

**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>COUNCILLOR LIZ LEFFMAN</b></p> <p>A year ago, this council unanimously supported a motion proposed by Councillor Kirsten Johnson to adopt an integrated approach to bus services across the County, and called for a part-time community transport officer to oversee this. Is Councillor Gray able to provide councillors with an update on how this is progressing?”</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>The Council has indeed supported a previous motion on this matter and I am able to report that officers are currently putting a new post through job evaluation for a Community Transport Coordinator. This person will be a repository of knowledge and a rallying point for communities looking to establish community transport schemes. This job will be a full-time post and will be formally advertised at the end of January 2019 with a view to having the new person in post by the new financial year.</p>
<p><b>5. COUNCILLOR JOHN HOWSON</b></p> <p>How many schools and colleges sent young people to the Safe Drive; Stay alive presentations this year and what was the total number that viewed this powerful presentation?”</p>	<p><b>COUCILLOR JUDITH HEATHCOAT, DEPUTY LEADER OF THE COUNCIL</b></p> <p>In total 45 organisations attended the Safe Drive Stay Alive presentations in 2018. These were from a range of schools, education providers and employers of young people.</p> <p>This resulted in 4,361 young people and 226 supervisors and staff experiencing this powerful and thought-provoking event. Presenters were drawn from OFRS, the road safety team, South Central Ambulance Service, Thames Valley Police, NHS – a consultant A&amp;E surgeon. A parent spoke emotionally with regard to the loss of his daughter and a young person spoke on her life changing injuries having suffered major trauma from a road traffic collision.</p> <p>I also attended the event in November, alongside the Chief Fire Officer and on behalf of the Cabinet and County Council thanked the road safety and</p>

Questions	Answers
	emergency services personnel who give up their time to help change the behaviours of those most at risk of being involved in a road traffic collision.
<p><b>6. COUNCILLOR JOHN HOWSON</b></p> <p>Please could the Cabinet Member advise of the timescale for replacing the rising bollards protecting access to the Aristotle Lane bridge in my division?</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>The project to replace the existing Oxford bollards and the system used to operate them is currently in the procurement process. The replacements are expected to be in place and fully operational by the end of March 2019.</p>
<p><b>7. COUNCILLOR JOHN HOWSON</b></p> <p>When will a proposal for the choice between a congestion charge; bus gates or a workplace parking levy for Oxford City be brought to Cabinet and how will the decision marry with proposals for a Zero Emission zone put forward by the City Council?</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>The phasing of the ZEZ proposed in the county council's Local Transport Plan is being discussed by a joint city/county council member Steering Group, the remit of which was recently expanded in October 2018 to include consideration of transport demand management options (congestion charging, workplace parking, and access restrictions). This Joint Steering Group are considering <del>and debating</del> the alignment of the two projects and will refer formal decisions to Cabinet and/or the City's Executive Board. It is very early days and only two meetings have so far taken place. No details are currently available for release. The first phase of work includes the development of a more detailed business case for demand management and establishing funding for this.</p>
<p><b>8. COUNCILLOR JUDY ROBERTS</b></p> <p>Would the leader agree that it is important that the residents of Oxfordshire should be aware of</p>	<p>The agendas and minutes of the Growth Board are public documents with the meetings held in public view to enable Oxfordshire's residents to have open</p>

Questions	Answers
<p>the views and positions taken by County Reps in relation to the Growth Deal and the Expressway?</p>	<p>access. The Growth Board has a scrutiny panel made up of councillors from across all 6 councils. There are sub boards for Housing, Infrastructure and Planning that feed into the Growth Board with public documents that cover the Growth Deal and Expressway.</p> <p>The Expressway is a Highways England Project that is currently at the evidence gathering stage to enable the project team to come back with recommendations that will be out to public consultation. Until the evidence is provided there is a lot of speculation that is not addressing the issues.</p> <p>I have been clear about my personal view on the matter as below, I would like to highlight the fact that in the stage 3 report it notes the problems at Botley; the Expressway could provide the solution to them. If the evidence is clear that environmental problems at Botley on the A34 will be solved then I welcome them and I'm sure that Cllr Roberts will join with me to work together to provide a better environment for her constituents.</p> <p>My personal view:</p> <p>I have been consistent that the road that causes the most traffic issues for Oxfordshire is the A34 as it's a mixture of local and national traffic. If the 2 parts could be separated to allow the ring road to function as a local road then there would be an improvement for the majority of Oxfordshire's residents. The A34 impacts on all 5 Districts and all 6 constituencies so there are few residents not affected. We only have to remember the traffic chaos caused on Oxfordshire's roads due to an accident on the A34 on Thursday 6th September, action needs to be taken.</p> <p>On page 17 of the strategic stage 3 study (<a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/571353/oxford-to-cambridge-expressway-strategic-study-stage-3-report.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/571353/oxford-to-cambridge-expressway-strategic-study-stage-3-report.pdf</a> ) paragraphs 3.4.5 &amp; 3.4.6, it is clear that this proposal will provide a local solution.</p>

