

## **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 HOWSON</b></p> <p>Could the Cabinet Member please provide an update on the progress towards the opening of a new secondary school in Oxford City?</p>	<p><b>COUNCILLOR HILARY HIBBERT-BILES, CABINET MEMBER FOR PUBLIC HEALTH &amp; EDUCATION</b></p> <p>The completion for the Swan School may not be ready until 2021. City Planners are not opposing the amended scheme and an application should be formally submitted by end of May 2018, with a formal decision made on 5 September. In summer 2019 Meadowbrook should start to be demolished and its new build would complete by September 2020. Early 2021 The Swan school will complete but until then the school will probably be in temporary accommodation for two years.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>This Council has had a very good reputation in the past in terms of building new schools particularly those schools with developer contributions. I am very disappointed to see that the Educational Funding Skills Agency which is responsible for the basic needs is not able to deliver this school by 2019. Will the Cabinet Member consider whether or not there are extra expenses particularly in potential travel expenses if children are moved where we have to pay for their travel but in other areas as well where we should be making a list of those and submitting them to the Agency and asking the Agency to pay it because of their failure to deliver this</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>Yes, I will look into that no problem.</p>

<b>Questions</b>	<b>Answers</b>
<p>school on the date that we had made absolutely clear was the date that we needed it by?</p>	
<p><b>2. COUNCILLOR JOHN HOWSON</b></p> <p>How many Multi-Academy Trusts or companies responsible for schools in Oxfordshire have a Chief Officer identified in their 2017 accounts as being paid a basic salary of more than our Director for Children's Services?</p>	<p><b>COUNCILLOR HILARY HIBBERT-BILES, CABINET MEMBER FOR PUBLIC HEALTH &amp; EDUCATION</b></p> <p>As a matter of course, we don't look at Multi Academy Trusts' accounts to be able to provide a response to this question.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>Is the Cabinet Member aware that the Department for Education has written to all Multi-Academy Trust where the Chief Officer earns more than £150,000 and in Oxfordshire that would include the United Learning at £150,000; the White Horse Federation at £160,000; Glyn Learning Federation at £170,000 and the Aspirations Academy Trust at £200,000. What is notable is that all these are Academy Trusts who have headquarters outside of Oxfordshire whereas the Multi-Academy Trust within Oxfordshire appear to have Chief Officers at less than the £150,000 limit. Will she take steps to ensure that money is not wasted on Chief Officer's salaries but is used for the education of children to the extent that she is possible to.</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>Well I am glad that you added the bit at the end because as you will know Councillor Howson Multi-Academy Trusts are outside my remit. However, interestingly the same question came at the F40 meeting at the LGA yesterday that Councillor Howson was at and I am very pleased that Multi-Academy Trusts in Oxfordshire are not abusing their privilege, although I am sure they are paid more than local authority schools.</p>

<b>Questions</b>	<b>Answers</b>
<p><b>3. COUNCILLOR JOHN HOWSON</b></p> <p>Since buses returned to Queen Street, how many incidents involving buses and either pedestrians or cyclists have been reported and how many of these resulted in someone being taken to hospital?</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>We can confirm that there have been no reported accidents from the reopening of Queen Street to buses on 24 October 2017 until end of February 2018. We only hold data for recorded accidents and this would not include incidents that resulted in no injury or were not reported.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>I am delighted to see that there have been no reported accidents since the re-opening of Queen Street to buses which took the buses out of St Aldates and reduced the pollution there. I also note that one of the other major changes as part of the Westgate was the move of the taxi rank into Cornmarket and that that has also been changed. Will the Cabinet Member now consider not wasting any more money on any future concerns about buses in Queen Street and any savings that that produces to be put towards the repairing the potholes in this County?</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>The answer in no.</p>
<p><b>4. COUNCILLOR LIZ LEFFMAN</b></p> <p>In the past 12 months, how many potholes were repaired using the Dragon patcher, and how many were repaired using other methods?</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>In total over the last year we have repaired 27,333 potholes using two-man gangs, and 6,985 using our Dragon Patchers, which also fixed 6,719 other surface defects to prevent them from forming future potholes. Following the success of our Dragon Patchers we are in the process of procuring an additional Dragon Patcher to add to the fleet this year which will further</p>

