

## QUESTIONS WITH NOTICE FROM MEMBERS OF THE COUNCIL

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

<b>Questions</b>	<b>Answers</b>
<p><b>1. COUNCILLOR JOHN TANNER</b></p> <p>What plans does the County Council have for repairing the structure and road surface of Folly Bridge in Oxford since the discovery of bats? When and how will the work be done and what will be the disruption to traffic?</p>	<p><b>COUNCILLOR DAVID NIMMO SMITH, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>Survey and investigation works are currently being undertaken in order to determine the best method of repair of the bridge. Further bat surveys have had to be undertaken by our ecologist over the summer period to allow us to complete the design of what bat mitigation measures are required and prepare a licence application to Natural England to gain consent to undertake the works.</p> <p>Once the design of the repair method is completed, listed building consent and an Environment Agency permit will also be required. There are a number of constraints to be overcome which may affect the timing of the works, but we anticipate the works will be undertaken in March-April 2017. Some of the works will inevitably require a full road closure due to the narrow width of the bridge, but it is too early to confirm the duration of these.</p> <p>Folly Bridge will be fully resurfaced following the structural repairs during the night under a full closure.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>Would Councillor Nimmo Smith agree with me that Folly Bridge is one of the most beautiful bridges in Oxfordshire? It is also one of part of the key routes in and out of the City and can he make sure that I and other Councillors are informed of the plans for</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>Yes, I agree that Folly Bridge is one of the most attractive ones in Oxfordshire. Because of the location of the bridge I will make sure that as much information is put into the public domain about timings, traffic strategy and traffic management as possible as early as possible.</p>

<b>Questions</b>	<b>Answers</b>
dealing with the repairs at Folly Bridge as soon as possible?	
<p><b>2. COUNCILLOR JOHN TANNER</b></p> <p>Despite progress on cleaning up Oxford's air, further steps need to be taken to bring some city centre streets within European Union standards. What steps is the County Council taking to establish a much-needed zero-emission zone in the centre of Oxford?</p>	<p><b>COUNCILLOR DAVID NIMMO SMITH, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>The Oxford Transport Strategy (OTS) sets out the Oxfordshire County Council's vision and strategy for transport in the city over the next 20 years and outlines the county council's plan for tackling air quality in the city. The ambition is to implement a Zero Emission Zone (ZEZ) within Oxford city centre starting from 2020, which will gradually be extended to include the entire city over time, as and when required infrastructure and technology develops. These ambitions are supported by Oxford City Council and the city and county councils are jointly funding a piece of work over the next few months that will look at all aspects of how a ZEZ in Oxford would be implemented.'</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>I am sure that Councillor Nimmo Smith will agree with me that I am in a slightly better position to know the mind of Oxford City Council than he is and although Oxford City Council fully supports the establishment of Zero Emission Zone 2020 seems a very long time to wait. Will he review that date?</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>As with everything that works through the E&amp;E and the Highways we continually update and review everything that is going on so the answer is yes.</p>
<p><b>3. COUNCILLOR JOHN TANNER</b></p> <p>Brexit has created uncertainty for many nationals of other European Union states living in my division. Would the Leader of the County Council extend a continuing warm welcome to such residents and recognise</p>	<p><b>COUNCILLOR IAN HUDSPETH, LEADER OF THE COUNCIL</b></p> <p>I am delighted that Councillor Tanner recognises the growing success of the Oxfordshire economy, particularly the success of our knowledge sector following Oxfordshire County Council's successful bid with partners for the Oxfordshire City Deal, and the LEP's success in bidding for our Local Growth Deal.</p>

<b>Questions</b>	<b>Answers</b>
<p>their right to live, work and study in Oxfordshire?</p>	<p>I absolutely recognise the value to Oxfordshire businesses of being able to recruit from abroad when this is necessary to get the right workers with the right skills. Unlike Councillor Tanner, however, I believe we are in a global competition with thriving economies such as the USA and China, not a race to the bottom with the failing Eurozone.</p> <p>In particular I believe it makes sense to ensure our universities and scientific institutions have access to the best talent from across the English-speaking world, rather than just countries which happen to be on our doorstep. I also agree with the Prime Minister that we should do all we can to ensure that local people have the skills and knowledge to compete for those jobs when possible, and that is another major strand of our City Deal programme.</p> <p>Reform of the EU's immigration policy is vital to reassure our voters that politicians are listening to them - over three quarters of people believe immigration should be reduced, and less than one in five believe we have got the balance right. The ability to recruit excellent staff from the EU does not require an open door, particularly one which sees the door slammed in the face of academics and professionals from the rest of the world.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>I am sure the Leader will recognise that my question is not about immigration, but about this Council making it clear to the people who live here, that come from other parts of Europe that they remain welcome in Oxfordshire whether they are working here, visiting here or studying here and I would be very grateful if the Leader would make a statement to that effect. Will he?</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>I have always been very clear that it is not just about residence of Europe, it's about the rest of the world as well. I welcome all people who contribute to the Oxfordshire economy and actually all of the UK economy as well. I am particularly pleased to note that you are looking for growth of Oxfordshire's economy because that is good.</p>

<b>Questions</b>	<b>Answers</b>
<p><b>4. COUNCILLOR BOB JOHNSTON</b></p> <p>Given the number of complaints about late grass cutting by the County this year, will the Cabinet Member undertake to make an earlier start to the grass cutting programme in 2017? (please note that the grass and cow parsley will be full grown by the end of May).</p>	<p><b>COUNCILLOR DAVID NIMMO SMITH, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>I can assure Cllr Johnson that we will be starting the grass cutting programme much earlier in 2017 than has happened in this current year. The initial focus will be, as it always has been, in places where safety could be compromised, such as at junctions and on major routes.</p> <p>With the more limited resources now available for grass cutting the view was taken this year to cut somewhat later than has been conventional in order that the cut lasts longer in overall terms. By this I mean that by cutting later in the growing season the lower growth pattern in autumn and early winter would to an extent help suppress rate of regrowth and therefore ensure an overall longer duration of low grass. I fully recognise that this is a judgement matter and others may have different views but this I hope helps explain why things were done as they were this year to balance resources against need.</p> <p>Officers have been working hard to roll out the Oxfordshire Together project whereby Parish and Town Councils have been encouraged and funded to take on (among other things) local delivery of grass cutting. I understand that a good number of new areas have done so this year and yet more are considering this for 2017, and I would encourage all Councillors to raise this with their local Parishes as and when the opportunity arises.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>Will Councillor Nimmo Smith undertake, once they are known, to give dates about the commencement to the operation. In order that we can answer questions when we are asked by Parish Councillors because it is very embarrassing if you are not able to answer a</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>What we will do is give the start date of doing the works, what we can't really do is give you what is happening in your parish or in your division because it is an operational issue and it depends on the weather and where the men are working and all sorts of things. So we can try and give an idea of general area, but will not be able to give it down to specific parishes.</p>

