

QUESTIONS WITH NOTICE FROM MEMBERS OF THE COUNCIL

ANNEX 2

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

Questions	Answers
<p>1. COUNCILLOR JOHN HOWSON</p> <p>Could the Cabinet Member please provide an update on the progress towards the opening of a new secondary school in Oxford City?</p>	<p>COUNCILLOR HILARY HIBBERT-BILES, CABINET MEMBER FOR PUBLIC HEALTH & EDUCATION</p> <p>The completion for the Swan School may not be ready until 2021. City Planners are not opposing the amended scheme and an application should be formally submitted by end of May 2018, with a formal decision made on 5 September. In summer 2019 Meadowbrook should start to be demolished and its new build would complete by September 2020. Early 2021 The Swan school will complete but until then the school will probably be in temporary accommodation for two years.</p>
<p>2. COUNCILLOR JOHN HOWSON</p> <p>How many Multi-Academy Trusts or companies responsible for schools in Oxfordshire have a Chief Officer identified in their 2017 accounts as being paid a basic salary of more than our Director for Children’s Services?</p>	<p>COUNCILLOR HILARY HIBBERT-BILES, CABINET MEMBER FOR PUBLIC HEALTH & EDUCATION</p> <p>As a matter of course, we don’t look at Multi Academy Trusts’ accounts to be able to provide a response to this question.</p>
<p>3. COUNCILLOR JOHN HOWSON</p> <p>Since buses returned to Queen Street, how many incidents involving buses and either pedestrians or cyclists have been reported and how many of these resulted in someone being taken to hospital?</p>	<p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>We can confirm that there have been no reported accidents from the reopening of Queen Street to buses on 24 October 2017 until end of February 2018. We only hold data for recorded accidents and this would not include incidents that resulted in no injury or were not reported.</p>

Questions	Answers
<p>4. COUNCILLOR LIZ LEFFMAN</p> <p>In the past 12 months, how many potholes were repaired using the Dragon patcher, and how many were repaired using other methods?</p>	<p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>In total over the last year we have repaired 27,333 potholes using two-man gangs, and 6,985 using our Dragon Patchers, which also fixed 6,719 other surface defects to prevent them from forming future potholes. Following the success of our Dragon Patchers we are in the process of procuring an additional Dragon Patcher to add to the fleet this year which will further increase output.</p>
<p>5. COUNCILLOR PAUL BUCKLEY</p> <p>The current state of road surfaces in my Division is much worse than I have seen in 27 years of living in Oxford. The 2018/19 budget passed by Council last month leaves expenditure on road maintenance roughly unchanged from this year. Unless urgent action is taken, the roads will be in an even worse condition this time next year. What action is the Cabinet member proposing, to halt this catastrophic decay of Oxfordshire's roads?</p>	<p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>Unfortunately, Oxfordshire is not unique in the condition of its roads and this is a national problem with surveys showing that 17% of local roads across the country are in poor condition, with many more showing signs of deterioration, there are therefore no easy answers. Officers are however, working closely with DfT and other authorities to share good practice and develop ever more efficient and effective methods of maintenance to ensure that we make the best use of the budgets that are available, but this alone will not be enough. I have asked officers therefore to explore opportunities for investment into highway maintenance with a view to increasing the amount of resurfacing that can be undertaken in the next few years. They are due to report back to me this summer.</p>
<p>6. COUNCILLOR PAUL BUCKLEY</p> <p>A problem sometimes raised by residents is vehicle congestion and potential danger to young</p>	<p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>A check of the reported road traffic accidents in Oxfordshire in the 10-year period 2008 to 2017 where a child was injured showed there were 6 serious</p>

Questions	Answers
<p>children at drop-off and collection times outside our primary schools. To counter this problem, some local authorities (e.g. Solihull) are trialling schemes to impose short-term temporary closures of roads next to primary schools at these critical times of day, where this can be done without too adverse an effect on other traffic.</p> <p>In order for members to judge whether such an approach would be appropriate in Oxfordshire, could the Cabinet member please provide information on the number of road accidents and injuries that have occurred in the vicinity of the county's primary schools in the last decade.</p>	<p>and 52 slight injury accidents on local roads (i.e. excluding A or B class roads) in the vicinity of a primary school (taken for the purposes of this assessment to be within a 250-metre radius of the school) at school travel times. This equates to an accident frequency of approximately 0.05 accidents per year per school at school travel times. These account for around 5% of the total number of injuries sustained by children as a result of road traffic accidents. It would therefore not appear likely that short-term temporary closures of roads next to primary schools would make a significant contribution to reducing the risk of injury to children. Furthermore, such an action may serve to displace traffic to areas near the closure points and increase the risk in those areas resulting in further mitigations needing to be implemented.</p>
<p>7. COUNCILLOR PAUL BUCKLEY</p> <p>The choice of corridor for the Ox-Cam Expressway will have a massive impact on some residents of Oxfordshire, and an overwhelming majority of members of Council expressed great concern about this in passing Cllr Atkins' motion on 12 December last year.</p> <p>By the time Council meets on 27 March it will be 6 weeks since, in answer to my question at Cabinet on 12 February, the Leader assured me that there would be consultation on the choice of corridor, and promised to pass on information about this to councillors once it was known.</p>	<p>I refer Cllr Buckley to my email to all councillors that I sent 13th February 8:34am that contained all the information for him to send his feedback to, content is transcribed below.</p> <p><i>Further to the inaugural Oxford to Cambridge Expressway Member's Forum meeting on Friday 9 Feb 18, please find attached the presentation slides as promised.</i></p> <p><i>We also promised to provide the details of Project Committee and Project Team. The make-up of these groups is provided below for information:</i></p> <p>Project Committee: <i>Highways England (Senior Responsible Officer and Internal Sponsor)</i> <i>DfT (Project Sponsor)</i> <i>Project Team (Highways England and Supplier)</i></p>

