

**QUESTIONS WITH NOTICE FROM MEMBERS OF THE COUNCIL**

Questions	Answers
<p><b>1. COUNCILLOR NICK CARTER</b></p> <p>In one of Oxfordshire's principal market towns, Thame, employment land is shrinking at an alarming rate because of ill-conceived new planning rules, which oblige district councils to grant change of use from business to residential accommodation. Since the new rules' introduction, the resulting loss of employment land in Thame alone represents the equivalent of 900 jobs.</p> <p>The effect of this change in planning law must surely be contrary to the County's long-stated ambitions for economic growth. It severely reduces the options for existing local businesses which want to expand; it prevents businesses from moving into Oxfordshire and bringing their business rates with them; and it limits the ability of start-ups to locate where they need to.</p> <p>What is the Council's understanding of the impact of these new rules on employment land and business premises across the county, and will the relevant Cabinet member initiate urgent research into their effect <i>per</i> district, and preferably <i>per</i> market town?</p>	<p><b>COUCILLOR IAN HUDSPETH, LEADER OF THE COUNCIL</b></p> <p>This question appears to refer to the changes to the Town &amp; Country Planning General Development Order (GDO) that were initially introduced on a temporary basis in 2013 and subsequently made permanent in 2016, under which the conversion of offices to residential uses became “Permitted Development” (PD) - that is, development which is allowable without the need for planning permission. Although “prior approval” is still required from local authorities for a limited number of technical matters concerning highways safety, flooding and pollution, the new regime is considerably more facilitative of residential uses than hitherto.</p> <p>The primary reason for these changes was the need for a major step-change in the delivery of new homes nationally, recent levels of output being little more than half of what is needed to match with demands and to ensure an adequate future labour supply. Oxfordshire is no exception to this and, as members will be aware, some 100,000 new homes need to be provided in the county by 2031.</p> <p>That said, it is nonetheless apparent that this much less restrictive approach to office conversions has not been without some significant adverse effects in certain parts of the country – the kind of effects to which the question refers. This has been particularly the case in highly constrained communities, where suitable opportunities to replace lost office space can be very difficult. In the local context, both Oxford City and West Oxfordshire District have experienced such problems and in these parts of the county the local authorities have taken steps to prevent “office-to-residential” conversions on several key employment sites. They have done this by making what is known as an “Article 4 Direction”, the effect of which is to withdraw the relevant permitted development rights; hence, if a prospective developer wishes to convert offices to homes in these areas they now have to apply for planning</p>

<b>Questions</b>	<b>Answers</b>
	<p>permission in the normal way. From investigations, it does not appear that either Cherwell or South Oxfordshire District Councils have yet felt the need to withdraw permitted development rights on any of their key employment sites, while the situation in the Vale of White Horse is presently unknown.</p> <p>Officers will, however, keep the situation under review and of course, new provision for employment-generating development will be brought forward in appropriate parts of the county through the statutory Local and Neighbourhood Plan-making processes.</p> <p>As things stand at the moment, jobs growth in Oxfordshire is running ahead of the target in the Oxfordshire Strategic Economic Plan 2016 (SEP) - 86,000 new jobs between 2011 and 2031 - with some 45,000 jobs having been created since the 2011 base date.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>Is Councillor Hudspeth aware that this Article 4 direction to withdraw permitted development rights is self-defeating as it requires a publicity period, more bureaucracy unfortunately, of 12 months before taking effect which effectively means open season on further permitted development during that 12 months, if he isn't aware of that I am glad to make him aware and I will be going into chapter and verse in my response to him which I will hopefully furnish to a wider audience.</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>I look forward to learning more about Article 4 and exactly what Councillor Carter has in mind.</p>
<p><b>2. COUNCILLOR MARK CHERRY</b></p> <p>Will the Cabinet member for Environment ensure</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>It is recognised that Caernarvon Way needs treatment and as such full</p>

<b>Questions</b>	<b>Answers</b>
<p>that there is adequate funding in the next financial year to Facilitate Full researching of both Caernarvon Way roads off Edinburgh Way, Banbury, as highways officers have informed that both stated roads need totally re-surfacing. As one resident put it “Caernarvon Way roads have had managed decline over ten years.”</p>	<p>investigations have already been carried out. Thus, officers, will be recommending that two schemes for Caernarvon Way (Edinburgh Way to End) and (Edinburgh Way to Stirling Court) be considered for inclusion within the Capital Programme for 2018/19 that will be going to Cabinet later this year.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>I just want to make sure and reiterate that red boat residents in Caernarvon Way and Edinburgh Way have really waited long enough for the two schemes to totally resurface both roads.</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>I can tell you that offices are well ahead of you and this is scheduled for inclusion in next year’s programme and everybody feels that they have waited long enough but it worth getting the proper resurfacing.</p>
<p><b>3. COUNCILLOR JOHN HOWSON</b></p> <p>If any money collected from schools as part of the Apprenticeship Levy remains unspent at the end of the financial year what happens to the remaining money?</p>	<p><b>COUCILLOR DAVID BARTHOLOMEW, CABINET MEMBER FOR FINANCE</b></p> <p>The Apprenticeship Levy is a central government initiative, and as a large employer, the Council has to abide by <u>funding rules as defined by the ESFA</u> (Education and Skills Funding Agency). Any Levy funds left in the Council’s digital account expire after 24 months. Central government do not explicitly advise large employers what happens to the funds after this, but I believe they are absorbed by the Treasury.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>Will the Cabinet Member work across Cabinet to ensure that the Apprenticeship Levy is properly spent and doesn’t become a tax on our small rural primary schools if the money must be sent back to the Government?</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>I think this question is outside of my remit and needs to be addressed at a later date to the relevant portfolio holder.</p>

Questions	Answers
<p><b>4. COUNCILLOR JOHN HOWSON</b></p> <p>What discussions with Head Teacher Associations have taken place with regard to the possibility of using Apprenticeship Levy money for leadership development in primary schools?</p>	<p><b>COUNCILLOR HIBBERT-BILES, CABINET MEMBER FOR PUBLIC HEALTH &amp; EDUCATION</b></p> <p>Apprenticeship Levy funds can only be spent on formal apprenticeship training. A “school leadership” apprenticeship is not currently available, although there are general management and leadership apprenticeships available, which have been promoted to schools via a series of face to face meetings, articles in Schools News and briefings to School Business Managers.</p> <p>The Institute for Apprenticeships is responsible for the development of new apprenticeship standards, and supports Trailblazer groups of employers to create new standards, to meet demands for new apprenticeships. In order to develop a new “school leadership” apprenticeship standard, a national Trailblazer group needs to form, to devise the standard and assessment requirements. Groups have to have at least 10 different employers as members (in addition to any professional bodies who want to be involved). The <u>latest information about the development of new standards</u> suggests that there is no Trailblazer group currently working on a school leadership apprenticeship.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>Can I ask whether this has been discussed at Teachers Joint Committee and if not whether it can be put on the agenda for that Committee?</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>I am not sure whether it has been on the agenda but I will check and if it hasn't then I think maybe it should.</p>
<p><b>5. COUNCILLOR JOHN HOWSON</b></p> <p>How much less is being spent on non-SEND transport this term compared with the same term in the year before the last major change in</p>	<p><b>COUNCILLOR HIBBERT-BILES, CABINET MEMBER FOR PUBLIC HEALTH &amp; EDUCATION</b></p> <p>Information is recorded based on financial years, not school years / terms, therefore the following table compares net expenditure for April to July 2015 with net expenditure for April to July 2017.</p>