Questions	Answers
	<p>Whatever corridor and, ultimately, route chosen there will be local impact with local opposition however we have to consider the bigger picture to improve the A34, which is why I support the overall road proposal.</p> <p>I welcome the decision to exclude Otmoor from the scoping however it's disappointing that there are still 2 corridor options around Oxford as that will create uncertainty for those communities involved. Highways England have determined that they need to do more work on the environmental impact which should be concluded by the autumn of 2019.</p> <p>I am not suggesting a preferred corridor as I want to wait to see the evidence that Highways England will provide.</p> <p>Once the final route is chosen by Highways England I will work with affected communities to reduce the impact on them and identify any opportunities for local improvements which could be taken forward</p>
<p><b>9. COUNCILLOR RICARD WEBBER</b></p> <p>Does the Leader “welcome” the Expressway?</p>	<p><b>COUCILLOR IAN HUDSPETH, LEADER OF THE COUNCIL</b></p> <p>I have been clear about the Expressway as per my statement below, unlike the position of the Liberal Democrats who oppose any improvement to the A34. This means that the Liberal Democrats are content with the current situation on the A34 with almost daily accidents causing congestion and delay to residents going about their daily commute and the detrimental impact on local businesses. Even worse by opposing improvements to the A34 the Liberal Democrats are content with the noise and air pollution for the residents of Botley.</p> <p><i>I have been consistent that the road that causes the most traffic issues for Oxfordshire is the A34 as it's a mixture of local and national traffic. If the 2 parts could be separated to allow the ring road to function as a local road then there would be an improvement for the majority of Oxfordshire's residents.</i></p>

Questions	Answers
	<p><i>The A34 impacts on all 5 Districts and all 6 constituencies so there are few residents not affected. We only have to remember the traffic chaos caused on Oxfordshire's roads due to an accident on the A34 on Thursday 6th September, action needs to be taken.</i></p> <p><b>On page 17 of the strategic stage 3 study (<a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/571353/oxford-to-cambridge-expressway-strategic-study-stage-3-report.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/571353/oxford-to-cambridge-expressway-strategic-study-stage-3-report.pdf</a> ) paragraphs 3.4.5 &amp; 3.4.6, it is clear that this proposal will provide a local solution.</b></p> <p>Whatever corridor and, ultimately, route chosen there will be local impact with local opposition however we have to consider the bigger picture to improve the A34, which is why I support the overall road proposal.</p> <p>I welcome the decision to exclude Otmoor from the scoping however it's disappointing that there are still 2 corridor options around Oxford as that will create uncertainty for those communities involved. Highways England have determined that they need to do more work on the environmental impact which should be concluded by the autumn of 2019.</p> <p>I am not suggesting a preferred corridor as I want to wait to see the evidence that Highways England will provide.</p> <p>Once the final route is chosen by Highways England I will work with affected communities to reduce the impact on them and identify any opportunities for local improvements which could be taken forward</p>
<p><b>10. COUNCILLOR LIZ LEFFMAN</b></p> <p>Given that OCC are statutory consultees in the Highways England consultation on the Expressway, does the Leader think it is important</p>	<p><b>COUCILLOR IAN HUDSPETH, LEADER OF THE COUNCIL</b></p> <p>In the autumn 2019 Highways England will provide the evidence that they are currently gathering regarding the Expressway, at that stage we need to consider the potential beneficial impact on Oxfordshire particularly with regard</p>

