

QUESTIONS WITH NOTICE FROM MEMBERS OF THE COUNCIL

Questions	Answers
<p>1. COUNCILLOR LIZ LEFFMAN</p> <p>A year ago, this council unanimously supported a motion proposed by Councillor Kirsten Johnson to adopt an integrated approach to bus services across the County, and called for a part-time community transport officer to oversee this. Is Councillor Gray able to provide councillors with an update on how this is progressing?”</p>	<p>COUNCILLOR MARK GRAY, CABINET MEMBER FOR LOCAL COMMUNITIES</p> <p>The Council has indeed supported a previous motion on this matter and I am able to report that officers are currently putting a new post through job evaluation for a Community Transport Coordinator. This person will be a repository of knowledge and a rallying point for communities looking to establish community transport schemes. This job will be a full-time post and will be formally advertised at the end of January 2019 with a view to having the new person in post by the new financial year.</p>
<p>SUPPLEMENTARY QUESTION</p> <p>A message went out a few weeks ago asking us to circulate Councillor Reeves’ motion to Parish Councillors. I wonder if you would agree, that it would have been better left until now when we could have given some really good, helpful and concrete information to Parish Councils because now we have got somebody coming on board to help us to get bus services up and running. It would have been much better to have waited until we had concrete proposals as to how this Council can work with Parish Councils to increase the number of bus services that we have.</p>	<p>SUPPLEMENTARY ANSWER</p> <p>Thank you for that, I am not sure that I would necessarily agree with that. I think that Councillor Reeves came up with his proposal some time ago and we weren’t then in a position to say that we were going to have someone in post. The really good news about this person coming into post, is that they are not going to be part-time, they are going to be full-time. There will be 37 hours per week dedicated to community transport and that person will work with communities and with the Council to ensure that the broadest range of community based transport scheme operate within the County. I think that is really good new and we should all celebrate it.</p>
<p>2. COUNCILLOR JOHN HOWSON</p> <p>How many schools and colleges sent young people to the Safe Drive; Stay alive presentations this year and what was the total number that</p>	<p>COUCILLOR JUDITH HEATHCOAT, DEPUTY LEADER OF THE COUNCIL</p> <p>In total 45 organisations attended the Safe Drive Stay Alive presentations in 2018. These were from a range of schools, education providers and employers of young people.</p>

Questions	Answers
viewed this powerful presentation?”	<p>This resulted in 4,361 young people and 226 supervisors and staff experiencing this powerful and thought-provoking event. Presenters were drawn from OFRS, the road safety team, South Central Ambulance Service, Thames Valley Police, NHS – a consultant A&E surgeon. A parent spoke emotionally with regard to the loss of his daughter and a young person spoke on her life changing injuries having suffered major trauma from a road traffic collision.</p> <p>I also attended the event in November, alongside the Chief Fire Officer and on behalf of the Cabinet and County Council thanked the road safety and emergency services personnel who give up their time to help change the behaviours of those most at risk of being involved in a road traffic collision.</p>
<p>SUPPLEMENTARY QUESTION</p> <p>This is a very powerful presentation, that I hope all councillors if they haven't seen it, see it. When it is revised, could the Cabinet Member consider adding in a further presentation from a Crown Court Judge now that there are two specific offenses of causing death by careless driving and death by dangerous driving to further make it clear to young people that even if they have an exemplary record up until that point; if they are involved in an accident which causes a death of somebody, they are almost certainly going to get a custodial prison sentence, even if they have got an unblemished record until that point.</p>	<p>SUPPLEMENTARY ANSWER</p> <p>I agree whole heartedly with that Councillor Howson has said about this presentation being powerful, it explains to young drivers that they are not invincible, that they do have to drive carefully and the presentations made are “quite shocking” it really does show the awful thing that can happen if you have a road accident. I will take on board the suggestion about a Crown Court Judge. I would also take on a suggestion that this presentation happens every year and I hope Councillors would like to attend. I have attended three or four times over my time as a County Councillor and each time it leaves a terrific mark on me. I think it is very important that people understand just how dangerous our roads are, not because the roads are dangerous in design, but because of the way people drive on them.</p>

Questions	Answers
<p>3. COUNCILLOR JOHN HOWSON</p> <p>Please could the Cabinet Member advise of the timescale for replacing the rising bollards protecting access to the Aristotle Lane bridge in my division?</p>	<p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>The project to replace the existing Oxford bollards and the system used to operate them is currently in the procurement process. The replacements are expected to be in place and fully operational by the end of March 2019.</p>
<p>SUPPLEMENTARY QUESTION</p> <p>Effectively since yesterday this is a very welcomed early Christmas present to people in my division, but in the light of what happened in the House of Commons yesterday, can she assure me that this will not be pulled between now and the end of the financial year.</p>	<p>SUPPLEMENTARY ANSWER</p> <p>I don't know, don't press me for solutions in another house.</p>
<p>4. COUNCILLOR JOHN HOWSON</p> <p>When will a proposal for the choice between a congestion charge; bus gates or a workplace parking levy for Oxford City be brought to Cabinet and how will the decision marry with proposals for a Zero Emission zone put forward by the City Council?</p>	<p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>The phasing of the ZEZ proposed in the county council's Local Transport Plan is being discussed by a joint city/county council member Steering Group, the remit of which was recently expanded in October 2018 to include consideration of transport demand management options (congestion charging, workplace parking, and access restrictions). This Joint Steering Group are considering and debating the alignment of the two projects and will refer formal decisions to Cabinet and/or the City's Executive Board. It is very early days and only two meetings have so far taken place. No details are currently available for release. The first phase of work includes the development of a more detailed business case for demand management and establishing funding for this.</p>