Questions	Answers																				
transport policy was introduced?	<table border="1" data-bbox="936 236 1977 507"> <thead> <tr> <th></th> <th>April - July 2015</th> <th>April - July 2017</th> <th>Change</th> </tr> </thead> <tbody> <tr> <td>Mainstream Primary</td> <td>560,561</td> <td>454,845</td> <td>-105,716</td> </tr> <tr> <td>Mainstream Secondary</td> <td>1,546,004</td> <td>1,185,387</td> <td>-360,618</td> </tr> <tr> <td>Post 16 Mainstream</td> <td>2,722</td> <td>17,221</td> <td>14,499</td> </tr> <tr> <td></td> <td><b>2,109,288</b></td> <td><b>1,657,453</b></td> <td><b>-451,835</b></td> </tr> </tbody> </table> <p data-bbox="936 584 2040 651">Net expenditure for non-SEND was £452k lower for April to July 2017 than the same period preceding the policy change in 2015.</p>		April - July 2015	April - July 2017	Change	Mainstream Primary	560,561	454,845	-105,716	Mainstream Secondary	1,546,004	1,185,387	-360,618	Post 16 Mainstream	2,722	17,221	14,499		<b>2,109,288</b>	<b>1,657,453</b>	<b>-451,835</b>
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<p data-bbox="203 695 667 724"><b>SUPPLEMENTARY QUESTION</b></p> <p data-bbox="203 770 898 1209">Can I ask whether or not we are on track to meet the savings that were identified against this budget line across the whole of the medium term financial plan and if so whether or not the recent statutory guidance reissued by the Department for Education in relation to 16-18 age education (where the Government is now saying that Local Authorities should pay more attention to the fact that the <i>de facto</i> if not <i>de jure</i> leaving age has been raised to 18 and that we should treat 16-18 year olds in the same way as those of statutory school age) will have an effect?</p>	<p data-bbox="936 695 1373 724"><b>SUPPLEMENTARY ANSWER</b></p> <p data-bbox="936 770 1765 799">I will get back to you with a written answer to that question.</p>																				
<p data-bbox="203 1254 696 1283"><b>6. COUNCILLOR ROZ SMITH</b></p> <p data-bbox="203 1362 831 1430">Is the Cabinet Member content that the new highway engineering works in Queen Street,</p>	<p data-bbox="936 1254 1888 1318"><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p data-bbox="936 1362 1973 1430">I can confirm that all highway works associated with the Westgate Development, including works to Queen Street, are designed in excess of</p>																				

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<p>undertaken during the recent Westgate re-development, will withstand the weight of busses and HGVs without damage?</p>	<p>nationally recognised highway design standards. To this end and for clarity, the carriageway at the New Street end of Queen Street is capable of passing both Public Service Vehicles and HGV's without sustaining damage (100mm thick yorkstone paviers are installed on high strength cement bedding, over 150mm thick reinforced concrete base).</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>Walking through Queen Street this morning I could see that damage has already been done to the surface of the lovely York stone paviers installed, in so much as they are now covered in a layer of muck possibly from exhaust fumes from buses and also I noticed that around the edges it is quite a mess between the paviers and the rough tarmac. Will this be cleaned and tidied up and when?</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>Thank you for your question, which enables us to say how well prepared the surface has been, you will know of course that the County Council hoped to avoid having any buses going through Queen Street. Any cleaning up or repairing any damage will have to wait whilst it remains in its experimental stage.</p>
<p><b>7. COUNCILLOR ROZ SMITH</b></p> <p>Thank you for attending the recent Access to Headington stakeholder's meetings. The original consultation showed schemes costing a total of around £12.5 million for this project. What is the current estimate of the total scheme?</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>The total budget allocation for the Access to Headington programme including completed design, construction and preparation work as well as forthcoming works for planned phases is £11,030,000.</p> <p>The difference in the original consulted budget (£12.5m) and the current budget (£11m) revolves around s106 allocation. Some of which was wrongly allocated (already allocated to other city projects) and some of which has been re-allocated for specific Headington schemes outside of the Access to Headington programme (CPZs/20mph zones)</p>

Questions	Answers
	<p>The nature of the scheme allows for maximum delivery against this budget and the estimate for the scheme as it stands, including risk and contingency, is £11,030,000.</p>
<p><b>8. COUNCILLOR JUDY ROBERTS</b></p> <p>How many children have been offered a place at St Gregory the Great School for September 2017, and since then as in-year admissions requested through the County, where the parent had not specified this as a school for their child?</p>	<p><b>COUNCILLOR HIBBERT-BILES, CABINET MEMBER FOR PUBLIC HEALTH &amp; EDUCATION</b></p> <p>On behalf of the Governors, we offered 130 children places in Year 7 at St Gregory the Great Catholic School for September 2017 and we have offered 20 places to in-year applicants of which 10 did not request the school. 14 of these offers were accepted. 17 further requests for places are in the pipeline from parents who have requested the school. There is also 1 request pending regarding a child whose parents have not listed St Gregory the Great Catholic School as a preference.</p> <p>This academic year, the first admissions' meeting for Governors was held on 14 September 2017. The second meeting was due on 19 October 2017 but was cancelled. The next admissions' meeting for Governors is expected to be on 2 November 2017.</p> <p>The PAN is 210. We do not hold accurate data on this schools numbers on roll but all year groups known to be below the PAN.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>How many of the 18 children that have come mid-term have accepted places and how long have these children that have arrived mid-year been out of school because they have accepted a place?</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>I'm afraid I don't know the answer to that question so I will also have to get back to you.</p>

<b>Questions</b>	<b>Answers</b>
<p><b>9. COUNCILLOR BOB JOHNSTON</b></p> <p>Can the Cabinet Member for Transport inform the Council as to what contingency planning (if any) for the future of Queen Street should the Minister side with the bus companies?</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>There has already been a significant amount of planning for both Queen Street scenarios i.e. with and without buses. This planning has involved many discussions with bus operators and with other stakeholders of city centre streets, such as taxi owners.</p> <p>Following advice received from civil servants at the Department for Transport, the Council is now monitoring the impact of a reduced number of buses (amounting to approximately 50% reduction, compared to pre-Westgate flows) in Bonn Square and Queen Street.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>What contingency plans, if any have been made should the Minister decide to confirm the County's decision to exclude buses from Queen Street particularly in respect of services like the 35 (which profoundly effects my division) where in the case of Queen Street being closed where are buses going to be turned and it applies to all the other services that currently return via Queen Street to go back along the Abingdon Road and What sort of timescale is that decision going to take?</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>Thank you, the answer to your supplementary question is of course this will all have to be decided after the experimental stage. There is a well-developed plan to cope with buses turning in other circles to avoid coming up Queen Street. Of course, only 50% of the buses are currently coming up Queen Street so there is some impact on services as we stand. The best that we can tell you is that the County is working with the City Council and Colter to try to establish the baseline for the monitoring that has not actually been formally agreed between all parties. The expectation through, is that we should provide Government with monitoring figures based on normal conditions. I am concerned about what happens during the abnormal but I have raised that, but normal conditions will have to be established before we do the monitoring formally of the impact of only half the buses using Queen Street. We are not expecting to start that until February 2018. It will have to be after the Christmas rush. Meantime I can confirm since I nearly walked under a bus myself last week that the buses are being extremely attentive and I think they are running at about 2 or 5 mph. But you can't hear them because we are requiring them of course to run on their electric circuits and there are big questions around that - we are monitoring it closely.</p>



