor regarding Banbury Road Roundabout, Bicester in my ward, which you mentioned at your cabinet decision meeting, is still being withheld from me?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>Following the receipt of advice from officers that I should ask the sender's permission to share the email with you, I contacted them. I understand that they have already shared the email with you.</p>
<p>12. COUNCILLOR LIAM WALKER</p> <p>The developers behind the Witney North development for 1,250 homes have now removed the West End Link Road from the plans.</p>	<p>COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR INFRASTRUCTURE AND DEVELOPMENT STRATEGY</p> <p>The community engagement conducted by the developer of North Witney Strategic Development area does not appear to include the proposed West End Link Road. The proposed West End Link Road is a policy requirement of the West Oxfordshire Local Plan 2031 as shown in policies:</p> <ul style="list-style-type: none"> • POLICY T2: Highway Improvement Schemes • POLICY WIT2: North Witney Strategic Development Area (1,400 homes)

<p>Can you ask county officers to look at this proposal again to ensure Witney is getting the right infrastructure with a development of this size?</p>	<p>Should a planning application be submitted without the proposed West End Link Road infrastructure also coming forward as part of the development West Oxfordshire District Council (WODC) officers would need to take a view (in consultation with Oxfordshire County Council officers) on whether the application is in breach of policy.</p> <p>Oxfordshire County Council have recently conducted an Options Appraisal study of the Bridge Street and proposed West End Link area of Witney to ensure that any proposals are compliant with the Oxfordshire Local Transport and Connectivity Plan. Following an internal review of this work, officers will be engaging stakeholders in the outcomes of this study, with the conversation based on ensuring appropriate travel and transport infrastructure is provided to support the North Witney development.</p>
<p>13.COUNCILLOR LIAM WALKER</p> <p>A number of smaller 20mph speed limit signs have been replaced in Witney for larger 20mph signs. Why has this work been carried out and can he confirm how much this has cost to replace these signs?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>The larger signs were installed to increase the visibility of the new speed limit due to continuing reported non-compliance. When such concerns are expressed, we consider increasing the size of signs, but only on major routes. The cost was around £11,000. I can confirm that all the signs removed will be reused on other schemes.</p>
<p>14.COUNCILLOR TED FENTON</p> <p>Can you confirm when the feasibility study for the Witney railway will be released. Given taxpayers money was allocated to fund the study it is only right for it be a public document. When will this be available?</p>	<p>COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR INFRASTRUCTURE AND DEVELOPMENT STRATEGY</p> <p>We expect to release the feasibility study reports later this month.</p>

<p>15. COUNCILLOR BETHIA THOMAS</p> <p>I would like to draw attention to a local matter in my division. Recently I have been copied into a number of emails addressed to Martin Reeves in which residents express their disappointment that an Environmental Impact Assessment (EIA) has not been considered in the application to redevelop a former quarry near Faringdon.</p> <p>Wicklesham Quarry was the subject of a planning application that had been submitted to Vale of White Horse District Council but was later withdrawn and resubmitted to OCC, as it had been deemed a 'county matter'. Recently, as part of the process the application was subject to a 'screening opinion', which, as far as I understand, is the first step to assess the need for an EIA.</p> <p>This screening has deemed that an EIA is not necessary at this stage and local residents cannot understand the decision not to proceed with this assessment and have highlighted that the site is:</p>	<p>COUNCILLOR GEOFF SAUL, CHAIR OF THE PLANNING & REGULATION COMMITTEE</p> <p>The proposed development at Wicklesham Quarry is a county matter by virtue of paragraph 1(1)(h) of Schedule 1 of the Town and Country Planning Act 1990 as amended, as the site is in its aftercare period on the previous mineral permission. It is now for the prospective applicant to submit a planning application for their proposed development to the County Council for determination. They have not yet done so although they have sought pre-application advice. As part of the pre-application stage the applicant sought an Environmental Impact Assessment (EIA) Screening Opinion under the provisions of the Environmental Impact Assessment Regulations.</p> <p>Having assessed the information submitted, the County Council determined that the proposed development would not be EIA development. Based on the information presented, the County Council determined the impacts that would arise would be localised to the site and immediate surrounds and therefore not at a scale that requires an EIA process to be undertaken. This included assessment of information provided by the applicant that set out how impacts on the geological SSSI would be mitigated. The Vale of White Horse also reached the same decision that the proposal would not be EIA development when they dealt with a previous screening opinion request from the applicant when they had thought the proposal was a district rather than county matter.</p> <p>Whilst it has been determined the proposed development does not require EIA, environmental impacts will of course be rigorously assessed through any future planning application by the County Council's planning team. The application would need to be accompanied by environmental information and subject to</p>