Questions	Answers
<p>that this council has a clear, unequivocal position on the Expressway?</p>	<p>to Botley and respond accordingly. At the last council meeting I highlighted the problem that the member for North Hinksey has in wanting to divert traffic away from Botley yet at the same time the new member for Wheatley is campaigning not to have an Expressway causing conflicting views. I have been clear about the Expressway as per my statement below, unlike the position of the Liberal Democrats who oppose any improvement to the A34. This means that the Liberal Democrats are content with the current situation on the A34 with almost daily accidents causing congestion and delay to residents going about their daily commute and the detrimental impact on local businesses. Even worse by opposing improvements to the A34 the Liberal Democrats are content with the noise and air pollution for the residents of Botley.</p> <p>I have been consistent that the road that causes the most traffic issues for Oxfordshire is the A34 as it's a mixture of local and national traffic. If the 2 parts could be separated to allow the ring road to function as a local road then there would be an improvement for the majority of Oxfordshire's residents. The A34 impacts on all 5 Districts and all 6 constituencies so there are few residents not affected. We only have to remember the traffic chaos caused on Oxfordshire's roads due to an accident on the A34 on Thursday 6th September, action needs to be taken.</p> <p>On page 17 of the strategic stage 3 study</p> <p><a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/571353/oxford-to-cambridge-expressway-strategic-study-stage-3-report.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/571353/oxford-to-cambridge-expressway-strategic-study-stage-3-report.pdf</a> ) paragraphs 3.4.5 &amp; 3.4.6, it is clear that this proposal will provide a local solution.</p> <p>Whatever corridor and, ultimately, route chosen there will be local impact with local opposition however we have to consider the bigger picture to improve the A34, which is why I support the overall road proposal.</p>

Questions	Answers
	<p>I welcome the decision to exclude Otmoor from the scoping however it's disappointing that there are still 2 corridor options around Oxford as that will create uncertainty for those communities involved. Highways England have determined that they need to do more work on the environmental impact which should be concluded by the autumn of 2019.</p> <p>I am not suggesting a preferred corridor as I want to wait to see the evidence that Highways England will provide.</p> <p>Once the final route is chosen by Highways England I will work with affected communities to reduce the impact on them and identify any opportunities for local improvements which could be taken forward.</p>
<p><b>11. COUNCILLOR LIZ LEFFMAN</b></p> <p>In order to arrive at a truly representative County position on the Expressway, would the Leader and Cabinet be prepared to organise a public debate to discuss the issue?</p>	<p><b>COUCILLOR IAN HUDSPETH, LEADER OF THE COUNCIL</b></p> <p>Highways England will be providing evidence for the corridors and routes in the Autumn of 2019, then there will be a period of consultation before a preferred corridor or route is selected. It is important, as promoters of the scheme, that they lead this debate. I think there will be sufficient time and opportunity for the public to consider and respond to the proposals based on evidence. It is important that we all study the evidence provided to ensure that any decisions taken are based on fact not rumour. I have been clear about the Expressway as per my statement below, unlike the position of the Liberal Democrats who oppose any improvement to the A34. This means that the Liberal Democrats are content with the current situation on the A34 with almost daily accidents causing congestion and delay to residents going about their daily commute and the detrimental impact on local businesses. Even worse by opposing improvements to the A34 the Liberal Democrats are content with the noise and air pollution to the residents of Botley.</p> <p><i>I have been consistent that the road that causes the most traffic issues for Oxfordshire is the A34 as it's a mixture of local and national traffic. If the 2 parts could be separated to allow the ring road to function as a local road then</i></p>

