

## 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.

<b>Questions</b>	<b>Answers</b>
<p><b>1. COUNCILLOR EMILY SMITH</b></p> <p>How have Children in Care, where the Council is the corporate parent, fared in public examinations in 2020 and is there any evidence of disadvantage as a result of an assessment only process?</p>	<p><b>COUNCILLOR STEVE HARROD, CABINET MEMBER FOR CHILDREN AND FAMILY SERVICES</b></p> <p>Please see attached for response.</p>
<p><b>2. COUNCILLOR EMILY SMITH</b></p> <p>What progress has been achieved in reducing the unspent apprenticeship Levy collected from primary schools in Oxfordshire in view of the change in rules relating to Level 7 apprenticeships?</p>	<p><b>COUNCILLOR JUDITH HEATHCOAT, DEPUTY LEADER OF THE COUNCIL</b></p> <p>Between 1<sup>st</sup> July 2019 and 30<sup>th</sup> June 2020, we had a levy pot of £1.165m.</p> <ul style="list-style-type: none"><li>• The school's contribution to that is between 40-44%.</li><li>• During the period we had £179,500 of new starts/enrolments onto programmes from Schools.</li><li>• But the total spend for Schools during the period was £622,000 and a total of 61 people were on programme. The difference in the figures of £179,500 and £622,000 is due to people in effect "rolling on and rolling off" the apprenticeships because they start and finish at different times. So for example, you could have people who make up part of the £622k who are actually on programme for a month of that 1 year period as they come to the end of their programme where as others may have been on for the full 12 months or anywhere in between!</li></ul> <p>With regards to the changes in terms of Level 7 apprenticeships, these higher-level leadership schemes currently either attract an MA, MSc or MBA</p>

<b>Questions</b>	<b>Answers</b>
	<p>qualification (it is the provider who decides which one they will offer). It is our understanding that it is only the MBA offer that will be withdrawn. If this is the case, then there is likely to be no change as the current provision is for a master's in educational leadership not an MBA. We are currently clarifying this with the provider regarding the qualification that they will offer with this standard. The L7 qualification itself is not being withdrawn.</p> <p>We are also currently sourcing a new provider for Teaching Assistants and we already have provision for the teaching degree (although there is limited demand for this as schools don't benefit from having their own significant in-house programme; it is more resource efficient for them to recruit NQTs who have completed their PGCE).</p>
<p><b>3. COUNCILLOR BOB JOHNSTON</b></p> <p>It appears that in the run up to the bid for Tranche 2 many Officers, especially in Highways concentrated solely on that bid. They were consequently completely unavailable to advise Councillors in respect of queries about casework.</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>As a result of COVID, it has been necessary to reprioritise our activities to ensure that the council is doing everything it can to enable our residents to travel safely as lockdown restrictions are eased. This includes the Active Travel programme, which comprises a wide range of initiatives and not just the Emergency Active Travel fund from the Department for Transport.</p> <p>Some lower priority activities have been paused or delayed, however we will still deliver all of our planned activities this year. I am not aware of any complaints we have received as a result of this reprioritisation, however please contact your area highways team if you have any concerns.</p>

Questions	Answers
<p><b>4. COUNCILLOR LIZ LEFFMAN</b></p> <p>Given the short time frame for Tranche 2 of the Active Travel programme, why did the Cabinet member for Environment choose not to include 'shovel ready' schemes, such as the B4044 Eynsham to Botley cycle path, in this council's submission?</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>We did consider the B4044 scheme, but it was ruled out as it didn't meet the timescales or the funding criteria for this particular fund. The schemes need to be delivered by the end of March 2021 and as the B4044 cycle improvements would require land, planning permissions, which would take time to complete, the design and construct on this would not be achievable.</p> <p>Also, Oxfordshire was allocated £2.3m that it could apply for and the cost of the B4044 would not have fallen within this budget. It was considered whether a section could be delivered, but it was felt this would not be meaningful enough.</p>
<p><b>5. COUNCILLOR RICHARD WEBBER</b></p> <p>How often during the Covid crisis is mail collected from County Hall and distributed to its recipient? How long does it take for this to happen?</p>	<p><b>COUNCILLOR DAVID BARTHOLOMEW, CABINET MEMBER FOR FINANCE</b></p> <p>All incoming post to County Hall is sorted daily by Facilities Management (FM) into the relevant post trays/departments.</p> <p>Nominated service team members come to County Hall and sort their incoming post trays. Post is scanned or posted on to relevant team members at a time scale to suit the demands and needs of their service.</p> <p>Some teams have arranged for the Oxford Employment Service to collect post from County Hall, in some cases daily, to be delivered by the in-house service to a forwarding address or scanned and distributed via the Employment Service.</p> <p>Some services have arranged Royal Mail redirections to alternative addresses.</p> <p>Elected member post is handled in the same way as before the pandemic -</p>

