

QUESTIONS WITH NOTICE FROM MEMBERS OF THE COUNCIL

| Questions | Answers |
|--|---|
| <p>1. COUNCILLOR LIZ LEFFMAN</p> <p>Two years 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 members with an update on how this is progressing?</p> | <p>COUNCILLOR MARK GRAY, CABINET MEMBER FOR LOCAL COMMUNITIES</p> <p>I welcome the unanimous support from members for an integrated approach to bus services. To ensure this is progressed, a full-time officer started in April 2019, and joined a newly formed ‘Community Transport and Concessionary Fares’ team, bringing together 2 other existing officers who previously administered the council’s concessionary fares team and the councils Comet bus.</p> <p>I meet with this team every 6 weeks, and an update is given at a ‘Community Engagement Steering Group’ attended by Cllr Constance and myself.</p> <p>A recent such update highlighted the following progress:</p> <ul style="list-style-type: none"> • Four community transport schemes being developed in Wheatley and Horspath, Freeland, Shrivenham and Ashbury area and Great Bourton in the north of the county. • Good and growing engagement with the community transport sector, and other community transport supporters such as ‘Community First’. • A new webpage and community transport directory. • Lastly the team are working on some evidence-based mapping work aimed at identifying areas of the county that are poorly served by transport. This will help us prioritise where our efforts are most needed. <p>I will make sure that the monthly update includes the contact details of the team, so members can approach them directly should they wish.</p> |
| <p>SUPPLEMENTARY QUESTION</p> <p>There has been some progress, but it is very</p> | <p>SUPPLEMENTARY ANSWER</p> <p>I am very happy to look into what is happening in Charlbury. However, we</p> |

| Questions | Answers |
|--|--|
| <p>slow progress. Bus services to Reading are not increasing. Please can you tell me what you are going to do about Bus Services in Charlbury?</p> | <p>now have a newly formed dedicated Community Transport and Concessionary Fares team to help you generate a community-based scheme within your division and I would encourage all members to get in touch with this team for assistance within this area.</p> |
| <p>2. COUNCILLOR MARK CHERRY</p> <p>Please could the Cabinet Member for Environment (including highways) update the timescale for the future rollout of LED streetlights in Banbury Ruscote? Over the past few years, Oxfordshire County Council streetlight contractors have replaced old streetlights in Banbury Ruscote, but there is still a way to go until all of Banbury Ruscote is totally LED.</p> | <p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>Currently, the street lighting team are focusing on the locations in which structural column and electrical failures have occurred. These in turn will have to be cut down immediately as they could pose a danger to all highway users. It is proposed that the street lighting in the Ruscote area of Banbury will be replaced with an LED solution in financial year 2021/22. The local members will be informed nearer the time when the assets are to be replaced.</p> |
| <p>SUPPLEMENTARY QUESTION</p> <p>Can this timetable for Banbury Ruscote be brought forward?</p> | <p>SUPPLEMENTARY ANSWER</p> <p>It is our aspiration to move forward quicker with the LED replacement scheme as part of the Climate Change action, and we have in fact replaced 5 in the last week. We have 50,000 to replace. If you have a broken street light, make sure it is reported and it will be replaced with a new LED light.</p> |
| <p>3. COUNCILLOR JOHN SANDERS</p> <p>Imposing charges on certain types of domestic waste taken to recycling centres has been unpopular ever since they were introduced. Charging at these centres was written into the</p> | <p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>Oxfordshire County Council in line with many other local authorities have been operating a chargeable system for DIY waste at our HWRC's for over 15 years as there is not a statutory requirement for local authorities to provide such a facility. The revised scheme of charging introduced in October 2017 was the</p> |

| Questions | Answers |
|--|---|
| <p>budget several years ago when the Rate Support Grant was drastically cut. The cost of recycling waste particularly from builders doing house renovations was escalating. However, the rate of renovations is dropping as the confidence in the economy falls and fewer people are replacing mattress and soft furnishings so income from charging is falling. Additionally, the burden of the consequential extra fly tipping falls unfairly on District Councils and this Council may wish to improve relations with Districts where it can. In the light of these issues will the Cabinet Member now consider removing these charges?</p> | <p>first increase in charges in that time. Prior to the introduction of the new charging policy the Council consulted residents in all districts on changes to the HWRCs in 2015 and 2016, responses indicated that residents would prefer to pay for the convenience to deposit non-household waste rather than lose that facility or potential closure of the site. This was a key part of the decision making in implementing this change.</p> <p>These charges are also in line with the producer pays ethos, rather than passing home improvement costs on to all residents, particularly as such improvements often increase the value of the property. The charges also encourage residents to think about waste minimisation and re-use and limit the material they throw away, an important environmental consideration.</p> <p>It is correct to say that District Council's bear the costs of the collection of fly tipping, but the county council meet the costs of its disposal and therefore is not immune to potential impacts arising to changes in charges or policy. Notwithstanding this, neither the Districts or County have observed a discernible increase in fly tipping resulting from these charges. Regrettably, much fly-tipping is trade waste which would not be allowed at most HWRC's and often includes materials that can be deposited free of charge at our sites in any case.</p> <p>The current service has now been running for over 2 years, is bedded in and working well. Complaints are minimal and it is now an accepted practice by residents. I am pleased to say that our recent Customer Satisfaction Survey carried out in March this year achieved satisfaction levels of 96% which pays testimony to this.</p> <p>The current charging system is an integral part of the current HWRC contract with W&S. Income arising from waste recycling/ reuse from the 6 sites operated by W&S is retained by the contractor and helps offset the cost that the councils pays for the operation of the sites. If the contract was varied to remove this W&S would be entitled to be compensated for their loss.</p> |

