

QUESTIONS WITH NOTICE FROM MEMBERS OF THE COUNCIL

Annex 4

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 NATHAN LEY	COUNCILLOR DAN LEVY, CABINET MEMBER FOR FINANCE, PROPERTY AND TRANSFORMATION
<p>In light of the recent Government Spending Review - in which they assume (and therefore insist) councils raise council tax by up to 5% every year for the rest of this Parliament - could the Cabinet Member for Finance set out what this assumption reveals about the Government's approach to funding local services — and what the implications are for residents here in Oxfordshire</p>	<p>We appreciate the Government's efforts in providing additional funding to local government. It recognises local government as being under significant financial pressure.</p> <p>At the same time, choices made by the Government have increased the costs of local government, for instance by increasing National Insurance contributions and only partially compensating councils. There will be costs incurred in Local Government Reorganisation; whatever model ends up being picked by the government.</p> <p>It is very concerning to see the expectation that the bulk of increases in funding, to pay for local services, will be funded through council tax rather than through government funding. The expectation that council tax will increase by 5% every year for the next three years is a significant burden on taxpayers and removes autonomy from councils. This approach places an undue strain on residents who are already facing financial challenges. Council Tax is by no means the fairest tax and has little relationship to ability to pay.</p> <p>We will continue to provide services to residents who need them, while continually looking for efficiencies in how the Council operates but expect significant pressure on our budgets.</p>

<p>2. COUNCILLOR GLYNIS PHILLIPS</p> <p>I first raised the safety concerns of residents of Barton Park in this chamber in December 2023. At that meeting I was told that a 'no U-turn Traffic Regulation Order was in place to help prevent unauthorised vehicle movements. Can the Cabinet Member say how many drivers have been sanctioned as a result of this order being in place?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>328 vehicles have been identified contravening the banned U turn at Barton Park. Breakdown of PCNs below.</p> <p>Warnings – 68 (early days of scheme where 1st offence received a warning notice rather than a PCN (legal requirement)) PCNs – 249 Unable to locate owner so no warning/PCN issued - 11</p>
<p>3. COUNCILLOR GLYNIS PHILLIPS</p> <p>The safety concerns of residents of Barton Park are not going away and we are fed up of waiting for years for any effective action and this reflects the lack of urgency shown by the administration in putting safety measures in place. Can the Cabinet Member advise when speed cameras are going to be installed at the Barton Park junction and whether the installation of safety barriers at the pedestrian crossing points are being considered and costed?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>The installation of safety barriers has been investigated taking account of the relevant national guidance and site observations together with a detailed review of the reported collisions. This work indicates that barriers would not materially reduce risks, but we are continuing to monitor safety here closely.</p> <p>The planned red light / speed on green safety camera installation is being procured by Thames Valley Police with the County Council providing a financial contribution and we are looking forward to it being operational as soon as possible, although with no firm date for this currently available.</p> <p>I do not accept the questioner's characterisation of the administration's actions. I would remind her that Oxford City Council, as planning authority, allowed a proposed footbridge over the A40, included in some early visualisations of the Barton Park development, to be dropped. This council, as highways authority, thus had to respond to a planning decision to build a large development essentially the other side of a four-line A road with only at-grade crossing. It is always infinitely harder to retrofit poor decisions than to get them right in the first place.</p>

	<p>The question about safety barriers was asked and answered at Full Council in September 2024.</p> <p>I continue to discuss this issue regularly and in detail with officers and other stakeholders and remain committed to delivering the best possible outcomes for residents within the parameters available.</p>
<p>4. COUNCILLOR NICK FIELD-JOHNSON</p> <p>Please can I get a response on the Carterton Underpass.</p> <p>It is continually full of water and no solution is being put forward. Can I ask for a response and what is planned? This conversation has been ongoing for at least six years.....</p>	<p>COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR PLACE, ENVIRONMENT AND CLIMATE ACTION</p> <p>Officers arranged for a tanker to visit the site in April to remove the water. They are also working to contact the District Council to arrange urgent clearance of the rubbish and detritus which have accumulated.</p> <p>However, this will only provide temporary improvement. There are on-going issues with drainage and high ground water levels such that the pumps are unable to clear the volumes of water which typically accumulate.</p> <p>Investigation of possible options for a long-term solution are ongoing.</p>
<p>5. COUNCILLOR THOMAS ASHBY</p> <p>There have been long awaited plans for a new fire station building in Carterton, West Oxfordshire. Please can the Cabinet Member update Council as to whether land has been secured and when this project is likely to start?</p>	<p>COUNCILLOR JENNY HANNABY, CABINET MEMBER FOR COMMUNITY WELLBEING AND SAFETY</p> <p>The site has been secured by way of a section 106 agreement and at present the service is operating out of a good but temporary location whilst plans are finalised for the new building. The Fire and Rescue Service recently conducted a review of their emergency response model which will lead into both a service and asset strategy. The review involved modelling all of the sites and there are a few opportunities that have arisen. The service is currently reviewing all of these prior to making any decisions. This review will be going to cabinet shortly to seek support for proceeding to public consultation. Once that is complete, we can press ahead with the relevant property projects that emerge, including Carterton.</p>

6. COUNCILLOR THOMAS ASHBY

We are seeing more and more vape shops pop up within our communities. These vape shops are increasingly trying to lure young people in by not only selling vapes, but they are also now selling knock-off trainers and toys in order to target a younger audience. Can the Cabinet Member tell me what trading standards are doing to protect our young people from this trade?

COUNCILLOR JENNY HANNABY, CABINET MEMBER FOR COMMUNITY WELLBEING AND SAFETY

Our trading standards team, working with colleagues in public health, have been conducting a significant amount of work in relation to both the supply of non-compliant vapes and vapes being sold to children, much of this has been reported in local and national press. Since 2022, this has included conducting over 120 targeted inspections, seizing over 12,000 vapes and visiting 50 premises as part of underaged test purchasing exercises. 13 businesses have been prosecuted or faced other alternative enforcement actions and there are a significant number of matters either within the court process or under active investigation. The team have also submitted a number of license reviews, to relevant licensing authorities.

Since the introduction of the ban on single use vapes on the 1st June, the team have also contacted over 180 businesses to provide written advice (pre-ban), held an amnesty event for businesses with stocks of single use vapes, inspected 24 businesses post-ban and seized or collected over 1,000 single use vapes.

However, there is very limited legislative controls regarding the marketing of such products. The council does not have the ability to prevent shops selling vapes in close proximity to schools or selling alongside other products that might be attractive to children and the council (as an upper tier authority) does not have the ability to apply for closure orders on retail premises used for public nuisance or disorder – such as those found to be persistently selling illegal products.

The Government's Tobacco and Vapes Bill seeks to introduce restrictions on the advertising and sponsorship of vapes and nicotine products and will also allow ministers to regulate the flavours, packaging, and display of vapes so that they do not appeal to children. We will certainly be watching closely how ministers choose to use such powers. We are also pleased to report that Oxfordshire County Council will be benefiting from the decision of the Department of Health and Social Care to fund

	<p>approximately 80 Trading Standards Professional Apprenticeships across England and Wales.</p> <p>Finally, if any of your constituents has specific information about either the sale of illegal vapes or the sale of vapes to children, we would encourage them to report this to trading standards, via the national consumer helpline using the details below:</p> <p>Citizens Advice consumer helpline: 0808 223 1133 (Relay UK textphone: 18001 then 0808 223 1133) Lines are open Monday to Friday, 9am to 5pm. Lines are closed on bank holidays.</p>
<p>7. COUNCILLOR THOMAS ASHBY</p> <p>Please can the Cabinet Member inform me of a breakdown of all S106 funding available in Witney West & Ducklington, Witney South & Central and Witney North & East, whilst providing details of what this money is going to be spent on?</p>	<p>COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR PLACE, ENVIRONMENT AND CLIMATE ACTION</p> <p>The total held funding for the Witney divisions and the assigned use is as follows:</p> <p>Adult learning - £803.76 Countryside - £136,900 Education - £10,344,221 Libraries - £308,737 Social and Healthcare - £102,694 Transport- £3,452,091 Waste - £207,154</p> <p>Additional details on s106 funds are now published in the Members' s106 dashboard.</p>
<p>8. COUNCILLOR TOM GREENAWAY</p> <p>Can the Cabinet Member confirm what steps the County Council are taking to engage with the Environment Agency to fix and reopen the weir</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>The Thames Path Partnership has established a Bridges Working Group in collaboration with the Environment Agency, which is facilitated by Oxfordshire County Council as the National Trail host. The Environment Agency is currently</p>

<p>footpath across the River Thames at Abingdon? When are residents likely to have access again to this essential and much-loved walking route?</p>	<p>awaiting the results of the latest engineering inspection report of the Abingdon Weir Walkway before providing further update. The walkway is closed due to safety concerns identified in a previous investigation. Oxfordshire County Council continues to maintain open communication with the Environment Agency, fully recognising the walkway's significance and popularity among local residents and users of the National Trail.</p>
<p>9. COUNCILLOR LEE EVANS</p> <p>The appalling condition of the A417 between Stanford in the Vale and Wantage has inconvenienced local residents for far too long. There is considerable relief that some of the road has finally been resurfaced, but residents are anxious that if the flooding is not addressed then the road will become impassable again in the winter. Can the Cabinet Member for Transport Management provide an update on action to reduce flooding on the A417 between Stanford in the Vale and Wantage and reassure my residents he is doing everything he possibly can to ensure flooding does not return?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>Drainage investigation works have been in progress on the A417, between Silver Lane and Woodhill Lane, since 9 June 2025. The work has been complex, with the discovery of buried headwalls, chambers and historic ditch lines with the drainage system filled with heavily compacted silt.</p> <p>The gullies and associated pipework have been thoroughly cleaned and jetted, and the system has been surveyed using CCTV. Vegetation on the verges has been cut back to expose the ditches, and an ecological survey was procured to check for protected species throughout the site beforehand. Desilting work has commenced on three ditches in the vicinity of Mellors garage.</p> <p>Additionally, repairs to gullies and their immediate surroundings have been completed using a proprietary repair method.</p> <p>Senior Managers have met with Local Councillors on site to keep them informed of the current situation and conversations are ongoing between the Local Lead Flood Authority (LLFA), District Council and Landowners who are working together to mitigate further flood risk.</p> <p>I can certainly assure the questioner that I am doing all I can to mitigate and minimise the risk of recurrence: as noted above I had the pleasure of visiting the location in person with local councillors, officers and contractors just a few weeks</p>