<b>Questions</b>	<b>Answers</b>
	being set out by FM to Members' home addresses on a Friday.
<p><b>6. COUNCILLOR RICHARD WEBBER</b></p> <p>The excellent Fixmystreet facility, in the main, works well for issues affecting roads. What happens to footpath enquiries from members of the public entered on Fixmystreet?</p>	<p><b>COUNCILLOR LIAM WALKER, CABINET MEMBER FOR HIGHWAYS DELIVERY &amp; OPERATIONS</b></p> <p>Thank you. The relevant officer will allocate enquiries reported on fixmystreet to the technical officer overseeing the particular area where an issue is reported. They will then investigate and submit any potential defects for repair to the programme of works and update the website accordingly (and the person who posted the issue) to ensure that everyone is aware of the progression of the enquiry. There are some cases where the issues are on private land and need to be reported to the landowner. This information is also relayed through updates on the website.</p>
<p><b>7. COUNCILLOR JANE HANNA</b></p> <p>Would the Cabinet Member list the percentages of exclusions by secondary schools in each locality area by BAME groupings for each of the last three years that data are available?</p>	<p><b>COUNCILLOR LORRAINE LINDSAY-GALE, CABINET MEMBER FOR EDUCATION AND CULTURAL SERVICES</b></p> <p>Please see attached spreadsheet containing this data for a full response.</p>
<p><b>8. COUNCILLOR PAUL BUCKLEY</b></p> <p>Never before have I seen such distress and rage in emails from some city residents as I have from</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>I am very aware of the strong views about the proposed temporary bus gates, both for and against. Over 7200 people responded to our recent online</p>

<b>Questions</b>	<b>Answers</b>
<p>those whose daily or weekly family routine, unavoidably requiring a car (for multiple school drop-offs of young children, conveying elderly relatives, etc.), are threatened by one of the two Oxford inner city 'bus-gates' recently proposed by OCC. In spite of the misleading name, no bus alternative to these car journeys will be available. Will Cllr Constance agree now (a) to acknowledge the genuine needs of these residents by aborting the current proposal (or exempting city residents) immediately, and (b) coming back, when COVID anxiety about buses has diminished, with a realistic resident-friendly scheme to reduce car use and help families move to public transport, if cycling or walking are not practicable for them?</p>	<p>survey seeking views on the scheme. No further work is planned on the temporary bus gates until after Cabinet has considered the scheme (in October) and made a decision on the next steps. If Cabinet decides the project should proceed to the next stage, further technical work will be carried out. For information, experimental TROs are continuously monitored whilst in place, and can be amended or removed at any time in response to public and stakeholder feedback.</p>
<p><b>9. COUNCILLOR PAUL BUCKLEY</b></p> <p>A widely felt anxiety about the two Oxford inner city bus-gates recently proposed by OCC is that, by forcing many residents undertaking journeys around Oxford needing use of a car to travel via the ring-road, they will worsen already extreme congestion at Wolvercote and Cutteslowe roundabouts. At a briefing on 'Congestion Management' held on 13 September 2019, Cllr Constance assured Councillors that, before any further Oxford bus gates are implemented, traffic modelling would be used to fully assess their likely impact on the ring road and its roundabouts, and then there would be further</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>Traffic modelling would of course be carried out before any permanent scheme is introduced and made available as part of future public consultations. Traffic modelling for a temporary, experimental scheme may not be appropriate because no traffic model exists that reflects the current COVID-19-influenced baseline, and in any event the purpose of an experimental scheme is to test proposals on the ground, rather than in a model.</p>