<b>Questions</b>	<b>Answers</b>
<p><b>10. COUNCILLOR RICHARD WEBBER</b></p> <p>Please could the Leader list the national newspapers and other publications available in County Hall which are provided free to the public and to employees of the Council, and the total annual cost to the council of providing this service?</p>	<p><b>COUCILLOR IAN HUDSPETH, LEADER OF THE COUNCIL</b></p> <p>I can advise Cllr Webber that the papers which are free to the public and employees at County Hall are detailed in the attached Annex.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>The main reason for my asking the question is that if you look on page 35 at the list of papers that we are putting out at great public expense in the public areas here, it is a very select group of newspapers, most of which are not read by the majority of people in Oxfordshire. If we want to treat our prejudices in that way should we at least consider having a full range of newspapers or better still as part of the austerity cuts, let us cut all the newspapers in public services altogether so if I want to feed my prejudices as other people could do I would jolly well go and buy my own newspaper. Is that not a reasonable position?</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>Yes it sounds a very reasonable position and since I have been at the Council I have been through 2 phases of culling papers and culling publications and one of the key things I think it is an interesting argument you put forward about the café but also about the Group Rooms and in the members area itself, because it is amazing the number of times (I am in virtually every day) I come in and the papers for the Group Rooms have not been read. I would suggest to make an immediate saving that we get rid of the Group Room papers and just have the member's ones that I read in the morning and then put in the Member's Resource Room and that would save about £540 a year, and that would be something I would be willing to look at.</p>
<p><b>11. COUNCILLOR RICHARD WEBBER</b></p> <p>In "The MJ" - the management journal for local authority business - "Council Leaders were encouraged to quote "bin" letters from Jeremy Hunt by Lord Porter - Chairman of the LGA. Mr Hunt's letter criticised some LAs for failing to reach delayed transfer of care</p>	<p><b>COUCILLOR IAN HUDSPETH, LEADER OF THE COUNCIL</b></p> <p>The comments made by Lord Porter to "bin the letters from the Secretary of State for Health unless there is a cheque attached" were off the cuff comments made at the recent NCAS (National Children and Adult Services) conference; as such they probably do not reflect the view of the LGA.</p> <p>We take seriously any communication for any member of the Government,</p>

<b>Questions</b>	<b>Answers</b>
<p>targets. Lord Porter thinks the targets are unachievable. Does the Leader support the position of Mr Hunt or Lord Porter? And what did OCC do with Mr Hunt's letter?</p>	<p>should we feel that some of the comments are of a generic nature and not reflect the situation in Oxfordshire then we robustly defend our position.</p> <p>We decided to not respond to the letter from the SoS, but that we have provided information to the LGA, CCN and ADASS about our challenging DTOC trajectory, how we are currently spending the improved Better Care Fund, and the potential impact on services should funding allocations be reviewed.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>I am a little bit alarmed in his assertion that Lord Porter, Chairman of the LGA views don't necessarily reflect the view of the LGA, I think I might want to challenge that I suspect that they do represent the view of the LGA as far as this letter is concerned. I am fascinated to know what this Council did with its letter from Lord Porter?</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>Of course, we filed it suitably to make sure we have it for reference purposes at a later date. In answer to Lord Porter point, perhaps it was probably a personal view regarding the issue rather than a Council view on that matter.</p>
<p><b>12. COUNCILLOR ROZ SMITH</b></p> <p>Can she confirm that residents are being written to regarding the installation of new LED lights and columns as per the agreement with the contractor?</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>I can confirm that letter drops are being made to local residents, these are sent two weeks prior to works commencing on site. Unfortunately, there were teething problems earlier in the project with Balfour Beatty's previous distributor, a new distributor has now been appointed.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>Thank you I would like to know when the new contract was made and a new distributor was appointed because unfortunately Councillor Constance, we are still getting residents</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>I can only tell you that it was a very resent appointment of a new distributor because I have been waiting for lamps and lights in my patch as well. I will have to come back to you on that date. On the question of when the letter drops are made, I don't have the detail now, but I will ask what record we keep</p>

Questions	Answers
<p>contacting us to say that new street columns and lights are going in without any notification at all. I have spent so much time over the last 2 years when this project started answering queries from residents. I was pleased when I saw that Belfour Beatty was going to be sending out 2 weeks in advance, notification to residents, I thought that this would be helpful. But I am very disappointed, to have spent so much time again this summer talking the residents who noticed there were squiggles and things on the highway but not had any notification– so when was the new distributor appointed and what is going to happen to those residents that still have not received a letter at all informing them of the new lights going in?</p>	<p>of the streets that are notified before the lights go in. there could be an element of residents binning unrecognised letters, however I accept that if a whole street has not been notified and everybody is complaining we must try to be sure that the commitment is in the contract and make sure that it is happening. I will get back to you.</p>
<p><b>13. COUNCILLOR PAUL BUCKLEY</b></p> <p>It is now over a year since the Council’s new Community Asset Transfer Policy came into force. Under the policy all community groups, renting OCC properties and seeking to renew their lease, face huge rent increases that will threaten the viability of treasured, community-run activities across the county. What evidence does the Cabinet member have so far, to reassure Council that this harsh policy will not lead to a collapse of community-run activities relying on use of OCC properties?</p>	<p><b>COUCILLOR LORRAINE LINDSAY- GALE, CABINET MEMBER FOR PROPERTY &amp; CULTURAL SERVICES</b></p> <p>The Councils Asset Transfer Policy was reviewed in early 2016 following collaborative discussions with services and tenants in light of lessons learnt under the wave of asset transfers arising under Big Society. A revised policy was then adopted in June 2016. The material change was that the Council would not let premises upon a notional or peppercorn rent but would charge an appropriate rent for the property in line with ambitions to make most effective use of Council assets, which takes into account the restriction for community use</p> <p>In December 2016 Cabinet considered a motion to waive the rent for a building where that would keep a Children’s Centre open in circumstances where it would otherwise have to close. Whilst additional transitional support through a rent-free period was adopted the principal of charging rent was</p>