Questions	Answers
	<p><i>there would be an improvement for the majority of Oxfordshire's residents. The A34 impacts on all 5 Districts and all 6 constituencies so there are few residents not affected. We only have to remember the traffic chaos caused on Oxfordshire's roads due to an accident on the A34 on Thursday 6th September, action needs to be taken.</i></p> <p><i>On page 17 of the strategic stage 3 study (<a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/571353/oxford-to-cambridge-expressway-strategic-study-stage-3-report.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/571353/oxford-to-cambridge-expressway-strategic-study-stage-3-report.pdf</a>) paragraphs 3.4.5 &amp; 3.4.6, it is clear that this proposal will provide a local solution.</i></p> <p>Whatever corridor and, ultimately, route chosen there will be local impact with local opposition however we have to consider the bigger picture to improve the A34, which is why I support the overall road proposal.</p>
<p><b>12. COUNCILLOR JENNY HANNABY</b></p> <p>At the recent presentation from Highways England, it was made abundantly clear by the Expressway project manager that HE – could well conclude that the Expressway cannot reasonably be delivered at all, without causing untold local mayhem – would the Cabinet member be prepared to support this line?</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>Highways England are collecting evidence, there is currently no prediction on route. They are keeping us informed on the evidence they are receiving. Therefore, we are currently not in a position to make a statement.</p>
<p><b>13. COUNCILLOR EMILY SMITH</b></p> <p>Secondary schools and families in my division are very worried to hear that the school bus from Drayton to Abingdon will be cut in April 2019. 2 of the 3 Secondary schools in Abingdon have spaces and have always served the surrounding</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>The legal basis for the provision of home to school transport is set out in sections 508A, 508B, 508C, 508D and 509AD and Schedule 35B of the Education Act 1996 (as amended by Part 6 of the Education and Inspections Act 2006) and where appropriate the Equality Act and English and European case law. In addition, local authorities are under a statutory duty to have</p>



<b>Questions</b>	<b>Answers</b>
<p>villages, but without a school bus or £600-£700 per how will children get from the villages into Abingdon?</p> <p>Despite being a designated 'safe route' the journey from Drayton (like that from Wootton to Abingdon) it is not persevered as safe enough to walk or cycle along by children and parents because of the close proximity to traffic, poor lighting, lack of designated cycle way, etc. Therefore, despite resoundingly passing a motion on Active Travel at our last council meeting, we are creating a situation where parents who are able to drive their children to school will be adding to the already significant congestion and pollution in Abingdon. Or children will struggle to get to school and we risk a rise in attendance just as exam season begins.</p> <p>Will the cabinet member reverse this cut to a much needed bus service? And what is she doing to ensure that children have genuinely safe routes to all of our County's schools?</p>	<p>regard to the Home to School Travel and Transport Guidance issued by the DfE in 2014.</p> <p>A child aged 11 to 16 is eligible for free home to school transport if they attend the nearest suitable school that has an available place and that school is more than 3 miles from their home or there is no safe walking route. Assessments of route safety are made by the Traffic and Road Safety Team and involve applying the requirements of the Home to School Travel and Transport Guidance issued by the Secretary of State for Education and the Road Safety GB guidance.</p> <p>When making such a route assessment the Principal Engineer assumes that a child will be accompanied, as necessary, by a responsible person, such as a parent.</p> <p>Oxfordshire County Council currently provides free home to school travel assistance for a number of students living in Drayton to secondary schools in Abingdon. This is primarily because in July 2012 the Home to School Transport Appeal Panel decided to continue to provide free travel assistance to children living in Drayton to the nearest available secondary school in Abingdon, even though the distance to the school is under the statutory walking distance of 3 miles. The Panel did not accept that the route was safe for a child to walk. In addition, those children who are eligible for free school meals or whose parent is in receipt of the maximum of Working Class Credit.</p> <p>There are currently 56 students travelling on the Drayton to Abingdon route. 20 of these children are travelling because their parents have paid the distance related charge set out in the Spare Seat Scheme, 7 remain eligible for free travel and 29 of these children currently receive free travel because of the appeal panel decision made in 2012.</p> <p>This year, following a reduction in the speed limit, the Principal Engineer from Oxfordshire County Council's Traffic and Road Safety Team reassessed the</p>