<b>Questions</b>	<b>Answers</b>
	increase output.
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>Given the relative cost of filling potholes using the Dragon patcher and doing it by hand and given the fact that it provides a much more efficient and long term solution to potholes, would you agree that we need to be looking at more than one addition Dragon patcher to cover the County because the number of potholes that we are managing to fill using the current Dragon patcher is really a very small proportion of what is needed and would you agree that having done that, we ought to make sure that when he have got roads that we have got cars on, because I understand that actually one of the constraints is that if you have got cars parked you can't use the Dragon patcher on those roads because it sprays up quite a lot of grit which can damage them. Would it not make sense to do what other counties do and forcibly remove cars when a road needs resurfacing so that we can make more efficient use of the resources that we have.</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>Thank you for your question, and most importantly you keep the lovely issue of potholes at the top of the agenda. I am working extremely hard to keep this Council focused on the fact and you have petitions today, you hear complaints, the answer is we have to do something about our roads. Thank you to knowing also that the use of the Dragon patcher is not generic there are some places where it works and some where it does not. I am very pleased to hear that you think that the Dragon patcher works so well it is not what I hear in my patch.</p> <p>What I can tell you is that all potholes are now being repaired in roads that are breaking-up. So, if there is a better solution for potholes we will try to do it, but a Dragon patcher is not the answer to all problems partly because of parked cars, partly because they don't operate in small spaces they need quite a lot of road space, but they do very well on rural roads. The most important thing is that we all realise how important potholes are and I remind each and everyone of you in April you will come by a Priority Fund you will each have £15,000 to spend on most important potholes in your area.</p>
<p><b>5. COUNCILLOR PAUL BUCKLEY</b></p> <p>The current state of road surfaces in my Division is much worse than I have seen in 27 years of living in Oxford. The 2018/19 budget passed by Council last month leaves expenditure on road</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>Unfortunately, Oxfordshire is not unique in the condition of its roads and this is a national problem with surveys showing that 17% of local roads across the country are in poor condition, with many more showing signs of deterioration, there are therefore no easy answers. Officers are however, working closely</p>

<b>Questions</b>	<b>Answers</b>
<p>maintenance roughly unchanged from this year. Unless urgent action is taken, the roads will be in an even worse condition this time next year. What action is the Cabinet member proposing, to halt this catastrophic decay of Oxfordshire's roads?</p>	<p>with DfT and other authorities to share good practice and develop ever more efficient and effective methods of maintenance to ensure that we make the best use of the budgets that are available, but this alone will not be enough. I have asked officers therefore to explore opportunities for investment into highway maintenance with a view to increasing the amount of resurfacing that can be undertaken in the next few years. They are due to report back to me this summer.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>I thank Councillor Constance for her reply. I am very pleased that she is thinking in terms in looking at a substantial investment into the road, the recurrent expenditure is clearly insufficient.</p> <p>As she knows from the cases that I and my colleagues made at the time of the budget debate we certainly felt that that is the way to go. My supplementary question is just can she give us an idea of what sort of amount of investment she has in mind and the timescale?</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>Thank you, Councillor Buckley. There is no statement that there would be a substantial investment it is simply a statement that we will increase the investment we are thinking about. It will take a lot of money and I repeat we need £150m to resurface the carriageways, we would need £400-500m to get our roads up to standard because that would include the footways, the bridges, the street lights, the traffic lights everything in reaching the end of its life. I am extremely glad of your question and I hope that we all realise how very important it is. We do have to remember that if, for instance, we borrow money we then use revenue to pay the interest instead of fixing potholes and although the borrowed money might get us ahead on the roads we manage, we must be very careful to have a resource sufficient to mend those that we are statutory obliged to fix within 24 hours and that tends to be what you are all seeing in you patch.</p>
<p><b>6. COUNCILLOR PAUL BUCKLEY</b></p> <p>A problem sometimes raised by residents is vehicle congestion and potential danger to young children at drop-off and collection times outside our primary schools. To counter this problem, some local authorities (e.g. Solihull) are trialling</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>A check of the reported road traffic accidents in Oxfordshire in the 10-year period 2008 to 2017 where a child was injured showed there were 6 serious and 52 slight injury accidents on local roads (i.e. excluding A or B class roads) in the vicinity of a primary school (taken for the purposes of this assessment to be within a 250-metre radius of the school) at school travel</p>