	<p>ago. However, as also noted in the paragraph above, this issue is not unique in involving responsibility on the part of multiple stakeholders, including riparian landowners and other local landowners, so complete solutions are not by any means entirely within the gift of this council. The conversations and actions referred to above continue.</p>
<p>10. COUNCILLOR LEE EVANS</p> <p>Last year Oxfordshire topped the list of local authorities with unspent developer contributions, with £287.5 million being kept by the Council rather than spent improving our communities. Can the Cabinet Member for Finance, Property and Transformation confirm how much of that money relates to projects which were undertaken in the Kingston & Stanford division?</p>	<p>COUNCILLOR DAN LEVY, CABINET MEMBER FOR FINANCE, PROPERTY AND TRANSFORMATION</p> <p>Over the four years from 2020/21, we have spent £118m in s106 contributions, including £90m on education schemes, £24.3m on transport including bus services, and £1m on libraries.</p> <p>The capital programme, as presented to Cabinet on 25 March 2025, outlines a further £92m in planned S106 expenditure across 2025/26 and 2026/27, including £66m for schools to support the Pupil Place Plan</p> <p>It is the case that we hold S106 funding (£236m as of April 2024), but it is not the case that this is “unspent”.</p> <p>Developer funds (here and at all councils) are held in line with legally binding agreements and are often related to large and complex projects.</p> <p>These often assemble funding from multiple developments over many years.</p> <p>For example, the construction of a new secondary school will require tens of millions, often collected from many different sites. However, the school will not become viable operationally until a substantial percentage of the new homes contributing to it have actually been built and occupied. Indeed, opening the school early would risk the viability of other near-by schools until there are sufficient pupils in the area. Therefore, funding is held on behalf of the community, until there is sufficient demand to build and open the school.</p>

	<p>We have been very effective at securing contributions from developers over a prolonged period and we are working hard to accelerate our delivery of infrastructure so that we can continue to meet community needs, as most recently reported to the Place Overview and Scrutiny Committee in April 2025. To do that we are updating systems, processes and governance so that we become better and faster at deliver.</p> <p>Fundamentally the system, for financing community infrastructure in England set down by national planning rules needs to be looked at afresh. We are locked into a system of negotiations and legal complexity that slows down delivery. We argue that infrastructure should be funded at the start of development, not at the end, and for more effective mechanisms to capture the value created through development on behalf of new and growing communities.</p> <p>£4.1m of S106 funding is held for the Kingston & Stanford division.</p>
<p>11. COUNCILLOR JAMES ROBERTSHAW</p> <p>Would the Leader find out what role town and parish council are likely to play any Council reorganisations?</p>	<p>COUNCILLOR LIZ LEFFMAN, LEADER OF THE COUNCIL</p> <p>As the first tier of local government, town and parish councils play an essential role in the day to day lives of our residents. For many months, we have been listening to Town and Parish Councils via their representative organisation, the Oxfordshire Association of Local Councils. They want a strong voice in the discussions associated with local government reorganisation, and some of the larger town councils have let us know that they are keen to explore codesigning and delivering hyper local services at a hyper local level.</p> <p>Our resident and wider stakeholder engagement is now open, and we are keen to hear the views and ambitions of everyone in this great county – especially Town and Parish Councils - for a future Oxfordshire Council.</p>

<p>12. COUNCILLOR JAMES ROBERTSHAW</p> <p>Regarding the Witney High Street changes, would the Councillor please advise how much money has been spent so far out of the £1.98 million from the Active Travel Grant?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>The total spend to date on the Witney project is £515,443.</p>
<p>13. COUNCILLOR LIAM WALKER, LEADER OF THE OPPOSITION</p> <p>Please can you confirm when the access to the Park & Ride site at Eynsham is likely to be completed?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>The access road and junction to the Eynsham Park and Ride will be delivered as part of the A40 Eynsham Park and Ride to Wolvercote project.</p> <p>The A40 Eynsham Park and Ride to Wolvercote scheme completed its public engagement activity earlier this year and is in the process of submitting documents for planning. Subject to the planning activities completing successfully, the project will look to begin construction in early 2026 with the priority being the construction of the Park and Ride junction. Once safe to do so, the Park and Ride will be opened and made operational, which is planned for 2027. Further updates on the progress of the scheme will be shared regularly with stakeholders.</p>
<p>14. COUNCILLOR LEE EVANS</p> <p>For families of children with Special Education Needs & Disabilities, the delays in receiving an education, health and care (EHC) plan is a great frustration. Can the Cabinet Member for Children & Young People confirm what percentage of EHC plans are currently being completed within the</p>	<p>COUNCILLOR SEAN GAUL, CABINET MEMBER FOR CHILDREN AND YOUNG PEOPLE</p> <p>Thank you for the question. The Council is committed to ensuring the very best outcomes for all our children and young people. We recognise that some families find the system frustrating and this has been recognised nationally as well as locally.</p> <p>At the time of the last inspection in 2023 – according to the SEN2 data, 4% of EHCPs were completed within 20 weeks. The most recent SEND data shows our performance as 38.5%. this is higher than our statistical neighbours and the</p>

<p>target timeframe (on a comparable basis, in the context of the past five years)? Thank you.</p>	<p>SouthEast average (33.8% and 38.2% respectively). However, it is lower than the national figure (46.4%). Although we are not completing all EHCPs within the 20 weeks deadline, the majority are completed within 30 weeks (94%). Our focus is on ensuring high quality EHCPs working with parents and schools so that the plan accurately reflects the child's needs. We have invested significantly in our Educational Psychology service and additional case workers so we can continue to improve our performance. We believe a focus on getting the plan right for the child is of paramount importance, even if it takes a little longer.</p> <p>We have improved our timeliness performance despite increasing demand for plans. Since the inspection, we have witnessed a 24% increase in demand in 2023 and a 25% increase in 2024. Across the last five years, there has been a 62% increase in demand. At the time of the original SEND reforms in 2014, Oxfordshire had roughly 2000 pupils with EHCPs. By the end of 2025, we estimate that there will be over 8000 pupils.</p> <p>In order to deal with the increase in demand we have taken effective action, making our schools more inclusive through funding an additional 20 enhanced pathways from September 2025 ,investing in capital through an expansion of resource bases and rolling out new special schools across the county. This shows our commitment to continuing to improve outcomes for all our children and young people.</p>
<p>15. COUNCILLOR GARETH EPPS</p> <p>Many of the communities in the North Oxfordshire villages I represent want to see better public transport. Express buses to Oxford take an hour to travel 14 miles.</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>Oxfordshire has historically had the highest bus use per capita of any shire county in England. However, despite comparatively high bus use and a well-developed bus network, bus services can sometimes be too slow, infrequent or unreliable to meet people's needs.</p>

<p>Should the temporary congestion charge measure go ahead, what are the possible steps that could be taken to make transport from North Oxfordshire more accessible and better?</p>	<p>Traffic congestion deals a “dual blow” to bus services: it makes buses slow and unreliable, meaning fewer people use them, and hugely increases bus service operating costs. Over time this can lead to circle of decline, with service frequencies being cut and services withdrawn entirely.</p> <p>Whilst the proposed temporary congestion charge (if implemented) won't directly improve bus journey times outside the city, it should reduce delays on certain sections of the Banbury Road of route S4 from Banbury to Oxford (via Deddington and other villages).</p> <p>As part of the ongoing congestion charge consultation we're asking for feedback on what the income raised by the scheme could be spent on (by law it must be spent on transport improvements). This could include schemes to reduce the cost of park and ride and improved bus services. If this scheme goes ahead, we will finalise an investment plan taking the consultation feedback into account.</p> <p>Whilst I can't promise specific improvements for the S4 and other buses serving Deddington and surrounding villages will be included in the investment plan, those travelling into Oxford by bus or park and ride from those areas should see some journey time and reliability improvements, and potentially reduced park and ride costs.</p> <p>In the longer term, with the planned Oxford traffic filters, zero emission zone and workplace parking levy in place along with countywide investment in bus infrastructure and services through our Bus Service Improvement Plan, we hope to create the conditions for interurban bus routes like the S4 to develop and thrive, with improved frequencies, newer vehicles, and faster, more reliable journey times.</p> <p>I would draw the questioner's attention to recommendation (c) of the cabinet decision of June 17 2025, which resolved to “Request officers to develop an ‘income spending strategy’ which will focus the net surplus income on reducing the costs of bus travel, including potential park and ride incentives, in accordance</p>
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

	<p>with relevant legislation.” I look forward to working with all councillors who support the visionary ambition of the scheme to improve people’s lives on exactly how that can best be done.</p>
<p>16. COUNCILLOR NATHAN LEY</p> <p>With several library refurbishments across the county recently - including Chinnor, Goring and Henley - what has been the impact of this on usage and footfall?</p>	<p>COUNCILLOR NEIL FAWCETT, DEPUTY LEADER OF THE COUNCIL AND CABINET MEMBER FOR RESOURCES</p> <p>This administration is committed to investing in our libraries so that more people use them for traditional library services, for new services and so that they become hubs for community activity, working with local partners.</p> <p>I'm delighted to report that the initial impact of our recent development projects has been wholly positive:</p> <ul style="list-style-type: none"> • Henley - reopened in early April 2025 following a refurbishment - Visits up by around 40% (May 2025 compared to May 2024). • Chinnor - reopened in late March 2024 following refurbishment - Visits up by 148% (Apr/May/Jun 2024/25 compared to Q1 2023/24). • Goring - reopened in mid-November 2024 following refurbishment - Visits up by 15% (Q4 Jan/Feb/Mar 2025 compared to Q4 2024). For note, this growth has continued into 2025/26, but the overall size/opening hours of this library compromises usage to a fair degree, and we have plans to extend this building through Community Infrastructure Levy investment in 2027. <p>This follows the trend seen after other recent refurbishments, including those in Faringdon, Wheatley, Botley, Bicester, Summertown, and Westgate.</p> <p>More library projects are on the way, including Witney which is currently being refurbished.</p>