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<p>public consultation in the light of those predictions. So, could she please tell Council: what are the predicted percentage increases in peak-time traffic levels at the Wolvercote and Cutteslowe roundabouts, that will be caused by these bus gates?</p>																																																																							
<p><b>10. COUNCILLOR PAUL BUCKLEY</b></p> <p>What was the cost of school transport between the start of the current financial year and the end of the summer term (both SEND and non-SEND transport) compared with the figure included in the budget passed by Council in February?</p>	<p><b>COUNCILLOR LORRAINE LINDSAY-GALE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>The table below shows the actual year to date Transport expenditure for the period ending 31<sup>st</sup> August 2020 (beginning of the financial year to the end of the summer term). As the spend on our financial system is presented in arears, it is difficult to present a profiled budget, so in order to show a reasonable comparator the previous years spend for the same period is also shown. It shows, that over this period costs have reduced by just under £1.1m, largely due to the reduced payments made to providers whose activity ceased as a result of the Pandemic, in line with the Governments PPN Notice.</p> <table border="1" data-bbox="931 954 1809 1294"> <thead> <tr> <th colspan="6">2019/20</th> <th></th> </tr> <tr> <th>Service</th> <th>April</th> <th>May</th> <th>June</th> <th>July</th> <th>August</th> <th></th> </tr> </thead> <tbody> <tr> <td>SEND</td> <td>- 842,105</td> <td>199,651</td> <td>1,403,093</td> <td>3,214,551</td> <td>4,024,284</td> <td></td> </tr> <tr> <td>Mainstream</td> <td>- 18,419</td> <td>364,897</td> <td>1,036,518</td> <td>2,281,526</td> <td>2,411,087</td> <td></td> </tr> <tr> <td>TOTAL</td> <td>- 860,524</td> <td>564,548</td> <td>2,439,611</td> <td>5,496,077</td> <td>6,435,371</td> <td></td> </tr> </tbody> </table> <table border="1" data-bbox="931 1123 1809 1294"> <thead> <tr> <th colspan="6">2020/21</th> <th></th> </tr> <tr> <th>Service</th> <th>April</th> <th>May</th> <th>June</th> <th>July</th> <th>August</th> <th>Y2D Cost Reduction</th> </tr> </thead> <tbody> <tr> <td>SEND</td> <td>- 266,638</td> <td>293,079</td> <td>1,102,160</td> <td>2,040,674</td> <td>3,390,744</td> <td>- 633,540</td> </tr> <tr> <td>Mainstream</td> <td>- 50,476</td> <td>242,521</td> <td>777,004</td> <td>1,445,650</td> <td>1,951,421</td> <td>- 459,666</td> </tr> <tr> <td>TOTAL</td> <td>- 317,114</td> <td>535,600</td> <td>1,879,164</td> <td>3,486,324</td> <td>5,342,165</td> <td>- 1,093,206</td> </tr> </tbody> </table> <p># this excludes the income loss from the shared seat scheme</p>	2019/20							Service	April	May	June	July	August		SEND	- 842,105	199,651	1,403,093	3,214,551	4,024,284		Mainstream	- 18,419	364,897	1,036,518	2,281,526	2,411,087		TOTAL	- 860,524	564,548	2,439,611	5,496,077	6,435,371		2020/21							Service	April	May	June	July	August	Y2D Cost Reduction	SEND	- 266,638	293,079	1,102,160	2,040,674	3,390,744	- 633,540	Mainstream	- 50,476	242,521	777,004	1,445,650	1,951,421	- 459,666	TOTAL	- 317,114	535,600	1,879,164	3,486,324	5,342,165	- 1,093,206
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<p><b>11. COUNCILLOR JANE HANNA</b></p> <p>As funding for youth services fell seriously short during 2019/2020 and as risks to youth have worsened since the Covid 19 pandemic, can Councillor Harrod provide an update of how much of the Youth Opportunities Fund for the 2019/2020 and 2020/2021 budget years has actually been spent and is forecast to be spent on youth services in these two financial years; can he provide a detailed account of how approval has been given to reverse the 2020 budget decision of this Council to ring fence £200,000 for work aimed at enabling improved future provision; and can he explain where this leaves the ability of the Council now to plan future services and to be an effective advocate to government for increased local authority funding to ensure vital improvements to youth services during 2021/2022.</p>	<p><b>COUNCILLOR STEVE HARROD, CABINET MEMBER FOR CHILDREN AND FAMILY SERVICES</b></p> <p>A total of £999,800 of funding was agreed and allocated to Youth Organisations, this is all forecast to be spent between July 2020 to end June 2021.</p> <p>The £200k allocated in this financial year’s budget to develop an up to date assessment of what young people want and need from youth services, which was always considered a generous budget, has not been removed, just reduced to £25k. A specification for this work has been prepared within this new financial envelope under the following timeline, which has obviously been affected by the pandemic:</p> <ul style="list-style-type: none"> <li>• Request for quotation issued: July 2020</li> <li>• Deadline for quotes: September 2020</li> <li>• Supplier appointed: October 2020</li> </ul> <p>The ability of the Council to plan future services is not impacted. The appointed consultants will be supported by officers in their on-going ‘business as usual’ assessment of provision. Furthermore, there is a lot of good existing information available about numbers and needs. There are strong ‘umbrella’ groups within the Voluntary sector that can provide insight on what is currently available and there is some great national work on what good youth provision would look like. The gap is probably around what young people want and therefore the need for consultation is significant as there is a lack of up to date information in this regard.</p> <p>These funds were never earmarked to support lobbying and advocacy, but to carry out consultation with young people, most of which will now be conducted online because of the pandemic, which is less costly, and our expectation is that we will receive initial feedback before Christmas 2020, with the final report by March 2021. Whilst this detail will clearly not be available in</p>