<b>Questions</b>	<b>Answers</b>
straight question.	
<p><b>5. COUNCILLOR JOHN HOWSON</b></p> <p>In the modelling process for LTP4, what extra pressures were identified for the A34 and the Botley Road as result of any bus gates in Worcester Street and St Cross St altering journey patterns from North Oxford to central Oxford, including visiting the new Westgate Centre and the current railway station for journeys to Didcot, Reading and the West of England?</p>	<p><b>COUNCILLOR DAVID NIMMO SMITH, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>Modelling was not carried out for this aspect of LTP4, and the LTP makes it clear that further work is needed on these proposals.</p> <p>The County Council will be undertaking a study this financial year to assess options for the location and operation of the proposed traffic restrictions mentioned in LTP4, including an assessment of the impact of those options on the city's road network. Growth pressures both within and outside the city will be considered as part of this.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>I am very surprised that no modelling took place on such an important idea about a bus gate in Worcester Street area with paving into LTP4. In view of the growing number of accidents and interruptions on the A34 as outlined later in Councillor Lilly's motion, could you please tell me how those living in my division will be expected to reach the centre of Oxford if and when the A34 is closed should a bus gate be put into operation.</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>I will give you a written answer to that.</p>

<b>Questions</b>	<b>Answers</b>
<p><b>6. COUNCILLOR JOHN HOWSON</b></p> <p>What opportunities do local residents have to object to an application for a Temporary Traffic Restriction Order (TTRO) when the formal notice is published, such as for a major event like the half marathon in October?</p>	<p><b>COUNCILLOR DAVID NIMMO SMITH, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>There is no requirement in the Road Traffic Regulation Act 1984 for consultation by the Highways Authority and no requirement to facilitate objections when making a Temporary Traffic Regulation Order (TTRO) or Special Event Order (SEO).</p> <p>The procedure to be adopted by a local authority for making ‘permanent orders’ is set out in: the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996 (SI 1996/2489) as amended. The procedure requires consultation only for permanent and experimental Orders but does not apply to TTROs or SEOs.</p> <p>An objector can raise an issue after the first SEO advert which should then be reviewed by the Highways Authority and assessed if it can be mitigated, as per the Department for Transport (DfT) S16-traffic-reg-orders-guidance. There is no further guidance in this document regarding what to do if the issue cannot be mitigated but Oxfordshire County Council as the Highways Authority should ascertain if the objection is serious enough to modify or refuse the SEO. Similar guidance for TTROs is not available regarding objections after advertising.</p> <p>Oxfordshire County Councils Highway Coordination Teams interpretation of the Road Traffic Regulation Act and associated DfT guidance is that provided sufficient ‘consultation’ has been carried out by Oxfordshire CC before the first advert then new issues requiring mitigation would be unlikely to be raised after the first advert; so the event should proceed unless the issue raised is sufficiently serious. Issues found ‘post-event’ to have not been mitigated adequately would require Secretary of State for Transport’s approval if the event is proposed to be repeated and the reasons for objection still apply. The Secretary of State may refuse an SEO application if the issue cannot be adequately mitigated, such as closures for an unacceptably long period, disruption to businesses etc.</p>

Questions	Answers
	<p>So in reference to the Oxford Half Marathon – unless a major new objection which cannot be mitigated is raised after the first advert then the event SEO should proceed after sealing of the Order. Issues found during this year’s event which cannot be mitigated in 2017 should be sent to the Secretary of State for review when the consent is applied for next year’s event SEO, assuming there is an application to hold the event again.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>At least one Labour Councillor has said that the County can turn down the application for a traffic order in relation to the Half Marathon in Oxford given that there have been considerable consultations between County officers and City officers which will have agreed the route. Will it be then in a situation that the County is not in a position to be able to turn down the route.</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>I think the answer to that is probably yes.</p>
<p><b>7. COUNCILLOR JOHN HOWSON</b></p> <p>When were sponsors identified for the first three primary schools in Oxfordshire forced to convert to become academies under the terms of the 2016 Education and Adoption Act?</p>	<p><b>COUNCILLOR MELINDA TILLEY, CABINET MEMBER FOR CHILDREN, EDUCATION &amp; FAMILIES</b></p> <p>The Council received formal notice that the following schools were to become academies under new powers in Education and Adoption Act 2016 on the following dates:</p> <ul style="list-style-type: none"> <li>• West Kidlington Primary School – 18 April 2016</li> <li>• Rose Hill Primary School – 18 April 2016</li> </ul>

<b>Questions</b>	<b>Answers</b>
	<ul style="list-style-type: none"> <li>• New Marston Primary School – 10 June 2016</li> </ul> <p>Sponsors were subsequently approved by the Regional Schools Commissioner as follows:</p> <ul style="list-style-type: none"> <li>• West Kidlington Primary School – May 2016, White Horse Federation</li> <li>• Rose Hill Primary School – Not yet confirmed due to extended negotiations regarding condition of the school buildings.</li> <li>• New Marston Primary School – August 2016, River Learning Trust.</li> </ul>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>Thank you very much for the answer, could I ask you how well you think the process of the forced academisation under the 2016 Act is actually now working in relation with schools?</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>I think it is going reasonably well but I am against forcing academies anyway so you know where I stand on that.</p>
<p><b>8. COUNCILLOR ZOE PATRICK</b></p> <p>Now that bus subsidies have been discontinued in many areas of Oxfordshire, can the Cabinet Member for Transport confirm that he will be introducing cross-ticketing solutions for those areas outside the city of Oxford, who often have at least 2 bus operators running services in these areas?</p>	<p><b>COUNCILLOR DAVID NIMMO SMITH, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>The Council’s strategy, as stated in the Local Transport Plan, is to support the development of off-bus and integrated ‘smart’ payment, as a means of facilitating multi-stage and multi-operator public transport journeys, The Oxford smart ticketing system has significantly increased bus patronage by making multi-operator journeys easier and more affordable and has also reduced bus journey times by speeding up boarding.</p> <p>However, the Oxford smart ticketing system is based on the concept of an ‘average fare’ calculated for bus journeys within the Oxford zone, which extends to Kidlington and some other localities immediately adjacent to Oxford. By registering each journey made on each bus company, and comparing with the weekly, monthly and other time-period tickets sold by each company, a transfer</p>