Questions	Answers
<p>SUPPLEMENTARY QUESTION</p> <p>I am slightly mystified by the words that are deleted in this answer to this question and whether or not this is actually a draft answer because it starts of by talking about the County Council' Zero Emissions Zone and when I look back at Connecting Oxfordshire and the Local Transport Plan in the index to volume one I can't find any reference to a Zero Emissions Zone in that particular document so could she tell me when the County Council endorsed a Zero Emissions Zone?</p>	<p>SUPPLEMENTARY ANSWER</p> <p>I think that the items deleted are probably from a draft. I'm sorry that that escaped notice. The answer is however, that the Zero Emission Zone is of course in the Local Transport Plan – Part 4 and we are progressing the idea in a joint steering group which has met twice. We hope to be able to bring some proposals for consideration before too long, but I am not going to put any date or time on it at this stage.</p>
<p>5. COUNCILLOR JUDY ROBERTS</p> <p>Would the leader agree that it is important that the residents of Oxfordshire should be aware of the views and positions taken by County Reps in relation to the Growth Deal and the Expressway?</p>	<p>COUCILLOR IAN HUDSPETH, LEADER OF THE COUNCIL</p> <p>The agendas and minutes of the Growth Board are public documents with the meetings held in public view to enable Oxfordshire's residents to have open access. The Growth Board has a scrutiny panel made up of councillors from across all 6 councils. There are sub boards for Housing, Infrastructure and Planning that feed into the Growth Board with public documents that cover the Growth Deal and Expressway.</p> <p>The Expressway is a Highways England Project that is currently at the evidence gathering stage to enable the project team to come back with recommendations that will be out to public consultation. Until the evidence is provided there is a lot of speculation that is not addressing the issues.</p> <p>I have been clear about my personal view on the matter as below, I would like to highlight the fact that in the stage 3 report it notes the problems at Botley; the Expressway could provide the solution to them. If the evidence is clear that environmental problems at Botley on the A34 will be solved then I welcome them and I'm sure that Cllr Roberts will join with me to work together</p>

Questions	Answers
	<p>to provide a better environment for her constituents.</p> <p>My personal view:</p> <p>I have been consistent that the road that causes the most traffic issues for Oxfordshire is the A34 as it's a mixture of local and national traffic. If the 2 parts could be separated to allow the ring road to function as a local road then there would be an improvement for the majority of Oxfordshire's residents. The A34 impacts on all 5 Districts and all 6 constituencies so there are few residents not affected. We only have to remember the traffic chaos caused on Oxfordshire's roads due to an accident on the A34 on Thursday 6th September, action needs to be taken.</p> <p>On page 17 of the strategic stage 3 study (https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/571353/oxford-to-cambridge-expressway-strategic-study-stage-3-report.pdf) paragraphs 3.4.5 & 3.4.6, it is clear that this proposal will provide a local solution.</p> <p>Whatever corridor and, ultimately, route chosen there will be local impact with local opposition however we have to consider the bigger picture to improve the A34, which is why I support the overall road proposal.</p> <p>I welcome the decision to exclude Otmoor from the scoping however it's disappointing that there are still 2 corridor options around Oxford as that will create uncertainty for those communities involved. Highways England have determined that they need to do more work on the environmental impact which should be concluded by the autumn of 2019.</p> <p>I am not suggesting a preferred corridor as I want to wait to see the evidence that Highways England will provide.</p>

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	Once the final route is chosen by Highways England I will work with affected communities to reduce the impact on them and identify any opportunities for local improvements which could be taken forward.
<p>SUPPLEMENTARY QUESTION</p> <p>With reference to the sub-groups that you mention to the Growth Board, are the three sub-group's meetings going to be minuted and if so, are these minutes going to be made available to the public?</p>	<p>SUPPLEMENTARY ANSWER</p> <p>Quite simply yes and yes, apart from some confidential items around particular infrastructure and housing delivery that might not be able to be minuted.</p>
<p>6. COUNCILLOR RICHARD WEBBER</p> <p>Does the Leader "welcome" the Expressway?</p>	<p>COUCILLOR IAN HUDSPETH, LEADER OF THE COUNCIL</p> <p>I have been clear about the Expressway as per my statement below, unlike the position of the Liberal Democrats who oppose any improvement to the A34. This means that the Liberal Democrats are content with the current situation on the A34 with almost daily accidents causing congestion and delay to residents going about their daily commute and the detrimental impact on local businesses. Even worse by opposing improvements to the A34 the Liberal Democrats are content with the noise and air pollution for the residents of Botley.</p> <p><i>I have been consistent that the road that causes the most traffic issues for Oxfordshire is the A34 as it's a mixture of local and national traffic. If the 2 parts could be separated to allow the ring road to function as a local road then there would be an improvement for the majority of Oxfordshire's residents. The A34 impacts on all 5 Districts and all 6 constituencies so there are few residents not affected. We only have to remember the traffic chaos caused on Oxfordshire's roads due to an accident on the A34 on Thursday 6th September, action needs to be taken.</i></p>