	<p>All these projects have transformed the library space and have reduced the carbon emissions of the buildings too.</p> <p>My thanks go to our Library and Property teams, to the brilliant designers, to the parish and town councils that have supported the projects and to our library friends groups.</p>
<p>17. COUNCILLOR SAJ MALIK</p> <p>According to Oxfordshire County Council's own traffic count in 2024 which shows more cars in Abingdon, Thame, Eynsham and Bicester and other Oxfordshire Towns. Why is the Council undertaking a consultation on the congestion charge & bus filters only in Oxford and not in other areas? Why Oxford?</p> <p>(Charts attached below)</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>Congestion is by no means unique to Oxford and we aim to tackle it across the county. However, Oxford must be the top priority because:</p> <ul style="list-style-type: none"> • It's highly congested compared to most other parts of the county (only Abingdon is similar) • 173,000 vehicles enter or leave Oxford each day – almost twice as many as Banbury, the county's second largest settlement • 70% of all bus commuting journeys made in Oxfordshire start or end in Oxford and suffer delays because of Oxford traffic • High traffic levels in the city hamper efforts to improve bus services, cycle routes and pedestrian crossings (which everyone says they want) • Oxford has narrow streets and high levels of walking and cycling, meaning traffic-related air pollution affects many more people than in other parts of Oxfordshire • The city's bus operators have invested over £40m in new electric buses on the understanding the council would take effective action to improve bus operating conditions in the city. The council must keep its end of the bargain. <p>Directly comparing traffic volumes between settlements is difficult due to differences between their road networks. However, taking traffic crossing 'outer cordons' – an imaginary ring around each settlement – as rough guide, in 2022/3 the figures for the county's three largest settlements were as follows:</p>

	<table border="1" data-bbox="963 231 1789 528"> <tr> <th>Place</th><th>Vehicles crossing outer 'cordon' per day, 2022/3</th></tr> <tr> <td>Oxford</td><td>173,000</td></tr> <tr> <td>Banbury</td><td>93,000</td></tr> <tr> <td>Abingdon</td><td>80,000</td></tr> <tr> <td>Other smaller towns and villages</td><td>Limited data, but significantly fewer</td></tr> </table> <p data-bbox="963 571 2038 603">Average morning rush hour traffic speeds provide an indicator of congestion:</p> <table border="1" data-bbox="963 639 1921 954"> <tr> <th>Place</th><th>Average AM peak traffic speed (A & B roads, miles per hour, 2024)</th></tr> <tr> <td>Oxford</td><td>10.4</td></tr> <tr> <td>Banbury</td><td>15.4</td></tr> <tr> <td>Abingdon</td><td>10.2</td></tr> <tr> <td>Witney</td><td>18.2</td></tr> <tr> <td>Bicester</td><td>14.6</td></tr> <tr> <td></td><td></td></tr> </table>	Place	Vehicles crossing outer 'cordon' per day, 2022/3	Oxford	173,000	Banbury	93,000	Abingdon	80,000	Other smaller towns and villages	Limited data, but significantly fewer	Place	Average AM peak traffic speed (A & B roads, miles per hour, 2024)	Oxford	10.4	Banbury	15.4	Abingdon	10.2	Witney	18.2	Bicester	14.6		
Place	Vehicles crossing outer 'cordon' per day, 2022/3																								
Oxford	173,000																								
Banbury	93,000																								
Abingdon	80,000																								
Other smaller towns and villages	Limited data, but significantly fewer																								
Place	Average AM peak traffic speed (A & B roads, miles per hour, 2024)																								
Oxford	10.4																								
Banbury	15.4																								
Abingdon	10.2																								
Witney	18.2																								
Bicester	14.6																								
<p data-bbox="255 959 703 991">18. COUNCILLOR SAJ MALIK</p> <p data-bbox="203 1070 929 1399">Many Cowley residents and business owners feel they have no say in what happens in their own neighbourhood and are made to feel like they are a nuisance when they try to get involved. Cycling activist groups are named council stakeholders and have a disproportionate influence over decision making which impacts our community. Most of them don't even live in Cowley. Why are ordinary folk not included in these discussions -</p>	<p data-bbox="963 959 2063 1023">COUNCILLOR NEIL FAWCETT, DEPUTY LEADER OF THE COUNCIL AND CABINET MEMBER FOR RESOURCES</p> <p data-bbox="963 1070 2139 1254">There is a myriad of ways in which residents of Cowley, whether they are one of the thousands of ordinary people who regularly cycle, plumbers, grocery shop owners, older people, less able people or people of faith, can influence decisions that affect their community. (Many of the thousands of cyclists in Cowley will also be members of those other groups listed too.)</p> <p data-bbox="963 1294 2150 1399">Every significant change in county council services for Cowley residents, including any highways, traffic or active travel schemes, will have been preceded by an appropriate consultation process. The wide range of current public consultations can</p>																								

where are the local plumbers, the Temple Cowley grocery shop owners, older people, the less able and faith group representatives? Indeed, even elected representatives such as myself are often the last to know about changes being made to our divisions. This should not happen, and I ask Cllr Fawcett what efforts can be made to treat us as partners in decision making?

be seen at <https://letstalk.oxfordshire.gov.uk/>. We routinely see relatively high levels of engagement with our consultations.

We also utilise many other forms of engagement with residents and businesses on local schemes. For example:

- In the [decision meeting](#) for Westbury Crescent, the Chair cited the proposal as “a good example of co-production with local residents, officers and local Councillors to ensure that the details are right.”
- We have established a co-design group for the East Oxford Active Neighbourhoods that has invited a cross-section of representatives, with insight from the area including representatives of elderly groups, accessibility groups, business groups and faith groups. A separate county councillor steering group kept local county councillors fully updated on this project. We are currently planning to undertake local engagement with more local representatives later this year.
- We undertook an informal consultation on early proposals for Hollow Way parking. This included a walk through the area and listening to business owners. We are currently reviewing the outputs from this process. There would be further local engagement on any further proposals here.

Every county councillor has numerous opportunities to influence decisions on behalf of their constituents, including questions at council, like this one, or by asking questions or speaking at committee meetings, direct contact with officers etc.

No amount of consultation and/or engagement will result in everyone being happy with every decision. Clearly there are strongly held opposing views on some issues. In those cases, some people will end up feeling unhappy with the outcome, but that does not necessarily mean there was any failure to consult.

<p>19. COUNCILLOR DAVID HENWOOD</p> <p>Some London boroughs have successfully reduced initial assessment waiting times to under six months. Will the Cabinet Member consider a cross-party initiative to visit these boroughs, with a view to developing a collaborative strategy that could help us reduce assessment waiting times here in Oxfordshire?</p>	<p>COUNCILLOR SEAN GAUL, CABINET MEMBER FOR CHILDREN AND YOUNG PEOPLE</p> <p>Thank you for the question. We are always keen to consider new initiatives so thank you for drawing this to our attention. We have been in touch with the ICB and they are keen to work with us on this. We will report back to Council in due course.</p>
<p>20. COUNCILLOR DAVID HENWOOD</p> <p>Given that 1,266 bike thefts were reported in Oxford between November 2022 and November 2023, with clear seasonal spikes in May and June, and considering that for lower-income families bicycles are often essential and increasingly unaffordable to replace, what specific measures are being taken—or planned—to ensure equitable access to secure, affordable bike storage and protection across all neighbourhoods, particularly those with limited private space or high theft rates?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>We're currently working with the City Council to install a number of new public cycle parking racks across the city. We've got a long list of requests that have come from residents and councillors, and we've used this as a starting point when considering locations. These racks are all being funded through the City Council's CIL funded Cycling Infrastructure Fund.</p> <p>A total of 56 additional racks have already been installed through this funding stream, providing parking for 112 bicycles across Oxford.</p> <p>We're in the process of producing and finalising the drawings for the next set of proposals that will be covered by the funding, and based on the proposals, a maximum of 61 racks (122 spaces) could be delivered, subject to consultation and approval.</p> <p>Unfortunately, the funding won't be able to deliver all of the suggested locations on the long list. That being said, it's useful to have this long-list should any additional funding become available in the future. We can share the list of requests we've</p>

	<p>received that details the status of each request and its location if that would be helpful.</p> <p>In terms of permission for cycle racks, we're going through the Traffic Regulation Order process for any on-carriageway locations which is subject to a statutory 28-day public consultation and a report is taken to Cabinet Member Decisions (Transport Management) for a final decision. For cycle racks on footways, there is no statutory consultation process, but the City Council has been working with us (County) to get technical sign-off on the locations and layouts, and some local frontage consultations will take place.</p> <p>I am delighted to see Cllr Henwood acknowledging the vital importance of non-car travel modes, particularly cycling, to many in our city, and I look forward to working with him on continuing to make this option safer, easier and more convenient.</p>
<p>21. COUNCILLOR SAJ MALIK</p> <p>How much is the Council spending on the consultation on the congestion charge & why is the Council consulting when the scheme is temporary?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>The introduction of congestion charging points – even temporary ones – is a major decision with significant implications for residents, visitors and businesses. We want to hear views from as many people as possible before making decisions about whether and how to introduce the scheme. Consultation is also a legal requirement for a road user charging scheme.</p> <p>The consultation has been prepared and managed in-house to keep costs to a minimum. Officers are working on all aspects of the scheme, not just the consultation, so it is not possible to itemise the consultation costs.</p>
<p>22. COUNCILLOR JAMES PLUMB</p>	<p>COUNCILLOR SEAN GAUL, CABINET MEMBER FOR CHILDREN AND YOUNG PEOPLE</p>