Questions	Answers
	<p>unchanged.</p> <p>The report to Cabinet, dated 20<sup>th</sup> December 2016 provides detailed background of the reasoning behind the policy which Cllr Buckley may find helpful. It forms agenda item 10 and can be found on page 257 of the public reports pack.</p> <p>It is recognised that the sustainability of Voluntary &amp; Community Sector activity can be challenging and that is why the county council put in place facilities to aid the transitional phase both through grant and through rent free periods. This approach helps to ensure that those planning to deliver activity through non-OCC buildings are not disadvantaged.</p> <p>Since adoption of the policy the council has implemented a transformation programme which has enabled community groups to come forward with proposals to deliver community services within county council buildings backed up by robust business cases that account for the full costs of the service including premises costs. Many of these are celebrated in the October 2017 Update issued by Cllr Gray, Cabinet Member for Local Communities. The terms for use of county council buildings within this programme are determined in accordance with the policy.</p> <p>The County Council does recognise that it is important to review the support offered to the Voluntary &amp; Community Sector but hidden subsidy to those groups that are fortunate to occupy county council premises is not a fair and transparent approach.</p> <p><b>Background</b></p> <p>All buildings held by the Council place financial pressures upon the authority not just the day to day running costs but also more importantly the investment necessary to maintain their condition.</p>

Questions	Answers
	<p>Any building leased out will expect to be on terms that deliver income to help meet these costs but at rent levels that reflect the use; consequently</p> <ul style="list-style-type: none"> <li>• where the use is commercial in nature the rent will be a commercial market rent</li> <li>• but where the use is a community use it will be an appropriate rent reflecting the community use (typically half that levied for commercial uses but in some defined circumstances significantly less than that). Whilst such rents are not free they are likely to be significantly less than premises which might otherwise be available within the market places</li> </ul> <p>The income is necessary to help offset the costs of holding the building and the loss of income or receipts that would otherwise have been generated.</p> <p>I fully recognise that in the past the County Council has, on occasion, provided subsidy to community organisations through nominal or even peppercorn rent. This however brings material issues to the County Council for example:</p> <ol style="list-style-type: none"> <li>1. the subsidy provided is not transparent, nor recognised by the wider community and can be argued to disadvantage other bodies who rely upon use of non - county council buildings</li> <li>2. when a group do not pay rent, they have no motivation to consolidate operations into the actual space required and reduce their costs nor to co-operate with other community groups to share costs</li> <li>3. where a community group occupy without rent there are instances where they sub-let to other community groups, other publically funded services or even commercial operations at market rates generating further hidden subsidy.</li> <li>4. It is very important that the council is in control of the levels of subsidy it offers – it may in some circumstances need to manage the levels of</li> </ol>

Questions	Answers
	<p>subsidy in light of competing priorities.</p> <p>The Policy now makes it clear that</p> <ol style="list-style-type: none"> <li>1. any subsidy, other than via community rent, shall be through direct grant funding rather than indirect premises support</li> </ol> <p>That subletting of premises at rates higher than those applied under the head lease are controlled to ensure that community groups are not demotivated from making best use of assets but equally that where appropriate income generation from use of the building can be shared to not only help offset any occupier's priorities but also those of the county council.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>What I wanted to do now is to raise a very particular case of the Wolvercote Young Peoples Club which is unusual. It is old and very precious community resource. It is nearly 80 years old, does fantastic work with youngsters in my division. The building has been inherited by the County Council quite recently, the County Council has neglected it, it is in a poor state of repair and right now the County Council is trying to force on this club a fast rent increase of 640% and to take full liability for all the repairs that are needed. Now this will bankrupt the club within 3 years. My question is would Councillor Lindsay-Gale please meet urgently with myself and the club leaders to see what can be done about this?</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>Yes, of course we will have a meeting. I do understand Councillor Buckley that you have already had long conversations with some of the officers from Property Services and I am very happy to continue the conversation and see what can be done. But I would like Councillors to understand that I know the rent that we are asking you is high. It is £22,000 a year. However, you are in the fortunate position that you are able rent out some of the building which is surplus to your requirements for £45,000 a year. Now this is something that from my point of view we can't accept so I am very happy to talk to you and we will continue the conversation out of this meeting.</p>

Questions	Answers																																																																							
<p><b>14. COUNCILLOR EMILY SMITH</b></p> <p>The OSCB Annual Report suggests that the 21% increase in children being educated at home could be the result of poor handling of difficult situations at school, what evidence does the Council possess to either support or refute the OSCB view about the reason for the increase in home schooling in Oxfordshire?</p>	<p><b>COUNCILLOR HIBBERT-BILES, CABINET MEMBER FOR PUBLIC HEALTH &amp; EDUCATION</b></p> <p>This is information gathered from parents when we are informed of their decision to go EHE and would be the only evidence we could provide. This year's data is available, however, the report this has come from has not yet been published and OSCB will not have had access to the data for 2016/17.</p> <p>Reasons for Elective Home Education</p> <table border="1" data-bbox="947 608 2011 1361"> <thead> <tr> <th rowspan="2">Reason</th> <th colspan="5">Number of cases</th> </tr> <tr> <th>2011/12</th> <th>2012/13</th> <th>2013/14</th> <th>2014/15</th> <th>2015/16</th> </tr> </thead> <tbody> <tr> <td>Bullying</td> <td>28</td> <td>27</td> <td>24</td> <td>22</td> <td>25</td> </tr> <tr> <td>Dissatisfaction with system</td> <td>81</td> <td>85</td> <td>85</td> <td>62</td> <td>51</td> </tr> <tr> <td>Distance/Access to local School</td> <td>5</td> <td>5</td> <td>13</td> <td>4</td> <td>4</td> </tr> <tr> <td>Other/Unknown</td> <td>51</td> <td>47</td> <td>64</td> <td>122</td> <td>127</td> </tr> <tr> <td>Parents Desire for Closer Relations</td> <td>26</td> <td>29</td> <td>27</td> <td>30</td> <td>25</td> </tr> <tr> <td>Philosophical/Ideological beliefs</td> <td>28</td> <td>30</td> <td>35</td> <td>35</td> <td>49</td> </tr> <tr> <td>Religious/cultural beliefs</td> <td>45</td> <td>56</td> <td>48</td> <td>49</td> <td>55</td> </tr> <tr> <td>Special Educational Needs</td> <td>62</td> <td>35</td> <td>42</td> <td>32</td> <td>37</td> </tr> <tr> <td>Short term intervention</td> <td>38</td> <td>48</td> <td>51</td> <td>75</td> <td>60</td> </tr> <tr> <td>Unwilling/Unable to attend School</td> <td>15</td> <td>16</td> <td>21</td> <td>25</td> <td>27</td> </tr> </tbody> </table> <p>These statistics are based on main reasons given by parents/guardians (often</p>	Reason	Number of cases					2011/12	2012/13	2013/14	2014/15	2015/16	Bullying	28	27	24	22	25	Dissatisfaction with system	81	85	85	62	51	Distance/Access to local School	5	5	13	4	4	Other/Unknown	51	47	64	122	127	Parents Desire for Closer Relations	26	29	27	30	25	Philosophical/Ideological beliefs	28	30	35	35	49	Religious/cultural beliefs	45	56	48	49	55	Special Educational Needs	62	35	42	32	37	Short term intervention	38	48	51	75	60	Unwilling/Unable to attend School	15	16	21	25	27
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Questions	Answers
	there are a number of factors contributing to their decision to home educate).
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>I would like to know what action the Cabinet Member is taking to understand why families decide to home educate, if this increase relates to particular key stages and what she is doing to ensure this growing cohort of young people are receiving a satisfactory education and the support they need to thrive?</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>We don't have the up to date information yet. If a parent chooses not to tell us, it is their choice not to tell us and we can't do anything about that. However, there is a group considering all these issues because obviously, there are issues sometimes about home education. Could I just say that I am happy to have a conversation?</p>
<p><b>15. COUNCILLOR RICHARD WEBBER</b></p> <p>How does the Leader and Cabinet propose to respond to the call of the Communities Secretary to use Prudential Borrowing as a means of addressing the current Housing crisis?</p>	<p><b>COUCILLOR IAN HUDSPETH, LEADER OF THE COUNCIL</b></p> <p>We all recognise that there is a need for more homes particularly for young residents of Oxfordshire. I understand that this was a suggestion by the Secretary of State to address the shortage of homes; yet it is not a proposal out for consultation. Should there be an announcement in the budget on these lines then we will need to look at the detail before we respond. Obviously, the provision of housing is the responsibility of the District and City councils; we would have to ensure that the appropriate infrastructure is delivered however the funding is provided.</p> <p>My personal view is that we need to look at all ways of providing more homes for Oxfordshire's residents. It is incumbent on all elected representatives whether City, District, County Councillors or MP not to have closed minds either on a parochial or ideological basis otherwise we will be failing Oxfordshire's residents.</p>
<p><b>16. COUNCILLOR KIRSTEN JOHNSON</b></p> <p>To ensure public confidence in the decision on where the OxCam Expressway is placed, it is</p>	<p><b>COUCILLOR IAN HUDSPETH, LEADER OF THE COUNCIL</b></p> <p>As members are aware I often write to government and departments regarding various matters and I'm content to ask the question in the context of</p>