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<p data-bbox="203 1074 667 1102">SUPPLEMENTARY QUESTION</p> <p data-bbox="203 1145 898 1436">There are a number of things that worry me about the answer that has been given here, first of all it isn't actually an answer at all, but more importantly than that, I am seriously concerned that the answer I have been given is an abuse of the privilege that has been granted to Cabinet Members when they answer questions, as I have had no opportunity to answer what is an</p>	<p data-bbox="931 1074 1373 1102">SUPPLEMENTARY ANSWER</p> <p data-bbox="931 1145 2029 1436">I think my answer is full and detailed and is giving you the full scope of the issue, because if the Expressway provides a solution to the A34 and separates national traffic from local traffic ending the gridlock that we have on multiple occasions (remember the 6th September where everywhere in Oxfordshire was congested) then we have got to look at it and support it. , But we have got to see what evidence that Highways England put forward and understand that and the Growth Board, I think you will find made exactly the same statement.</p>

Questions	Answers
<p>incredibly politicised first paragraph.</p> <p>At the Growth Board, it appeared that our own Leader had an opinion on the Expressway that he welcomed it where, as others had announced that they didn't. Is he aware of that, and how does he propose to get the Growth Board to speak with one voice in the interest of all Oxfordshire residents?</p>	
<p>7. COUNCILLOR LIZ LEFFMAN</p> <p>Given that OCC are statutory consultees in the Highways England consultation on the Expressway, does the Leader think it is important that this council has a clear, unequivocal position on the Expressway?</p>	<p>COUCILLOR IAN HUDSPETH, LEADER OF THE COUNCIL</p> <p>In the autumn 2019 Highways England will provide the evidence that they are currently gathering regarding the Expressway, at that stage we need to consider the potential beneficial impact on Oxfordshire particularly with regard to Botley and respond accordingly. At the last council meeting I highlighted the problem that the member for North Hinksey has in wanting to divert traffic away from Botley yet at the same time the new member for Wheatley is campaigning not to have an Expressway causing conflicting views. I have been clear about the Expressway as per my statement below, unlike the position of the Liberal Democrats who oppose any improvement to the A34. This means that the Liberal Democrats are content with the current situation on the A34 with almost daily accidents causing congestion and delay to residents going about their daily commute and the detrimental impact on local businesses. Even worse by opposing improvements to the A34 the Liberal Democrats are content with the noise and air pollution for the residents of Botley.</p> <p>I have been consistent that the road that causes the most traffic issues for Oxfordshire is the A34 as it's a mixture of local and national traffic. If the 2 parts could be separated to allow the ring road to function as a local road then there would be an improvement for the majority of Oxfordshire's residents. The A34 impacts on all 5 Districts and all 6 constituencies so there are few</p>

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<p>SUPPLEMENTARY QUESTION</p> <p>My question to the Leader is, if the public are as they appear to be so divided over the question of the Expressway, and if there is a genuine need to do something to the A34 (and by the way the</p>	<p>SUPPLEMENTARY ANSWER</p> <p>We are focusing on the railway lines. It is quite clear that we have fully supported east-west rail for many years we were one of the founding members of the actual consortium putting it forward when it was dim and distant glimmer. We have got to remember that the Expressway is Central</p>

Questions	Answers
<p>Liberal Democrats are not against doing something for the A34, far from it) would the Leader not agree that we would be far better off focusing on the A34, which really does have impact on this County and kicking into the long grass the idea of an Expressway which is going to divide the population and is unlikely to find a satisfactory solution.? Would he also agree that surely the best thing to be doing is not to be looking at building roads across the country but instead focusing on railway lines?</p>	<p>Government and, there is going to be the evidence from Highways England as to whether it goes ahead. If it does it will be in stages, it is not going to be all delivered in one fell swoop, so it might very well be that they see an area that improves the A34. I come back to my answer, successive Governments over the last 30 years (the Conservatives in the late 80's/90's) ignored the A34. The Labour Government in the early part of this century ignored the A34. The Liberals with the Conservatives ignored the A34. I think it is naïve to expect the Government to suddenly say yes, we will support the A34 when we are being offered a potential solution to it, so I think we have got to agree to it otherwise as I say we are going to make the residents of Botley suffer more and more and that is not sustainable and it is not good for the residents of Botley.</p>
<p>8. COUNCILLOR LIZ LEFFMAN</p> <p>In order to arrive at a truly representative County position on the Expressway, would the Leader and Cabinet be prepared to organise a public debate to discuss the issue?</p>	<p>COUCILLOR IAN HUDSPETH, LEADER OF THE COUNCIL</p> <p>Highways England will be providing evidence for the corridors and routes in the Autumn of 2019, then there will be a period of consultation before a preferred corridor or route is selected. It is important, as promoters of the scheme, that they lead this debate. I think there will be sufficient time and opportunity for the public to consider and respond to the proposals based on evidence. It is important that we all study the evidence provided to ensure that any decisions taken are based on fact not rumour. I have been clear about the Expressway as per my statement below, unlike the position of the Liberal Democrats who oppose any improvement to the A34. This means that the Liberal Democrats are content with the current situation on the A34 with almost daily accidents causing congestion and delay to residents going about their daily commute and the detrimental impact on local businesses. Even worse by opposing improvements to the A34 the Liberal Democrats are content with the noise and air pollution to the residents of Botley.</p> <p><i>I have been consistent that the road that causes the most traffic issues for Oxfordshire is the A34 as it's a mixture of local and national traffic. If the 2</i></p>