<b>Questions</b>	<b>Answers</b>
	<p>route from Drayton to Abingdon, applying the guidance produced by Road Safety GB and the Department for Education. The Principal Engineer found – applying the Road Safety GB guidance on the assessment of walked routes to school - that the route is safe for a child to walk accompanied, as necessary, by a responsible adult. This resulted in parents being informed that their children were no longer eligible for free travel from the beginning of the Summer Term. Parents were also advised of how to appeal against the decision to withdraw free travel.</p> <p>There is a public bus service serving Drayton but the council will continue to run the current school bus service from Drayton until July 2019. However, in order to travel parents whose children are no longer eligible for free travel will need to pay the charge set out in the “Spare Seat Scheme” which for the Summer Term will be £117.66 (which equates to £1.86 per day).</p> <p>It is not yet clear whether school buses from Drayton to Abingdon will continue beyond July 2018 but a number of schools in the area are involved in a project with the council that would see buses retained, albeit providing a paid service, from areas where entitlement for free school transport has been withdrawn. While the council is optimistic about a positive outcome, it will be early March before this can be confirmed.</p> <p>In the future, as now, the children of parents in receipt of the maximum of Working Class Credit, or children who are eligible for free school meals, will be able to travel free to any of the three secondary schools in Abingdon.</p> <p>The two-stage transport appeal process used in Oxfordshire follows the statutory guidance issued in 2014. It is intended to be robust, fair and equitable.</p> <p>We actively encourage parents and children to walk or cycle to school where possible. Cycle training and advice is given in schools as well as Footsteps road safety training which helps children to learn to think for themselves and</p>

Questions	Answers
	<p>gradually become more adept at dealing with roads and traffic. The Road Safety Education Team also produce a guide for children moving from primary to secondary school to help educate and prepare children and parents for the new journey to school which is sent to every school in the County.</p>
<p><b>14. COUNCILLOR EMMA TURNBULL</b></p> <p>Why do wheelchair users have to wait another year before they can use the lifts in the Central Library? What is the total cost of installing the new accessible lifts?</p>	<p><b>COUNCILLOR EDDIE REEVES, CABINET MEMBER FOR TRANSFORMATION</b></p> <p>We are sorry that delivery of the improved lifts has been delayed from the original anticipated timescales.</p> <p>In the first instance it was unfortunate that Westgate Alliance were unable to deliver the lift replacement requested by the County Council. Since handover from the Alliance, we have worked hard to investigate and resolve the constraints of the building whilst developing and procuring an appropriate solution. The works will affect the use of the foyer area that is well used by the public and the staff. We have been in discussions with the contractors to find solutions that ensure that one lift from the foyer through to the second floor remains operational during the length of the ongoing works. Despite this recent progress, we understand there will be disappointment a solution is still not available.</p> <p>We are pleased to say that we have now received tenders and will shortly be placing the order to replace the existing lifts with a more modern and wider unit. The new lifts are designed to meet the needs of users of wheelchairs, those with prams and for use in the event of an emergency. These works are programmed to start in January 2019, with the first lift in operation by August 2019. On completion of the installation and commissioning of the first lift, works will continue to the second lift.</p> <p>Due to the requirement to maintain public access completion of both lifts will</p>

Questions	Answers
	<p>take approximately a year to complete.</p> <p>The construction cost for replacement of three lifts are £270,000.</p> <p>In terms of how many, and what proportion, of our libraries have step-free access, I can confirm all libraries should have step free access normally in the form of a ramp. There are several libraries within the county that have lift access, which include.</p> <p>Abingdon Banbury Burford Blackbird Leys Headington Westgate Central</p>
<p><b>15. COUNCILLOR EMMA TURNBULL</b></p> <p>How many, and what proportion, of our libraries have step-free access?</p>	<p><b>COUNCILLOR EDDIE REEVES, CABINET MEMBER FOR TRANSFORMATION</b></p> <p>In terms of how many, and what proportion, of our libraries have step-free access, I can confirm all libraries should have step free access normally in the form of a ramp. There are several libraries within the county that have lift access, which include.</p> <p>Abingdon Banbury Burford Blackbird Leys Headington Westgate Central</p>