| Questions | Answers |
|--|--|
| | We therefore have no plans to change the existing policy and charging system. |
| <p>SUPPLEMENTARY QUESTION</p> <p>Will you not reconsider your response and stop charging at the Waste Recycling Centres?</p> | <p>SUPPLEMENTARY ANSWER</p> <p>No.</p> |
| <p>4. COUNCILLOR JUDY ROBERTS</p> <p>I understand that the Council does not have a policy on the planting of wild flowers in the verges instead of cutting them. Is the Council hoping to implement one soon as part of our response to improving biodiversity, the climate emergency and the pursuit of financial savings?</p> | <p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>We do not currently have a policy to plant flowers in road verges, however we are developing one as part of a review of all our Highway Policies and procedures. This policy, to be approved by the Transport Portfolio holder, will seek to increase the diversity of natural habitats across the county within our road verges.</p> <p>However, there are initiatives in place now which are benefitting biodiversity, such as the 32 road verge nature reserves. Furthermore, the reduction in the mowing of road verges, whilst primarily done to realise savings, has benefited biodiversity through the natural regeneration of scrub and additional tree cover. Whilst some members of the public are opposed to the reduced maintenance regime, others have praised us for enabling the growth of flora and fauna that has not been seen before.</p> <p>Grasslands are a very important habitat in Oxfordshire however, they do need active management. Officers are committed to ensuring that we record and develop new habitats as and when we become aware of them. Officers are also considering how trees can be better utilised to help combat the climate change emergency. When tree planting is undertaken considerations are made to ensure that the chosen species are good at storing carbon, helping to absorb water or and capturing pollution particulates.</p> |

| Questions | Answers |
|--|---|
| | |
| <p>SUPPLEMENTARY QUESTION</p> <p>Is there any support or funding available to us, as this is not cheap?</p> | <p>SUPPLEMENTARY ANSWER</p> <p>There is no funding available for this scheme. However, there are schemes available to encourage parish and district councils to plant.</p> |
| <p>5. COUNCILLOR JUDY ROBERTS</p> <p>The Bike Safe path alongside the B4044 gained significant publicity by being part of the Eynsham Garden Village HIF bid. Since the removal of only this part of the bid at the second stage of that HIF bid process, has there been any progress on finding funding for this project as the Leader informed my residents that he would ask the Minister of MHCLG to fund this as a separate project?</p> | <p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>Oxfordshire County Council officers are currently working together with Bike Safe to continue with progressing the feasibility and optioneering design work of the B4044 cycle improvement scheme. At present funding is available for the completion of the feasibility phase of works, which is programmed to be completed by the end of this financial year.</p> <p>Both organisations are also paying attention to any government funding rounds that may help fulfil the successive phases of the scheme. Having the scheme thoroughly presented through the current optioneering and feasibility stage will put it in a stronger position when relevant bid opportunities arise.</p> <p>This scheme is important to deliver, and we want to see it come to fruition.</p> |
| <p>SUPPLEMENTARY QUESTION</p> <p>A resident of Farmoor was knocked down and killed on this road. Following the HIF bid for the A40 being announced as successful and given the seriousness of the accident, Could the Cabinet Member tell us whether there has been any progress on sourcing funds from Highways</p> | <p>SUPPLEMENTARY ANSWER</p> <p>I have great sympathy for the local resident who was killed. It was an absolute tragedy and the police have now arrested the driver of the van. The County Council is very aware of the importance of the B4044 cycle route. I will look into whether there has been any progress on sourcing funds from Highways England and provide you with a written answer.</p> |