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<p>SUPPLEMENTARY QUESTION</p> <p>Yes, I would like to ask the question I asked before, where does this information that the Liberal Democrats are against the A34 come from? We are not against the A34 being improved far from it.</p>	<p>SUPPLEMENTARY ANSWER</p> <p>I seem to remember quite a vociferous group of Liberal Democrats campaigning against improvements to the A34 (because it was the Expressway). That is where I got my evidence from and that is what I am basing it on. I come back to the point that if you look at the Stage 3 report on page 17, it quite clearly states that it is improvements to Botley that is a benefit to the residents of Botley but more importantly to the 680,000 residents of Oxfordshire improvements to the A34 for commuting, businesses would be greatly received and welcomed and I think that is the principal we have to work on which Councillor Roberts agrees with because she came up with her preferred route and actually supports the Expressway in all terms of form.</p>

Questions	Answers
<p>9. COUNCILLOR JENNY HANNABY</p> <p>At the recent presentation from Highways England, it was made abundantly clear by the Expressway project manager that HE – could well conclude that the Expressway cannot reasonably be delivered at all, without causing untold local mayhem – would the Cabinet member be prepared to support this line?</p>	<p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>Highways England are collecting evidence, there is currently no prediction on route. They are keeping us informed on the evidence they are receiving. Therefore, we are currently not in a position to make a statement.</p>
<p>10. COUNCILLOR EMILY SMITH</p> <p>Secondary schools and families in my division are very worried to hear that the school bus from Drayton to Abingdon will be cut in April 2019. 2 of the 3 Secondary schools in Abingdon have spaces and have always served the surrounding villages, but without a school bus or £600-£700 per how will children get from the villages into Abingdon?</p> <p>Despite being a designated ‘safe route’ the journey from Drayton (like that from Wootton to Abingdon) it is not persevered as safe enough to walk or cycle along by children and parents because of the close proximity to traffic, poor lighting, lack of designated cycle way, etc.</p> <p>Therefore, despite resoundingly passing a motion on Active Travel at our last council meeting, we are creating a situation where parents who are</p>	<p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>The legal basis for the provision of home to school transport is set out in sections 508A, 508B, 508C, 508D and 509AD and Schedule 35B of the Education Act 1996 (as amended by Part 6 of the Education and Inspections Act 2006) and where appropriate the Equality Act and English and European case law. In addition, local authorities are under a statutory duty to have regard to the Home to School Travel and Transport Guidance issued by the DfE in 2014.</p> <p>A child aged 11 to 16 is eligible for free home to school transport if they attend the nearest suitable school that has an available place and that school is more than 3 miles from their home or there is no safe walking route. Assessments of route safety are made by the Traffic and Road Safety Team and involve applying the requirements of the Home to School Travel and Transport Guidance issued by the Secretary of State for Education and the Road Safety GB guidance.</p> <p>When making such a route assessment the Principal Engineer assumes that a child will be accompanied, as necessary, by a responsible person, such as a parent.</p>

Questions	Answers
<p>able to drive their children to school will be adding to the already significant congestion and pollution in Abingdon. Or children will struggle to get to school and we risk a rise in attendance just as exam season begins.</p> <p>Will the cabinet member reverse this cut to a much needed bus service? And what is she doing to ensure that children have genuinely safe routes to all of our County's schools?</p>	<p>Oxfordshire County Council currently provides free home to school travel assistance for a number of students living in Drayton to secondary schools in Abingdon. This is primarily because in July 2012 the Home to School Transport Appeal Panel decided to continue to provide free travel assistance to children living in Drayton to the nearest available secondary school in Abingdon, even though the distance to the school is under the statutory walking distance of 3 miles. The Panel did not accept that the route was safe for a child to walk. In addition, those children who are eligible for free school meals or whose parent is in receipt of the maximum of Working Class Credit.</p> <p>There are currently 56 students travelling on the Drayton to Abingdon route. 20 of these children are travelling because their parents have paid the distance related charge set out in the Spare Seat Scheme, 7 remain eligible for free travel and 29 of these children currently receive free travel because of the appeal panel decision made in 2012.</p> <p>This year, following a reduction in the speed limit, the Principal Engineer from Oxfordshire County Council's Traffic and Road Safety Team reassessed the route from Drayton to Abingdon, applying the guidance produced by Road Safety GB and the Department for Education. The Principal Engineer found – applying the Road Safety GB guidance on the assessment of walked routes to school - that the route is safe for a child to walk accompanied, as necessary, by a responsible adult. This resulted in parents being informed that their children were no longer eligible for free travel from the beginning of the Summer Term. Parents were also advised of how to appeal against the decision to withdraw free travel.</p> <p>There is a public bus service serving Drayton but the council will continue to run the current school bus service from Drayton until July 2019. However, in order to travel parents whose children are no longer eligible for free travel will need to pay the charge set out in the "Spare Seat Scheme" which for the Summer Term will be £117.66 (which equates to £1.86 per day).</p>