<p>Many families of children with Special Educational Needs & Disabilities feel deeply let down and concerned by the decision to scrap the dedicated Cabinet Member for SEND Improvement. Can the Cabinet Member for Children and Young People confirm how many children and young people in Oxfordshire with SEND are currently not accessing full-time education and how this compares to the previous five years?</p>	<p>Thank you for the question. Our focus on special educational needs remains strong. Recent feedback from inspectors is that we are very much on the right track. As such we believe it is now the right moment to have the cabinet member for children's services focusing on SEND directly alongside all the other hugely important services for children and young people provided by the County Council.</p> <p>In terms of children and young people with SEND, for some of these children full-time education is not appropriate to meet their needs. For some children, full time education at school is not suitable. For example, children who receive EOTAS packages or are electively home educated may not be educated 'full-time' since this would not be supportive of meeting their needs. Currently we have over 700 children and young people who access alternative education provision. Not all of these will have SEND. Roughly 8% of children and young people with EHCPs access alternative education provision. This may be on a part-time or full-time basis depending on the needs of the student.</p> <p>Although the number of children with SEND on part-time timetables has increased (from 197 in 2020/21 to 230 in 2024/25) the proportion of pupils with SEND has declined (from 1.16% to 1.11% for the same period). This reflects the steps our school leaders are taking to make schools more inclusive. As the summer break approaches, we would like to take this opportunity to thank all our school leaders, their staff and our parent/carer community and our pupils for their continued work to make our schools inclusive.</p>
<p>23. COUNCILLOR JAMES PLUMB</p> <p>Residents in my division are concerned about delays to planned work at the A415/A338 junction in Frilford and the A415 through Marcham. The County Council website states that "an assessment of the shortlisted options and a traffic modelling</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>We are currently working through (and reaching the end of) the modelling and costings for three different options for the Frilford and Marcham junction to identify the best option. Physical improvements to this junction are due to be delivered by a nearby housing developer and once a preferred option is selected, a period of</p>

<p>assessment of the to-be-identified preferred option are on-track to be completed during Spring 2024". It is now Summer 2025 and there has been no progress. Can the Cabinet Member provide an update on this project, including the preferred options for the scheme and when work is likely to commence?</p>	<p>negotiation will take place to understand whether this will be a developer, or council led project.</p>
<p>24. COUNCILLOR MARK CHERRY</p> <p>Would the Cabinet Member for Transport Management note that, as a ward councillor for Banbury Ruscote and a trained OCC super user, I was drawn to a FixMyStreet report pavement condition on Warwick Road by A & C chip shop that leads into Cromwell Road as a member of public had an accident. This pavement on closer inspection has deteriorated substantially. I put a report in on FixMyStreet and reported to highway officers directly on the highways. I was informed that this section of pavement would be on a highways program for 2026-2027 and any urgent defects repaired.</p> <p>My question essentially relates to how long it does take for a county councillor to lobby or get pavements on the highways program to be resurfaced. The pavements in question on Warwick Road and Cromwell Road the pavement needs digging up and totally resurfaced in my view a slurry Asphalt repair would not be adequate I</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>When considering schemes for capital maintenance, the type of treatment required often necessitates a lead-in period for surveys and design work. This means that, in most cases, schemes are identified in the year prior to delivery to allow sufficient time for planning.</p> <p>In the interim, scheduled safety inspections are carried out, and reports submitted via Fix My Street are investigated, and if deemed necessary, addressed to ensure the network remains in a safe condition.</p> <p>While it is clear that resurfacing footways would be more cost-effective in the long term, Oxfordshire has historically received only around £23 million per year from the Government to maintain all of its highway assets. These include roads, footways, bridges, street lights, traffic signals, and drainage. As I'm sure you'll appreciate, this falls significantly short of the funding required. Unfortunately, this means we are not always able to include every scheme in the programme.</p>

<p>would say. The pavement in question is deteriorated substantially over a six year period as I have personally put reports in on this issue.</p>	
<p>25. COUNCILLOR BETHIA THOMAS</p> <p>Early in the last administration, a motion set the scene for catering within County Hall, with all lunches provided during County meetings restricted to vegan options only. This caused a lot of controversy at the time and has continued to spark comment especially as meals have not been sourced locally, and do not promote sustainability or wholly reflect the policies set out in the Oxfordshire Food Strategy which the council endorses.</p> <p>While I am very happy to have a meal of any sort provided for me, I would prefer it if we could rethink our existing catering policy and consider different options, including the use of local produce, to reflect the county's rural economy and our farmers' role in food production; working with non-profit organisations like the Oxfordshire Food Hub to consider the use of 'waste food' that would otherwise go to landfill; and providers like Damascus Rose Kitchen, a social enterprise serving up delicious Middle Eastern food, while supporting refugee women in the city; alternatively, as has been suggested before, we could always bring our own lunches or go out for a lunch to support local business.</p>	<p>COUNCILLOR LIZ LEFFMAN, LEADER OF THE COUNCIL</p> <p>The decision to serve a plant-based menu at our Full Council meetings was taken following a motion from Cllr Ian Middleton, which the council endorsed. The current supplier for our full council lunches is a local company, Parkers, which is based in Kidlington. We also use a range of local caterers for internal and external events at the council, including Damascus Rose and Waste2Taste – an Oxford-based community interest catering company who use surplus ingredients to provide high-quality food. At the recent Council of Sanctuary event where we received our certificate, the food was supplied by an Afghan family, who we hope will be able to provide catering for us at some of our future events.</p> <p>I have asked our facilities management team to review the current arrangements for full council lunches, in line with our commitment to the Oxfordshire Food Strategy and to supporting the local economy.</p>

<p>Could the Leader explain her thoughts on the catering options available to us at the start of this new administration?</p>	
<p>26. COUNCILLOR BETHIA THOMAS</p> <p>Over the last twenty years Faringdon, like other small towns across Oxfordshire, has seen a huge increase in population with hundreds of new homes being built in several major developments across the town.</p> <p>Historical planning decisions dating back many years have not allowed for the requisite infrastructure and key facilities which could mitigate the effects of such development. Many residents now recognise the need for a discrete community centre to accommodate the many sporting and social groups that are currently struggling to find a home.</p> <p>The Council owns a property on the Highworth Road on the outskirts of the town. I believe it had once been leased to the Town Council and used as a youth centre but has been left empty and derelict for many years. Since the youth centre closed a residential development has been built around the site, and in many people's views, may give the opportunity for a community centre which</p>	<p>COUNCILLOR DAN LEVY, CABINET MEMBER FOR FINANCE, PROPERTY AND TRANSFORMATION</p> <p>Following a period of marketing the site the former Youth Centre and Highways depot in Highworth Road, Faringdon is under offer to a preferred purchaser. The terms of the deal are close to being finalised and will be subject to receipt of planning consent.</p> <p>Before marketing, the property was offered internally to all OCC departments. The initial marketing of the site was then delayed in order to give the Town Council and other local organisations the opportunity to put forward their ideas for the site, but no proposals were forthcoming, nor was any interest expressed in the site from Community Groups to the sales agents during the marketing.</p> <p>Negotiating the details of the sale has taken some time as the site does not have the benefit of planning consent for uses other than for its former use. It has taken some time for the preferred purchasers to receive and consider pre-app advice. It has also been necessary to ensure that the purchaser understands the potential contamination issues on site and is able to fully address these issues.</p> <p>Whilst the sale is subject to planning it is anticipated that exchange will be completed during this financial year, with the sale occurring when planning is granted.</p>

<p>would serve a range of groups and social clubs in the town.</p> <p>The site has had a chequered history, and the last time I asked, the property was on the market, however, I believe it was never sold. Could the Cabinet Member give an update on the site, and whether any consideration could be given to this site being reserved for community use, given that so few facilities are available to residents?</p>	
<p>27. COUNCILLOR BETHIA THOMAS</p> <p>I am aware of significant funding secured through S106 Developer Contributions designated for use on adult social care in Faringdon. This matter has been under consideration for some time now, and while I believe we were making progress towards plans for the fund, I would like an update to give to residents and the parish.</p> <p>Is there any plan to spend the funds refurbishing the upper level of Faringdon Library to provide a community space for groups who are focussed on delivering services for residents; alternatively could these funds be spent on securing and refurbishing the council owned site on Highworth Road on the outskirts of Faringdon to provide a similar space for community groups in the town?</p>	<p>COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR PLACE, ENVIRONMENT AND CLIMATE ACTION</p> <p>S106 Developer Contributions are subject to agreements which determine how the funds can be spent. As such we have to ensure any spending meets the requirements set out in the agreement.</p> <p>As there is not a Community Support Service site in Faringdon, Faringdon residents are served by facilities in neighbouring communities, for example, in Wantage. A substantial scheme to refurbish and redevelop Wantage Community Support Service (CSS) is in planning to enable it to become a multi-use community setting. Some elements of funding collected to support Faringdon residents is therefore expected to be used on this project.</p> <p>Following a major refurbishment of Faringdon library in 2022, I am pleased to say that we are about to carry out further S106-funded improvements to the library area. There has been a degree of community usage of the first-floor space in the past and further use would be welcomed. However, there are significant accessibility challenges to make the first-floor a fully usable community space. I have asked</p>