Questions	Answers								
	time to incorporate it into the 2021/22 budget, we will endeavour to make some provision for it, but this will be within the constrained financial position for the Council overall.								
<p><b>12. COUNCILLOR EMILY SMITH</b></p> <p>There is much disappointment in my division that the extensive range of active travel measures suggested for Abingdon by local members and the Town Council were not included in the County Council's bid for Tranche 22 of the Active Travel funding. Please can you share with members the criteria and scoring system used to make the decision to spend the funding in Witney and Bicester as opposed to Abingdon or any other market towns around the county so that we can understand the reasons for this decision? And please can you share a full list of projects and measures submitted and considered, so that we can understand which schemes came close to inclusion and might be eligible for funding from other sources?</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>Criteria for the Emergency Active Travel Fund Tranche 2 (T2) bidding was very specific in its requirements. In summary, the bidding process required that T2 bids should be on bus routes, create continuous high-quality cycle routes, either by segregation or point closures, demonstrate ambition, and be deliverable within six months. Another major factor was alignment with LCWIP (local cycling and walking infrastructure plan) schemes. The DfT allocation was on the basis of bus journeys in the census and Oxford has 49 per cent of all bus journeys to work in Oxfordshire.</p> <p>Additionally, members in Oxford were more supportive of the ambitious measures required in the guidance, such as introducing point closures on roads to reduce traffic to create low traffic neighbourhoods.</p>								
<p><b>13. COUNCILLOR EDDIE REEVES</b></p> <p>Can the Cabinet Member for Children and Families identify the total savings anticipated for this part of the CEF directorate that can be achieved in the current financial year?</p>	<p><b>COUNCILLOR STEVE HARROD, CABINET MEMBER FOR CHILDREN AND FAMILY SERVICES</b></p> <p>The Children's Social Care in year savings for 2020/21 agreed by Cabinet as and proposed to Council in September are:</p> <table border="1" data-bbox="936 1366 2045 1439"> <thead> <tr> <th data-bbox="936 1366 1272 1439">Saving</th> <th data-bbox="1272 1366 1765 1439">Budgeted Amount at February 2020</th> <th data-bbox="1765 1366 2045 1439">Forecast Saving a August 2020</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>			Saving	Budgeted Amount at February 2020	Forecast Saving a August 2020			
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	Review of 3 <sup>rd</sup> Party Spend	£0.750m	£0.605m																												
	Supported Lodgings	£0.120m	£0.120m																												
	Service Redesign	£0.300m	£0.300m																												
	<b>Total</b>	<b>£2.003m</b>	<b>£1.858m</b>																												
	<p>The reduction in the savings on 3<sup>rd</sup> Party Spend compared to the budget have been due to the Covid-19 pandemic and therefore this shortfall was addressed as part of the in-year budget changes agreed by Cabinet and proposed to Council in September.</p> <p>The Children's Social Care in year savings for 2020/21 agreed by Cabinet as and proposed to Council in September are:</p>																														
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<p><b>14. COUNCILLOR TED FENTON</b></p> <p>Are there any plans for the customer service centre to return to normal working?</p>	<p><b>COUNCILLOR IAN CORKIN, CABINET MEMBER FOR COUNCIL BUSINESS &amp; PARTNERSHIPS</b></p> <p>The Customer Service Centre (CSC) at Oxfordshire County Council has been working very successfully from home since lockdown. Including extending operating hours and establishing a proactive calling service for Oxfordshire residents who were shielding during lockdown. During this time the CSC staff have continued to offer ‘normal’ service to residents albeit from home with remote working technology.</p> <p>In line with current business guidance, the CSC can work from home and will continue to do so for the foreseeable future. However, the CSC management team are continuously reviewing the position, taking into account the individual wellbeing of the team members and latest corporate information. Our hours of operation and services offered remain as they were pre-Covid.</p>												
<p><b>15.COUNCILLOR NICK FIELD-JOHNSON</b></p> <p>I am most disappointed that most of the Active Travel Phase 2 money has been spent on</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>Emergency Active Travel Fund Tranche 2 (T2) bidding guidance was very precise and stringent in its requirements. In summary, the bidding process</p>												

<b>Questions</b>	<b>Answers</b>
<p>projects in City of Oxford and not in the rural areas and other parts of the County. As you know transport is a vital need in our villages, but they seem to have been ignored.</p> <p>Could you explain what were the DfT criteria that resulted in proposing that all the Active Travel Tranche 2 moneys be spent on projects in the City of Oxford?"</p>	<p>required that T2 bids should be on bus routes, create continuous high-quality cycle routes, either by segregation or point closures, demonstrate ambition, and be deliverable within 6 months. Another major factor was alignment with LCWIP (local cycling and walking infrastructure plan) schemes.</p> <p>The DfT allocation was on the basis of bus journeys in the census. Oxford has 49% of all bus journeys to work in Oxfordshire.</p> <p>Additionally, members in Oxford were more supportive of the ambitious measures required in the guidance, such as introducing point closures on roads to reduce traffic to create low traffic neighbourhoods.</p>
<p><b>16. COUNCILLOR JENNETTE MATELOT</b></p> <p>Given the importance of digital infrastructure, especially during the Coronavirus pandemic, could the cabinet member for digital infrastructure update me on the position of the Better Broad for Oxfordshire programme?</p>	<p><b>COUNCILLOR IAN CORKIN, CABINET MEMBER FOR COUNCIL BUSINESS &amp; PARTNERSHIPS</b></p> <p>Thank you for your question Cllr Matelot. The Better Broadband for Oxfordshire contract was concluded on 19<sup>th</sup> of August. 79,146 premises were connected against a target of 79,102. Oxfordshire now has 98% of premises able to access superfast broad band, against a target of 90%. Take up is currently 74.6%, against an initial sliding assumption of 20 to 50%. Over 110,000 Oxfordshire residents or businesses are enjoying a service they would not otherwise have, and all maintained primary schools in the county now have access to superfast broadband courtesy of the programme. The contract was delivered below budgeted costs and will earn more than the funding invested by OCC via an innovate gainshare agreement, which will be used to invest in further digital infrastructure schemes.</p>
<p><b>17. COUNCILLOR JENNY HANNABY</b></p> <p>The Coronavirus Pandemic has had tragic</p>	<p><b>COUNCILLOR LAWRIE STRATFORD, CABINET MEMBER FOR</b></p> <p>Thank you Councillor Hannaby for your question, the cost of care has</p>