Questions	Answers
<p><b>16. COUNCILLOR EMMA TURNBULL</b></p> <p>How are Oxfordshire schools using the apprenticeship levy, and what is this Council doing to monitor this, and to encourage schools to use it?</p>	<p><b>COUCILLOR JUDITH HEATHCOAT, DEPUTY LEADER OF THE COUNCIL</b></p> <p>There are currently 34 individuals completing apprenticeship training in schools, either as new entrants to the workforce, or as continuous professional development.</p> <p>The apprenticeship schemes currently in use are:</p> <ul style="list-style-type: none"> <li>• Supported Teaching and Learning</li> <li>• Business Administration</li> <li>• Early Years Educator</li> <li>• Senior Leader</li> </ul> <p>This is monitored on a monthly basis.</p> <p>The Council has two part-time members of staff supporting the ongoing promotion and development of apprenticeship opportunities for the Council, including for maintained Schools. These staff carry out the following activities to encourage schools to use their Levy:</p> <ul style="list-style-type: none"> <li>• Meeting with school business managers at Education Finance briefings to promote use of the Levy</li> <li>• Meeting school cluster groups to promote use of the Levy and provide practical guidance</li> <li>• Visiting schools to provide one-to-one support to recruiting manager</li> <li>• Carrying out procurement of appropriate apprenticeship training providers with provision tailored to staff working in schools</li> <li>• Providing advice/support on suitable apprenticeship Job Descriptions</li> <li>• Promoting latest DfE guidance via Schools News and on the Schools Intranet</li> </ul>

Questions	Answers
	<ul style="list-style-type: none"> <li>Working with OTSA to develop and promote a broad range of apprenticeships relevant to schools</li> </ul> <p>Currently, Schools apprenticeship training spend has a value of £8,928 per month, and we estimate the total amount of Levy Schools will use at £63,581 by end of March 2019. Monthly spend has recently increased significantly due to 14 senior leaders from Oxfordshire Schools commencing a Masters Level Apprenticeship programme, at an overall value of £252,000 over two years.</p>
<p><b>17. COUNCILLOR SUSANNA PRESSEL</b></p> <p>Why do broadband speeds in Oxfordshire average 46 Mbps, when we are told that speeds of up to 67 Mbps are achievable?</p>	<p><b>COUNCILLOR DAVID BARTHOLOMEW, CABINET MEMBER FOR FINANCE</b></p> <p>You are correct in saying that the average download speed in Oxfordshire is 46Mb/s. (Source: County Councils Network). This is the highest average download speed in the country for a county classed by ONS as Predominantly Rural, Mostly Rural, or Mainly Rural.</p> <p>You refer to speeds of 67Mb/s being achievable. In fact, it is much higher than this: 1Gb/s is achievable in Oxfordshire in certain circumstances, but clearly not as an average.</p>
<p><b>18. COUNCILLOR SUSANNA PRESSEL</b></p> <p>The Annual Report of the Director of Public Health tells us that in Hertfordshire the % of NEETS (i.e. 16-17 year olds not in education, employment or training or whose activity is not known) is half the figure in Oxfordshire (3% as opposed to 6%). Please can you tell me what we are doing to learn from Herts, in order to improve our rate?</p>	<p><b>COUNCILLOR STEVE HARROD, CABINET MEMBER FOR CHILDREN &amp; FAMILY SERVICES</b></p> <p>Thank you for your enquiry into Oxfordshire's NEET and Not Known figures, particularly in comparison with Hertfordshire. The Annual Report of the Director of Public Health tells us that in Hertfordshire the % of NEETS (i.e. 16-17 year olds not in education, employment or training or whose activity is not known) is half the figure in Oxfordshire (3% as opposed to 6%). Please can you tell me what we are doing to learn from Herts, in order to improve our rate?</p> <p>The below graph represents Oxfordshire and Hertfordshire DfE submissions</p>

Questions	Answers
	<p>for this year (Jan- October 2018). NEET and Not known figures are always reported as a unit together but to help answer your question and for the purposes of clearer breakdown we have separated the two for you.</p> <p>(Graphs attached at back)</p> <p>Hertfordshire October position: NEET: 2.2% NK: 5.6% Oxfordshire October position: NEET 1.6% NK 10.7%</p> <p>Our NEET is likely to increase slightly as the Not Known figure comes down.</p> <p>The fluctuation in figures is our Not Known figure rather than our NEET figure.</p> <p>All authorities Not Known category peaks in September due to the change in academic year and Oxfordshire then take a proactive approach both with providers and young people to ascertain their destination figure.</p> <p>The DfE have geographical groupings - Oxfordshire and Hertfordshire are not part of the same grouping. We have however in Oxfordshire facilitated the development of the South East Regional CCIS group which includes 18 other local authorities. Hertfordshire is in the DfE's East of England grouping.</p> <p>This forum has been incredibly useful in sharing best practice between LA's, with DfE representative in attendance and provides a forum to discuss approaches on forthcoming legalisation. These meetings are still well attended and occur every term.</p> <p>Our NEET and Not Known figures are an area that we are always striving to improve through a variety of methods including greater links with our education establishments, new tracking methods and communication with other authorities - this is represented in our DfE submissions. During the past academic year our Not Known figure was one of, if not the lowest figures Oxfordshire has ever managed. Looking to the April submission we were in the top quintile nationally for NEET and Not Known.</p>