	<p>officers to review the possibilities in conjunction with the library and property services.</p> <p>The property on Highworth Road is on the disposal list. It was offered to the community however, as this was not taken up it was subsequently put on the market and is currently under offer.</p>
<p>28.COUNCILLOR JAMES BARLOW</p> <p>We know that getting people travelling more actively and using more public transport is an important contributor to improving mental and physical health, building community (active and public transport are more sociable ways to get around) and mitigating climate change. This month I've been informed that children in Brightwell-cum-Sotwell will no longer benefit from a bus service to transport them the 2 miles to Wallingford School. Whilst the soon-to-be installed toucan crossing across the busy A4130 will mean a few more children may cycle than today, residents in the village fear that many more parents will now choose to take their children to school by car. Two suggested options include not discontinuing the school bus and / or changing the times of the #33 privately-operated bus to make it more likely that school children will use that to go to and from school. What is the Cabinet Member for Transport Management able to do to help the physical and mental health, and climate-safer future of Brightwell's secondary school aged children by</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>Response to follow.</p>

ensuring more privately-owned cars are not forced onto these road at peak times in my division?	
<p>29. COUNCILLOR JAMES BARLOW</p> <p>The last #33 bus from Didcot to Wallingford, via Brightwell-cum-Sotwell, now leaves Didcot at 22:11. Residents have informed me that whilst they don't want to get into their cars for the short journey home after a (often commuter) train journey, trip to the Cornerstone or sporting engagement, they are now forced to do so. What can the Cabinet Member for Transport Management do to reinstate a later service to support residents in my division make the right choice in terms of travelling more actively and using more public transport? (We know travel choices are an important contributor to improving mental and physical health, building community (active and public transport are more sociable ways to get around) and mitigating climate change to give us a better chance of less climate chaos and collapse in the next few decades.)</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>Service 33 in the evenings is operated commercially by Thames Travel and therefore decisions on timings are theirs to make. Through developer contributions, the Council already provides significant funding for this service to double the frequency between Didcot and Wallingford in the daytime, for the Sunday service and also for the extension of services to/from Henley-on-Thames. The service through Brightwell would be significantly poorer if it was not for the Council's intervention.</p> <p>Officers have engaged with Thames Travel to identify what may be possible to make evening services later to Brightwell and have sought prices for a later journey. However, any action will be dependent on securing available funding. The Council invests £10m per year in supporting the bus network and mitigating the impacts you describe, so are fully committed to ensuring that public transport services meet the needs of residents as best as possible with the money available.</p> <p>I certainly share Cllr Barlow's commitment to viewing transport choices through the lens of public health and climate change mitigation, and I look forward to working with him and all other members who share this view to continue to offer the best possible options for all our residents.</p>
<p>30. COUNCILLOR JAMES BARLOW</p> <p>Officers and members are to be congratulated on OCC again being rated top county in Climate Emergency UK's (CEUK) 2025 climate action</p>	<p>COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR PLACE, ENVIRONMENT AND CLIMATE ACTION</p> <p>Since endorsement of the Climate Adaptation Route Map for Oxfordshire by the Oxfordshire Leaders Joint Committee (OLJC) in January and adoption by Oxfordshire County Council (OCC) Cabinet in February, progress has been made on</p>

[scorecard](#). And I welcome the Oxfordshire Climate Change Adaptation Route Map which directs us to look at the impacts climate change is having on our residents and geography already, way beyond net zero.

On 17th March I participated in the inspiring, frightening and much-needed OCC Climate Adaptation Workshop. I learnt more specifics about flooding and extreme heat risk and likelihood amongst other things. At the workshop I participated in a break-out group looking at Adaptation Capacity Building for Senior Leaders to support the following priority: "Develop a set of adaptation capacity building materials that are specifically targeted at executive officers, Cabinet Members and Councillors across the county. [since] senior officer buy-in underpins many actions within this Plan, and they are crucial to enabling local action on climate adaptation. Capacity building materials will help to strengthen this buy-in through engagement."

This is one of the 6 high priority "Enabling actions: governance, reporting and monitoring" actions to be taken by March 2026. (See page 5 of the Oxfordshire Climate Change Adaptation Route Map).

Please can the Cabinet Member update us on what progress has been made against these

the initial implementation steps, with efforts being focussed on the 15 priority actions to be implemented over the next 12 months. The Oxfordshire Climate Adaptation Summit in March brought together stakeholders responsible for the implementation of the Route Map. The first ZCOP Climate Adaptation Working Group was then convened in April to coordinate delivery of the Route Map amongst stakeholders. Further information on implementation progress can be found in the [Progress Update on the Implementation of the Climate Adaptation Route Map for Oxfordshire](#) report submitted to OLJC in June 2025.

Regarding priority action number 5 specifically (developing capacity building materials for executive officers and members), the working group recognised the large number of stakeholders (private, public and voluntary sector organisations) within the scope of this action and the need for an initial scoping exercise to clearly identify specific stakeholder requirements. It was also agreed that this aligns closely with wider need for a strategic communications plan for climate adaptation (as requested by OLJC) and that the OLJC secretariat would be well-placed to undertake this working with district and county council communication teams. Climate Adaptation has now been included in the Carbon Literacy Training that the council is offering to all staff and will be offering to Cabinet Members.

I would be grateful if councillors do:

- Engage with parish/ town councils and community groups on developing [Community Emergency Plans](#) - simple plans that are maintained by the community to assist them to coordinate local resources to respond to a disruptive event.
- Promote and circulate the [Are you Ready?](#) guide to preparing for emergencies (including storms, heatwaves and flooding) amongst residents.
- Share the [Business Continuity Managment Toolkit.pdf](#) with local businesses and encourage them to adopt their own business continuity plan.
- Engage with residents, businesses and local decision makers on the importance of adapting to climate change (as well as reducing carbon

<p>priorities, whether we are on-track, and how we as members can all support these vital priorities.</p>	<p>emissions) and circulate the Introduction to Climate Adaptation to enable capacity building</p>
<p>31. COUNCILLOR TED FENTON</p> <p>Residents living in Little Faringdon whose children attend Burford School are currently transported to school by bus but have been given notice that because of the condition of the roads the bus company is no longer prepared to operate the route. The alternative for pupils is a 1 ½ mile walk along a busy road with no footpath to reach the nearest bus stop that will continue to be served. This is unacceptable in the summer and potentially lethal in the winter. Can the Cabinet Member use his good offices to ensure that resurfacing work on roads in the area is completed over the summer so that these students can continue to get to school by bus?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>We believe this probably likely relates to a privately operated route by PS Coaches conveying children not eligible for free home to school travel assistance.</p> <p>Although the route and problem area are not confirmed, we don't believe there are currently any plans for highway surface improvement along the route this coach takes. We will arrange for an inspection to take place if one is not scheduled to take place soon, and any defects that cause a potential safety concern will be repaired and the overall condition fed back to the capital programme team for consideration against other priorities.</p>
<p>32. COUNCILLOR SUSANNA PRESSEL</p> <p>I'm still getting countless complaints about the "ludicrously complex" website that our poor residents are now forced to use if they need to apply for a visitor parking permit. The complaints are coming from people who are extremely computer-literate, as well as from people who don't have internet access (perhaps because their Wi-Fi</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>I can confirm that following the feedback from users, Officers have been reviewing the points raised and have identified areas for improvement. That work is underway and I will ask officers to keep councillors informed.</p>

<p>system is down). There seem to have been no improvements whatsoever in the software supplied by the disastrous firm selected to provide this new permit system. Why was this firm chosen and why are they unwilling or unable to make the necessary improvements?</p>	
<p>33. COUNCILLOR SUSANNA PRESSEL</p> <p>We are <i>still</i> waiting for a contract to be signed for the supply and installation of EV cross-pavement charging channels. They will be at least two years late. However, we are also still waiting for on-street or public chargers in many parts of the county. Meanwhile, people are reluctantly buying petrol or diesel vehicles, unable to wait any longer for adequate EV infrastructure to be provided. Why is progress so disappointingly slow?</p>	<p>COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR PLACE, ENVIRONMENT AND CLIMATE ACTION</p> <p>The council has been at the forefront of developing the processes and exploring the regulatory frameworks surrounding the novel concept of cross pavement EV charging, and as such officers have been seeking solutions and gathering information without the option of learning from central government or other local authorities until very recently. A number of technical and regulatory questions and challenges have arisen during the development of the project which have required investigation and resolution, often involving liaison with national bodies such as the Health and Safety Executive, Institute of Engineering and Technology.</p> <p>We are proud that central government and councils across the country have been learning from and building on Oxfordshire's hard-won knowledge and experience – with officers being invited to contribute to government guidance for other local authorities. Oxfordshire's large scale EV cable channel pilot of up to 500 cable channels across the county will be the largest Council-led roll-out of EV cable channels to date in the UK – far exceeding any other scheme in numbers.</p> <p>The procurement of a contractor to install and manage EV cable channels is in progress, with the award notice due to be published in August. In order to expedite, the council is cut out to open applications to the public prior to this date. Applications will start to be taken in July as communicated in a recent (13th June) members briefing.</p>

<p>34. COUNCILLOR SUSANNA PRESSEL</p> <p>As well as the endless and immensely inconvenient Network Rail work in Botley Road, Thames Water has closed one lane of Osney Bridge for a similarly endless project to replace their water main and to strengthen the bridge. Often the closed lane is used for parking private cars. Surely this conflicts with our active travel policy and with our attempts to reduce congestion and pollution? Can we insist that the owners of these cars use the nearby park and ride car park?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>The lane, which is closed as part of the Thames Water work on Osney Bridge, is in place to act as a delivery point for equipment and materials required to carry out the inspection and repair of the bridge. When cars are seen parked, these will be Thames Water company vehicles used by <i>operatives working on site</i>. <i>Where this is done by</i> those dropping off/ picking up equipment at the site, it is considered that due to the nature of those making the journeys and the heavy/ bulky equipment being moved, that is acceptable for them to travel in by car.</p> <p>The timescales for the projects are of course a matter for Network Rail and Thames Water respectively. It is not accurate or helpful to describe them as "endless".</p>
<p>35. COUNCILLOR IAN MIDDLETON</p> <p>There is a desperate need to improve speed and weight restriction enforcement in many divisions, including mine in areas like Sandy Lane, Cromwell Ave and Bicester Road. This could take the form of fixed or mobile camera enforcement and/or speed indicator devices located in recognised poor compliance hotspots. As the budget for new 20 MPH schemes has been significantly under-spent, would it be possible for all or some of the remaining funds to be redirected to support parish and town councils to help finance targeted enforcement on a full or matched funding basis?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>The initial £8 million capital funding for the implementation of the 20mph programme was reduced and reallocated as part of the budget setting process the year before last, as such there is no underspend to the programme. I can confirm that the council's road safety Vision Zero programme includes an allocation for trialling some lower cost supporting traffic management measures which is hoped can inform potential low-cost schemes potentially funded by the county council and/or parish/town councils. Specifically on the 20mph programme as set out below (see para 12 in Agenda item 12 in Choose agenda document pack - Cabinet 19 October 2021 Oxfordshire County Council) it was recognised at the outset that further supporting measures may be helpful but with the presumption these would be locally funded.</p> <p>It is accepted that in some locations non-compliance with traffic regulations, including speed limits and weight restrictions is an issue which can impact on safety in local environments, and that work is needed to address this at a national level in</p>