<ul style="list-style-type: none"> • One of Special Scientific Interest & Geological Conservation Review Site • Part of West Oxfordshire Heights Conservation Target Area • Within the Mid-Vale Ridge National Character Area • Contains Priority Habitat and is a breeding habitat for a European Protected Species - Great Crested Newts <p>Obviously, I cannot claim expertise in these fields, but would like to understand more about the context of the decision, given that this site does seem to be significant ecologically and scientifically.</p> <p>Can the cabinet member please explain the context in which this decision has been made and reassure my residents that the special nature of the site will be considered in the normal course of the application?</p>	<p>consultation with statutory environmental bodies as well as residents and other interested parties. The application information and consultation responses will then be assessed by the planning team and a recommendation made having weighed up all the considerations, including those concerned with the environmental impacts. The planning application process will also assess the proposal against all relevant development plan policy, which will include those contained in the County Council's Minerals and Waste Core Strategy Part 1, the Vale of White Horse Local Plan and Faringdon Neighbourhood Plan.</p> <p>In summary, due process has been followed with the EIA screening process in respect of the proposed development at Wicklesham Quarry. The next step would be for a planning application to be submitted, which once received will be subject to statutory consultation and assessment against all relevant policies and material considerations that will include rigorous review of environmental and all other impacts.</p>
<p>16. COUNCILLOR LIAM WALKER</p> <p>Can the cabinet member confirm if this council will be removing parking charges at our P&R sites to help support the local economy over the festive period?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>There are currently no plans to remove parking charges at either our or the City Council's Park & Ride sites. I can confirm though that the discounted combined parking and bus ticket at the Park & Rides will remain.</p>

<p>17.COUNCILLOR SUSANNA PRESSEL</p> <p>The latest Residents Survey showed people in Oxfordshire are disappointed by the Council's current performance in fixing potholes on our roads. Can the Cabinet Member for Transport Management confirm how many potholes in the County are currently unfilled and how many are currently failing to be fixed within 28 days of being reported?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>An unprecedented number of highway defects have been recorded over the past year; in some months being 50% more than when compared to the same time last year. Significant additional resources have been deployed to deal with the increase. There are currently approximately 1000 defects recorded with instructions raised to our contractors for repair, none of which exceed the 28-day target for action.</p>
<p>18.COUNCILLOR SUSANNA PRESSEL</p> <p>This year the County Council has paid for only one cut to most of our highway verges. This has been extremely unpopular with thousands of residents. It is also <i>not</i> good for biodiversity. The ideal for biodiversity, as our own website makes clear, is two cuts per year, and the removal of the grass cuttings. What will the Cabinet member do to address these issues?</p>	<p>COUNCILLOR PETE SUDBURY, DEPUTY LEADER AND CABINET MEMBER FOR CLIMATE CHANGE DELIVERY & ENVIRONMENT</p> <p>Our recently adopted Verge and vegetation policy outlines our approach to maintain verges and grassed areas. (Link to policy as below.) This policy was drawn up in consultation with our Biodiversity Team, and HERO and takes biodiversity into account. Everything we do is limited by the impact of 13 years of austerity, and this policy prioritised keeping pathways and vision splays clear in the first half of the year, and a single cut as late in the season as possible. Whilst the single cut approach has been the county standard for a number of years now and not just this year, cutting less (once or twice a year) and during late summer/autumn is generally better for biodiversity than frequent cuts and/or spring cutting, as it allows plants to flower and set seed. However, to increase to two cuts per year would require double the existing budget.</p> <p>We have trialled cut and collect at three small Roadside Verge Nature Reserve Sites (RVNRs) across the county. Going forward these three sites will be treated as cut and pile where the arisings are collected and placed in a discrete</p>

