

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 SIMON CLARKE</p> <p>Given the opportunities being realised with the Cherwell partnership and those presented by the introduction of the Integrated Care System model, does the Cabinet member think we can go further and broaden the scale of the Transformation programme to include closer partnership working with City and other District colleagues?</p>	<p>COUNCILLOR EDDIE REEVES, CABINET MEMBER FOR TRANSFORMATION</p> <p>Yes, we are very keen to make sure that our transformation programme encompasses opportunities to work more closely with a wide range of partners, indeed we are already working to align the transformation programme with joint working and have made progress as part of the first phase of the programme (examples include ICT, work on a shared policy, performance and communications function, regulatory services and closer working in terms of housing and commissioning services). Our work on ICT will also align with the NHS integration agenda and our joint working models with Cherwell will be replicable across county if partners are interested in taking part.</p> <p>We are planning on holding member events in October and November to look at ways we can develop our joint working programme. Cllrs Corkin and Brighthouse will be hosting these, and I encourage you all to attend to help shape the programme. We are keen to make sure that we develop a joint working and transformation agenda that picks up Members concerns.</p> <p>Later this month we will have two national graduate trainees join us and they will be supporting projects that seek to progress joint working, their scope will include forging relationships with a wide range of partners.</p>

Questions	Answers
<p>2. COUNCILLOR MIKE FOX-DAVIES</p> <p>There are significant housing developments within my division of Hendreds and Harwell, which is within the Vale of White Horse planning authority. What are the consequences for these developments and associated Didcot Garden Town infrastructure, if SODC vote for:</p> <p>Option 3: Withdraw the Local Plan from examination. The Council would then make changes to the plan and then conduct a further Regulation 19 consultation.</p> <p>Or</p> <p>Option 4: Withdraw the Local Plan from examination and restart the plan making process.</p> <p>As per the recommendations from the SODC the scrutiny meeting on 2nd July 2019.</p>	<p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>Firstly, I would like to thank our officers who have been continuing to work alongside District colleagues and members to provide clarity during this challenging period. This continues to involve providing advice and guidance through correspondence and attendance at meetings on the Housing Infrastructure Fund (HIF) bid, it's contractual elements and the impacts on the local community if funding is not secured. We are continuing to work with our District colleagues to ensure we can achieve the outcome to deliver the much-needed investment to meet our local needs</p> <p>The HIF is a funding stream to support the delivery of new homes by funding much needed infrastructure in areas of the greatest housing need. Broadly speaking, bidding authorities are required to demonstrate the value for money of infrastructure costs against the number of new homes unlocked. The process is set within a highly competitive environment. In crude terms, the more new homes that are unlocked, the stronger the case.</p> <p>Oxfordshire County Council's bid for £218m in the Didcot Garden Town area was announced as successful in the March 2019 Spring Statement. The bid directly unlocks 11,711 new homes whilst supporting the delivery of many more that are currently in the planning pipeline and will increase traffic on sensitive parts of the highway network. Due to the constrained network capacity around the Didcot area, the infrastructure is also essential to accommodate previous growth in new housing and jobs experienced in recent years. Officers are currently negotiating the legal agreement to secure the funding.</p> <p>If funding is not secured, a significant infrastructure funding deficit would exist which would hamper new and existing growth including the ability to deliver new jobs at key sites across the area such as the Culham Science Centre, D-Tech Harwell Campus and other sites. However, growth would not stop</p>

Questions	Answers
	<p>entirely. Significant growth has already been permitted (such as 1,880 new homes at North-east Didcot and another 1,000 units at Great Western Park) which would exacerbate the existing and severe congestion currently experienced on the A4130, through Sutton Courtenay and Clifton Hampden and on the A415 at Culham. Growth in neighbouring local planning authority areas would continue which would result in increased congestion as more people travel into the Science Vale area from further afield.</p> <p>In addition, without the strategy and funding to accommodate growth in the area, this will likely result in objections from the County Council to planning applications. The result of these objections is likely to be a breakdown of the plan-led system, as existing and emerging Local Plans cannot be soundly delivered for SODC and VoWHDC.</p> <p>This would ultimately result in speculative development in parishes and towns in both districts, similar to what was experienced recently. This speculative development is one reason why infrastructure is under strain today. Unplanned growth is also very unlikely to come with the necessary funding and strategic infrastructure that is required to deliver well planned and sustainable growth in the area. This would again result in increased congestion as more people travel into the Science Vale area from further afield.</p>
<p>3. COUNCILLOR SUZANNE BARTINGTON</p> <p>Encouraging employees to cycle to work and for business travel can result in a healthier, more productive workforce, helps with progress towards our climate action targets and has potential economic and cost-saving co-benefits. How does the Council currently promote and support active travel among staff and members</p>	<p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>Oxfordshire County Council aims to make walking and cycling a central part of transport planning, health and clean air strategies and are conscious of the need to encourage more employees to choose active and healthy travel commuting.</p> <p>The County Council’s Sustainability Team is currently producing a Carbon Actions List to support a larger piece of work around the Council’s Climate</p>