	<p>part. Only the police currently have powers for enforcing speed limits and they also have strict criteria for deployment of resources based on need and severity. Enforcement of structural weight limits is also still a criminal offence and as such can only be enforced by the Police or Trading Standards. Environmental weight limits (which allow local access) can be enforced by the county council through moving traffic offence powers. This isn't considered straightforward though and different ways of potentially doing this are being explored and liaison with other local authorities on this is also taking place. Any solution would require capital investment and budget for ongoing operational costs for the installation and management of ANPR cameras (accepting that any income from fines will be able to help fund this).</p>
<p>36. COUNCILLOR IAN MIDDLETON</p> <p>Residents in my division on the Bicester Road were recently subjected to prolonged noisy roadworks right outside their houses from around 9pm to 3am with no warning. Much as I appreciated that these works needed to be done (especially as I had been asking for them for over 9 months) they were extremely disruptive to nearby residents, especially those with young children. What is our policy on notification to residents in cases such as these?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>The timing of works is agreed based on traffic management considerations to reduce the impact on the road network. However, responsibility for noise, working hours, and resident notification lies with the works promoter. They are subject to environmental legislation and are expected to liaise with the relevant District Council regarding noise control, including applying for a Section 61 consent where necessary.</p> <p>We do not directly supervise the works, but we carry out inspections to ensure compliance with permit conditions and safety standards, in line with Department for Transport guidance.</p>
<p>37. COUNCILLOR IAN MIDDLETON</p> <p>For over 3 years I have been trying to get ANPR installed on the High Street in Kidlington to enforce access restrictions. This is to replace the rising</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>Thank you for your continued patience and for raising your concerns regarding the installation of ANPR enforcement on the High Street in Kidlington and the issues you</p>

<p>bollard which has never worked properly since it was installed and became something of a laughing stock. I have since been variously promised numerous dates for the installation, none of which have been honoured. It was then finally taken to consultation in February and approved with funding agreed. I have been in frequent contact with the officer dealing with it who keeps telling me that it's in hand and awaiting a quote from the installers. I've now heard nothing further from the officer concerned since March, despite 2 chase emails. The situation is now becoming almost as ludicrous as the failed bollard itself. Can the Cabinet Member please give me an update on the position and provide a definite date for when the installation will finally go ahead?</p>	<p>have raised with the rising bollard, please note this bollard is operated by Cherwell District Council.</p> <p>The council is currently reprocurring its contract for ANPR installations, this new contract will enable delivery the installation of the Kidlington High Street site. Approval to procure this contract will go to Cabinet in mid-July with an expected 'go live' date in Q4 of this financial year. I can confirm the installation of a camera on Kidlington High Street sits at the top of the priority list for sites and will be implemented quickly once the contract is in place.</p>
<p>38. COUNCILLOR GAVIN McLAUCHLAN</p> <p>What are we doing about clearing the cycle lanes across the county, in particular I am referring to the cycle lane that runs along the A4074 from Warborough to Benson. It is currently impassable and therefore not usable. This encourages short inter-village journeys to be taken by car, not by bicycle.</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>Over the last two years some one-off additional funding was identified that enable extra maintenance work to be undertake work on our cycleway / footway network. The allocated funding was: 2023/24 – an additional £1m, and 2024/25 an additional £500k. In these years were able to undertake a substantial amount of vegetation clearance, returning many of such routes to their original intended widths. Even with vegetation cleared though, as several shared cycle routes on routes such as this were historically design as footways, they do fall well below the current design standards for shared use facilities.</p> <p>For year 2025/26 we have circa £300k for this type of work and will prioritise based on need from a user safety perspective. Having stated that, the council does have</p>

	<p>increased capital budget for physically repairing walking and cycling routes and when carrying out such work, clearance work will also be undertaken where possible.</p> <p>In terms of the A4074 cycle path, officers will investigate the particular section in question, as I understand it is part of a route that has been previously cleared, with a view to cutting back the vegetation.</p>
<p>39.COUNCILLOR GAVIN McLAUCHLAN</p> <p>How and when are all the OCC owned lands across the county maintained? In my area (Benson & Crowmarsh) we are looking very overgrown at the moment, part of which is down to the season, however many areas are rarely if ever maintained and are a local eyesore. Roadsigns are obscured in many places which isn't particularly helpful to those needing to follow them and pathways are often inaccessible. It would also be useful to understand which lands are actually managed and maintained within each area, as often there is confusion.</p>	<p>COUNCILLOR DAN LEVY, CABINET MEMBER FOR FINANCE, PROPERTY AND TRANSFORMATION</p> <p>The County Council is one of the bodies responsible for cutting verges and footpaths, along with private owners, parish and town councils and the district councils. Our priority is safety as well as supporting wildlife through selective trimming.</p> <p>If you have specific areas which you believe require attention, please use FixMyStreet to report them.</p>
<p>40.COUNCILLOR GAVIN McLAUCHLAN</p> <p>Speeding is a massive issue in my area (Benson and Crowmarsh), especially down the A4074 which is somewhat of a race track. What is being done to ensure that TVP takes measures to manage and penalise the offenders? There is a day (11th July) where TVP are encouraging the Community Speed</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>Speed enforcement is a police responsibility and concerns over speeding on specific roads can be reported to them for consideration of and prioritisation of enforcement. County Officers regularly liaise with the police on road safety matters including enforcement and will share the above concerns with them for their consideration. As part of the council's road safety Vision Zero programme speed limits across the County on A and B roads, including the A4074, are being reviewed</p>

<p>Watch groups to actively get out and monitor traffic speeds, however there is much doubt about the actions then taken - with no real successes attributable to CSW actions in the past. There is also an issue with “recognised” speed measurement devices, with TVP often not using the data generated by certain cameras (i.e. AutoSpeedWatch - which also collects other very useful information on whether the car is MOT'd or insured etc.), which are recognised by other police organisations.</p>	<p>and reduced where appropriate. There are specific plans to amend the current Dorchester Bypass lining arrangements to improve safety.</p> <p>I have raised the issue of speeding enforcement at the Road Safety Partnership convened by the Thames Valley Police and Crime Commissioner and drawn his attention to the success in other areas of community-led initiatives such as Operation Snap. I continue to ask for more active support from TVP and the PCC in communicating the very significant benefits of lower speeds and in enforcing them.</p>
<p>41. COUNCILLOR LAURA GORDON</p> <p>The appointment of public transport and active travel champions will enable us to move these important agendas forward and benefit residents across the country. Will the Cabinet Member join me in welcoming these appointments and commit to working with Members to identify opportunities in our divisions to deliver better facilities to residents?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>Yes. These appointments reflect the importance the administration places on these vital areas of policy. I am delighted to welcome Cllrs Brant and Kerr to the roles and I look forward to working closely with them to improve the lives and travel choices of all of Oxfordshire’s residents. They both bring a huge amount of energy and experience to the roles. I would also like to thank previous holders of both roles for their work</p>
<p>42. COUNCILLOR LAURA GORDON</p> <p>It is welcome that the Council is developing a parents and carers’ leave policy to enable Members to take periods of absence from their roles when they become new parents or take on caring responsibilities. This is long overdue but I hope will benefit other members in future. Can the</p>	<p>COUNCILLOR NEIL FAWCETT, DEPUTY LEADER OF THE COUNCIL AND CABINET MEMBER FOR RESOURCES</p> <p>I very much welcome the proposed policy and join you in thanking our officers for their speedy work.</p> <p>If the policy is accepted by Council today then it will be implemented immediately.</p>

<p>cabinet member join me in thanking officers for developing the policy so quickly and confirm the timeframe for this policy to be implemented.</p>	
<p>43. COUNCILLOR BRAD BAINES</p> <p>Given that the £8 million 20 mph transformation scheme was agreed as a three-year scheme set to be completed by 2024/5, what reasoning can the Cabinet Member for Transport Management provide for why Oxford continues to lack a comprehensive 20 mph network as promised by the "Oxford review"?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>A review of further 20mph limits in Oxford is scheduled following the introduction and assessment of the planned major measures to address congestion in the city.</p> <p>The county council has committed through its <u>Enhanced Partnership Plan</u> (see 7.9 and 7.10) to “bus productivity improvements of at least 10% within the Oxford SmartZone area, compared to a 2019 base, by the end of 2025”.</p> <p>The trial traffic filters project (possibly preceded temporarily by the proposed temporary congestion charging points) is one of the main schemes planned to meet this commitment. However, the traffic filters will be a trial scheme with various uncertainties, so we don’t know exactly what its impact will be. We want to understand the impact of this and other schemes before assessing the need and implementing further 20mph limits in Oxford.</p> <p>I would remind the councillor and his party that if they want the benefits of increased bus productivity outlined in the EP (which, as he knows, also underpins the business case for the wonderful new ZEBRA buses), they must support the measures this administration is taking to deliver them, measures which his Labour party colleagues helped design and voted for. Pretending to want the benefits of our policy without supporting the means to deliver those benefits is fundamentally dishonest.</p>