<b>Questions</b>	<b>Answers</b>
	<p>of funds can be arranged between bus companies to account for discrepancies between tickets sold and journeys made.</p> <p>It is not so easy to extend the Oxford smartzone to other parts of Oxfordshire because of the much longer average journeys made, which would skew the 'average fare' calculation, and also because many other parts of the county have a single or a dominant bus operator, unlike in Oxford where the two main bus operators are reasonably equally matched.</p> <p>The County Council's role is to facilitate and encourage the development of multi-operator ticketing, but not to become a 'banker' and administrator for bus ticketing systems. There are many multi-operator ticketing systems across the UK which are not 'smartcard' based, and these are typically operated on a 'knock for knock' basis, that is the operator that sells the ticket keeps the revenue, in return for allowing tickets sold on other operators' buses to use their buses within an agreed area. It may be the case that, pending the development of an all-county smartcard ticketing system, that certain bus operators in some areas of Oxfordshire could agree to accept tickets of other operators on a 'knock for knock' basis. Fundamentally, bus operators in a given area would need to agree such an arrangement (including prices) and to administer such a scheme.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>Yes, thank you for the answer about Oxford City Council and the Smart Zone area but I would really like you to explain a bit about the knock for knock basis for the area outside of Oxford City where we don't have Smart Zone.</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>That it is a fairly technical answer but it is all to do with average fares, it is a complicated issue and it is much easier to do it in the City where it is actually quite compact. Would be much more difficult to do it in rural areas where there are long journey times. We are on the case in trying to do it but it is quite a technical difficult issue to deal with.</p>

<b>Questions</b>	<b>Answers</b>
<p><b>9. COUNCILLOR GILL SANDERS</b></p> <p>Will Councillor Tilley please assure me that before she thinks of writing to the Education Secretary, should the ban on new grammar schools be lifted, asking her to speed up their introduction in Oxfordshire, she will ensure that this proposal will be discussed fully at the appropriate County Council meetings, including the School Organisation Stakeholders Group and the Education Scrutiny Committee?</p> <p>Will Councillor Tilley undertake that until this is done that she will not write on behalf of Oxfordshire County Council on this issue?</p>	<p><b>COUNCILLOR MELINDA TILLEY, CABINET MEMBER FOR CHILDREN, EDUCATION &amp; FAMILIES</b></p> <p>Yes.</p>
<p><b>10. COUNCILLOR STEWART LILLY</b></p> <p>Will the cabinet member for E&amp;E advise as to the progress his staff have made regarding the unanimous vote in this chamber, on the 5 April 2016, for the bringing forward of proposals to introduce a levy of financial penalties for planning misdemeanours, and blatant disregard by some commercial organisations, to planning obligations &amp; routing agreements? When will the department begin to implement such proposals?</p>	<p><b>COUNCILLOR DAVID NIMMO SMITH, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>A report containing a draft lorry routing protocol was presented to the meeting of the Council's Planning and Regulation Committee on 5 September 2016 setting out a range of options for inclusion in future routing agreements. In summary this provided for the following options:</p> <ol style="list-style-type: none"> <li>1) Applicants to hand a leaflet or notice to all drivers visiting the site for the first time, both those in the applicant's or other site operators' employment and third parties, informing them of the requirements of the routeing agreement and instructing them that failure to comply will result in an initial warning for the first breach and then a ban from the site following a second breach.</li> <li>2) Applicants to provide all vehicles in the control of the applicant or other site</li> </ol>

Questions	Answers
	<p>operator with a Global Positioning System tracking device, and to require that the vehicles of any contractors are similarly provided, and to make the records of all vehicles so equipped available to the MPA upon request;</p> <ol style="list-style-type: none"> <li>3) Applicants to install closed circuit television cameras at the site entrance or entrances to record the directions from which vehicles enter and leave the site and to provide recorded footage to the MPA upon request;</li> <li>4) Applicants to provide an index-linked sum to cover the cost to the County Council of traffic surveys to be undertaken on behalf of the MPA;</li> <li>5) Applicants to commit to the full funding of any additional surveys which the MPA may consider necessary following the receipt of substantiated complaints with regard to breaches of the routeing agreement ;</li> <li>6) Applicants to recover the full reasonable costs of the MPA monitoring compliance with the routeing agreement following substantiated complaints, including officers' time.</li> </ol> <p>The consideration of which measures may be appropriate will be a matter for detailed consideration in relation to each specific planning application. This protocol was unanimously adopted at the committee meeting and will be implemented when the next planning application comes forward where it is considered that a routing agreement may be necessary.</p> <p>Planning obligations (that is agreements further to S106 Town and Country Planning Act 1990) and routing agreements may only be used for matters which are considered necessary to make a proposed development acceptable in planning terms and which cannot be otherwise controlled by planning condition e.g. provision for long-term management and aftercare of a restored mineral working or provision for payment toward cost of mitigating transport measures.</p> <p>If there is a breach of the agreement standard remedies for breach of contract apply. These cannot encompass payment of penalty for non- compliance because penalty payments are not lawful. However, if for example there is late payment then interest at default rate (generally 4% above base) may be charged which is an incentive to ensure compliance with payment provisions. Otherwise</p>