Questions	Answers
<p>(for example by Cycle scheme provision, travel planning) and has any cost-benefit assessment been made for investment in folding and e-bikes to reduce car mileage and parking costs for shorter business journeys where these can reasonably be made by integrated, active means (e.g. those less than 5 miles)?</p>	<p>Action Commitment as well as staff travel, and our fleet of bikes and electric cars forms part of this. We are already investing in folding and e-bikes to reduce car mileage and parking costs for shorter business journeys, where these can reasonably be made by folding or e-bikes to reduce car mileage and parking costs for shorter business journeys where these can reasonably be made by integrated, active means. Many of our offices also have cycle parking facilities and showers and we have an active online Yammer Group on cycling to work issues.</p> <p>Staff Benefits currently offer the Cycle to Work scheme to staff which allows them to purchase a bike for their commute to work. Applications are currently open to staff twice a year, but we are exploring the option of Cycle to Work all the year round if feasible.</p> <p>Yvonne Constance, Cabinet member for the environment, has announced that later this year, there will be a review of existing commitments to cut carbon emissions by 3% annually. To achieve this, we need to ensure that more employees can be encouraged to cycle or walk to work. Cycling uses minimal fossil fuels and is a pollution-free mode of transport. Bikes reduce the need to build, service and dispose of cars. It is estimated that cycling 10 km each way to work would save 1500 kg of greenhouse gas emissions each year.</p> <p>We are currently developing a new workstream - SHIFT (Sustainable Healthy Integrated Functional Travel) to enable users to travel longer distances by cycling or walking in tandem with bus or rail. We want to see safe signed routes to rail stations and bus hubs with improved facilities, including secure cycle parking, particularly at premium bus stops and Park & Ride sites to encourage this form of joined-up travel.</p> <p>Finally, The County Council is currently preparing a LCWIP (Local Cycling and Walking Infrastructure Plan) for Oxford, where there are already 300,000 cycle movements every day. This will set out a comprehensive cycle network</p>