<p>44. COUNCILLOR BRAD BAINES</p> <p>Residents in Grandpont, Iffley Fields and New Hinksey are very keen to make the transition to driving an electric vehicle and help reduce their carbon footprint, however they face a difficulty charging such vehicles due to a lack of local charging stations and the delays to the GUL-e roll out. Could the Cabinet Member provide a full list of areas identified as high-priority for new roadside charging stations as part of the LEVI scheme?</p>	<p>COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR PLACE, ENVIRONMENT AND CLIMATE ACTION</p> <p>The council has been at the forefront of developing the processes and exploring the regulatory frameworks surrounding the novel concept of cross pavement EV charging, and as such officers have been seeking solutions and gathering information without the option of learning from central government or other local authorities until very recently. A number of technical and regulatory questions and challenges have arisen during the development of the project which have required investigation and resolution, often involving liaison with national bodies such as the Health and Safety Executive, Institute of Engineering and Technology.</p> <p>We are proud that central government and councils across the country have been learning from and building on Oxfordshire's hard-won knowledge and experience – with officers being invited to contribute to government guidance for other local authorities. Oxfordshire's large scale EV cable channel pilot of up to 500 cable channels across the county will be the largest Council-led roll-out of EV cable channels to date in the UK – far exceeding any other scheme in numbers.</p> <p>The procurement of a contractor to install and manage EV cable channels is in progress, with the award notice due to be published in August. In order to expedite, the council is cut out to open applications to the public prior to this date. Applications will start to be taken in July as communicated in a recent (13th June) members briefing.</p>
<p>45. COUNCILLOR BRAD BAINES</p> <p>Page 17 of the Modelling and Income Forecasting Report for the Administration's new Congestion Charge once again shows a preference for a modal shift from private cars to cycling rather than</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>We know from the National Travel Attitudes Study what people say would encourage them to cycle (or cycle more).</p>

public transport. In light of this, what steps is the Cabinet Member for Transport Management taking to understand the views and needs of those in Oxford not currently cycling and what additional (not already announced) infrastructure investment is planned to make it easier and safer to do so?

In 2023, 61% said "safer roads", by some margin the most common response. 52% said "off-road and segregated cycle paths".

In 2021, those who said "safer roads" would encourage them to cycle were asked how important they consider four different aspects of safer roads. 98% said "more considerate drivers" are either very important or fairly important, along with "less traffic" (88%), "slower driving speeds" (86%) and "more roads where cars are banned or restricted for part of, or all of the time" (66%).

The proposed temporary congestion charge is forecast to reduce morning peak traffic flows in the city centre by 15-20% and by 2-5% in the outer parts of the city. On some streets, traffic reductions of over 60% are forecast at peak times.

Like the trial traffic filters, the scheme should therefore have an immediate impact on the city's attractiveness for cycling.

The congestion charge is a short-term measure; there won't be time to implement major infrastructure changes before or while the scheme is in place.

However, the trial traffic filters (if successful and subsequently made permanent), together with other schemes like the workplace parking levy and zero emission zone, will lead to:

- Less traffic
- More off-road and segregated cycle paths (with less traffic, we can reallocate road space to cyclists and use the income from WPL and ZEZ to provide new infrastructure)

We will also be able to offer more of the other things people say would encourage them to cycle more, such as well-maintained road surfaces, secure cycle parking, and showers and changing facilities at workplaces.

	<p>We will continue to engage with local cyclists, would-be-cyclists and cycling groups to understand local needs and priorities. The consultation on the temporary congestion charge asks people for their views on what the income could be spent on.</p>
<p>46. COUNCILLOR ROBIN JONES</p> <p>Can the Cabinet member update the Council on the promised plans for traffic restrictions on the Culham/Sutton Courtenay and Clifton Hampden/Long Wittenham road bridges given their importance in reducing the impact of induced traffic demand that will be caused by the £410m HIF1 roads and new Thames crossing?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>Thank you for your question regarding the complementary measures at the existing River Thames crossings at Culham/Sutton Courtenay and Clifton Hampden that are linked to the HIF1 scheme. The Place Planning South team are currently exploring all the potential options for both bridges in anticipation of the HIF1 being opened. Work will continue into next year whereby Officers hope to have preferred options for both bridges.</p>
<p>47. COUNCILLOR EMILY KERR</p> <p>We congratulate the County Council on the success of the pop-up play space scheme which ran in the city centre. Could the cabinet member please clarify how this moves the scheme forward to a permanent solution and what the ETA might be? And could the cabinet member please detail the collaboration ongoing with the city to find a more permanent location for a city centre playground?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>Response to follow.</p>

<p>48. COUNCILLOR ANDREW CRICHTON</p> <p>Residents who live off Dukes Meadow Drive in my Division, are rightly fed up that there are very few crossings with drop kerbs to allow them to cross the road. Residents with mobility difficulties or pushchairs may have to walk as far as 500 metres to cross the main road at an appropriate crossing point. I have been raising this through my colleague at the Banbury Traffic advisory committee for several years now, but so far to no avail. Are there any plans to install drop kerbs and crossings at the junctions of Watts Road and Nickling Road with Dukes Meadow Drive at all? If not, could this please be looked at as soon as possible?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>The Traffic and Road Safety team have no knowledge or plans regarding this request. We have a committed works programme for the 2025/26 Financial Year; however, we will add this request to our list of schemes in Cherwell for consideration in future years.</p>
<p>49. COUNCILLOR ANDREW CRICHTON</p> <p>Earlier this year, councillors were informed that there would be a mass gully clearance in Banbury that would clear all gulleys in Banbury Hardwick Division by the end of May 2025. Walking through the division, I have noted a large number remain blocked. Are there any plans to return and clear the rest of them, or is this plan delayed in some way? I am happy to start reporting blocked gulleys again, but I don't want to do it if this mass clearance is ongoing.</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>Following discussions with the Highways Operations team, I've been informed that the gully emptying programme has experienced some delays due to resourcing challenges. In the Hardwick area, 68% of gullies have been successfully cleansed, 6% were attended but could not be cleansed due to obstructing vehicles, and 26% remain outstanding.</p>

50. COUNCILLOR JAMES FRY

A flat £5 congestion charge is clearly regressive, as is the £70 traffic filter charge. Since it is impossible to tailor these charges directly to the income of drivers, will the Council consider using data on the size, age and market price of a vehicle to adapt the charges to these as proxies for income?

The Traffic Modelling and Income Forecasting report contrasted the impacts of £3 and £5 congestion charges. The report concluded that the annual revenues from a £3 charge would be £4.57 million, which is not much less than the £5.02 million generated by a £5 charge. Did the Cabinet take account of the undoubted benefit for the lowest income car drivers of a 40% reduction from £5 to £3 when opting for the higher charge?

COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT

The purpose of the congestion charge is to improve public transport services and make Oxford safer and more attractive for cyclists while we await the delayed traffic filter trial.

This will benefit the 32% of the city's population who don't have access to a car, and people on low incomes who depend on public transport for access to work, education and other services.

National Travel Survey data confirms households within the lowest income quintile make the most active travel and public transport trips, and the fewest car trips.

In the 2011 census, bus use in Oxfordshire's most deprived areas was more than double that in the least deprived areas for journeys to work.

However, the scheme will also benefit the long list of drivers who are exempt from the congestion charge or eligible for a permit. This includes many groups who may have lower incomes such as:

- Residents (who'll get 100 days free for Oxford, 25 free for Oxfordshire)
- Traders using any vehicle other than a car, or using a car as a goods vehicle
- Community health and care workers
- People with disabilities
- Unpaid carers
- People attending frequent hospital appointments.

The Council is already considering linking the congestion charge to vehicle size – a question on this very topic appears in the consultation survey currently open.

It is true that the income projections for a £3 and £5 charge are similar. This is because more people would pay a £3 charge, making it less effective in reducing traffic – the scheme's main objective. The consultation survey seeks feedback on the level of the charge and views on this will be considered when Cabinet makes a decision on the scheme later in the year.

There is no such thing as a "£70 traffic filter charge". The trial traffic filters will only be introduced when Botley Road reopens, meaning it will be possible to get to and from every part of Oxford without passing a filter. No-one will be forced to pay a fine to access their destination by car.

The traffic filters prohibit cars without a permit, with a £70 penalty charge (reduced to £35 if paid within 21 days) for contraventions. Civil enforcement of traffic regulations relies on a system of financial penalties; no other sanctions are available for decriminalised enforcement. Traffic regulations from double yellow lines to pedestrian zones rely on penalty charges for their enforceability, and the traffic filters will be no different.

Penalty charges are set nationally, so the County Council cannot vary the amount charged or link charges to vehicle size or weight.

Cllr Fry might also like to note that the City Council, where he is a member of the governing Labour group, charges over £15 for 3-4 hours parking on a Saturday in Worcester Street car park, with no concessions for blue badge holders (or anyone else). Some might argue the congestion charge is somewhat less regressive.

Cllr Fry might also like to explain how he, and other Labour members, campaigned (in his case successfully) for election to this council on a manifesto commitment to oppose the traffic filters policy, while simultaneously being members of the Labour group on the City Council, which supports them.