Questions	Answers
	<p>It is not yet clear whether school buses from Drayton to Abingdon will continue beyond July 2018 but a number of schools in the area are involved in a project with the council that would see buses retained, albeit providing a paid service, from areas where entitlement for free school transport has been withdrawn. While the council is optimistic about a positive outcome, it will be early March before this can be confirmed.</p> <p>In the future, as now, the children of parents in receipt of the maximum of Working Class Credit, or children who are eligible for free school meals, will be able to travel free to any of the three secondary schools in Abingdon.</p> <p>The two-stage transport appeal process used in Oxfordshire follows the statutory guidance issued in 2014. It is intended to be robust, fair and equitable.</p> <p>We actively encourage parents and children to walk or cycle to school where possible. Cycle training and advice is given in schools as well as Footsteps road safety training which helps children to learn to think for themselves and gradually become more adept at dealing with roads and traffic. The Road Safety Education Team also produce a guide for children moving from primary to secondary school to help educate and prepare children and parents for the new journey to school which is sent to every school in the County.</p>
<p>SUPPLEMENTARY QUESTION</p> <p>Thank you for the answer particularly I welcome the news that the Drayton bus will run until July because the school were telling me that letters had been sent to say that it was ending in April so that is very welcome news. I was surprised to learn through this answer though that when</p>	<p>SUPPLEMENTARY ANSWER</p> <p>Thank you for your question, the formal answer of course makes it perfectly clear that the current guidelines are being strictly adhered to, for instance, that the road is now deemed safer because of the lower speed of traffic. They may not be what people want to do but we do have an obligation to make sure that what we spend on school transport is in line with policy and with guidelines and that we use our resources to the best possible use. What</p>

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<p>assessing whether a route to school is safe for young people, it is assumed that parents will be with them when that assessment is made. I am wondering how we can go about getting that changed, because it doesn't seem realistic to me that a 15/16-year-old would be walking to school with their parents. I think we need to look at those guidelines about safe routes to school, I am just wondering how we would go about changing that?</p>	<p>I will say to you is that there is much work going on, Councillor Gray is working on community transport. We have an appointment made of a full-time officer. Councillor Lindsay-Gale has already got schools that are running successful school bus transport clubs and I think there is movement that can be seen there. No promises, but I am telling you that it is on our agenda and we are working on it in a very positive way.</p>
<p>11. COUNCILLOR EMMA TURNBULL</p> <p>Why do wheelchair users have to wait another year before they can use the lifts in the Central Library? What is the total cost of installing the new accessible lifts?</p>	<p>COUNCILLOR EDDIE REEVES, CABINET MEMBER FOR TRANSFORMATION</p> <p>We are sorry that delivery of the improved lifts has been delayed from the original anticipated timescales.</p> <p>In the first instance it was unfortunate that Westgate Alliance were unable to deliver the lift replacement requested by the County Council. Since handover from the Alliance, we have worked hard to investigate and resolve the constraints of the building whilst developing and procuring an appropriate solution. The works will affect the use of the foyer area that is well used by the public and the staff. We have been in discussions with the contractors to find solutions that ensure that one lift from the foyer through to the second floor remains operational during the length of the ongoing works. Despite this recent progress, we understand there will be disappointment a solution is still not available.</p> <p>We are pleased to say that we have now received tenders and will shortly be placing the order to replace the existing lifts with a more modern and wider unit. The new lifts are designed to meet the needs of users of wheelchairs, those with prams and for use in the event of an emergency. These works are programmed to start in January 2019, with the first lift in operation by August</p>

Questions	Answers
	<p>2019. On completion of the installation and commissioning of the first lift, works will continue to the second lift.</p> <p>Due to the requirement to maintain public access completion of both lifts will take approximately a year to complete.</p> <p>The construction cost for replacement of three lifts are £270,000.</p> <p>In terms of how many, and what proportion, of our libraries have step-free access, I can confirm all libraries should have step free access normally in the form of a ramp. There are several libraries within the county that have lift access, which include.</p> <p>Abingdon Banbury Burford Blackbird Leys Headington Westgate Central</p>
<p>SUPPLEMENTARY QUESTION</p> <p>Thank you for this answer, I just like to ask what lessons have been learnt in terms of contract management after this fiasco with the lifts?</p>	<p>SUPPLEMENTARY ANSWER</p> <p>I thank Councillor Turnbull for the supplementary. As far as I am concerned, as part of my portfolio, it is critical that we look and address very clearly what the Council's contract management capabilities are and that we take all steps to ensure that there are contingencies put into particular projects so that circumstances like this cannot arise, and indeed where they do arise they are easily remediated.</p>
<p>12. COUNCILLOR EMMA TURNBULL</p> <p>How many, and what proportion, of our libraries</p>	<p>COUNCILLOR EDDIE REEVES, CABINET MEMBER FOR TRANSFORMATION</p> <p>In terms of how many, and what proportion, of our libraries have step-free</p>