<b>Questions</b>	<b>Answers</b>
	<p>where applicant breaches an agreement and does not remedy the planning authority could then consider seeking injunctive relief through the High Court; in the first place warning procedure (pre-action protocol) must be undertaken. Failure to comply with a High Court injunction could then ultimately lead to custodial sentences.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>Thank you to Councillor Nimmo Smith for his response. Obviously this response deals with part of the motion that we collectively approved regarding Highway Agreements and how trucks get in and out. It actually hasn't yet dealt with the other aspect which was relevant to some more penal application fees for those coming back changing what they should have done at the original application.</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>That was a statement not a question.</p>
<p><b>11. COUNCILLOR DAVID WILLIAMS</b></p> <p>During the summer period the Prime Minister announced her support for the reintroduction of selection in state education provision, this being followed by a statement from our County portfolio holder for Education indicating her support for the reintroduction of Grammar Schools.</p> <p>Could the Cabinet Member for education explain why she supports this antiquated and</p>	<p><b>COUNCILLOR MELINDA TILLEY, CABINET MEMBER FOR CHILDREN, EDUCATION &amp; FAMILIES</b></p> <p>It is difficult to answer such an extremely loaded question. I do not, however, have the power to introduce any new system.</p>

<b>Questions</b>	<b>Answers</b>
<p>deeply socially divisive form of educational provision which effectively condemns fourth fifths of the population to a second rate vocational education and pretends that there is a social elite that can be identified at an early age.</p> <p>Could the Portfolio holder explain with the continued academisation of schools how she intends to introduce such an old fashioned discredited system?</p>	
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>Would you agree with me that this preposterous idea of going back to grammar schools is actually the result of pressure from trust charities and businesses which are the sponsors of academies who recognise that since academies have been introduced, there is now a wealth of educational evidence to show that academies are no better and probably failing in comparison to their county counterparts. And they know that increasing performance of a school basically depends on the catchment of the school and selectivity could increase the performance of academies. Do you think that the Government is actually kowtowing to that sort of pressure introducing this nonsense?</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>No.</p>

<b>Questions</b>	<b>Answers</b>
<p><b>12. COUNCILLOR SAM COATES</b></p> <p>Even more alterations have had to be made to the road junctions at Frideswide Square at a cost of £30,000. Given that the cost of the changes to Frideswide Square was a staggering £6.7 million. How much of the redesign work subsequent to the original alternations has been paid for by the developer?</p> <p>Would he agree that this is a classic example of not listening to the public consultation comments at the start of a project as many of the alterations that have been made have been to address safety issued raised by members of the public at the very initial stages of the design.</p>	<p><b>COUNCILLOR DAVID NIMMO SMITH, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>The recent alterations to the kerbing was part of a design change following a review of how Frideswide Square was working. With an innovative scheme such as this, refinements were expected and allowed for with in the scheme budget, and I can confirm that recent changes to the kerb alignment work was funded without the need for additional funds.</p> <p>The scheme was innovative and pushed boundaries which have resulted in an impressive and much improved space for all users. Many comments were received during the design process and were used to helped shape and improve the initial design.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>I don't expect him to have an answer for right know but I would be grateful to see if there is a list of learnings from the changes after they thought it was completed so that we can avoid further delays in costs after future project that are similar have been completed.</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>I will need to get back to you on that.</p>

<b>Questions</b>	<b>Answers</b>
<p><b>13. COUNCILLOR DAVID WILLIAMS</b></p> <p>Is there now doubt about the funding for the proposed 5 new Park and Rides that are being suggested? Would he agree that if virement is possible the £75million might be better spent on new cycle ways especially in the City of Oxford?</p>	<p><b>COUNCILLOR DAVID NIMMO SMITH, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>The Park &amp; Ride study estimated the construction costs of the new sites at £75M. However, no funding has yet been identified for any of the Park &amp; Ride sites with the exception of Eynsham, which is part of the A40 Science Transit programme. This is still subject to a full DfT business case. Each Park &amp; Ride to be bought forward will need a robust and proven business case, in order to secure the necessary funding.</p> <p>The construction of any future Park &amp; Ride sites will not be at the expense of cycling proposals. The Oxford Transport Strategy contains ambitious proposals for cycling, which funding will also need to be secured for. We have carried out corridor studies on some key routes in the city (Banbury, Woodstock and Botley Road), and these studies are being used as a tool to secure funds either by way of developer funding contributions, or through future bids to government for funds. Further corridor studies are planned over the next few months.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>Does the Cabinet Member agree with me that the amount of money set aside for cycling really don't address the issue of the amount itself and that is really far too small in the overall range of money that is being spent on roads.</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>What we continue to do based on the budgets that we have got and the amount of money that we are actually bidding for is to give choice and we try and match the aspirations of the cycling lobby, the bus lobby, the car lobby with business, economic development and everything else. So whilst Councillor Williams may think that we are not actually putting enough effort into cycling, we are.</p>
<p><b>14. COUNCILLOR DAVID WILLIAMS</b></p> <p>Congestion on the A40 is nothing new to this County Council. Has the Leader of the Council considered the impact that the</p>	<p><b>COUNCILLOR IAN HUDSPETH, LEADER OF THE COUNCIL</b></p> <p>The proposal for a garden village north of Eynsham is not restricted to houses but is looking at having an employment site with a science park. This would bring jobs to the area thus reducing the need for residents to travel to Oxford this has</p>

Questions	Answers
<p>proposed large scale development near Eynsham (2,200 units) will have on further compounding the massive traffic problems that already exists on the A40 for there is little doubt that the majority of the new residents will look to Oxford for employment and travel. Would he not consider it prudent to delay this development until the rail link to Witney is in place the only move that will actually resolve this notorious commuter bottleneck?</p>	<p>to be the way forward so that first class jobs can be provided alongside first class housing.</p> <p>During 2015 the County Council held a public consultation to explore the options for an A40 Long Term Strategy. The conceptual options presented for the section of A40 from Witney to Oxford included dual carriageway, bus lanes, guided busway, train and tram.</p> <p>The outcome of the consultation was debated at Cabinet on 24 May 2016 where the next steps in the long term strategy were confirmed as:</p> <ol style="list-style-type: none"> <li>I. Road width expansion to a dual-carriageway on the section of the A40 between Witney and a park and ride at Eynsham</li> <li>II. A further bus lane (in addition to the eastbound bus lane currently under development) so as to provide bus priority in both directions along the A40 between a park and ride at Eynsham and the Duke's Cut canal bridge west of Wolvercote roundabout</li> <li>III. Provision of high quality cycleways along the length of the route.</li> </ol> <p>Connecting Oxfordshire (Local Transport Plan 4) has been updated to reflect the A40 Strategy.</p> <p>Whilst a development of 2200 dwellings, and science park would generate significant developer contributions towards transport, the funding required for a railway line would far exceed the viability of a development of this type. A broad estimate could be £285m (derived from the 2015 consultation). When considered in the round the development will be required to provide improved highways, bus services, walking and cycling routes, as well as providing access from the development to existing Stations such as Hanborough Station, which is around 3 miles from the proposed development site. It would be far cheaper to develop better sustainable access to an existing station.</p>