<b>Questions</b>	<b>Answers</b>
<p>important to give local residents a say. Will you ask Highways England to conduct a full public consultation on the general corridor of the Oxford to Cambridge Expressway in Stage 1A of the options, prior to HE's announcement of this corridor in July 2018?</p>	<p>the greater Strategic scheme.</p> <p>This is a national piece of infrastructure that could provide a local solution for Oxfordshire particularly around the A34 which impacts on the majority of Oxfordshire's residents. To reject a scheme that would benefit the majority of Oxfordshire on the basis of some important but local matters would not be looking at the strategic view across the County.</p> <p>Whatever route is chosen by HE there will inevitably a negative reaction from the local communities affected. We need to take all the views into consideration and look for mitigation.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>Will you ask Highways England on behalf of all us in this Council to conduct a full public consultation to the general corridor of Oxford/Cambridge Expressway in Stage 1A of the options prior to Highways England announcement of this Corridor in July 2018.</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>This is for Highways England to determine under their constitution, under the Government they have to answer for their consultation process and it is for them to go through the consultation process, they have come out with some ideas and suggestions about their route and they will be coming back at a later stage when they determine which is the best route there.</p>
<p><b>17. COUNCILLOR JENNY HANNABY</b></p> <p>What are you personally doing as leader of Oxfordshire County Council to persuade the Vale of White Horse and South Oxfordshire District Councils to join the other Oxfordshire District Councils in taking over enforcement of illegal parking.</p>	<p><b>COUCILLOR IAN HUDSPETH, LEADER OF THE COUNCIL</b></p> <p>I personally have always been open, not just to South &amp; Vale but to all our District and City partners that we should work together to deliver Civil Parking Enforcement across the County. To have one back office obviously saves on administration expenses so that we can provide a better service to residents. A greater number of enforcement officers would mean we could direct them to particular areas during peak times for instance the Henley Regatta or Abingdon fair or Countyfile Live at Blenheim or Bank holiday weekends at Bicester village. To have smaller fragmented schemes would not provide the full benefits for the residents and visitors.</p>

<b>Questions</b>	<b>Answers</b>
	<p>The County Council have worked closely with Vale of White Horse and South Oxfordshire District Councils several times in the past to investigate the potential for introducing enforcement of on street parking in those areas. There are strict requirements for civil enforcement that makes the operation of such a scheme quite costly and modelling undertaken to date has suggested that introducing any scheme in these areas would as a result operate at a significant loss. Given the pressure on budgets both within the County and District Councils therefore it has not been possible to progress the implementation of an enforcement scheme. There remains regular dialogue between the authorities however to ensure that a scheme could be progressed should the opportunity arise.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>Can I encourage the Leader in his endeavours to keep the dialogue open this illegal parking is a real detriment to our market towns and will put people off coming into them and I was wondering with the new money, that some of it could go towards civilian enforcement?</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>I must caution all Councillors regarding all this talk of additional funds and where it is going to be. I am sure that we will hear time and time again it being re-spent in different areas, but we have got to make sure that the funds that we get will be used in the most appropriate area and the most sustainable area. My first conversations with the district councils on civilian parking enforcement goes back to 2008 when I was Cabinet Member for Transport. I addressed a Leaders meeting and I said that we need this to get the best across the whole of the Council. I continually have those discussions and it is very unfortunately because of course the key thing about civil parking enforcement now the regulation means you have to have to tie in off-street parking with on-street parking and so therefore it is not just a question of the County Council imposing it we have got to negotiate with those Councils. The only area that has gone ahead with civil enforcement since the City, which was the last one prior to the new regulations, has been West Oxfordshire and of course there because they do not charge for car parking charges there was no loss of income for them to go over. However, there is a cost to West Oxfordshire District Council in providing that service.</p>

<b>Questions</b>	<b>Answers</b>
<p><b>18. COUNCILLOR KIRSTEN JOHNSON</b></p> <p>What has the impact been on Schools' Transport budgets and demand as a result of local bus service cuts?</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>When the council withdrew subsidies to bus services, there were 106 scholars traveling on 10 subsidised buses who needed to be accommodated elsewhere.</p> <p>Before the withdrawal of subsidised bus services, the council spent almost £46k a year on season tickets to transport children to school on these services. Prior to the withdrawal, the council estimated that it would need to spend around £140k to transport these children by other means. In practice, it has cost the council around £78k, which is set against the £3m saved on the withdrawal of subsidised bus services</p> <p>Costs were not as high as originally thought because of the impact of the Nearest School policy change, which reduced the number of students entitled to free school transport from Berinsfield to Abingdon. Also, a safe walking route review reduced the number entitled to free school transport from Towersey to Thame. These changes would have occurred regardless of the withdrawal of bus subsidies.</p> <p>Had subsidies continued, these two changes mean that we would now only be buying season tickets to the value of about £30k across all affected routes rather than the £46k. Therefore, the real additional cost to school travel as a result of the withdrawal of bus subsidies is approximately £48K (£78k-£30k).</p> <p>I can provide a detailed breakdown by individual route if Cllr Johnson would like these.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>Do you agree that this money the £48k might be better spent in providing minibuses that more</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>Thank you for the question, the increase spend is £2,000 over the previous spend on transporting those children. I think your idea is one we should</p>