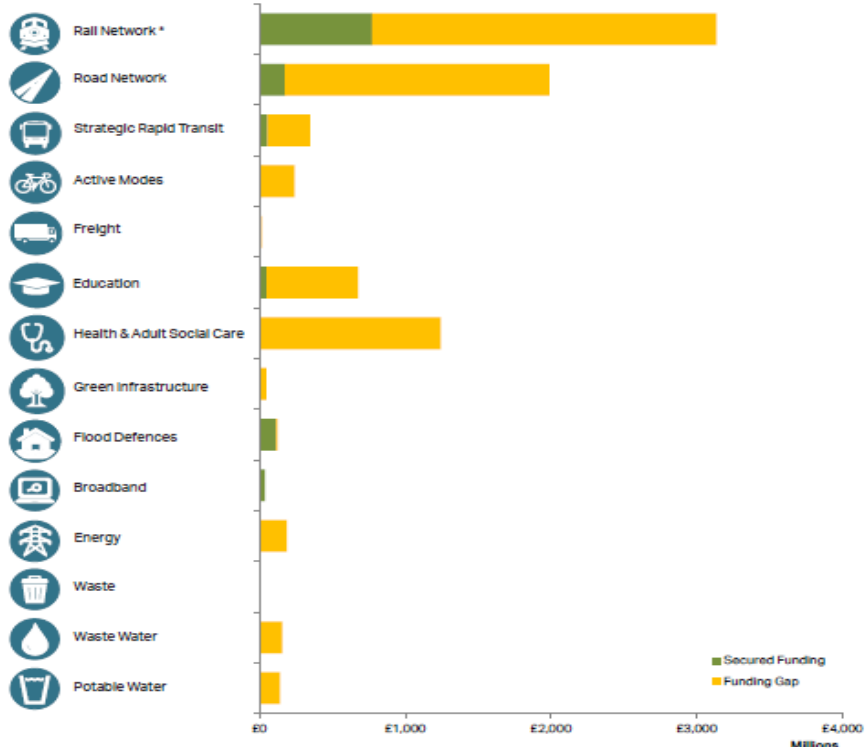
Questions	Answers
	<p>for the city, including links to Abingdon and adjoining villages within cycling distance.</p> <p>The LCWIP will identify infrastructure improvements to the network including complementary measures such as low traffic neighbourhoods. As part of evidence collection, the County Council has undertaken a comprehensive internet survey of cyclists' needs and issues regarding the network, with over 2400 responses from Oxford.</p> <p>Similar plans are also being produced for Bicester and Didcot, with the aim to do others in future years with the expectation that more people (including County Council staff) will choose to cycle as part of their daily activity.</p>
<p>4. COUNCILLOR SUZANNE BARTINGTON</p> <p>Cities across the globe will celebrate World Car Free Day on 22 September, encouraging motorists to give up their cars for a day. The event highlights the numerous benefits of going car-free to citizens—including reduced air pollution and the promotion of walking and cycling in a safer environment. Research has shown that car-free days have multiple benefits for reduced traffic congestion, fewer road traffic accidents and less noise and air pollution. They are also recognised to increase social interaction and physical activity. How will Oxfordshire County Council be engaging stakeholders and citizens in this initiative and are there any emerging plans for more regular road closures, for example outside schools at peak times?</p>	<p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>We welcome the World Car Free Day on 22 September. The effects of traffic, including excessive traffic speeds, traffic volume, fumes and noise have a major effect on the health and environment. The effects of traffic in urban areas such as Oxford can discourage walking or cycling and conflict with public transport use.</p> <p>Today, with over one billion motor vehicles on the roads around the globe, many people cannot escape the pollution, noise and danger that they produce. We believe one day a year at least should be set aside to leave the car and engage with cycling, walking or public transport instead. Oxford's Car Free Day 2019 will encourage people to be less dependent on their cars and try alternatives.</p> <p>Here is an update on recent developments for Oxford's Car Free Day, provided by Steve Philips, Oxfordshire Film Office & Events Coordination Team Manager.</p>

Questions	Answers
	<ul style="list-style-type: none"> • The road closure for Car Free Day, Broad Street 22 September has been approved and is being processed by Oxford City Council. • We have arranged for the road closure traffic management signs, barriers, staffing and diversion routing for deliveries. • Parking suspensions have been arranged with the Parking Team. • We have completed a letter drop to affected frontages. • We have met with British Cycling and Active Oxfordshire to discuss where they can place their planned ‘pump track’ activity in Broad Street. This will be placed on the north side of Broad Street. The south side of Broad Street will be an emergency access lane. <p>Councillor Suzanne Bartington will be liaising with British Cycling and Active Oxfordshire to plan the activities taking place within the road closure and she will write an event plan and risk assessment for submission to the Oxford City Safety Advisory Group for their information. Activity organisers will submit their own risk assessments and insurance. Our aim will be to positively engage stakeholders and citizens in this initiative.</p> <p>The County Council is also looking to pilot school street closures at peak times at three schools. Please see press release https://news.oxfordshire.gov.uk/pilot-project-could-restrict-traffic-outside-oxfordshire-schools-in-a-bid-to-reduce-air-pollution/ .This initiative is being jointly led by our Infrastructure Operations and Public Health teams.</p>
<p>5. COUNCILLOR SIMON CLARKE</p> <p>The Oxfordshire Infrastructure Strategy produced by the Oxfordshire Growth Board with the full cooperation of all of Oxfordshire’s</p>	<p>COUNCILLOR IAN HUDSPETH, LEADER OF THE COUNCIL</p> <p>By all of Oxfordshire’s councils working together in a collaborative manner we have been successful in being awarded over £660 million of Infrastructure funding as can be seen from the 3rd table below. When the Chancellor</p>