Questions	Answers
<p>have step-free access?</p>	<p>access, I can confirm all libraries should have step free access normally in the form of a ramp. There are several libraries within the county that have lift access, which include.</p> <p>Abingdon Banbury Burford Blackbird Leys Headington Westgate Central</p>
<p>13. COUNCILLOR EMMA TURNBULL</p> <p>How are Oxfordshire schools using the apprenticeship levy, and what is this Council doing to monitor this, and to encourage schools to use it?</p>	<p>COUCILLOR JUDITH HEATHCOAT, DEPUTY LEADER OF THE COUNCIL</p> <p>There are currently 34 individuals completing apprenticeship training in schools, either as new entrants to the workforce, or as continuous professional development.</p> <p>The apprenticeship schemes currently in use are:</p> <ul style="list-style-type: none"> • Supported Teaching and Learning • Business Administration • Early Years Educator • Senior Leader <p>This is monitored on a monthly basis.</p> <p>The Council has two part-time members of staff supporting the ongoing promotion and development of apprenticeship opportunities for the Council, including for maintained Schools. These staff carry out the following activities to encourage schools to use their Levy:</p> <ul style="list-style-type: none"> • Meeting with school business managers at Education Finance briefings to promote use of the Levy • Meeting school cluster groups to promote use of the Levy and provide

Questions	Answers
	<p>practical guidance</p> <ul style="list-style-type: none"> • Visiting schools to provide one-to-one support to recruiting manager • Carrying out procurement of appropriate apprenticeship training providers with provision tailored to staff working in schools • Providing advice/support on suitable apprenticeship Job Descriptions • Promoting latest DfE guidance via Schools News and on the Schools Intranet • Working with OTSA to develop and promote a broad range of apprenticeships relevant to schools <p>Currently, Schools apprenticeship training spend has a value of £8,928 per month, and we estimate the total amount of Levy Schools will use at £63,581 by end of March 2019. Monthly spend has recently increased significantly due to 14 senior leaders from Oxfordshire Schools commencing a Masters Level Apprenticeship programme, at an overall value of £252,000 over two years.</p>
<p>SUPPLEMENTARY QUESTION</p> <p>Thank you for this answer, I just like to look quite a bit further into this apprenticeship levy, because as I understand it, unspent levy contributions from this financial year will expire in April 2019. I would like to know therefore what estimate the Cabinet has made as to how much money will be lost from school budgets as a result of unspent apprenticeship levies?</p>	<p>SUPPLEMENTARY ANSWER</p> <p>I will come back to Councillor Turnbull and Council with the answer on that.</p>
<p>14. COUNCILLOR SUSANNA PRESSEL</p> <p>Why do broadband speeds in Oxfordshire average 46 Mbps, when we are told that speeds</p>	<p>COUNCILLOR DAVID BARTHOLOMEW, CABINET MEMBER FOR FINANCE</p> <p>You are correct in saying that the average download speed in Oxfordshire is 46Mb/s. (Source: County Councils Network). This is the highest average</p>

Questions	Answers
of up to 67 Mbps are achievable?	<p>download speed in the country for a county classed by ONS as Predominantly Rural, Mostly Rural, or Mainly Rural.</p> <p>You refer to speeds of 67Mb/s being achievable. In fact, it is much higher than this: 1Gb/s is achievable in Oxfordshire in certain circumstances, but clearly not as an average.</p>
<p>SUPPLEMENTARY QUESTION</p> <p>I would like to know from David please if we can get higher broadband speeds in Oxfordshire?</p>	<p>SUPPLEMENTARY ANSWER</p> <p>I am delighted that you have given me the opportunity to say a few words about broadband and the achievements and the opportunities to further increase speeds. Broadband coverage in Oxfordshire is now nearly 97%. At the beginning of the Better Broadband Programme there was just 69% coverage. Another key fact relating to that is that our delivery partner Open Reach originally estimated that the adoption of fibre enabled broadband would just be 20%. This take up calculation was used as the basis for our contract with BT to establish the amount of public subsidy required to achieve 90% superfast coverage, in fact, the take up rate across 76,000 premises connected under the programme is rapidly approaching 60%, which means under the commercial terms of our contract this would generate a healthy income for the programme and this income will help us move toward a full fibre Oxfordshire. This is where the entire connection between exchange and premises is with fibre and is known as fibre to the premises technology and that will give fantastic speed throughout Oxfordshire.</p>
<p>15. COUNCILLOR SUSANNA PRESSEL</p> <p>The Annual Report of the Director of Public Health tells us that in Hertfordshire the % of NEETS (i.e. 16-17-year olds not in education, employment or training or whose activity is not known) is half the figure in Oxfordshire (3% as</p>	<p>COUNCILLOR STEVE HARROD, CABINET MEMBER FOR CHILDREN & FAMILY SERVICES</p> <p>Thank you for your enquiry into Oxfordshire's NEET and Not Known figures, particularly in comparison with Hertfordshire. The Annual Report of the Director of Public Health tells us that in Hertfordshire the % of NEETS (i.e. 16-17-year olds not in education, employment or training or whose activity is not known) is half the figure in Oxfordshire (3% as opposed to 6%). Please can</p>