	<p>habitat/location on site. A further three RNVR sites will be added in the next round of verge cutting to bring the total to 6 cut and pile sites.</p> <p>It is intended to incrementally increase the number of sites in future however, the details are still under discussion.</p> <p>(https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-highway-management-policy/Vergeandvegetationpolicy.pdf)</p>
<p>19.COUNCILLOR IAN SNOWDON</p> <p>Does the new cabinet member for Infrastructure and Development Strategy who is responsible for delivering the HIF 1 project now support the scheme or still stand by her position as a voting member of the planning committee that the current scheme should be refused?</p>	<p>COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR INFRASTRUCTURE AND DEVELOPMENT STRATEGY</p> <p>The Cabinet collectively supports the HIF1 application for important highways infrastructure in South Oxfordshire.</p> <p>The Council's Planning and Regulation Committee had the opportunity to consider again the HIF1 planning application at a meeting on 27 September following the original decision of the Committee to refuse the planning application in July. The conclusion of the September meeting was to adopt a neutral position for the upcoming Public Inquiry. The reasons for refusal which were put forwards in July are no longer being pursued with any direct objection to the application although the Committee determined that it still had some technical concerns which have been put forward to the Inquiry.</p> <p>This was the agreed position of the Council's Planning and Regulation Committee as Local Planning Authority, considering the planning application on its merits, and following the officers' recommendation, and should not be confused with a policy position of the Cabinet.</p>
<p>20.COUNCILLOR IAN SNOWDON</p>	<p>COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR INFRASTRUCTURE AND DEVELOPMENT STRATEGY</p>

<p>The previous administration set a target to reduce car journeys in Oxfordshire by one in four by 2030, can the Cabinet Member for Climate Change Delivery and Environment explain how data is being collected to support this aim and give an update on how well the council is doing in this ambition?</p>	<p>The Local Transport and Connectivity Plan (LTCP) adopted in July 2022 includes a set of headline targets. These include targets to replace or remove 1 out of every 4 current car trips in Oxfordshire by 2030 and replace or remove an additional 1 out of 3 car trips in Oxfordshire by 2040. Car trips were not previously monitored in the county and there is not a readily available data source. Work has therefore been conducted over the last year to develop a bespoke monitoring mechanism.</p> <p>Monitoring of the car trip target has been derived from a combination of automatic traffic counter data: Vivacity camera (object recognition cameras which provide counts by mode of transport) and INRIX telematics data providing a sample of trips within the county. By combining these data sources, a proxy for the number of car trips has been developed. It is important to note that this is a proxy and not an absolute measure of the number of car trips. It allows us to understand the percentage change from a sample of car trips but does not provide an overall countywide figure.</p> <p>For the first year's monitoring, there is only short-term data for 2022 so it is not possible to compare to whole year data from 2019. We have therefore selected 2 weeks from April 2022 to compare with the matching weeks in 2019. 2019 was chosen as the baseline year due to the impacts of COVID-19 on traffic flow in 2020 and 2021. In these matching 2 weeks, the number of car trips increased by 4.5% in 2022 compared to 2019. Further analysis and information regarding the methodology can be found in the LTCP monitoring report that was provided to cabinet on 17 October 2023.</p>
<p>21. COUNCILLOR BRAD BAINES</p> <p>Can the Cabinet Member for Finance outline how he intends to formally engage with the other Political Groups, who represent a majority of people in Oxfordshire, in the</p>	<p>COUNCILLOR DAN LEVY, CABINET MEMBER FOR FINANCE</p> <p>Thank-you for your question. Firstly, I should assure you that I am available for discussion at any time as are officers. Not only is this sensible, but the constitution requires that officers provide support to all members. Additionally, the constitution sets out that the shadow cabinet members also have the right to</p>

<p>budget development process before the draft budget is consulted upon?</p>	<p>request private briefings from officers. There are a number of specific engagement opportunities and support already scheduled which include:</p> <ul style="list-style-type: none"> • An additional report to cabinet on budget and business planning in November, setting out details of the budget pressures at an early stage. • An additional Performance and Corporate Services Overview and Scrutiny Committee in November to consider the above report. • Briefing from the Section 151 Officer on the budget for individual Groups in November and further briefings as necessary. • Fortnightly meetings with Group Leaders and Deputy Leaders with budget as standing item. • Corporate Directors to allocate sufficient resource and time with opposition groups. • Support from the Section 151 Officer and the Finance Team in producing budget amendments.
<p>22. COUNCILLOR BRAD BAINES</p> <p>Can the Cabinet Member for Transport Management confirm the traffic volume, journey time and bus reliability impacts of the closure of the Botley Road on the Abingdon Road?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>We have seen an average increase in traffic flows on Abingdon Road of 9% at Folly bridge and nearly 18% South of Weirs Lane. This is based on the 2022 yearly average flow compared to the post Botley Rd closure average flow.</p> <p>Current running data indicates that bus services on Abingdon Road are on average 16.0% slower than in 2019, with these figures being 17.4% in the weekday pm peak and 17.7% at weekends. The following changes have been made as a result:</p> <ol style="list-style-type: none"> 1. Addition of extra vehicle resources into services 300, X1 and X32 2. Removal of Oxford station connection from service X2 and transfer to service X1 3. Increase in running time and journey spacing on services ST1 and 46