Questions	Answers						
<p>councils and Local Enterprise Partnership in April 2017 identified an infrastructure deficit of around £8.45 billion for the period 2016 – 2040. I understand that the vast majority of this infrastructure needs to be provided by National organisations such as Network Rail, Highways England, NHS and Utility companies leaving a 'local' deficit of around £1.7 billion.</p> <p>Could the Leader provide a high-level breakdown of the funding required.</p>	<p>announced the Growth Deal, he stated that it was the down payment. If we are successful in delivering the Growth Deal, then we can expect a similar settlement over the remaining 16 years to 2040 bringing in another £480 million.</p> <p>We must all continue to work together to deliver the Housing Infrastructure Fund bids and Growth Deal to ensure that we close the gap by over £1 billion.</p> <p>As can be seen from the 2nd table a large part of the gap is National Rail or Strategic Highways or Health related. We must continue to work with these national organisations to address local concerns and take opportunities when they arise.</p> <p>The Oxfordshire Infrastructure Strategy (OxIS) Stage 2 report¹, which was signed off by the Oxfordshire Growth Board² in September 2017 concluded a minimum funding estimate needed to deliver those new infrastructure schemes identified in the plans and strategies for Oxfordshire. This is summarised as:</p> <table border="1" data-bbox="1028 919 1653 1034"> <tbody> <tr> <td>Total Infrastructure Cost</td> <td>£8.35Bn</td> </tr> <tr> <td>Secured Funding</td> <td>£1.21Bn</td> </tr> <tr> <td>Funding Gap</td> <td>£7.14Bn</td> </tr> </tbody> </table> <p><i>Table 1: Source: Page 53 OxIS Stage 2 published November 2017. Figures based on 2017 figures.</i></p> <p>The OXIS report breaks down the secured funding and funding gap by each sector, illustrated by the below diagram.</p>	Total Infrastructure Cost	£8.35Bn	Secured Funding	£1.21Bn	Funding Gap	£7.14Bn
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¹ The Oxfordshire Infrastructure Stage 2 report can be viewed at <https://www.oxfordshiregrowthboard.org/projects/oxis-stage-2/>

² OxIS was approved by Growth Board at the 26th September 2017 meeting. Minutes of this meeting can be viewed at <http://mycouncil.oxford.gov.uk/documents/g4292/Public%20minutes%20Tuesday%2026-Sep-2017%2014.00%20Oxfordshire%20Growth%20Board.pdf?T=11>. The report was published on the Growth Board website in November 2017.