Questions	Answers
	<p>Whilst the Local Authorities can hold aspirations for new railway lines, or new railway stations, provision of this infrastructure falls outside of our remit to Network Rail and the Train Operating Companies. At present there is no appetite from these authorities for an Oxford to Witney railway.</p> <p>We are currently progressing the A40 Science Transit scheme. We have secured provisional funds of £35m from Local Growth fund towards the A40 Science Transit project, which seeks to deliver:</p> <ul style="list-style-type: none"> <li>• A park and ride at Eynsham;</li> <li>• An eastbound bus lane between Eynsham roundabout and the Duke's Cut, Wolvercote;</li> <li>• Westbound bus priority on the approaches to Cassington traffic signals and Eynsham roundabout;</li> <li>• Junction improvements along the A40 corridor between Witney bypass and Eynsham roundabout.</li> </ul> <p>A public consultation on the initial design of these elements will be held in December 2016.</p> <p>In other works officers undertaking the feasibility assessment for the A40 dual carriageway and bus lanes in each direction.</p>
<p><b>15. COUNCILLOR SAM COATES</b></p> <p>The County struggles to find sufficient funding to keep the roads in good repair. Poor road conditions lead to extra spending on repairs and maintenance of vehicles. Would The Cabinet Member consider asking the bus companies which use the county's roads</p>	<p><b>COUNCILLOR DAVID NIMMO SMITH, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>Oxfordshire County Council maintains good relationships with bus operators and works closely with them to try and make improvements that promote sustainable travel and consequently reduce congestion, air pollution and road damage overall.</p> <p>The majority of funding OCC receives for highway maintenance comes directly</p>

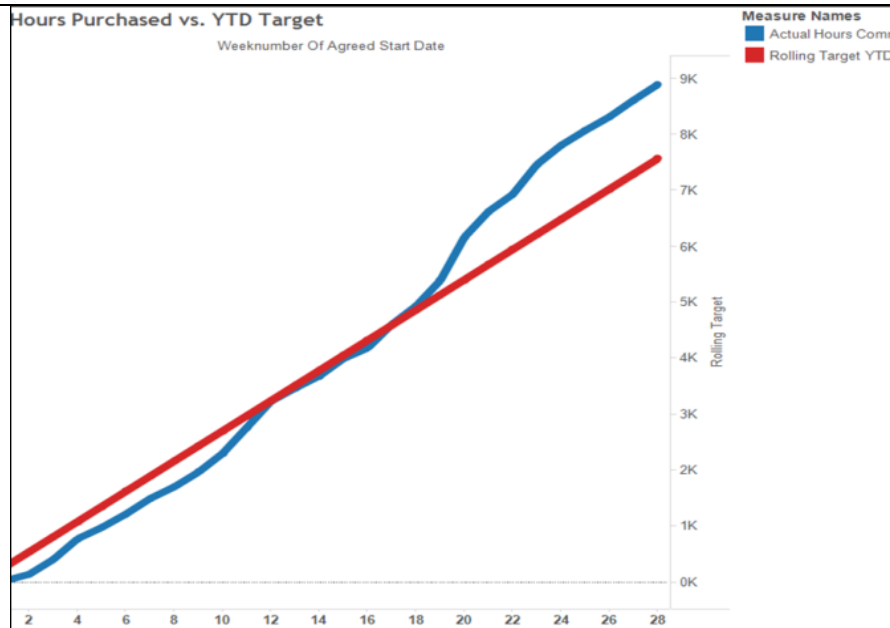
<b>Questions</b>	<b>Answers</b>
<p>more than most to make a contribution towards their up keep in consideration of the resulting savings in bus maintenance and repair?</p>	<p>from central government raised by taxation.</p> <p>It should be noted that heavy goods vehicles cause the greatest amount of damage to roads and typically a single decker bus is half the weight of the maximum allowable HGV on UK roads.</p> <p>OCC like the majority of Highway Authorities across the country are managing a deteriorating road network and applying nationally recognised Asset Management principals to ensure it is used as effectively as possible.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>Is the Cabinet Member aware of any bus companies making representations to the County complaining about the state of the road network that they are operating on?</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>I don't think bus companies are immune from not giving comments to the County Council and I am aware that everybody who walks out their front door is an expert on road and bus drivers, bus operators; bus passengers are no different to that. So yes we are getting responses from everybody about the state of the roads.</p>
<p><b>16. COUNCILLOR SURINDER DHESI</b></p> <p>There are footpaths with overgrown shrubbery and overgrown bushes which are the responsibility of the County Council. There are several bits of land which the District and The Parish Councils are responsible for. Could we have a working partnership that all Councils work together to resolve overgrown footpaths, bushes and trees, residents are fed up that it takes a long time trying to get things done because land belong to different Authorities. Why can't we</p>	<p><b>COUNCILLOR DAVID NIMMO SMITH, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>As Councillor Dhesi may be aware, the County Council is already working in partnership with Town, Parish and District Councils on matters such as grass cutting under the Oxfordshire Together scheme, which has improved the appearance of many areas.</p> <p>With regard to other vegetation issues, where shrubs and trees spill out from private land onto the public highways we do write to property owners asking them to cut them back and this is followed up by officers. There are also planted areas that are the responsibility of one or other of the local authorities and as budgets are squeezed we do need to look for cost-effective ways to manage these. Following the suggestion made by Cllr Dhesi I have asked our officers to</p>