	<p>4. Splitting of service X32 to mitigate impact of Oxford traffic unreliability on Harwell Campus to Didcot services.</p> <p>As additional buses have been required to deliver the same level of service, significant costs have been incurred by the bus company as well as seeing the network becoming substantially less appealing due to the increased journey times that have resulted.</p>
<p>23. COUNCILLOR BRAD BAINES</p> <p>Residents in Iffley, particularly in Cavell Road, Iffley Turn and the Augustine Way estate are facing a parking nightmare with their residential streets being dominated by non-residents cars and commuters using the area as a free park and ride. Not only is this being extremely disruptive to local residents lives, it is also becoming dangerous. Can the Cabinet Member for Transport Management confirm when residents in Iffley can expect a formal consultation on a Controlled Parking Zone for their area?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>Officers are aware of the increase in parking issues around Cavell Road and Iffley Turn and are currently working with Oxford City Council to secure Community Infrastructure Levy (CIL) funding to bring forward any parking restriction changes and a CPZ to the Iffley area. Once funding has been secured, officers will be in a position to work with Members and present a design that addresses the concerns and parking issues raised in the local area.</p> <p>We understand that the local County Councillor is currently undertaking his own informal consultation with residents and will await to see how this feedback may inform the potential options for parking controls in the future.</p>
<p>24. COUNCILLOR MARK CHERRY</p> <p>Can the Cabinet Member for Transport Management note the continued decline of parts of Warwick Road from Parklands to town centre as we come into autumn winter 2023/2024. Warwick is on the highway</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>We are aware of the need to maintain Warwick Road. As you note this is on the proposed forward programme for 2024-25 for carriageway structural maintenance. This will be confirmed in the following months and is subject to budgets being confirmed in February. The wider planned programmes for your constituency can be viewed on our planned capital highway maintenance portal</p>

<p>maintenance schedule for road resurfacing however another harsh winter will need major patching work if the road deteriorates further. Would Cllr Andrew Gant commit to resurfacing work taking place in 2024 on the Warwick Road as road conditions give me serious concerns for cyclists and all road commuters?</p>	<p>at Map (highway-iams.uk) . Any defects identified posing a potential safety concern between now and the resurfacing work will be assessed and repaired, if needed, as part of our reactive works programme.</p>
<p>25. COUNCILLOR TRISH ELPHINSTONE</p> <p>What the position is for blue badge and carers exemptions for the ANPR camera on the Littlemore Road?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>As per the recommendations, approved at Cabinet Member Decisions in June 2023, blue badge holders and carers were not given exemptions through the proposed ANPR locations in Cowley. This is in line with the existing LTN bus gates on Bartholomew Road and Cornwallis Road in Cowley. As part of the East Oxford LTN decision, officers will be reviewing exemptions through LTN ANPR filters, particularly in relation to the implementation of trial traffic filters.</p>
<p>26. COUNCILLOR TED FENTON</p> <p>What alternatives to the Council's website are there for residents, particularly the elderly or those with mobility difficulties, to make applications for such things as bus passes, blue badges etc.?</p>	<p>COUNCILLOR NEIL FAWCETT, CABINET MEMBER FOR COMMUNITY AND CORPORATE SERVICES</p> <p>Thank you for this question, it was actually something I asked about in my first Cabinet Member briefing on the Customer Service Centre. It is vital that we maximise all the efficiencies we can from the digitisation of our services, but equally important that our services remain accessible to all our residents.</p> <p>Currently elderly customers or those who have mobility issues or those who are unable to use the Council website, are able to contact the Customer Service Centre, where a Customer Service Advisor will assist with or complete the application for Blue Badge, Concessionary Bus Passes and Parking Permits with them over the phone.</p>

	<p>At present 17 of our libraries spread across the County offer a validation service to assist customers who are unable to upload their documents or photos. Over the next 12 months we're looking to roll out a 'digital assist service' that will provide an improved assisted service for those customers who most need our help.</p>
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Table for Question 6

Service area	Oct 2021 - Sep 2022				Oct 2022 - Sep 2023			
	Average Headcount	number of leavers	Annual Turnover Rate	Average years of service	Average Headcount	number of leavers	Annual Turnover Rate	Average years of service
Casework Operations	34	13	38%	5.06	43.5	9	21%	4.59
Other SEND teams	246.5	50	20%	9.26	240	47	20%	9.95
SEND Service total	280.5	63	22%	8.69	283.5	56	20%	9.05