Questions	Answers																																																												
	 <p>Figure 14: Total Infrastructure Costs associated with Growth across Oxfordshire to 2040</p> <table border="1"> <thead> <tr> <th>Category</th> <th>Secured Funding (Millions)</th> <th>Funding Gap (Millions)</th> <th>Total Cost (Millions)</th> </tr> </thead> <tbody> <tr> <td>Rail Network *</td> <td>~700</td> <td>~2,400</td> <td>~3,100</td> </tr> <tr> <td>Road Network</td> <td>~100</td> <td>~1,900</td> <td>~2,000</td> </tr> <tr> <td>Health & Adult Social Care</td> <td>~100</td> <td>~1,100</td> <td>~1,200</td> </tr> <tr> <td>Education</td> <td>~100</td> <td>~600</td> <td>~700</td> </tr> <tr> <td>Strategic Rapid Transit</td> <td>~100</td> <td>~300</td> <td>~400</td> </tr> <tr> <td>Active Modes</td> <td>~100</td> <td>~200</td> <td>~300</td> </tr> <tr> <td>Freight</td> <td>~100</td> <td>~100</td> <td>~200</td> </tr> <tr> <td>Green Infrastructure</td> <td>~100</td> <td>~100</td> <td>~200</td> </tr> <tr> <td>Flood Defences</td> <td>~100</td> <td>~100</td> <td>~200</td> </tr> <tr> <td>Broadband</td> <td>~100</td> <td>~100</td> <td>~200</td> </tr> <tr> <td>Energy</td> <td>~100</td> <td>~200</td> <td>~300</td> </tr> <tr> <td>Waste</td> <td>~100</td> <td>~100</td> <td>~200</td> </tr> <tr> <td>Waste Water</td> <td>~100</td> <td>~200</td> <td>~300</td> </tr> <tr> <td>Potable Water</td> <td>~100</td> <td>~200</td> <td>~300</td> </tr> </tbody> </table> <p>* Rail network costs have excluded the £4.9 billion cost associated with the Great Western Route Modernisation Note - Cost and Funding Estimates at September 2017</p> <p><i>Figure 1: Screenshot for illustration purposes. The original diagram can be viewed in the OxIS Stage 2 report, page 53. Note that costs associated with Adult Social Care and Utility Infrastructure are taken from theoretical cost analysis included in the Stage 1 report</i></p> <p>OxIS acknowledges that this is a considerable sum with complex funding arrangements.</p> <p>A key function of the OXIS report was to prioritise and rank strategic infrastructure schemes needed to support growth across the County. This</p>	Category	Secured Funding (Millions)	Funding Gap (Millions)	Total Cost (Millions)	Rail Network *	~700	~2,400	~3,100	Road Network	~100	~1,900	~2,000	Health & Adult Social Care	~100	~1,100	~1,200	Education	~100	~600	~700	Strategic Rapid Transit	~100	~300	~400	Active Modes	~100	~200	~300	Freight	~100	~100	~200	Green Infrastructure	~100	~100	~200	Flood Defences	~100	~100	~200	Broadband	~100	~100	~200	Energy	~100	~200	~300	Waste	~100	~100	~200	Waste Water	~100	~200	~300	Potable Water	~100	~200	~300
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	<p>approach has enabled Oxfordshire Local Authorities to be successful in central government funding rounds, particularly in the transport sector over the last two years. The following table summarises the additional monies secured for projects identified as priorities for future investment in the OXIS report.</p>		
	Fund	Amount	Infrastructure types the funding has contributed towards
	<i>Awarded</i>		
	Oxfordshire Housing & Growth Deal – Infrastructure Workstream	£150M from MHCLG (of which £30M received 2018-19)	Local Road Network Strategic Rapid Transit Active Modes
	Housing & Infrastructure Fund 1 – Didcot Garden Town	£218M from government £16M in s106 obligations (of which £6.715M received 2018-19)	Local Road Network Active Modes
	HIF – Marginal Viability (Directly paid to Districts/City Councils). Outcome awarded Feb 2018	£6.7M Howes Lane Tunnel (Cherwell) £3.75M Blackbird Leys District Centre regeneration (Oxford) £10M Northern Gateway/ Oxford North (Oxford) £6.09M Osney Mead Innovation Quarter (Oxford) £7.72M Wantage Eastern Link Road (Vale)	Local Road Network Strategic Rapid Transit Active Modes
	Cycle City Ambition grant 2 (Oxford Riverside routes)	£3.359M from DfT (of which £2.141M received in 2017-18)	Active Modes
	Lodge Hill	£9.45M (of which £1.37M received 2017 – 19)	Local Road Network Strategic Rapid Transit
	Local Growth Fund (2015 - 2021) Includes a variety of schemes (awarded to LEP and administered by OCC)	£107.595M (of which £69M received to-date since 2015. Will include schemes identified in OxIS from 2016/17)	Local Road Network Strategic Rapid Transit Active Modes
	NPIF1 (various projects)	£3.252M (2017 – 18) from DfT	Local Road Network

Questions	Answers		
			Strategic Rapid Transit Active Modes
	NPIF2 (Botley Road; Binsey Ln – Eynsham Rd)	£5M from DfT (of which £1.9M received 2018 – 19)	Local Road Network Strategic Rapid Transit Active Modes
	<i>Bid decisions pending</i>		
	Science Transit Phase 2 (eastbound bus lane plus Eynsham P&R)	£32M sought from DfT (decision anticipated in Feb 2010)	Local Road Network Strategic Rapid Transit Active Modes
	Housing & Infrastructure Fund 2 – A40 including Witney – Eynsham dualling (£43M), Duke’s cut – Eynsham westbound bus lane (£22M) and Duke’s cut changes including cycle measures (£25M) + £12M allowance for inflation	£102M sought from government decision pending	Local Road Network Strategic Rapid Transit Active Modes
	The Growth Board is currently developing proposals to update the 2017 analysis in the OxIS report.		
<p>6. COUNCILLOR MIKE FOX-DAVIES</p> <p>Can the Cabinet member update Council on the Transformation savings achieved in 2018/19?</p>	<p>COUNCILLOR EDDIE REEVES, CABINET MEMBER FOR TRANSFORMATION</p> <p>Following the approval of the Transformation business case in October 2018 the Medium-Term Financial Plan (MTFP) was reviewed to identify savings that were achievable by one of the three benefit themes in the business case; service redesign, reducing our third-party spend and income generation. Those MTFP savings plans were incorporated into the Transformation Programme and included in its overall £49.7m savings target for the period 2019/20 to 2022/23. £4.9m of those savings were targeted to be delivered in 2018/19.</p> <p>In 2018/19 £4.6m of savings were successfully delivered - 93% of the £4.9m target, as follows:</p>		