<b>Questions</b>	<b>Answers</b>
<p>than one local person could use rather than expensive bespoke taxis services?</p>	<p>explore. There is of course with the comet scheme an opportunity and intension to use school buses in other ways and if there are other ways of getting children to school we should explore it, but it is certainly worth examining.</p>
<p><b>19. COUNCILLOR KIRSTEN JOHNSON</b></p> <p>Laybys off the A40, the A418, and Oxford's ring road are being taken over by lorries parked overnight. The fouling that results is a health hazard; further, the lorries occupy space meant for motorists ordinarily using the road. Does the member agree these laybys need No Parking Overnight signs, and will she take action on this?</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>Some of the laybys on the A40 and A418 do have waiting restrictions that apply twenty-four hours a day, which limit parking to either a 30 minute or one hour period. These restrictions were implemented as a result of antisocial behaviour or crime, and their enforcement is the remit of Thames Valley Police.</p> <p>If I am made aware of other specific laybys that are suffering from overnight lorry parking and associated antisocial behaviour, then motorist's (including lorry drivers) usage of the laybys will be investigated and the implementation of waiting restrictions will be considered.</p>
<p><b>20. COUNCILLOR SUSANNA PRESSEL</b></p> <p>It's great to have the new Westgate Centre open at last, but what a pity we still have to wait two months longer for the new Library. Surely this could have been better managed?</p>	<p><b>COUNCILLOR LORRAINE LINDAY-GALE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>The County Council does not directly control the delivery of the Westgate Library Project. This contract was let and managed by the Westgate Alliance.</p> <p>Much of the works being delivered for the county council were consequential works necessary to enable the remodelling of the entrance to centre in order to achieve the transformation necessary to make the viable and sustainable new shopping centre we now all celebrate.</p> <p>As I am sure Councillor Pressel will have noticed the frontage to the centre has only very recently become finished – some 4-6 weeks ago, fenestration to the front corner of the library had still not been fitted and roofing works were</p>

Questions	Answers
	<p>incomplete. It must also be emphasised that the developer has significant works left outstanding with many units still unfinished and ongoing works across the centre likely to continue for the next 4 – 6 months. On opening day, only 60 out of 124 units were open, and only 90 out of 124 will be open by Christmas. This is inevitable when dealing with such a major construction project.</p> <p>The works to the library were very different from the rest of the centre – all other parts of the centre were completely gutted and refitted whereas the library, other than the consequential works necessary in light of the centre transformation, was pre-dominantly re-furnishing. However, this brought forward unique challenges to programming such as additional work found necessary only once works planned to be undertaken by the Alliance were carried out. These for example included:</p> <ul style="list-style-type: none"> <li>• New ceilings where the planned works resulted in the need to take down some ceilings but the condition of supporting structures were found to be inadequate due to age</li> <li>• Enhancements to fire precautions due to incompatibility of existing systems with the overall new systems included in the centre and exposure of poor fire separation due to the age of the building</li> </ul> <p>I trust Councillor Pressel will support the need to ensure that such works which have a bearing upon the health and safety of library users must outweigh our own aspirations to align the opening of the library with the centre.</p> <p>Whilst I share Cllr Pressel’s frustration in not being able to experience the new library on day one, I have been closely engaged with the team of officers who have been working tirelessly in the background in close collaboration with the Westgate Alliance and I am confident that library users will appreciate the refurbishments and alterations that have taken place.</p>

<b>Questions</b>	<b>Answers</b>
	<p>We are opening the doors to the public on Monday 18<sup>th</sup> December, and the Library Service is planning our own “Grand Opening” at the end of February when we will be welcoming the Minister for Libraries, Mr John Glen MP, and hope that Members will join us at this celebration. In the meantime, the service is concentrating on closing the temporary library in the Castle Quarter, and moving over 100,000 books back into the Westgate as soon as we get handover from the developers on November 18th.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>Why is there no sign on the new building to tell the people where the temporary library is?</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>Well there were signs on the boards when it was all boarded but the boarding has gone down so there is nowhere to put any signs. The temporary building will be closing any day and they will be moving 100,000 books over to the new library.</p>
<p><b>21. COUNCILLOR SUSANNA PRESSEL</b></p> <p>One of the things I get most complaints about is vehicles parking in cycle lanes. It is dangerous when cyclists have to swing out into sometimes heavy traffic, because the cycle lane is obstructed. This is much less likely to happen where we have mandatory cycle lanes (with a solid white line), so please can we have more of these? We say we want to encourage cycling, so we need to make it feel safer.</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>There are a number of factors that determine whether mandatory cycle lanes can be provided or are suitable, including width of the highway and impacts on other road users. Cycle standards, including the county council’s own cycle design guide, typically recommend mandatory cycle lane widths of ideally 1.8m or a minimum of 1.5m. On roads in the city where mandatory cycle lanes have not already been introduced then this is generally because the existing carriageway is too narrow for even the minimum width of mandatory cycle lane and if implemented could result in larger vehicles encroaching the lane.</p> <p>There are a number of locations in the city where narrow mandatory lanes are provided, however, these are no longer considered appropriate as this can cause motorists to leave a smaller and inadequate space when overtaking cyclists. It also means cyclists having to travel where the road surface is often poorer because of drainage gullies and debris.</p>

<b>Questions</b>	<b>Answers</b>
	<p>Where there is the highway width to accommodate mandatory cycle lanes then it will often be necessary to undertake reallocation measures such as removing on-street parking, reducing footways widths (in areas with low footfall) and removing road centre lines.</p> <p>Where funding is available then this will be considered and is being done as part of the Access to Headington project, where some on-street parking is being removed to accommodate new and improved cycle lanes including hybrid, or fully segregated cycle lanes, mandatory and wider advisory where the highway is still too narrow.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>Why don't you work with the police to make sure that drivers who encroach on the mandatory cycle lanes are fined then they will learn to hang back until it is safe to overtake.</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>They only answer to that is that we all know that the police do not actually exercise much time or effort on controlling traffic they have other things to do. But what is important is that we are launching a survey with cycle groups. Both Councillor Bartington and I will be meeting them at the weekend to talk about the work that is being done in City to try and find ways and where possible to expand the cycle track. As you know the Botley Road Scheme is about to go into design and consultation and that will inform us about the potential and the opportunities elsewhere. Cycling is pretty much top of our agenda.</p>
<p><b>22. COUNCILLOR SUSANNA PRESSEL</b></p> <p>The most common complaint of all from cyclists in recent years is about potholes. These can be highly dangerous and are certainly a deterrent to cycling. Please can you tell me what you intend to do about this?</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>The service is aware of the impact potholes have on both experienced cyclists and how it acts as a deterrent to less experienced cyclists and as such there is a different criterion for fixing potholes on cycle routes to reflect the higher risk that arises. Ideally, the service would like to be more proactive in repairing roads before pot holes form however current levels of funding only allow roads to be surfaced on average once every 178 years, when typically,</p>