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<p>Since then, the only information about any 'consultation' that councillors have received is that contained in slides from the Highways England (HE) 9 February meeting of the Expressway 'Members' Forum', which refer to a consultation only of the Forum, of which the Leader is a member. Should members conclude from this that HE is planning no public consultation whatsoever, either on the justification for the road or the choice of corridor, and that the only member of Oxfordshire County Council whose opinion is of interest to HE is the Leader himself?</p>	<p>Project Team: <i>Project Management Infrastructure Team Traffic and Economics Team Stakeholder Engagement Team</i></p> <p><i>As detailed in the presentation, we are seeking your feedback, framed around 2 questions, to assist in the Oxford to Cambridge corridor selection process. The feedback should be based on the previously released Stage 3 Report from the project Strategic Study which can be found at the following location:</i></p> <p>https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/571353/oxford-to-cambridge-expressway-strategic-study-stage-3-report.pdf</p> <ul style="list-style-type: none"> ○ <i>What is your preferred Corridor and why?</i> ○ <i>Are there any Corridors you do not support, and why?</i> <p><i>The final undertaking we gave was to provide the Terms of Reference for the Stakeholder Reference Groups. These are currently being updated following feedback from the sessions we have held so far with the groups. Once finalised these will be shared with you.</i></p> <p><i>We will confirm the date of the next Members' Forum meeting as quickly as possible.</i></p> <p>I assume Cllr Buckley has responded as I'm sure his residents would greatly appreciate the separation of national traffic from local traffic on the A34 so as to enable the ring road to operate as a local ring road. I would also encourage attendance of the briefing to be given with Highways England after Council on 27 March when there will be an explanation on where the Oxford to Cambridge Expressway project has got to and what happens next, in the context of a decision on the preferred corridor due to be made later this</p>

Questions	Answers
	summer.
<p>8. COUNCILLOR SUSANNA PRESSEL</p> <p>The junction at Hythe Bridge St/George St/Worcester St has been a disaster ever since it was remodelled in 2014, against the advice of many consultees. It is hated by everyone, because it delays drivers and pedestrians, causing long tail-backs and poor air quality for nearby residents. It is extremely dangerous for cyclists, and there have been many accidents involving them.</p> <p>Now the decision has been taken to put it back to more or less how it was before. Why was this expensive and disastrous experiment carried out? Will someone be held accountable?</p>	<p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>The junction was changed in 2014 to facilitate various traffic diversions during the construction of Frideswide Square and to allow - in the finished scheme - some traffic to avoid Frideswide Square, which traffic modelling at the time indicated was necessary to the overall functioning of the network in the area.</p> <p>Frideswide Square has performed better than expected in terms of traffic flows, and clearly the George Street/Worcester Street junction layout has proved unpopular. It is right to review the scheme in light of this experience.</p> <p>The proposed changes will retain the vast majority of the physical changes made in 2014. The traffic movements permitted will be the same as before the 2014 changes, but the layout will be much better for cyclists than the pre-2014 layout. We are working with stakeholders – and cycling groups in particular – on the revised design proposals.</p>
<p>9. COUNCILLOR EMILY SMITH</p> <p>The National Citizen Service delivers a valuable and expanding service to local teenagers and brings £millions of funding into Oxfordshire. Their current accommodation is far from perfect so I was thrilled to learn last year that they were going to be moved into the Central Library - the perfect location for them to work with young people and promote the scheme to the public. However, just a few weeks before the opening of the new</p>	<p>COUNCILLOR LORRAINE LINDSAY-GALE, CABINET MEMBER FOR PROPERTY & CULTURAL SERVICES</p> <p>The county council fully supports The National Citizen Service (NCS) and have recognised that the accessibility of the service could be enhanced through its integration within the County Library. Maximising utilisation of space within all county council assets remains a key strategy of the county council in order to minimise spend upon back office provisions so that we can maximise the resources available to delivery of services to the community. As a direct consequence the county council explored the potential for NCS to be accommodated within dedicated space within the library but in July 2017 it was recognised that there was greater potential to maximise space utilisation</p>

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<p>Library they were told they could no longer have the space.</p> <p>Frustratingly, the area they were promised (now the makerspace area) seems to be rarely used for anything other than hot desking, and is not somewhere the NCS team can meet with young people without disturbing other Library users.</p> <p>Please can you explain why the NCS Team had the offer of a dedicated space in the library removed and why this decision was made so late on, throwing their service delivery plans up in the air?</p>	<p>through more flexible multi-use solutions.</p> <p>This decision was made knowing that we would review the position once the use patterns were known following opening of the library - particularly around that of the Maker Space which was recognised to particularly offer multi-use functions including use by NCS. Service managers are about to carry out a post occupancy evaluation to assess the potential for greater utilisation of space within the County Library which will include the desire to integrate NCS.</p>