Questions	Answers
	<ul style="list-style-type: none"> • Third party spend was reduced by £3.2m. <ul style="list-style-type: none"> • The Children, Education and Families Directorate's transformation programme implemented cost reductions of £2.3m through the Reconnecting Families, Entry to Care, Placements and Special Educational Needs and/or Disabilities Transport projects. • Adult Services reduced costs by over £0.5m by renegotiating residential care placements (whilst continuing to meet assessed needs of service users) and consolidating contracts for information and advice services. • Communities renegotiated the Skanska contract fee saving £0.35m. • Income was increased by £1.1m. <ul style="list-style-type: none"> • Changes to the contributions policy increased income receivable for social care services by £0.75m. The full year effect is expected in 2019/20 (a further £0.75m). • The pre-planning process reported increased income of £0.25m. • Finance agreed a service level agreement with Oxfordshire Clinical Commissioning Group to provide finance functions on their behalf and this generated £0.1m income. • Minor changes to services saved £0.3m of staffing costs. <p>The remaining £0.3m of undelivered savings have been carried forward into the targets for 2019/20.</p>
<p>7. COUNCILLOR NICK FIELD-JOHNSON</p> <p>Can E&E confirm that the Duke's Cut link from the A40 to A34/A44 is included in the budget</p>	<p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>The A40-A44 link road currently has funding allocated through the City Deal programme although it is understood that the programme is under review by</p>

Questions	Answers
<p>and work will commence in the next 18 months.</p> <p>It is a vital link road from an already congested A40 to join the A34/A44 and should be given every priority - even more so if the Garden Village at Eynsham goes ahead.</p>	<p>the Oxfordshire Local Enterprise Partnership. At this time the scheme continues to be on the county council's capital programme list. In light of additional future demands on the highway network which are due to the wider development proposed across the area highlighted in your question, officers are reviewing the scheme to ensure that it is fit for purpose. The County Council is taking forward these considerations as part of the wider development of the Local Transport Connectivity Plan 5 (LTCP5) document. The evolution of this document will ensure the project is considered as part of wider demands on the network. The timescales for LTCP5 means that any physical works are not forecast to start within the next 18 months but will ensure that the development is able to meet future pressures. Officers are continuing to advise the Oxfordshire Local Enterprise Partnership, who have oversight of the wider City Deal programme, on the status of the project.</p>
<p>8. COUNCILLOR EMMA TURNBULL</p> <p>How many children (of primary and secondary age) are still waiting for their school appeal to be heard, how many appeals are yet to be scheduled, and what plans are in place to ensure that no child has to start school late this year?</p>	<p>COUNCILLOR LORRAINE LINDSAY-GALE, CABINET MEMBER FOR EDUCATION & CULTURAL SERVICES</p> <p>The information set out below refers to appeals heard by the Council's Independent Appeals Service only. Please note that no academy is required to use the Council's independent appeals service and the Council has no formal oversight of their appeals provision. Outcomes from alternative arrangements are received on an ad hoc basis and records updated by the Council's Admissions team. The Admissions team allocate places and monitor that pupils attend school to be admitted to roll when expected. If not, they are then investigated as potential children missing education.</p> <p><i>For entry into Reception in September 2019</i> All those who applied on time and appealed by 21 May were required to have their appeals heard by 23 July.</p> <p>Those who appealed after 21 May but before 10 July are required to have their appeals heard by 14 October. Twelve such appeals were lodged and</p>

Questions	Answers
	<p>have been scheduled to be heard in September.</p> <p><i>For entry into Year 7 in September 2019</i> All those who applied on time and appealed by 29 March were required to have their appeals heard by 18 June.</p> <p>Those who appealed after 29 March but before 12 June are required to have their appeals heard by 16 September. 45 such appeals were lodged. Of those that were not heard before the summer holidays began, all will be heard by 16 September.</p> <p><i>For other year groups</i> Those who appeal during July or August or September (or, indeed, at any other time of year) are required to have their appeals heard within 30 school days (i.e., not including holidays or INSET). So far, 65 have been lodged. Some of those have been allocated places subsequently. Of those that have not, they will all be heard by the statutory deadline.</p> <p><i>To note</i> Deadlines are prescribed by the Department for Education's School Admissions Appeals Code.</p> <p>No appeals were lodged for maintained secondary schools.</p> <p>Of the 65 appeals lodged for 'other year groups', only 17 are for maintained schools.</p> <p>Pupils have been offered places in line with Admissions policies and practice. Late applicants, i.e. mainly during the summer holidays, may not be allocated a place for the first day of the new term because the process cannot be complete when schools are closed for the summer break. Applicants are informed of this automatically at the point of application. All efforts are made to place pupils as soon as possible once the new term has begun.</p>