<b>Questions</b>	<b>Answers</b>
	<p>the life expectancy of a road surface would be 20-30 years and so this is not currently possible although the service is currently developing a business case to increase investment into highway maintenance in Oxfordshire.</p> <p>In the meantime, the service has recently launched a survey with cycle groups to better understand where the higher risk areas are and these will help influence future maintenance programmes.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>If cycling is top of your agenda why do you need a survey to find out where you need to mend potholes? It is obvious where there is heavy cycling so please mend those potholes promptly.</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>The survey is to work out where the greatest need is so that attention can be focused on it, that what it says in the answer I can give you no better.</p>
<p><b>23. COUNCILLOR JAMILA AZAD</b></p> <p>Black Cabs Taxi Rank in Corn Market is very dangerous as too many Taxis are there in the evening. They have to do u turn to go to St. Aldates or High Street and I don't understand the logic of putting Black Cabs in Corn Market. Previous system worked well for drivers and passengers.</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>The Cornmarket taxi rank is experimental and will be reviewed once the Westgate centre is fully open, including the new taxi rank in Old Greyfriars Street. Queen Street is expected to be very busy with pedestrians in the evenings once the new cinema and restaurant in the Westgate centre open. The situation will be kept under review and we are regularly liaising with COLTA and the City Council licensing team.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>Almost all taxi drivers are very upset that they have just been shuffled down to Cornmarket Street to do their U-Turn. It takes them longer to come back to their ranks and the rank near to Westgate is deserted. So, could you tell us</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>As you know it is the intention of the County Council not to have public transport through Queen Street, whilst the experiment is going on the intention is to monitor the performance of the buses on the street. I do have a note from the officer that the experimental taxi rank in Cornmarket has been expanded and it is being monitored very closely. There may have to be some</p>



<b>Questions</b>	<b>Answers</b>
<p>please if they can come down Queen Street after 6.30 pm and before 6.00 am in the morning.</p>	<p>adjustments about taxi ranks elsewhere, but the possibility of putting them back through Queen Street has not yet been considered and I think will probably come at the end of the experimental phase. There is an intension to try to establish quite clearly what the bus impact is in Queen Street.</p>
<p><b>24. COUNCILLOR JAMILA AZAD</b></p> <p>Now that buses are running through Queen Street, can I ask Cabinet Member that Taxis are permitted to run through Queen Street after 6.30pm and before 6am. They have to come from George Street to use Corn Market Rank than to go to Hythe Bridge Street or Holly Bush Row and have to go to Oxpense and passing through Speedwell Street into St. Aldates. Can we put limit on Black Cabs on each Rank?</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>The Cornmarket taxi rank is experimental and will be reviewed once the Westgate centre is fully open, including the new taxi rank in Old Greyfriars Street. Queen Street is expected to be very busy with pedestrians in the evenings once the new cinema and restaurant in the Westgate centre open. The situation will be kept under review and we are regularly liaising with COLTA and the city council licensing team.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>I know that you have been taking to COLTA taxi association, but a lot of other taxi drivers depend on driving taxis and special Black Cabs and most of them are in Oxford. Can you please consult with all of them rather than just consulting with COLTA?</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>You are quite right to bring that to my attention, I wasn't aware that they were not included in COLTA. There is one other point to make when all the restaurants and the cinema are open it is expected that Queen Street will be as busy at night as it is by day so there are good reasons for leaving things through the experimental phase as they are, but I note your question and we won't forget you.</p>
<p><b>25. COUNCILLOR GLYNIS PHILLIPS</b></p> <p>What more can be done to reduce the time that young carers have to wait for an assessment of their needs? In October, there were over 100</p>	<p><b>COUNCILLOR STEVE HARROD, CABINET MEMBER FOR CHILDREN &amp; FAMILY SERVICES</b></p> <p>As of 2<sup>nd</sup> November 2017, the OCC Young Carers Service has 120 children waiting for an assessment of their caring needs. Of this group 36 have been waiting longer than 4 months to be seen.</p>

Questions	Answers
<p>children waiting over 4 months for an assessment and this is an improvement from an earlier waiting time of 6 months. This should be unacceptable for a Council which boasts of prioritising the most vulnerable in our county'.</p>	<p>We have this waiting list due to a number of factors including;</p> <ul style="list-style-type: none"> <li>• A high level of referrals that have sustained since the legal changes for young carers relating to the Care Act/Children and Families Act in 2015. We have received 176 referrals over the last 6 months.</li> <li>• Prior to 1st April 2017 Spurgeon’s Children’s Charity where contracted by OCC to undertake these assessments, they had a significant waiting list/time delay. When the Spurgeon’s contract ended and all the service came under the OCC Young Carers Service we inherited that waiting list – at that time the list was at nearly 200 children.</li> <li>• Since April 2017 the OCC Young Carers team has been subject to a service consultation and restructure. We are now a team that consists of a part time manager, 2x Senior Practitioners Social Workers (1 new post filled in September 17 &amp; 1 vacant due to be filled in November 17), 7.6fte grade 9 posts – Young Carers Specialist Workers (currently 1.19fte vacant posts and 1fte on long term sick leave) and 1fte administrator. We are a small team covering the county.</li> </ul> <p>We have worked hard since April to address the waiting list. We have a process in place to monitor and prioritise the referrals received by the team, this includes using information on the social care system, reviewing school attendance and considering the case against a specialist young carers risk form we have developed. The manager and Senior Practitioner meets weekly to review, cases that have been waiting for more than 4 months are reviewed again and prioritised.</p> <p>Cases are allocated as soon as possible to workers, however working with young carers and their families is demanding emotionally on staff and as a manager I work hard to protect the caseload levels of my staff, keeping them to below 25 for a fulltime worker.</p> <p>At present the team records within Framework but we do not have specific work flow (episodes) within the system which does hinder and elongate the</p>

Questions	Answers
	<p>written element and quality assurance of the assessment.</p> <p>While we are working to deal with the historic number of referrals, we are also endeavouring to ensure that future referrals are relevant and timely for the child and family. We are attending the area RAP meetings, publicising the changes to our core offer and working with LCSS to ensure that our work with schools is supportive and that the clear message to all partners is that safeguarding and supporting young carers is everyone's business.</p> <p>As a service, we fully recognise that this waiting time is not an ideal situation and our aspiration is to be dealing with our referrals in real time, so that waiting times for young carers are kept to a minimum. Even with the measures outlined above in place and the current staff resource available, we will still have a waiting list for some time to come.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>I accept that the team themselves are doing all they can, but these children are some of the most vulnerable in the County and this is a safeguarding issue so my original question what more can be done to reduce the waiting time for young carers assessments.</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>Thank you for that question, it is something that is being addressed by the officers on an on-going basis as we speak. I am constantly aware of the need for this and I am following up with our officers so as soon as we have any concrete feedback to give I will be happy to provide that.</p>
<p><b>26. COUNCILLOR DEBORAH MCILVEEN</b></p> <p>The Living Wage is enough to ensure that employees and their families can live free from poverty and is a voluntary scheme. The Oxford Living Wage is £9.26 an hour.</p> <p>Employers who sign up to the Living Wage</p>	<p><b>COUNCILLOR JUDITH HEATHCOAT, DEPUTY LEADER OF THE COUNCIL</b></p> <p>Firstly, just to clarify, the National Living Wage is £7.50 and applies only to those aged 25 or over. For those under 25, the relevant National Minimum Wage applies.</p> <p><b>What percentage of Oxford based County Council employees are paid the Oxford Living Wage?</b></p>