Questions	Answers
<p>schemes to impose short-term temporary closures of roads next to primary schools at these critical times of day, where this can be done without too adverse an effect on other traffic.</p> <p>In order for members to judge whether such an approach would be appropriate in Oxfordshire, could the Cabinet member please provide information on the number of road accidents and injuries that have occurred in the vicinity of the county's primary schools in the last decade.</p>	<p>times. This equates to an accident frequency of approximately 0.05 accidents per year per school at school travel times. These account for around 5% of the total number of injuries sustained by children as a result of road traffic accidents. It would therefore not appear likely that short-term temporary closures of roads next to primary schools would make a significant contribution to reducing the risk of injury to children. Furthermore, such an action may serve to displace traffic to areas near the closure points and increase the risk in those areas resulting in further mitigations needing to be implemented.</p>
<p><b>7. COUNCILLOR PAUL BUCKLEY</b></p> <p>The choice of corridor for the Ox-Cam Expressway will have a massive impact on some residents of Oxfordshire, and an overwhelming majority of members of Council expressed great concern about this in passing Cllr Atkins' motion on 12 December last year.</p> <p>By the time Council meets on 27 March it will be 6 weeks since, in answer to my question at Cabinet on 12 February, the Leader assured me that there would be consultation on the choice of corridor, and promised to pass on information about this to councillors once it was known.</p> <p>Since then, the only information about any 'consultation' that councillors have received is that contained in slides from the Highways</p>	<p><b>COUNCILLOR IAN HUDSPETH, LEADER OF THE COUNCIL</b></p> <p>I refer Cllr Buckley to my email to all councillors that I sent 13<sup>th</sup> February 8:34am that contained all the information for him to send his feedback to, content is transcribed below.</p> <p><i>Further to the inaugural Oxford to Cambridge Expressway Member's Forum meeting on Friday 9 Feb 18, please find attached the presentation slides as promised.</i></p> <p><i>We also promised to provide the details of Project Committee and Project Team. The make-up of these groups is provided below for information:</i></p> <p><b>Project Committee:</b>  <i>Highways England (Senior Responsible Officer and Internal Sponsor)  DfT (Project Sponsor)  Project Team (Highways England and Supplier)</i></p> <p><b>Project Team:</b>  <i>Project Management</i></p>

Questions	Answers
<p>England (HE) 9 February meeting of the Expressway 'Members' Forum', which refer to a consultation only of the Forum, of which the Leader is a member. Should members conclude from this that HE is planning no public consultation whatsoever, either on the justification for the road or the choice of corridor, and that the only member of Oxfordshire County Council whose opinion is of interest to HE is the Leader himself?</p>	<p><i>Infrastructure Team Traffic and Economics Team Stakeholder Engagement Team</i></p> <p><i>As detailed in the presentation, we are seeking your feedback, framed around 2 questions, to assist in the Oxford to Cambridge corridor selection process. The feedback should be based on the previously released Stage 3 Report from the project Strategic Study which can be found at the following location:</i></p> <p><a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/571353/oxford-to-cambridge-expressway-strategic-study-stage-3-report.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/571353/oxford-to-cambridge-expressway-strategic-study-stage-3-report.pdf</a></p> <ul style="list-style-type: none"> <li>○ <i>What is your preferred Corridor and why?</i></li> <li>○ <i>Are there any Corridors you do not support, and why?</i></li> </ul> <p><i>The final undertaking we gave was to provide the Terms of Reference for the Stakeholder Reference Groups. These are currently being updated following feedback from the sessions we have held so far with the groups. Once finalised these will be shared with you.</i></p> <p><i>We will confirm the date of the next Members' Forum meeting as quickly as possible.</i></p> <p>I assume Cllr Buckley has responded as I'm sure his residents would greatly appreciate the separation of national traffic from local traffic on the A34 so as to enable the ring road to operate as a local ring road. I would also encourage attendance of the briefing to be given with Highways England after Council on 27 March when there will be an explanation on where the Oxford to Cambridge Expressway project has got to and what happens next, in the context of a decision on the preferred corridor due to be made later this summer.</p>

Questions	Answers
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>The Leader suggested in his answer that Members had been invited to respond to Highways England. I think he will agree that the email that came from Highways England to him made very clear that the question was to him personally on behalf of the Council presumably as in his status as Leader. So, my supplementary question is: would he like to share with the Council how he is minded to answer the question that he is being asked by Highways England “What is your preferred corridor for the Oxford-Cambridge Expressway and are there any corridors that you do not support and why?”</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>I thought that my email sent to all Councillors on 13 February at 8.34 was inviting all Councillors to respond to the consultation process. If people didn't understand what was in that email I am surprised that Councillor Buckley didn't come back and say can I respond. You should respond by 12 April and it is important that you do respond by 12 April because it is important for your constituent because if you look at the documents that I sent and attached on that time 3.4.5 and 3.4.6 talk about the separation of national traffic from local traffic which would dramatically improve your residents' concerns and your residents' health no matter which option is chosen for you.</p> <p>That is my stance, has always been quite clear that if we can separate the national traffic from the local traffic then that has got to be for the greater good of residents across Oxfordshire, now wherever that corridor is going to be will be contentious and it will pitch liberal council against liberal councillor because undoubtedly, they will have differing opinions. I have been very clear to make sure that I have a neutral stance because Highways England have said that they will be coming out with their preferred corridor this summer based on the evidence before them at the time. That evidence includes what every Councillor here has the opportunity before 12 April to make their representation. My representation will be quite clear I will say that on the evidence that they look at they should provide the corridor that they feel is best suited to it but it is going to be important for Oxfordshire to make sure that the national traffic is separated from local traffic and residents in the Cutteslowe and Wolvercote area will be greatly benefitted from that.</p>
<p><b>8. COUNCILLOR SUSANNA PRESSEL</b></p> <p>The junction at Hythe Bridge St/George</p>	<p><b>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</b></p> <p>The junction was changed in 2014 to facilitate various traffic diversions during</p>