<b>Questions</b>	<b>Answers</b>
<p>use the Probation Service to get Offenders to help keep footpaths clear of overgrown vegetation?</p>	<p>extend the Oxfordshire Together principles to cover other vegetation as well as grass.</p> <p>With regard to other ways of getting vegetation cleared, I understand that in the past some projects have been delivered via the Community Payback scheme and it may be that we can make further use of that in the future; in addition in some parts of the County informal groups of volunteers are starting to deal with matters in their local area, with OCC staff providing advice, guidance and assistance with disposal of the cut material.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>There are several sorts of public footpaths in my diversion which have got overgrown shrubbery. I know that the district and the town council are working together to cut certain areas, but it is those areas which are left I think we should be using the community pay back scheme more to get those areas cut back and would like to know how many schemes have we done with the community pay back scheme?</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>Well I don't know at the moment how many schemes we have actually dealt with and perhaps I can ask the officers to give me an answer on that particular one. But it does depend where the overgrowth is coming from. If it is overgrowth is from third party land we talk to the third party land owner to try and get them to deal with it. We can only deal with the stuff which is in our own ownership ourselves.</p>
<p><b>17. COUNCILLOR SURINDER DHESI</b></p> <p>What provision is there to make sure we have enough Care Providers to offer care for our elderly and sick? There are Care providers who are finding it difficult to deliver service due to the impact of the cost of the living wage and what the Council offers in payment.</p>	<p><b>COUNCILLOR JUDITH HEATHCOAT, CABINET MEMBER FOR ADULT SOCIAL CARE</b></p> <p>Until recently the County delivered home care through 72 providers on an Approved Provider List (APL). The Council found that individual spot purchasing did not give sufficient leverage on providers to deliver fast and responsive services, as well as a consistent level of quality. Nor did providers have sufficient assurance of on-going business to encourage them to attract more people into social care by employing staff on permanent contracts.</p>

<b>Questions</b>	<b>Answers</b>
<p>Is the Council going to increase the amount of money it gives to the Care Providers to prevent them from ceasing to operate?</p>	<p>At the beginning of the year the Council went out to tender for the new home care model (Help to Live at Home) and awarded contracts to 8 providers covering 5 zones, with about 3 providers in each zone (some the providers covered more than one zone). The 72 on the APL are still being retained should the Help to Live at Home providers not be able to deliver the capacity required.</p> <p>The Help to Live at Home (HTLAH) contract awards providers an equal share of business within each zones but only pays providers on the basis of the actual level business delivered. To encourage providers to recruit sufficient workforce payments are made in advance, based on the projected level of business, with a monthly reconciliation taking place based on actual.</p> <p>Early analysis suggests that the contract is starting to achieve some of our aims</p> <ul style="list-style-type: none"> <li>• Since May 2016 we have seen that 95% of referrals have gone to our key HTLAH providers.</li> <li>• For the same period in 2015 the average pick up speed was 17 days.</li> <li>• In comparison for the first two months of this contract the average pick-up rate is 5 days.</li> </ul>

## Questions

## Answers



One of the benefits we have seen is a reduction in the number of cases that we are actively sourcing through the Care Sourcing Placement Team. Alongside this we have seen a reduction in the number of reablement delays over the same period. The number of service users taking two weeks or more to source has reduced from 30 cases in January 2016 to 13 cases by 12 July 2016

### Care Homes

There are c.4,400 beds in care homes for older people in Oxfordshire. The Council is the single largest purchaser of care homes, purchasing about a third of the beds. Most placements made by the Council are purchased on a spot contract basis although there are a number of block-contract arrangements, some being in place for a considerable time as a long term contract term. The block contracts are with the following:

- Orders of St John Care Trust

Questions	Answers
	<ul style="list-style-type: none"> <li>• Vale House - Specialist Nursing</li> <li>• 17 Interim Beds with various providers</li> </ul> <p>In general our block contracts perform well in terms of their usage of capacity. Intermediate Care Beds and those beds purchased at Vale House are fully utilised while the weekly benchmark performance levels for occupancy of The Orders of John block beds of 95% is nearly always reported as being exceeded.</p> <p>There is a risk that providers in Oxfordshire may refuse to accept placements at the funding level offered by the Council with more providers moving to accept only private residents at the home's private fee level. The Council is addressing these risks as follows:</p> <ul style="list-style-type: none"> <li>• Introduction of a Dynamic Purchasing System (DPS) for care homes in November '16. A DPS is a completely electronic system established to purchase goods and services. This system allows providers to "bid" for business and relies on market forces to keep the costs competitive.</li> <li>• Calling off a block contract from the DPS to ensure access to the capacity required.</li> <li>• Carrying out commercial negotiations with those providers with a large volume of Council spot placements.</li> <li>• Exploring the use of Council owned land to develop care homes in partnership with a specialist developer (e.g. housing association), to which the Council will have exclusive nomination rights.</li> </ul> <p><b>Adult Social Care precept</b>  The 2.0% Adult Social Care council tax precept agreed by council in February 2016 generated £5.883m additional funding for Adult Social Care. Recommendations for the use of the funding in 2016/17 will be considered by Cabinet on 20 September 2016 following a consultation process with providers over the summer.</p>

<b>Questions</b>	<b>Answers</b>
<p><b>18. COUNCILLOR NICK HARDS</b></p> <p>Please would the Cabinet Member for Children Education and Families set out the steps which have been taken to ensure that sufficient school places are available for all Foundation Stage and Year 1 children on Great Western Park this academic year?</p>	<p><b>COUNCILLOR MELINDA TILLEY, CABINET MEMBER FOR CHILDREN, EDUCATION &amp; FAMILIES</b></p> <p>The Council has worked very closely with the school's sponsor, GEMS, to ensure that children from Great Western park can attend their local school. Due to demand GEMS has agreed with the Council that it will open two Reception classes (up to 60 children), one year one class (up to 30 children) and one year 2 class (up to 30 children). This has meant that all parents of children in these year groups who have requested places for September have been offered them. If there is further demand during the course of the year the Council will work with GEMS to see whether there are opportunities to create further classes.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>In the final sentence of your reply you have agreed that you will carry on looking at the situation. I have had last weeks some information from a resident of Great Weston Park who says (this is a forward email of information from a teacher) both reception classes are full with 30 pupils in each one. There are also a number of children who are waiting for spaces at GEMS primary academy in Didcot too. That was situation right at the start of term, so could you please take another look at the figures and let me have some information about what children, if any, that you are aware of or that our education department is aware of who are still waiting for places.</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>Yes of course, Councillor Hards.</p>