<b>Questions</b>	<b>Answers</b>
<p>consequences for many Oxfordshire people. It has exposed the fault lines in many aspects' social life, nowhere more so than Adult Social care where the virus has exacted a heavy toll on many of our most vulnerable residents especially in care homes.</p> <p>Savings will be taken on reduction of hub beds which will have a financial impact on some of our care homes, can council be assured meaningful conversations will be had with care home providers in Oxfordshire to ensure the open book approach will be used to negotiate contracts for care of our most vulnerable council are responsible for and that the costs of care will be met in full.</p>	<p>regularly been raised between the council and providers not always to the satisfaction of either party. We have discussed with our care providers carrying out an independent 'Fair Cost of Care' exercise for both care homes and for home care. This exercise has commenced and will be completed by year end. In relation to reducing hub beds it is important to recognise that the reduction relates to stopping the payment for beds that have not been used or are not needed moving forward.</p>
<p><b>18. COUNCILLOR JENNY HANNABY</b></p> <p>Our officers have worked with the vulnerable residents in need of care packages through the assessment process, residents have had the ability to influence and help shape their care services and make choices how their monies can be better spent locally to enable them to live a more fulfilled lifestyle. Can we be assured residents will keep this right and will not be forced into accepting packages driven by reductions in funding.</p>	<p><b>COUNCILLOR LAWRIE STRATFORD, CABINET MEMBER FOR</b></p> <p>Thank you again Councillor Hannaby for your question, as you know we always work with people to ensure that any support is based upon their assessed needs as well as where possible balancing preferences. The council has a responsibility to meet assessed needs, but you will appreciate that it also has a responsibility to manage its resources effectively. Within ASC we are committed to supporting people to remain in as much control of their support as they want and is possible. We will however ensure that we maximise the resources available within Oxfordshire that the council has invested in. It is important that we support the transformation of our offer to vulnerable people within Oxfordshire whilst maintaining robust financial control, a difficult balance but one we believe we have maintained with our</p>

Questions	Answers
	plans. I have to remind Cllr Hannaby and all members that we have to deliver a balanced budget.
<p><b>19. COUNCILLOR JENNY HANNABY</b></p> <p>The Secretary of state for health and Social Care said recently “How we care for our most vulnerable citizens is the true litmus test of whether we are a civilised society” we need a new system of social care, a statement the leader of County Council has said many times here in Council and in his LGA role, as spokesman for Adult Social Care. Actions need to be taken in pursuit of a better and safer care service. How does the leader of the council believe taking £4.283 million out of County Budget helps bring this about for our growing number of vulnerable and needy residents in Oxfordshire?</p>	<p><b>COUNCILLOR IAN HUDSPETH, LEADER OF THE COUNCIL</b></p> <p>Thank you Councillor Hannaby for your question, I am pleased to see your acknowledgement of my work lobbying for a sustainable positive strategy for Adult Social Care including a robust sustainable financial settlement. This remains our utmost priority and I will continue my work on our collective behalf. That said the impact on council finances as a result of Covid is significant and whilst grateful for the financial support received from government, we do need to do more to ensure the council remains financially stable. The Director of Adult services (as have all our directors) sought to minimise the impact of the savings and has used all available funding streams as well as ensuring that the focus has been on maximising resources we already pay for. It is important that we support the transformation of our offer to vulnerable people within Oxfordshire whilst maintaining robust financial control, a difficult balance but one we believe we have maintained with our plans.</p> <p>I have to remind Cllr Hannaby and all members that we have to deliver a balanced budget.</p>
<p><b>20. COUNCILLOR GLYNIS PHILLIPS</b></p> <p>May I have an update on the progress of implementing a safe pedestrian/cyclist crossing at the bottom of Collinwood Road in Risinghurst? A costed shovel ready plan has been produced</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>A plan and costings for the crossing has been developed by the county council. Beyond this initial feasibility design work, currently the proposal does not have any funding identified against it, either through S106, CIL monies or any other means. Any additional or alternative funding required to deliver the</p>

<b>Questions</b>	<b>Answers</b>
<p>and I can see no evidence of the County Council prioritising the implementation this plan. Pre application discussions have taken place in connection with the potential development on the former Neilson site. Have discussions taken place for any s106 or CIL funding being designated for this crossing which would provide a new pedestrian and cycling route?</p>	<p>measure would need to be identified, for example through a Government funding bid.</p>
<p><b>21. COUNCILLOR EMMA TURNBULL</b></p> <p>During the summer holidays, the County Council's Twitter feed shared the gov.uk back-to-school guidance, but (as of 26 August) had not produced any targeted local content aimed at reassuring parents and pupils about returning to school in September, e.g. showcasing the safety measures being arranged by local schools. What has the Cabinet Member and Education Team been doing to help reassure parents that it is safe to send their children back to school, and why was social media messaging not a priority?</p>	<p><b>COUNCILLOR LORRAINE LINDSAY-GALE, CABINET MEMBER FOR EDUCATION &amp; CULTURAL SERVICES</b></p> <p>There has been steady messaging for parents throughout the summer, a reassuring message re 'back to school' has been posted on OCC Facebook and Twitter feeds every Tuesday throughout August. Our education transport team have been providing updates and specific information for individual parents as needed throughout the summer. We also had an extensive communications plan for the last week in August.</p> <p>With regard to parental communications it included:  A letter from the Cabinet Member to all Oxfordshire MPs, County, Ward and Division Councillors, Chief Execs and Chairs of the City and District Councils, urging them to support their local schools and share positive messaging with parents via their own social media platforms.</p> <p>A reassuring letter jointly signed by The Director of Public Health and Director of Children's Services was sent to all parents last week, via their school.</p> <p>Parents of children who were eligible for school transport were sent a personal hard copy letter, detailing the transport arrangements for the return to school this week. There were two letters, one for mainstream and one for SEND transport. It was not possible to send this information before last</p>