Questions	Answers
<p>opposed to 6%). Please can you tell me what we are doing to learn from Herts, in order to improve our rate?</p>	<p>you tell me what we are doing to learn from Herts, in order to improve our rate?</p> <p>The below graph represents Oxfordshire and Hertfordshire DfE submissions for this year (Jan- October 2018). NEET and Not known figures are always reported as a unit together but to help answer your question and for the purposes of clearer breakdown we have separated the two for you.</p> <p>(Graphs attached at back)</p> <p>Hertfordshire October position: NEET: 2.2% NK: 5.6% Oxfordshire October position: NEET 1.6% NK 10.7%</p> <p>Our NEET is likely to increase slightly as the Not Known figure comes down.</p> <p>The fluctuation in figures is our Not Known figure rather than our NEET figure.</p> <p>All authorities Not Known category peaks in September due to the change in academic year and Oxfordshire then take a proactive approach both with providers and young people to ascertain their destination figure.</p> <p>The DfE have geographical groupings - Oxfordshire and Hertfordshire are not part of the same grouping. We have however in Oxfordshire facilitated the development of the South East Regional CCIS group which includes 18 other local authorities. Hertfordshire is in the DfE's East of England grouping.</p> <p>This forum has been incredibly useful in sharing best practice between LA's, with DfE representative in attendance and provides a forum to discuss approaches on forthcoming legalisation. These meetings are still well attended and occur every term.</p> <p>Our NEET and Not Known figures are an area that we are always striving to improve through a variety of methods including greater links with our</p>

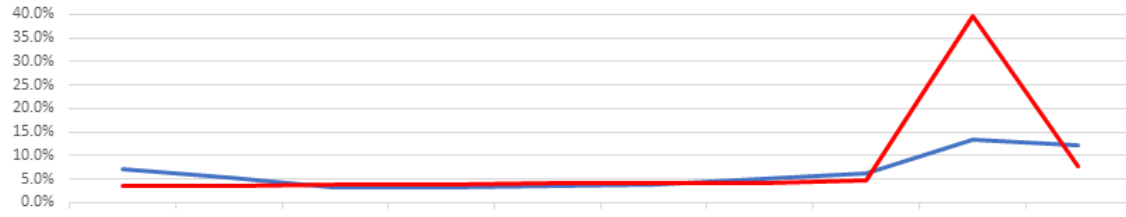
Questions	Answers
	<p>education establishments, new tracking methods and communication with other authorities - this is represented in our DfE submissions. During the past academic year our Not Known figure was one of, if not the lowest figures Oxfordshire has ever managed. Looking to the April submission we were in the top quintile nationally for NEET and Not Known.</p> <p>An EET caseworker is based in every children and family centre throughout Oxfordshire and we ensure that we are represented at local meetings such as Pupils Missing Out, Resource Allocation Panels, College Partnership Meetings, Youth Engagement Provision, Schools Briefings, Community around School Meetings, local housing provider meetings, Department of Work and Pensions Meetings, Joint Agency Tasking and Coordination, Employment Practitioners. At these forums the EET Service will recap on the remit of service to involve other professionals to support us with our commitment to track young people and engage them into EET.</p> <p>We have created a series of tasks to undertake when tracking young people, all to be completed in a set timescale and all completed within our EET service. These tasks are shared amongst our EET caseworkers and tracking officers within the EET Service whereas we understand that Hertfordshire use a different model and “buy in” provision to meet these needs. We meet as a service regularly and always review our Not Known and NEET figures in order that we can respond appropriately to the individual needs of our service users.</p> <p>The EET Manager (Jessie Dobson) and Tracking Manager (Luke Mattam) as a result of this motion will make contact with Hertfordshire to ascertain if there is additional learning we can gain from the Hertfordshire approach and share practice wherever possible. We would also very much welcome the opportunity to meet with Cllr Pressel in order to answer any further questions that may arise and give further information around our processes and practice.</p>

Questions	Answers
<p>16. COUNCILLOR SUSANNA PRESSEL</p> <p>In his recent report for the National Infrastructure Commission, Andrew Gilligan says this about Great Western Park in Didcot: “There are no facilities for cycling, beyond a few racks. Even though the development is little more than a mile from the town’s mainline railway station, it is not possible to walk or cycle directly to it.” Please can you comment?</p>	<p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>The statement made by Andrew Gilligan is incorrect. Walking and cycling links to Rail Station, Didcot Town and centres of employment are currently provided for Great Western Park (GWP) Housing Development. In addition to these existing facilities, that are outlined below, it is also the case that schemes associated with the Science Vale Cycle Strategy (SVCS) are in both design and implementation phase. Alongside the SVCS, the emerging Didcot Garden Town project seeks to improve and promote both walking and cycling throughout the Garden Town area, this to make provision for further improvements to links to both employment, public transport and the countryside.</p> <p>Current walking and cycling provision in association with Great Western Park is as follows.</p> <ul style="list-style-type: none"> - Combined footway/cycleway link north through development to the A4130. At A4130 combined footway/cycleway heads east and links, off road to the Rail Station. West of the GWP junction on the A4130, the footway/cycleway links the development to Milton Park, via. tunnel under rail line. - Footway and cycle links exist from GWP east through to both Slade Road and Freeman Road. From these locations, on-road cycle provision together with pedestrian footways are available upon existing estate roads. These links take users to both Rail Station and Didcot Town Centre. - Hybrid cycle lanes along the B4493 from GWP through to George Town Roundabout (junction of B4493 & Park Road) will shortly commence construction on site. From the George Town Roundabout, road links to Town Centre and Rail station exist. - Within the development a network of combined footway/cycleways exist, this includes provision along entire development spine road.