Questions	Answers																																										
<p><b>19. COUNCILLOR NICK HARDS</b></p> <p>Recently outline planning permission has been given by South Oxfordshire District Council and Vale of White Horse District Council for over 4000 homes west of Didcot at Valley Park, nearly 2000 homes north east of Didcot at Didcot North East and over 500 homes north west of Didcot on the site of Didcot A Power Station. These are in addition to the 3300 homes which are being built at Great Western Park. What measures is this council taking to ensure that the roads and other infrastructure needed to deal with these housing developments?</p>	<p><b>COUNCILLOR IAN HUDSPETH, LEADER OF THE COUNCIL</b></p> <p>Thank you for asking this question as it gives me the opportunity to highlight the excellent work our officers do on behalf of the residents of Oxfordshire to achieve the best mitigation deals possible.</p> <p>The County Council officers liaise closely, and at length, with both SODC and Vale of White Horse DC officers on all of the applications that come in in the Science Vale area. In all the recent applications you mention the County Council has sought funding towards strategic infrastructure as follows:</p> <table border="1" data-bbox="887 624 1928 1406"> <thead> <tr> <th>Development</th> <th>Amount Sought</th> <th>Towards (specific Infrastructure)</th> </tr> </thead> <tbody> <tr> <td rowspan="8">NE Didcot</td> <td>£1,838,382</td> <td>Science Bridge</td> </tr> <tr> <td>£2,101,008</td> <td>NPR3</td> </tr> <tr> <td>£525,252</td> <td>A4130 widening</td> </tr> <tr> <td>£525,252</td> <td>Culham River Crossing</td> </tr> <tr> <td>£262,626</td> <td>Jubilee Way roundabout</td> </tr> <tr> <td>£9,264,000</td> <td>Primary Schools</td> </tr> <tr> <td>£9,823,602</td> <td>New Secondary School</td> </tr> <tr> <td>£1,057,300</td> <td>New SEN School</td> </tr> <tr> <td rowspan="6">Valley Park</td> <td>£2,608,944</td> <td>Science Bridge</td> </tr> <tr> <td>£7,826,832</td> <td>A4130 widening</td> </tr> <tr> <td>£1,841,268</td> <td>Harwell Link Rd</td> </tr> <tr> <td>£18,988,774</td> <td>2 x New Primary School</td> </tr> <tr> <td>£14,994,000</td> <td>Secondary School</td> </tr> <tr> <td>£1,232,500</td> <td>New SEN School</td> </tr> <tr> <td rowspan="4">Didcot Power Station</td> <td>£6,784,051</td> <td>Science Bridge</td> </tr> <tr> <td>£2,180,000</td> <td>New Primary School</td> </tr> <tr> <td>£1,764,000</td> <td>New Secondary School</td> </tr> <tr> <td>£ 159,500</td> <td>New SEN School</td> </tr> </tbody> </table>	Development	Amount Sought	Towards (specific Infrastructure)	NE Didcot	£1,838,382	Science Bridge	£2,101,008	NPR3	£525,252	A4130 widening	£525,252	Culham River Crossing	£262,626	Jubilee Way roundabout	£9,264,000	Primary Schools	£9,823,602	New Secondary School	£1,057,300	New SEN School	Valley Park	£2,608,944	Science Bridge	£7,826,832	A4130 widening	£1,841,268	Harwell Link Rd	£18,988,774	2 x New Primary School	£14,994,000	Secondary School	£1,232,500	New SEN School	Didcot Power Station	£6,784,051	Science Bridge	£2,180,000	New Primary School	£1,764,000	New Secondary School	£ 159,500	New SEN School
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Questions	Answers											
	Total	£83,777,291										
	<p>On top of these we also sought contributions towards Libraries, Household waste recycling centres and Adult day care.</p>											
	<p>In addition to seeking the £24million from these developments (for transport schemes) the County Council has also submitted the following bids to the LEP for the Local Growth Fund Round 3 (LGF3) for match funding of the schemes – the outcome of these funding bids is expected to be announced after the autumn statement:</p>											
	<table border="1"> <thead> <tr> <th data-bbox="887 630 1447 703">Scheme</th> <th data-bbox="1456 630 1733 703">Scheme Total (estimates)</th> <th data-bbox="1742 630 2029 703">Match funding sought LGF</th> </tr> </thead> <tbody> <tr> <td data-bbox="887 710 1447 746">Science Bridge and A4130 widening</td> <td data-bbox="1456 710 1733 746">£45,000,000</td> <td data-bbox="1742 710 2029 746">£30,000,000</td> </tr> <tr> <td data-bbox="887 753 1447 783">NPR3</td> <td data-bbox="1456 753 1733 783">£12,500,000</td> <td data-bbox="1742 753 2029 783">£6,223,000</td> </tr> </tbody> </table>			Scheme	Scheme Total (estimates)	Match funding sought LGF	Science Bridge and A4130 widening	£45,000,000	£30,000,000	NPR3	£12,500,000	£6,223,000
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	<p>In addition to the above we are working closely with the District councils to continue to seek S106 from development in the Didcot area, when they come forward, for example from Ladygrove East and once CIL is adopted in the Vale to get significant proportions of this. We are also jointly working on the Garden Town Project to see if any funding can be released to help deliver the necessary infrastructure. Finally on top of this we are seeking clarification from the Districts as to their priorities for spending the Didcot Accelerator Enterprise Zone Business Rates and pushing these to be on the transport infrastructure in the area, as the number 1 priority.</p>											
	<p>I trust this gives you the confidence that we are doing everything within our power to secure funding for these the much needed transport schemes that will help to deliver growth not just for Oxfordshire’s economy but the Country’s economy too.”</p>											