Questions	Answers
<p>commit to pay it to all staff over the age of 18 who work regularly on their premises. This includes employed, contracted and subcontracted staff. The National Living Wage is only £5.60 per hour for 18 - 20year olds rising to £7.50 per hour for employees over 25 years. What percentage of Oxford based County Council employees are paid the Oxford Living Wage and what percentage of non-Oxford based employees are paid the National Living Wage?</p>	<p>20.16% of our employees are known to live in Oxford (OX1, OX2, OX3 and OX4 postcodes). Of those 70.66% are paid above or equal to the Oxford Living Wage.</p> <p>85.04% of our employees are known to live in Oxfordshire (OX Postcode &amp; SN7 Postcode). Of those, 67.20% are paid above or equal to the Oxford Living Wage.</p> <p><b>What percentage of non-Oxford based employees are paid the National Living Wage?</b></p> <p>78.04% of our employees are known to live outside of Oxford Centre (not an OX1, OX2, OX3 and OX4 postcode). Of those, 99.94% are paid at or above the National Living Wage, regardless of age.</p> <p>13.15% of our employees are known to live outside of Oxfordshire (not an OX postcode &amp; SN7 postcode). Of those, 99.93% are paid at or above the National Living Wage, regardless of age.</p> <p>For comparison:</p> <p><b>What percentage of non-Oxford based County Council employees are paid the Oxford Living Wage?</b></p> <p>78.04% of our employees are known to live outside of Oxford, (not an OX1, OX2, OX3 and OX4 postcode). Of those 68.06% are paid above or equal to the Oxford Living Wage.</p> <p>13.15% of our employees are known to live outside of Oxfordshire (not an OX or SN7 postcode). Of those, 77.58% are paid above or equal to the Oxford Living Wage.</p>

Questions	Answers
	<p><b>What percentage of Oxford based employees are paid the National Living Wage?</b></p> <p>20.16% of our employees are known to live in Oxford (OX1, OX2, OX3 and OX4 postcodes). Of those 99.91% are paid above or equal to the National Living Wage, regardless of age.</p> <p>85.04% of our employees are known to live in Oxfordshire (OX Postcode &amp; SN7 Postcode). Of those, 99.94% are paid above or equal to the National Living Wage, regardless of age.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>How much would it cost for this Authority to ensure that all our employees can earn and are paid the Oxford Living Wage, which incidentally was increased yesterday as was the London Living Wage.</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>As you know with the Living Wage policy, the barrier for us to implement it across the piste could be between £2m and £20m per year and excludes employer costs of 30% so I think that is something you need to reflect on.</p>
<p><b>27. COUNCILLOR DR SUZANNE BARTINGTON</b></p> <p>The community response to cardiac arrest is critical to saving lives. Each year, UK emergency services respond to approximately 60,000 cases of suspected cardiac arrest. The immediate initiation of bystander Basic Life Support (BLS) including Cardio-pulmonary resuscitation (CPR) can double long-term survival from out-of-hospital cardiac arrest, but currently only approximately 40% of UK victims receive bystander CPR.</p> <p>Strengthening the community response to</p>	<p><b>COUNCILLOR JUDITH HEATHCOAT, DEPUTY LEADER OF THE COUNCIL</b></p> <p>I'm grateful for Cllr Bartington's question that County Councillors be offered training in Basic Life Support and CPR.</p> <p>As County Councillors, we are all aware that we can help raise the profile of emergency life support training within our communities and of the safe use of Automated External Defibrillators (AED) devices. There's no better way to do this than by taking the training ourselves if we possibly can.</p> <p>Three Training sessions for County Councillors have been arranged as a key part of our councillor development programme and the training covers:-</p>

<b>Questions</b>	<b>Answers</b>
<p>cardiac arrest by training and empowering bystanders with emergency life-support skills could help save lives in Oxfordshire. In the past year, over 10,000 people in southern England have been trained to provide emergency life-support and figures from NHS England confirm that an extra 3 lives per week have been saved as a result. Within their role as elected representatives, County Councillors are regularly in contact with members of the public, including attendance at events held at facilities with installed Automated External Defibrillator (AED) devices. Equipping County Councillors with essential bystander life-support skills would empower them to assist in an emergency situation and help save further lives in Oxfordshire.</p> <p>Can you tell me what specific steps this County Council is taking for ensuring that Councillors are trained and prepared to deliver bystander life-support including emergency CPR and to safely use an AED device? Thank you in advance for answering this question in detail.</p>	<ul style="list-style-type: none"> <li>• Basic Life Support including Cardio-pulmonary resuscitation (CPR) training; and the</li> <li>• Use of defibrillators (AEDs – Automated External Defibrillators)</li> </ul> <p>The first session was held on 2 November. This was well attended. There are to be two further sessions for County Councillors on 6 and 7 December. All councillors have received invitations to take up one of these sessions and I strongly urge colleagues to attend, if they can. Ninety minutes is time well spent if it gives us the skills and confidence that might, one day, save a life.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>I very much hope that all Councillors will avail of this opportunity to undergo this 90-minute training session. I am pleased that update to date has been good. However, I am deeply concerned that the feedback from initial training has a</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>I believe that the point that you have just raised has already been asked of officers and I believe that it is already being considered to acquire an AED at County Hall but I will check that.</p>

<b>Questions</b>	<b>Answers</b>
<p>spotlight on the lack of an automated external defibrillator at County Hall and I wanted to ask Councillor Heathcoat, what efforts are being made to ensure that an AED is indeed available and accessible at County Hall given that the likelihood of long term survival decreases rapidly following 5-7 minutes following cardiac arrest.</p>	

## Annex

	Monday	Tuesday	Wednesday	Thursday	Friday
<b>Café</b>	Times Telegraph Daily Mail Daily Express	Times Telegraph Daily Mail Daily Express	Times Telegraph Daily Mail Daily Express	Times Telegraph Daily Mail Daily Express Oxford Times	Times Telegraph Daily Mail Daily Express
<b>Group Rooms</b>	3 x Oxford Mail	3 x Oxford Mail	3 x Oxford Mail	3 x Oxford Mail	3 x Oxford Mail
<b>Ian Hudspeth</b>	Oxford Mail Oxford Mail (Sat)	Oxford Mail	Oxford Mail Abingdon Herald Didcot Herald Witney Gazette	Oxford Mail Banbury Guardian Bicester Advertiser Oxford Times	Oxford Mail Henley Standard
<b>Head of Paid Service</b>	Times Oxford Mail Oxford Mail (Sat)	Times Oxford Mail	Times Oxford Mail	Times Oxford Mail Oxford Times	Times Oxford Mail
<b>Legal</b>	Times	Times	Times	Times	Times
<b>Finance</b>	Financial Times	Financial Times	Financial Times	Financial Times	Financial Times Investors Chronicle
<b>Media</b>			Abingdon Herald Witney Gazette	Banbury Guardian Bicester Advertiser	Henley Standard



<b>S &amp; SC</b>	Oxford Mail	Oxford Mail	Oxford Mail	Oxford Mail	Oxford Mail TES
<b>Localities (1<sup>st</sup> Floor)</b>	Oxford Mail Oxford Mail (Sat)	Oxford Mail	Oxford Mail Didcot Herald Witney Gazette	Oxford Mail Oxford Times Banbury Guardian Bicester Advertiser	Oxford Mail
<b>TRO (E &amp; E 1<sup>st</sup> Floor)</b>			Didcot Herald Witney Gazette	Oxford Times Banbury Guardian Bicester Advertiser	Henley Standard