Questions	Answers
	<p>An EET caseworker is based in every children and family centre throughout Oxfordshire and we ensure that we are represented at local meetings such as Pupils Missing Out, Resource Allocation Panels, College Partnership Meetings, Youth Engagement Provision, Schools Briefings, Community around School Meetings, local housing provider meetings, Department of Work and Pensions Meetings, Joint Agency Tasking and Coordination, Employment Practitioners. At these forums the EET Service will recap on the remit of service to involve other professionals to support us with our commitment to track young people and engage them into EET.</p> <p>We have created a series of tasks to undertake when tracking young people, all to be completed in a set timescale and all completed within our EET service. These tasks are shared amongst our EET caseworkers and tracking officers within the EET Service whereas we understand that Hertfordshire use a different model and “buy in” provision to meet these needs. We meet as a service regularly and always review our Not Known and NEET figures in order that we can respond appropriately to the individual needs of our service users.</p> <p>The EET Manager (Jessie Dobson) and Tracking Manager (Luke Mattam) as a result of this motion will make contact with Hertfordshire to ascertain if there is additional learning we can gain from the Hertfordshire approach and share practice wherever possible. We would also very much welcome the opportunity to meet with Cllr Pressel in order to answer any further questions that may arise and give further information around our processes and practice.</p>
<p><b>19. COUNCILLOR SUSANNA PRESSEL</b></p> <p>In his recent report for the National Infrastructure Commission, Andrew Gilligan says this about</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>The statement made by Andrew Gilligan is incorrect. Walking and cycling links to Rail Station, Didcot Town and centres of employment are currently</p>



Questions	Answers
<p>Great Western Park in Didcot: “There are no facilities for cycling, beyond a few racks. Even though the development is little more than a mile from the town’s mainline railway station, it is not possible to walk or cycle directly to it.” Please can you comment?</p>	<p>provided for Great Western Park (GWP) Housing Development. In addition to these existing facilities, that are outlined below, it is also the case that schemes associated with the Science Vale Cycle Strategy (SVCS) are in both design and implementation phase. Alongside the SVCS, the emerging Didcot Garden Town project seeks to improve and promote both walking and cycling throughout the Garden Town area, this to make provision for further improvements to links to both employment, public transport and the countryside.</p> <p>Current walking and cycling provision in association with Great Western Park is as follows.</p> <ul style="list-style-type: none"> <li>- Combined footway/cycleway link north through development to the A4130. At A4130 combined footway/cycleway heads east and links, off road to the Rail Station. West of the GWP junction on the A4130, the footway/cycleway links the development to Milton Park, via. tunnel under rail line.</li> <li>- Footway and cycle links exist from GWP east through to both Slade Road and Freeman Road. From these locations, on-road cycle provision together with pedestrian footways are available upon existing estate roads. These links take users to both Rail Station and Didcot Town Centre.</li> <li>- Hybrid cycle lanes along the B4493 from GWP through to George Town Roundabout (junction of B4493 &amp; Park Road) will shortly commence construction on site. From the George Town Roundabout, road links to Town Centre and Rail station exist.</li> <li>- Within the development a network of combined footway/cycleways exist, this includes provision along entire development spine road.</li> </ul> <p>Additionally, to the above, future large strategic infrastructure and development schemes including Valley Park housing development and Housing Infrastructure Schemes will make significant provision for additional high-quality pedestrian and cycle permeability, linking housing to employment and retail centers.</p>