Questions	Answers
	<p>week, given the need to respond to changes in guidance at short notice.</p> <p>Key ‘back to school’ messages were put on all parent/public facing OCC web pages last week, supporting the #backtoschool campaign from the Department for Education. The Family Information Service have been providing advice and guidance for parents and families throughout the summer.</p> <p>In addition to communication with parents, the education team have continued to provide significant amounts of information and guidance to headteachers and schools in preparation for the start of the new term.</p>
<p><b>22. COUNCILLOR EMMA TURNBULL</b></p> <p>How many children have had their home-to-school transport arrangements changed due to Covid? How many have not been provided with an alternative method of transport?</p>	<p><b>COUNCILLOR LORRAINE LINDSAY-GALE, CABINET MEMBER FOR EDUCATION &amp; CULTURAL SERVICES</b></p> <p>Approximately 383 children have had their Home to School transport arrangements changed. Officers have liaised with schools and identified any changes to our current network to offer continued transport for children entitled to home to school transport. A total of 40 additional routes have been required mainly to ensure children from more than one school or school site do not travel on the same transport. Taxi journeys for SEN pupils have been altered to ensure only pupils from the same household travel together</p> <p>Communications about home to school transport and other modes of transport/travel have been sent to all parents</p> <p>At present all pupils entitled to home to school transport and those relying on spare seats being available are catered for.</p> <p>Officers have been preparing contingency plans in the event that government guidelines change further.</p> <p>The above figure can be broken down to 337 mainstream children and 46</p>

Questions	Answers
	SEN children. It relates only to children we transport (by whatever means).
<p><b>23. COUNCILLOR EMMA TURNBULL</b></p> <p>Will the county's schools and universities have regular access to testing (whenever anyone presents with Covid symptoms), and what level of outbreak would trigger a whole or part school/college/university closure?</p>	<p><b>COUNCILLOR LAWRIE STRATFORD, CABINET MEMBER FOR</b></p> <p>Schools and Universities in the County will have access to testing services as part of the Oxfordshire system response to COVID-19. The decision to close an education facility is an action that would be a consideration depending on the nature of a local outbreak and is not taken without full consideration of the context and circumstance of an outbreak. Under the Health Protection (Coronavirus, Restrictions) (England) (No. 3) Regulations 2020 the issuing of a Direction to close an educational establishment lies only with the Secretary of State for Health and cannot be issued locally.</p>
<p><b>24. COUNCILLOR PETE SUDBURY</b></p> <p>The IPCC warned in 2018 that limiting global warming to 1.5C "will require rapid, far-reaching and unprecedented changes in all aspects of society" and The Council declared a climate emergency in 2019. The head of the UN recently reiterated that a 45% reduction in climate emissions from current levels is required by 2030. How do the County's current plans address those levels of emission reduction, especially in Transport and Buildings for (a) the Council itself (b) the County as a whole, and how does the current profile of spending cuts impact on either of those?</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>The council has committed to be carbon neutral (reducing emissions to net-zero) by 2030 for its own measured operational footprint. This includes around 140 corporate buildings OCC staff occupy to deliver services, our owned and leased in fleets, our highways assets including streetlighting and our staff business mileage.</p> <p>In the County, the Council is a signatory to the Countywide Energy Strategy which targets a 50% reduction in emissions by 2030 on a 2008 baseline. This is a challenging target given the County's growing population.</p> <p>The Council has recognised that work in hand to independently assess a sample of our operational buildings, together with significant opportunities for material changes in the way the council will deliver services going forward following Covid-19, will impact our Property Strategy. It has therefore been recognised that postponing spend on the property element of the climate</p>

Questions	Answers
	action plan until 21/22 will optimise our effective use of this funding.
<p><b>25. COUNCILLOR SUSANNA PRESSEL</b></p> <p>The east riverbank along the Thames towpath above Osney Bridge behind Abbey Road was beautifully reinforced by the County Council about 10 years ago. It is part of the Thames Path and classed as highway. Unfortunately, in some places the timber has rotted or been damaged, and the bank has eroded or been scoured out. It is now quite dangerous in places and I fear that an accident could happen any day. This stretch of towpath is now really popular and well-used, especially by people exercising or avoiding public transport. If the temporary bus gates go in, it will be even more heavily used.</p> <p>Please can it be repaired urgently?</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>It is accepted this section of the Thames Path receives high levels of use by local people and those commuting into Oxford from Wolvercote and beyond and that this is likely to continue in present circumstances. This section of Thames towpath is well known to us and was previously repaired using a technique called willow spilling which was promoted by the Environment Agency at the time but has had mixed results in this location and in places is now failing. This stretch of Thames towpath behind Abbey Road was put forward as a potential scheme to be funded by the DfT Covid Recovery programme under Tranche 2, unfortunately it was not possible to include this project in the final programme.</p> <p>Officers continue to monitor the condition of the bank and are working with Oxford City Council, who now own this land, and the Thames Path National Trail team, to remove encroaching vegetation and move use away from the river edge to reduce the risk this poses to the public. ODS are continuing to undertake regular safety inspections of the Thames Path through Oxford as part of their normal routine when checking lifebelt stations. They report back to Officers on any specific issues and on that basis, we are satisfied this route remains safe for the public to use for the time being.</p> <p>This stretch of riverbank has been added to the list of potential schemes to be funded through the Infrastructure Operations capital programme and its priority will be assessed alongside other potential projects.</p>