	<p>I also assume that since he and his party colleagues appear to be opposing the interim charging scheme as well as the traffic filters, he will also oppose the benefits which could potentially flow from them, such as enhanced bus services and new safety measures for walking and cycling.</p>
<p>51. COUNCILLOR JAMES FRY</p> <p>Many key workers, such as teaching assistants and health workers, cannot afford to live in the city. Public transport is often inconvenient for getting to work and they often need to bring equipment with them. Some use city leisure centres before or after work. Can the categories of exemptions from the congestion charge and traffic filters be expanded to include such key workers, who say they will have to leave jobs in the city if they face the new charges?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>The central goal of the congestion charge and traffic filters is to improve the city's public transport system so that it is not 'inconvenient' for anyone. It is not possible to make serious progress towards this goal without first tackling congestion.</p> <p>Most parts of the city (including all schools, hospitals and healthcare providers) will remain accessible to anyone without paying the congestion charge.</p> <p>Under the filters scheme, all parts of the city will be accessible without passing a traffic filter. The further away from Oxford someone lives, the less the length of their route to work will be affected by changing route to avoid the congestion charge or traffic filters. Many won't even need to change their existing driving route to work.</p> <p>Permits are available for people using cars as goods vehicles as part of their job, along with permits for community-based health and care workers.</p> <p>For those opting to change mode, recently-improved park and ride services serve most parts of Oxford, along with direct bus services from many places.</p> <p>Labour Councillors from both the City and County Councils were fully involved in developing the filters scheme, including the scheme of permits and exemptions, and voted to approve them. Both the congestion scheme (if implemented) and the filters scheme will, as always, be kept carefully under review.</p>

	<p>Conditions in our city will be better, safer, cleaner, and more convenient for everyone under these schemes.</p>
<p>52. COUNCILLOR JAMES FRY</p> <p>It is remarkable that Summertown now has no bank or post office. Please will the County add its voice to that of local residents to secure for Summertown a joint bank/post office hub, such as exist in many other similar sized communities that have lost both? (Individuals can register interest in securing such a hub at www.cashaccess.co.uk/hub, but the County's voice would surely add weight to the request.)</p>	<p>COUNCILLOR BEN HIGGINS, CABINET MEMBER FOR FUTURE ECONOMY AND INNOVATION</p> <p>I agree that local services are valued and important I am very happy to add our voice to the campaign which I thank Cllr Fry for bringing to my attention. I intend to write and express the Council's support. In addition, Cllr Fry may wish to note the motion that was agreed by Council in April 2025 on banking hubs. A formal response will be made to Cabinet in due course.</p>
<p>53. COUNCILLOR IAN SNOWDON</p> <p>The Steventon to Milton Heights scheme to create a new bus and cycle lanes along with new traffic lights has still not began after years of planning, a significant amount of vegetation was removed in December and January to facilitate the works. However, as we reach July, it appears that progress has stalled, with much of the area now overgrown and the equipment remaining idle behind the harass fencing.</p> <p>It is concerning to see a multimillion-pound initiative in your portfolio come to such an abrupt</p>	<p>COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR PLACE, ENVIRONMENT AND CLIMATE ACTION</p> <p>The project team is now targeting commencement of the construction/delivery of the A4130 Steventon Lights scheme during September 2025, subject to receipt and approval of an updated target cost from the County Council's 'build' contractor. Whilst a value engineering exercise has been undertaken to ensure that the scheme is affordable, the scheme will deliver bus, walking and cycling enhancements, together with required junction and capacity improvements as per the requirements of the original scheme.</p> <p>Any vegetation that has grown since the period of vegetation removal associated with the scheme will be removed ahead of the upcoming construction start, and please note that the compound for the scheme is ready to receive the welfare facilities that will serve the project through the construction period. The project</p>

<p>halt due to funding issues. Residents are understandably anxious about the future of this project. Could you please provide reassurance that the new plans, which aim to reduce costs by nearly £2 million, will still meet all the substantial needs and requirements of the original scheme?</p>	<p>webpage has been kept updated to reflect the latest / updated programme, and to ensure that local residents and businesses are kept informed of delivery timescales.</p>
<p>54. COUNCILLOR EMMA GARNETT</p> <p>Speeding is an issue across Oxfordshire, which needs work done by both Thames Valley Police and the County Council. My residents on Morrell Avenue have been calling for speeding enforcement and say that speeding has got worse in recent years. At the end of May - the day after I met with the local speed watch group - there was a serious collision with two people taken to hospital after a speeding BMW driver crashed into the back of a taxi. Could the cabinet member confirm if Morrell avenue can receive some of the funding from the mini Holland project to put in measures and street furniture to tackle speeding?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>The County Council is committed to improving road safety through our transport policy, and particularly our commitment to Vision Zero – aiming to have zero fatalities and serious injuries from road collisions in Oxfordshire by 2050.</p> <p>Reducing speed and improving speed compliance from vehicles is central to achieving this. We have just finished a programme of introducing 20mph limits across the county and are now reviewing the remaining and other high speed limits on our strategic classified road network. Accepting that we need to complete the review of 20mph limits in Oxford which is planned following the conclusion of the traffic filter trial.</p> <p>The East Oxford Active Neighbourhoods project (formally titled Mini Holland) covers a large area of East Oxford. Improving conditions for people walking and cycling on streets across this area will be key to the objectives of the project. Work on the project is still at an early stage of prioritising various potential interventions. It is, therefore, not possible to say at this stage which projects will move forward to design, but I have asked officers to note your request. I understand we hope to be in a position to be able to share more details of the project later this year.</p>

<p>55. COUNCILLOR EMMA GARNETT</p> <p>Residents are concerned that the county council gave SGN permission to close the cycle and footway along Parks road for the next 12 weeks without adequate substitutes or alternative routing. Will the Cabinet member help facilitate a meeting between highways officers, SGN contractor, Cyclox and Oxford Pedestrians' Association to look into mitigation measures?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>I fully recognise that this situation is inconvenient for the many people who use this cycle and footway regularly, not least schoolchildren. As always, OCC officers applied all relevant standards in designing and installing mitigation. I am of course more than happy to continue discussions with the councillor and local stakeholders to monitor the situation and see if improvements can be made, including a meeting on site if appropriate.</p>
<p>56. COUNCILLOR IAN SNOWDON</p> <p>Recently the councillor for Didcot Ladygrove posted on social media a claim that the NPR3 is "ready to go" and works on site will start in 2026/27, along with the statement that Oxfordshire County Council received the funding in 2013 for the scheme.</p> <p>As this contradicts what officers are saying could I ask for your clarification so residents of Didcot are not being misled.</p> <p>I was led to believe the southern section of NPR3 will be delivered by the developer prior to the 500th dwelling so could you confirm the date is 2026/27 as stated?</p>	<p>COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR PLACE, ENVIRONMENT AND CLIMATE ACTION</p> <p>I can confirm that the Didcot NPR3 scheme is being delivered in two sections.</p> <p>The northern section of the Relief Road plus the Abingdon Rd Junction is being delivered by OCC (this section is funded) and AtkinsRealis have been recently instructed to undertake detailed design and Planning.</p> <p>The Southern section is to be built and funded by the Ladygrove East Development (Bloor Homes), this section is subject to a planning condition and S106 legal agreement that the southern section of the Relief Road will be built prior to occupation of the 500th unit.</p> <p>Therefore, to clarify, the northern section to be built by OCC is funded, it is anticipated that Planning will be submitted in late 2025 and with a favourable planning outcome, construction would commence in 2026.</p>

<p>As you are aware there are many highway infrastructure schemes that are delayed around Didcot so it's important to residents updated with the facts, so I appreciate your clarification.</p>	
<p>57. COUNCILLOR EMMA GARNETT</p> <p>During the Waynflete building demolition (beginning 7th of July) on St Clements the cycle lane pedestrians will have to walk in the cycle lane, and cyclists use the lane with motor vehicles. The Plain roundabout is a known accident hotspot - what measures will be taken to ensure road safety for all as far as possible during the works?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>The road works will be set up as required using national guidance and best practice (referred to as "chapter 8"). A walkway in the carriageway will be provided and no overtaking cyclists signs will be used. The layout will be approved by the county council and will be inspected to ensure it is set up as approved and working as intended.</p>
<p>58. COUNCILLOR LAURA GORDON</p> <p>The return to annual gully clearance has been welcomed by communities across Kidlington and Otmoor who are regularly affected by flooding. Can the Cabinet Member a) confirm if the programme is on track and b) comment on whether reviews of the schedule will be considered to respond to emerging risks?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>The gully cleaning programme has got off to a slower than expected start. However, additional resources have been sought to improve this. The current programme is scheduled to run throughout the year, and this is still expected to be the case. Additional information on this programme is available on our website and will be updated there - https://www.oxfordshire.gov.uk/transport-and-travel/roadworks/planned-road-maintenance.</p> <p>While we are carrying out a programme of gully cleaning, we are also able to respond to defects. This allows us to address areas of concern outside of the scheduled programme.</p> <p>There is also a targeted investigation programme, where larger capital works are undertaken to resolve drainage issues on the network.</p>

--	--

MQ17 – Charts attached.

Oxford (Andrew Gant - Oxfordshire-wide cabinet member for Transport management)	
Planned congestion charge location	Average daily traffic count (2024)
St Clements	14,677
Hythe Bridge Street	13,366
Thames Street / Oxpens (average)	12,299
Marston Ferry Road	10,205
Hollow Way	8,961
St Cross Street	7,332
Average across all six locations	11,140
Abingdon South (Neil Fawcett)	
Abingdon South only	Average daily traffic count (2024)
Marcham Road	26,403
Drayton Road	16,684
Ock Street	14,006
Bath Street	5,894
Spring Road	5,244
Average across all locations	13,646
(Bicester East) Sean Gaul	
Bicester East only	Average daily traffic count (2024)
King's End	22,894
St John's Street	14,069
Buckingham Road (North)	10,066
Skimmingdish Lane	12,911
Buckingham Road (South)	14,905
London Road	8,020
Churchill Road	8,599
Launton Road	9,686
Average across all locations	12,644

Enysham (Dan Levy)	
Enysham, Stanton Harcourt	Average daily traffic count (2024)
Standlake Road	12,237
B4449	10,267
Oxford Road(Near Swinford Bridge)	9,731
Witney Road	8,323
Stanton Harcourt Road	4,443
Average across all locations	9,000
Plus A40 (Cassington)	21,825
North Hinksey (Judy Roberts)	
Botley, Dean Court, Flitchampstead	Average daily traffic count (2024)
Botley Road	16,266
Eynsham Road	8,285
Farmoor Road	3,192
Average across all locations	9,248
Plus A420	28,753
Thame (Kate Gregory)	
Thame, Chinnor and surrounding roads	Average daily traffic count (2024)
Western Bypass	18,507
Tythorp Way	12,227
Thame Road (North of Thame)	11,440
Alysbury Road	9,900
Howland Road	8,358
Garden City	2,498
Average across all locations	10,488
Wantage West (Jenny Hannaby)	
Wantage and East Challow	Average daily traffic count (2024)
Wallingford Street	12,339
Mably Way	10,928
Denchworth Road	8,967
Challow Road	6,854
Faringdon Road	5,981
Average across all locations	9,014