Questions	Answers
<p><b>20. COUNCILLOR CHARLES MATHEW</b></p> <p>Do members and staff of Oxfordshire County Council have any health insurance (e.g. BUPA)? If not would it be a good idea?"</p>	<p><b>COUCILLOR JUDITH HEATHCOAT, DEPUTY LEADER OF THE COUNCIL</b></p> <p>Members and staff of Oxfordshire County Council do not have any health insurance provided in the way suggested in the question. Against the backdrop of continued pressure on local government finances, I am sure that the residents of Oxfordshire would not feel it would currently be appropriate to offer private health care funded by Oxfordshire County Council to members or officers. We do have a discount available on private healthcare through our employee benefits scheme that our staff can fund for themselves but our main focus currently is to retender our occupational health provider and our employee assistance programme provider (which provides counselling, guidance on managing some of life's challenges and cognitive behavioural therapy). Such services allow us to reach all employees without a cost to them as individuals and allows us to focus our interventions on areas with the greatest need.</p>
<p><b>21. COUNCILLOR CHARLES MATHEW</b></p> <p>Do you believe that the local County Councillor should have been consulted on the recent Growth Board infrastructure announcements before they were announced, so that their local knowledge was given due importance?</p>	<p><b>COUNCILLOR IAN HUDSPETH, LEADER OF THE COUNCIL</b></p> <p>Local councillors have had time to respond to the schemes when they were put forward as part of LTP4, as part of Infrastructure Delivery Plans as part of the Local Plan consultation process, and when OXIS was developed and agreed. This led to the full list of schemes that can be ranked in a prioritised order against specific funding criteria. The Housing and Growth Deal is about accelerated housing delivery which means that the schemes were ranked against other interventions that were required to deliver the houses. This involved technical work with all councils to allocate the funds appropriately. The schemes list was signed off by the Cross-council member Infrastructure working group prior to going to the Growth Board.</p>

<b>Questions</b>	<b>Answers</b>
	<p>The process also included the scrutiny of the list by the new Cross-council scrutiny panel which ensures councillors are aware of the list. Should any schemes be delayed due to any unforeseen problems in delivering housing then the prioritisation may change to ensure that we comply with the terms of the Housing and Growth Deal.</p>

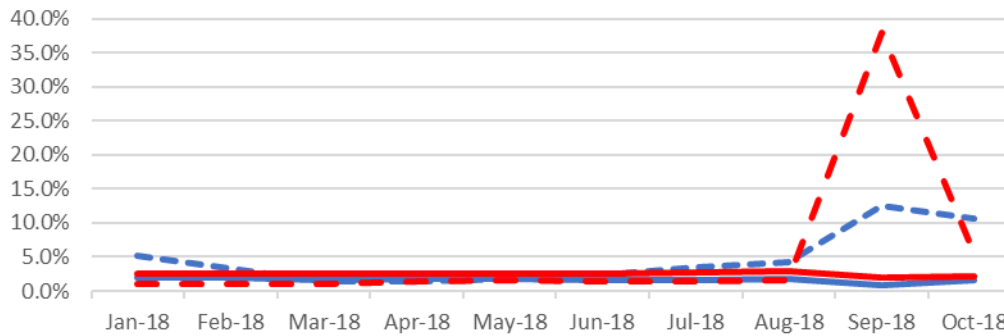
NEET and Not Known Trend 2018



	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18
Oxfordshire	7.2%	5.2%	3.1%	3.2%	3.6%	3.9%	5.0%	6.1%	13.4%	12.3%
Hertfordshire	3.5%	3.6%	3.7%	3.9%	4.2%	4.1%	4.2%	4.6%	39.8%	7.8%

— Oxfordshire — Hertfordshire

NEET and Not Known Trend 2018



	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18
Oxfordshire NEET	2.0%	2.0%	1.6%	1.7%	1.7%	1.6%	1.6%	1.8%	0.8%	1.6%
Oxfordshire Not Known	5.2%	3.2%	1.5%	1.4%	1.8%	2.3%	3.4%	4.2%	12.6%	10.7%
Hertfordshire NEET	2.5%	2.6%	2.6%	2.6%	2.6%	2.6%	2.7%	3.0%	2.0%	2.2%
Hertfordshire Not Known	1.0%	1.0%	1.1%	1.4%	1.6%	1.5%	1.5%	1.6%	37.9%	5.6%

— Oxfordshire NEET      - - - Oxfordshire Not Known  
 — Hertfordshire NEET      - - - Hertfordshire Not Known