Questions	Answers
	<p>Additionally, to the above, future large strategic infrastructure and development schemes including Valley Park housing development and Housing Infrastructure Schemes will make significant provision for additional high-quality pedestrian and cycle permeability, linking housing to employment and retail centers.</p>
<p>SUPPLEMENTARY QUESTION</p> <p>I would like to know if Yvonne would agree that we should have negotiated better provision for cycling and walking from Great Western Park? Notable there are no cycle lanes towards town to the south of Great Western Park which is surely a great pity?</p>	<p>SUPPLEMENTARY ANSWER</p> <p>I suppose that everybody could claim that any negotiations could be better ask Theresa May. At the time, and this was probably a good ten years ago cycling did not have quite the prominence the attention that it does now. I have spoken to people who live in Great Western Park and they tell me that the cycling provision is very suitable for them at this stage, there are schemes of course for Didcot in the future and may be cycling we will ensure cycling gets included for a further consideration.</p>
<p>17. COUNCILLOR CHARLES MATHEW</p> <p>Do members and staff of Oxfordshire County Council have any health insurance (e.g. BUPA)? If not, would it be a good idea?"</p>	<p>COUCILLOR JUDITH HEATHCOAT, DEPUTY LEADER OF THE COUNCIL</p> <p>Members and staff of Oxfordshire County Council do not have any health insurance provided in the way suggested in the question. Against the backdrop of continued pressure on local government finances, I am sure that the residents of Oxfordshire would not feel it would currently be appropriate to offer private health care funded by Oxfordshire County Council to members or officers. We do have a discount available on private healthcare through our employee benefits scheme that our staff can fund for themselves but our main focus currently is to retender our occupational health provider and our employee assistance programme provider (which provides counselling, guidance on managing some of life's challenges and cognitive behavioural therapy). Such services allow us to reach all employees without a cost to them as individuals and allows us to focus our interventions on areas with the greatest need.</p>

Questions	Answers
<p>18. COUNCILLOR CHARLES MATHEW</p> <p>Do you believe that the local County Councillor should have been consulted on the recent Growth Board infrastructure announcements before they were announced, so that their local knowledge was given due importance?</p>	<p>COUNCILLOR IAN HUDSPETH, LEADER OF THE COUNCIL</p> <p>Local councillors have had time to respond to the schemes when they were put forward as part of LTP4, as part of Infrastructure Delivery Plans as part of the Local Plan consultation process, and when OXIS was developed and agreed. This led to the full list of schemes that can be ranked in a prioritised order against specific funding criteria. The Housing and Growth Deal is about accelerated housing delivery which means that the schemes were ranked against other interventions that were required to deliver the houses. This involved technical work with all councils to allocate the funds appropriately. The schemes list was signed off by the Cross-council member Infrastructure working group prior to going to the Growth Board.</p> <p>The process also included the scrutiny of the list by the new Cross-council scrutiny panel which ensures councillors are aware of the list. Should any schemes be delayed due to any unforeseen problems in delivering housing then the prioritisation may change to ensure that we comply with the terms of the Housing and Growth Deal.</p>
<p>SUPPLEMENTARY QUESTION</p> <p>I do not accept this reply; constant repeat of policy is being announced without County Councillor consultation and this must be changed. Is that reasonable that that behaviour should continue in the interest of democracy and good governance?</p>	<p>SUPPLEMENTARY ANSWER</p> <p>I am a great believer in democracy and good governance but in this particular case there has been lots of occasions where all members have been consulted on LTP4, OXCIS strategy all the infrastructure in there. The Growth Deal is a negotiation with Government for accelerated delivery of housing and of course that means there has got to be detailed negotiation around some of the issues and perhaps some local councillors would prefer a different sort of bit of infrastructure, but it is about delivering the houses and therefore that is the key bit in this particular case.</p>

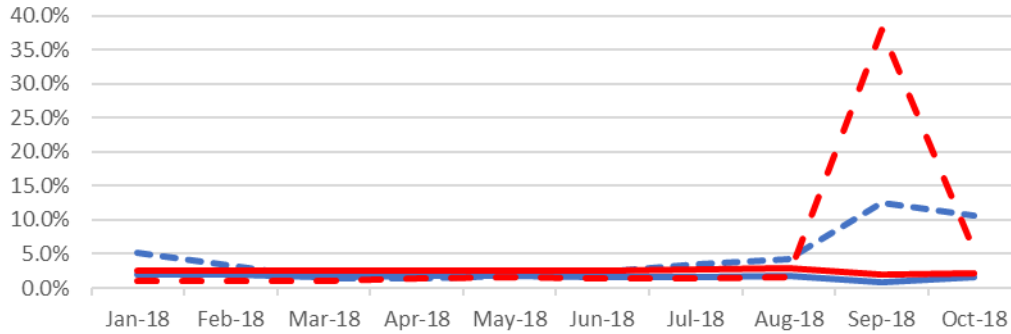
NEET and Not Known Trend 2018



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

— Oxfordshire — Hertfordshire

NEET and Not Known Trend 2018



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

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