Questions	Answers
<p><b>26. COUNCILLOR SUSANNA PRESSEL</b></p> <p>I hope we can assume that the Cabinet member is working with the bus companies, to ensure that when the bus gates are introduced in Oxford there will be more public transport and/or new routes to serve the many people who will be leaving their cars at home, when they are not able to walk or cycle?</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>Cabinet will decide on 23rd October whether to progress the temporary city centre bus gates. Oxford city centre is already very well served by bus routes, the reliability and attractiveness of which could be enhanced by the bus gates. If Cabinet decides to progress the scheme in October there would be further discussions with bus operators about the opportunities for any bus service improvements arising from this.</p>
<p><b>27. COUNCILLOR SUSANNA PRESSEL</b></p> <p>In April Gavin Williamson promised that “disadvantaged” school children would get free laptops from the government. At the end of August, it was reported that only one third of the children identified had received them. Please can you tell us the figure for Oxfordshire and whether the offer also ensures that all these children also have adequate broadband access?</p>	<p><b>COUNCILLOR LORRAINE LINDSAY-GALE, CABINET MEMBER FOR EDUCATION &amp; CULTURAL SERVICES</b></p> <p>The first phase of The Department for Education (DfE) scheme for providing laptops / tablets and routers was launched in 19 April 2020 to help children and families access remote education during the coronavirus (COVID-19) outbreak.</p> <p>The council was responsible for bidding for:</p> <ul style="list-style-type: none"> <li>• care leavers (delivered by the Virtual School to eligible pupils)</li> <li>• Children who have a Social worker (Delivered by Social Workers or schools to families). We received: Routers 190 – laptops 1470.</li> <li>• Year 10 pupils in maintained secondary schools who are ‘Disadvantaged’ – this is a small number of pupils at Carterton Community School – all were delivered before the end of the summer term. 7 routers and 42 Laptops.</li> </ul> <p>The school library service helped to deliver laptops to schools.</p> <p><u>Note:</u> Bidding for disadvantaged Year 10 students in academies was a matter for each academy or academy trust and the council had no involvement.</p>

Questions	Answers
	There is another round of bidding opening shortly, schools will be expected to deal directly with the DfE, therefore OCC will have no involvement.
<p><b>28. COUNCILLOR NEIL FAWCETT</b></p> <p>On what date was it decided which areas of the County would be included in the bid for tranche 2 funding from the Government's Active Travel Fund and on what date were those County Councillors representing areas not included in the bid informed that their area was not to be included.</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>The proposed schemes for submission were agreed week commencing July 27<sup>th</sup> with high level presentation to Performance Scrutiny Committee on July 30<sup>th</sup>. The final plans for submission were then developed and shared with the Cabinet Member for the Environment August 5<sup>th</sup> and an all Member briefing held on August 10<sup>th</sup>, where all proposals were shared.</p>
<p><b>29. COUNCILLOR NEIL FAWCETT</b></p> <p>What evidence informed the decision that repainting dashed line cycle lanes in different parts of the County would a) make cyclists safer, or, b) encourage more people to cycle?</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>The question of cyclist safety is complex. Around 75% cyclist casualties occur at junctions. The most thorough study of infrastructure and cyclist safety was undertaken for the DfT by Transport Research Laboratory in 2010. The safety review found no evidence of cyclist safety benefits or equally safety disbenefits from cycle lanes. It should be noted that similar conclusions were reached for off road cycle tracks because of the increased risk at junctions.</p> <p>On the other hand, in terms of encouraging cyclists, the Oxfordshire Cycle Survey 2019 (OCS19) showed that cyclists perceive cycle lanes as much more attractive than roads without cycle lanes. The OCS19 identified 2 groups of cyclists – those who prioritised directness and those who prioritised segregation from traffic (quiet cyclists).</p> <p>OCS19 showed that 82% of direct cyclists were positive about cycle lanes (like or don't mind) and 54% of quiet cyclists were positive (like or don't mind). In terms of what they replace, roads without cycle lanes, only 34% of direct</p>