<b>Questions</b>	<b>Answers</b>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>I would like to thank Councillor Hudspeth for his detailed reply but I would point out that less than half the total cost of the major schemes has been pledged and I would like to ask him how can the unfunded parts of these schemes be secured before people start to move into their homes? Because if people start moving into their homes before the schemes are funded, then the traffic will grind to a complete halt, so that is why I am asking the question.</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>We do have to work within the planning regulations and of course we can put forward stipulations when we get the funding, but until regulations are changed so that we can demand all funds up front then there is not a lot we can do about it. We do request SIL and S106 and of course, we get match funding where appropriate but at the moment under the planning regulations we have to wait.</p>
<p><b>20. COUNCILLOR SAM COATES</b></p> <p>What is being done to maintain road safety on the Parks Road/Broad St/Holywell St junction given the traffic lights has been out of action for an extended period?</p>	<p><b>COUNCILLOR DAVID NIMMO SMITH, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>An assessment of the operation of the junction following the recent damage to the signals has been carried out. County Council officers consider that - taking account of the reduced traffic flows here since the traffic restrictions in Broad Street were introduced some years ago - that the permanent removal of the signals is likely to be acceptable, taking account of the safety and amenity of all road users and in particular the many pedestrians and cyclists crossing and travelling through the junction. This would be consistent with aspirations for a comprehensive environmental improvement to this part of Broad Street shared by Oxford University, the County Council and Oxford City Council. Funding for this major improvement has though yet to be secured and the likely timescale for implementation is likely to be at least five years away. We are pleased to report that thankfully there have been no reported accidents at this junction and the site is monitored on a frequent basis.</p>

<b>Questions</b>	<b>Answers</b>
	As the cost of repairing the signals is very significant (due to the age and condition of the current equipment), the County Council is preparing an low cost interim treatment for the junction, and a consultation on this will be carried out in the very near future; if approved, it is hoped to implement this treatment later in the autumn.
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>Can I thank Councillor Nimmo Smith for his answer and can I just appeal to him to do what he can to make sure that the treatment mentioned is brought in as soon as possible in the Autumn, because we haven't had the legal proceedings in the City but we are already seeing that traffic movements in the area are very substantial and we need a solution.</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>Yes.</p>
<p><b>21. COUNCILLOR SUSANNA PRESSEL</b></p> <p>There is substantial and incontrovertible evidence that average and below-average attaining pupils do worse in areas where there is a selective, grammar school system. In view of this, how can the Cabinet member advocate allowing grammar schools in Oxfordshire?</p>	<p><b>COUNCILLOR MELINDA TILLEY, CABINET MEMBER FOR CHILDREN, EDUCATION &amp; FAMILIES</b></p> <p>I do not accept the premise, but in any case, I do not see why it has to be done as it was 50 years ago.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>If we do get a grammar school in the County</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>I think you over estimate my powers in this Councillor Pressel. I do not have the</p>

<b>Questions</b>	<b>Answers</b>
<p>20% or 30% of children might be lucky enough to get into it, probably thanks to expensive tutoring, there would then be 70% or 80% of their friends and neighbours who had failed to get in. Please can the Cabinet Member tell me how she is going to try and make sure that this vast majority of children don't feel like failures?</p>	<p>power to bring in or not a grammar school. However, I think you are putting the children who don't get into grammar school, but may be gifted in other ways down with the speech you have just made.</p>
<p><b>22. COUNCILLOR SUSANNA PRESSEL</b></p> <p>The waiting time for people who apply to have a right of way determined is 8 to 10 years! This horrendously long delay is likely to rise even higher in the near future, because of new legislation. Please can the Cabinet member tell me what he is going to do about this very poor service?</p>	<p><b>COUNCILLOR DAVID NIMMO SMITH, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>There is a long waiting list of applications to add new Public Rights of Way to the Definitive Map which has remained at the current level for several years. This is a complex area of work and each application can take several months to complete due to the extent of the research needed and other pressures across the team. These applications are known as Definitive Map Modification Orders [DMMO] and they are currently dealt with in chronological order.</p> <p>We are currently considering where efficiencies can be made as part of reviewing current processes linking to a wider review of the Highway Service and new legislation [see below].</p> <p>We try to manage customer expectations and it is made clear to prospective applicants that there will be a significant delay before we can fully consider their application.</p> <p>The Deregulation Act 2015 [DeReg] is due to be enacted later this year. This will significantly change DMMO procedures with defined timescales to consider new applications as well as reviewing existing applications. It is not yet known if this will increase DMMO applications however it will bring significant extra duties and thus additional pressure on the team who deal with this area of work.</p>

<b>Questions</b>	<b>Answers</b>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>I asked what the Cabinet Member is going to do about the very poor service and he admits that there is going to be significant extra duties and additional pressure on the team, but all he says is we are current considering where efficiencies can be made and I would just like more detail on that because it sounds very dodgy to me.</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>If you look at the end of the answer as to what is happening with the Deregulation Act 2015, you will see that is actually speeding up the process and that is where we are aiming to go.</p>
<p><b>23. COUNCILLOR SUSANNA PRESSEL</b></p> <p>Does the Cabinet member share my concern at the low number of people in Oxfordshire who successfully try to give up smoking, especially pregnant women, and what is she going to do about it? The trend is in the wrong direction and worse than the national average.</p>	<p><b>COUNCILLOR HILARY HIBBERT-BILES, CABINET MEMBER FOR PUBLIC HEALTH</b></p> <p>People in Oxfordshire are still quitting smoking. The number of successful quitters recorded through Stop Smoking Services per 100,000 population has stabilized in the last two years. Oxfordshire has a much lower prevalence of adult smokers 15.5% compared to 16.9% for England, so quit rates are likely to be lower.</p> <p>Figures just released for quarter 1 2016/17 show that we have had 551 successful quitters through stop smoking services. This is an increase of 209 on the same quarter last year</p> <p>This performance is despite the recent sea-change in the ways in which smokers choose to reduce smoking as outlined in the DPH annual report, shifting from using statutory services to a DIY approach.</p> <p>I am extremely pleased that the number of women smoking in pregnancy has fallen from 11.4% in 2007/8 to 7.9% in 2015/16, compared to the National average of 10.6% for 2015/16. The public health team is working closely with providers to ensure women have access to the support they need to quit.</p>

<b>Questions</b>	<b>Answers</b>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>At the end of your answer you say the Public Health Team is working closely with providers to ensure that pregnant women who are smokers have access to the support they need to quit. Please can you give more details about how they are working closely with providers?</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>Thank you. Solutions for Health who are providers are working with midwives certainly at the JR and Banbury. They are setting up pods to encourage pregnant women to stop smoking. But I have to say the number of women that smoke in Oxfordshire is very low in comparison to elsewhere. That doesn't mean to say we are complacent, we are still working with them and if we even get half a dozen of them to stop smoking in pregnancy it's a plus. But they are working with the midwives throughout the County.</p>