Questions	Answers
<p>9. COUNCILLOR EMMA TURNBULL</p> <p>How many children (of primary and secondary age) have been turned down for spare seat scheme school transport for the 2019/20 academic year, and how are parents/guardians of these children being supported to ensure that their children can get to school?</p>	<p>COUNCILLOR LORRAINE LINDSAY-GALE, CABINET MEMBER FOR EDUCATION & CULTURAL SERVICES</p> <p>As at 2nd September the waiting lists for the Spare Seats Scheme currently have 37 students from the Primary and Secondary phase who are waiting for seats. Other applicants have been successful, and this list will continue to change as pupils are admitted to roll as of tomorrow.</p> <p>The loadings on our routes are regularly checked and as soon as spaces become available parents are notified. It is a parental responsibility to ensure their child can attend school. They will already have had the opportunity to appeal against any decision regarding eligibility to receive home to school transport.</p>
<p>10. COUNCILLOR SUSANNA PRESSEL</p> <p>Please can we have details of our tree-planting programme?</p>	<p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>I fully recognise the importance of new trees but currently have no pro-active tree-planting programme. The limited funding we have is focussed on managing the existing trees we are responsible for. However, we do support and help enable any third parties wishing to plant new trees and also promote and ensure new trees are provided by developments within green spaces and alongside the highway.</p>
<p>11. COUNCILLOR SUSANNA PRESSEL</p> <p>Please can you tell us the County Council's</p>	<p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>The County Council's policy on EV charging points is currently focused on our</p>

Questions	Answers
<p>policy on EV charging points?</p>	<p>fleet procurement and vehicle disposal planning. We are using our procurement processes to ensure that we are transforming our fleet as quickly as possible away from petrol and diesel in line with our commitment to become carbon neutral by 2030. EV charging points have been installed at 7 council sites, with a further 11 sites to be installed in 2019. To maximise the utilisation of EV charge points, the installation of charge points is being prioritised for the sites depending on the demand of EVs to be ordered/based on the sites.</p> <p>I am keen to see a greater provision of EV charging points within Oxfordshire and we have worked closely with the City Council to test and trial different approaches and locations for residents. We believe there is a need for a cross council, county and district approach to EV charging alongside the development of the wider Oxfordshire Energy Strategy and this is a policy we will aim to strengthen through the LTCP5 consultation process later this year.</p>
<p>12. COUNCILLOR SUSANNA PRESSEL</p> <p>There is a lot of public concern about what happens to the recyclables we send to developing countries. Last year it was 17% of the total. Please can you tell us what safeguards we have that this waste is disposed of in a way that is socially and environmentally responsible?</p>	<p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>The County Council has direct control over materials collected at the Household Waste Recycling Centres (HWRCs) and the District and City Councils are responsible for recycling materials collected at the kerbside.</p> <p>All Oxfordshire councils are in the process of forming a waste partnership to strengthen our ability to respond to this challenge.</p> <p>All partners continue to require our contractors to provide us with details of every facility that our waste is sent to on an ongoing basis and report these to the Environment Agency as required. We use appropriately licensed facilities or brokers through contractors who can process the materials sent to them.</p> <p>As individual councils, and a waste partnership, we are engaged with Government, national groups and the waste industry to reform the waste</p>

Questions	Answers
	<p>tracking system, provide greater visibility to the councils of how its recycled waste is used, and develop UK recycling infrastructure.</p> <p>Within the current system all local councils, the Environment Agency and the UK government have limited visibility or ability to track waste beyond the borders of the UK. We rely on the effective accreditation and regulation of those industries to assess the markets they sell the material into. This issue of regulation is a national problem which requires a national solution – something that is being addressed through the government’s national Resources and Waste Strategy 2018.</p>