Questions	Answers
	cyclists were positive and 11% of quiet cyclists were positive. It should be noted that in Oxford, 58% of cyclists were in the direct group and 42% in the quiet group.
<p><b>30. COUNCILLOR LAURA PRICE</b></p> <p>What is the total number of FTE posts that are being either held or removed through the latest budget cuts and which of these posts relate to new positions which have been created as part of the transformation agenda and our redesigned Directorate teams?</p>	<p><b>COUNCILLOR JUDITH HEATHCOAT, DEPUTY LEADER OF THE COUNCIL</b></p> <p>Dear Councillor Price, thank you for your question. As a result of the in-year budget savings proposals no posts are being lost from the establishment. We have a mixture of delayed and held recruitment. In many cases the delay has been caused at least in part to Covid, recruitment was almost non-existent in March and April and curtailed in May.</p> <p>Posts being permanently deleted from the establishment tend to be done so on the basis of a business case or planned piece of change (for example a full service redesign of the type undertaken as part of a ‘transformation’ review) or when they become vacant and are reviewed as part of the usual process of review by the recruiting/senior manager prior to recruitment.</p> <p>We publish our headcount on a quarterly basis and set out a year on year comparison. The next report will be received by Cabinet at their meeting on the 15<sup>th</sup> September. The report will not directly set out FTE posts held as a result of in-year budget savings and how new posts relate to these as our establishment data is not collated in this way. By way of comparison there were 4047.39 FTEs on our establishment in quarter 1 of 2019/20 and 4108.33 in quarter 1 of 20/21.</p>
<p><b>31. COUNCILLOR LIZ LEFFMAN</b></p> <p>A legal challenge has recently been launched by campaigners against the government’s decision to exclude incinerator emissions from the post-</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>We are aware of the legal challenge and have liaised with Viridor as operator of the Ardley energy recovery facility (ERF) and our residual waste treatment contractor.</p>

Questions	Answers
<p>Brexit carbon-emissions trading scheme. Carbon that is emitted from the incinerator at Ardley is filtered, but can Cllr Constance please let us know what happens to those filters after use and how the carbon that they filter is processed?</p>	<p>Emissions from the waste combustion process are filtered in a flue gas treatment system before release into the atmosphere. Carbon arises from the process in two ways. Firstly, it is produced from the waste that is burnt and this is released from the chimney after the combustion gases have been cleaned.</p> <p>Secondly, carbon plays a key part in cleaning the combustion gases. Powdered activated carbon is added to the flue gas treatment system to remove traces of dioxins, furans and heavy metals. It is this added carbon that is then filtered out and collected as air pollution control residues (APCr). This is sent for treatment at facilities operated by O.C.O Technology at Avonmouth and Suffolk, where it is recycled via a chemical process known as accelerated carbonation. This produces an aggregate used in construction.</p> <p>We shall be monitoring the progress of the legal challenge.</p>
<p><b>32. COUNCILLOR JUDY ROBERTS</b></p> <p>Our Highways officer has agreed that historically, owing to a Berkshire traffic order, North Hinksey Parish is also covered by the parking enforcement that should be provided by the County. Even though the contract with Conduent started on the 1<sup>st</sup> April, the OCC website still says that problems outside the City are for the relevant District Authority. This is not the case for North Hinksey and can the cabinet member assure me that this change will be clarified with Conduent?</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>In regard to boundaries, Conduent are only able to enforce North Hinksey Lane as far as Yarnells Road however, the signs and lines urgently need attention to enable enforcement. A new technical officer has been appointed and a review of this area will be undertaken as a matter of course. The remainder of North Hinksey, including the village, falls under the jurisdiction of the District Council (Vale of White Horse).</p>

Questions	Answers
<p><b>33. COUNCILLOR ROZ SMITH</b></p> <p>For various reasons the Access to Headington Project has taken much longer to complete than originally planned but is now nearing completion. When will monitoring of the aims of the Access to Headington Project start?</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>We carried out various traffic counts (including cycling and walking) in the relevant area before the scheme commenced and will repeat those once it is completed.</p>
<p><b>34. COUNCILLOR DAMION HAYWOOD</b></p> <p>For many years the City has received just 6% of the total County budget for roads maintenance. Is this fair, considering the vastly greater number of pedestrians, cyclists and vehicles that use the City's pavements and roads, especially all the buses that do so much damage to the road surfaces?</p>	<p><b>COUNCILLOR IAN WALKER, CABINET MEMBER FOR HIGHWAY DELIVERY AND OPERATIONS</b></p> <p>The amount of budget allocation is clearly set out in the agreements OCC have with the City Council. The value of this sum is to cover routine maintenance and minor improvement schemes.</p> <p>The sum formed part of the discussions at the time of signing the agreement and did represent a split of costs based on previous spend in the city prior to the Agreement. The value is not solely based upon the footfall or vehicular traffic found in the boundaries of the city. The budget allocation for Highways Maintenance again covers off general maintenance and improvement schemes including some major improvements for specific projects. The City has benefitted from further investment from the general highways budget when schemes have exceeded agreed levels of intervention as set out in the agreement. City colleagues, through ODS, work closely with County colleagues to determine where this additional investment is available and appropriate. Works planned for and undertaken this year in the city are budgeted in the region of £775K, which includes works at Hythe Bridge Street, Worcester Street, George Street and Beaumont Street as well as Walton Street, valued at £537K.</p> <p>I am unclear as to where the figure of 6% has been determined as this is not a figure, I am familiar with and has formed part of any formal agreements.</p>

<b>Questions</b>	<b>Answers</b>