<b>Questions</b>	<b>Answers</b>
<p>St/Worcester St has been a disaster ever since it was remodelled in 2014, against the advice of many consultees. It is hated by everyone, because it delays drivers and pedestrians, causing long tail-backs and poor air quality for nearby residents. It is extremely dangerous for cyclists, and there have been many accidents involving them.</p> <p>Now the decision has been taken to put it back to more or less how it was before. Why was this expensive and disastrous experiment carried out? Will someone be held accountable?</p>	<p>the construction of Frideswide Square and to allow - in the finished scheme - some traffic to avoid Frideswide Square, which traffic modelling at the time indicated was necessary to the overall functioning of the network in the area.</p> <p>Frideswide Square has performed better than expected in terms of traffic flows, and clearly the George Street/Worcester Street junction layout has proved unpopular. It is right to review the scheme in light of this experience.</p> <p>The proposed changes will retain the vast majority of the physical changes made in 2014. The traffic movements permitted will be the same as before the 2014 changes, but the layout will be much better for cyclists than the pre-2014 layout. We are working with stakeholders – and cycling groups in particular – on the revised design proposals.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>Please can you tell me why in her answer she says that this junction proved unpopular. The point is not that it is unpopular, the point is that it doesn't work and it never could work and that is because there are very heavy traffic flows from north to west and back again instead of what you usually get at crossroads which is north-south and then east-west, so it is really obvious when you think about it this never could work. So, my supplementary question is why to you seem unable to recognise that it never could have worked.</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>Of course, it was unpopular because it didn't work and I can't see the difficulty about that. I must remind you of course it is a situation that I inherited. What I would say about Frideswide Square and Queen Street and the Westgate is that all of it was in a sense trialling, it was an experiment, it was to see how well they could keep traffic flowing and the function you speak of at George Street and Hythe Bridge Street is clearly one that has worked very badly. Frankly I admire the officers who recognised the fact that it doesn't work and they are prepared to reverse their previous recommendation and the road is now open again, I hope you will find it useful.</p>

<b>Questions</b>	<b>Answers</b>
<p><b>9. COUNCILLOR EMILY SMITH</b></p> <p>The National Citizen Service delivers a valuable and expanding service to local teenagers and brings £millions of funding into Oxfordshire. Their current accommodation is far from perfect so I was thrilled to learn last year that they were going to be moved into the Central Library - the perfect location for them to work with young people and promote the scheme to the public. However, just a few weeks before the opening of the new Library they were told they could no longer have the space.</p> <p>Frustratingly, the area they were promised (now the makerspace area) seems to be rarely used for anything other than hot desking, and is not somewhere the NCS team can meet with young people without disturbing other Library users.</p> <p>Please can you explain why the NCS Team had the offer of a dedicated space in the library removed and why this decision was made so late on, throwing their service delivery plans up in the air?</p>	<p><b>COUNCILLOR LORRAINE LINDSAY-GALE, CABINET MEMBER FOR PROPERTY &amp; CULTURAL SERVICES</b></p> <p>The county council fully supports The National Citizen Service (NCS) and have recognised that the accessibility of the service could be enhanced through its integration within the County Library. Maximising utilisation of space within all county council assets remains a key strategy of the county council in order to minimise spend upon back office provisions so that we can maximise the resources available to delivery of services to the community. As a direct consequence the county council explored the potential for NCS to be accommodated within dedicated space within the library but in July 2017 it was recognised that there was greater potential to maximise space utilisation through more flexible multi-use solutions.</p> <p>This decision was made knowing that we would review the position once the use patterns were known following opening of the library - particularly around that of the Maker Space which was recognised to particularly offer multi-use functions including use by NCS. Service managers are about to carry out a post occupancy evaluation to assess the potential for greater utilisation of space within the County Library which will include the desire to integrate NCS.</p>
<p><b>SUPPLEMENTARY QUESTION</b></p> <p>Thank you to the Cabinet Member for that response. I am pleased to see that the space in the Library is being reviewed and that NCS could</p>	<p><b>SUPPLEMENTARY ANSWER</b></p> <p>Thank you for your question, not at the moment, our aim is to try and get them into the Central Library because it as you say and as we recognise it will be a great location for them, so bear with us.</p>

<b>Questions</b>	<b>Answers</b>
<p>possibly end up in there. If it is not possible for NCS to end up in there I am concerned because the National Citizen Service obviously need a visible, safe, easily accessible place for young people to meet, for the staff to work and young people to come to. So, are there any alternative locations being looked at if the Library doesn't work out?</p>	