| Questions | Answers |
|--|---|
| England that OCC can be signposted to? | |
| <p>6. COUNCILLOR SUZANNE BARTINGTON</p> <p>Low Traffic Neighbourhoods, such as those introduced in the London Borough of Waltham Forest have been proven to deliver multiple benefits - including reduced air pollution, lower road traffic collision rates and increased levels of physical activity among residents. These benefits have been estimated by researchers at Kings College London to translate into an estimated extra 6 weeks of life expectancy among children growing up in the area. Given the evidence base for this multi-faceted intervention measure, please could the Cabinet Member outline what efforts have been made to research the applicability of LTNs for Oxfordshire and how these can proceed to implementation?</p> | <p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>Low Traffic Neighbourhoods (LTNs) are residential areas where through traffic (“rat runs”) are prevented by targeted road closures to motorised traffic, whilst still allowing access for walking and cycling and where appropriate also for buses (a concept called “filtered permeability”). These measures are combined with other measures to improve the local public realm. Council officers and members have made several guided visits to Waltham Forest to experience and assess their benefits. There have also been requests from several local neighbourhoods in Oxford to implement this approach. On this basis, the Council is persuaded that LTNs could be a positive policy in future plans for Oxfordshire.</p> <p>LTN policy is to be included as one of the main policy proposals in the forthcoming LCWIP (Local Cycling and Walking Infrastructure Plan) for Oxford and potentially also for Bicester and Didcot LCWIPs. LTNs are seen as an important contribution to improving the liveability of neighbourhoods and thereby as a way of increasing participation in walking and cycling. The LCWIP will become part of the future LTCP (Local Transport and Connectivity Plan) which the Council is preparing. As part of preparing the LTCP, a topic paper on LTNs has been included for consultation in early 2020. Additionally, in the interim, where there is clear neighbourhood support for an LTN, the Council may consider funding a pilot LTN to demonstrate and assess its benefits.</p> |
| <p>SUPPLEMENTARY QUESTION</p> <p>Low Traffic Neighbourhoods have a strong evidence base and are cost-effective. I am pleased many grassroots community groups are</p> | <p>SUPPLEMENTARY ANSWER</p> <p>I was deeply impressed with the low traffic neighbourhoods and the Waltham Forest schemes. I was introduced to the cycleways which ran alongside pavements to keep cycles off roads all together, and to the permeability of traffic</p> |

| Questions | Answers |
|--|--|
| <p>coming forwards with proposals - notably Florence Park who held a successful Crowdfunder in just a few weeks to support engagement and costed plans. Delighted our Cabinet member visited Waltham Forest itself in September along with officers and I wanted to know what was her impression and how did this influence her commitment to LTNs moving forwards?</p> | <p>gateways. There must be areas of Oxford City that are suitable for LTNs and we will bear this in mind as we moved forward.</p> |
| <p>7. COUNCILLOR SUZANNE BARTINGTON</p> <p>Earlier this year Oxfordshire County Council declared a Climate Emergency, with a target to achieve carbon neutrality by 2030. Trees are recognised to have a critical role in climate change mitigation and also help purify water, provide cleaner air and enhance biodiversity. Please could the Cabinet member advise if there currently any minimum requirements for tree replacement when stock is removed, and could consideration be given to support for a tree planting initiative, working in conjunction with relevant District, Town and Parish Council partners, civic sector stakeholders and the wider public to achieve ongoing maintenance requirements?</p> | <p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>There are currently no requirements for the replacement of trees when they have to be removed, and consequently the county council has no budget allocated for this purpose.</p> <p>The county council does however recognise the benefits of planting trees and will endeavour to do this in other ways. For example, we work with developers in relation to Section 278 agreements to increase tree numbers within the streetscape of new developments that will become adopted Highway.</p> <p>In addition, the county council's Tree Policy supports appropriate and suitable tree planting initiatives by working with communities, other councils and partners through the Oxfordshire Together programme. As an example of this, we are meeting shortly with our partners at Cherwell District Council to discuss how we can most effectively combine our efforts to secure more tree planting where it is appropriate to do so.</p> |
| <p>SUPPLEMENTARY QUESTION</p> <p>Mr Church from Oxford Friends of the Earth has eloquently outlined the multiple benefits of trees</p> | <p>SUPPLEMENTARY ANSWER</p> <p>I think this is an excellent idea and I would like to progress the idea with our partners and other councils.</p> |

| Questions | Answers |
|--|---|
| <p>and I hope there will be support among members for the ambition to double tree cover in Oxfordshire by 2045. My question is could the Cabinet member consider investigating a partnership initiative with our partners - Parish, Town, District Councils and other stakeholders - to introduce a replacement initiative, such that each time a tree is removed by ourselves there is another planted, potentially including handover of maintenance responsibilities?</p> | |
| <p>8. COUNCILLOR PAUL BUCKLEY</p> <p>A year ago, this Council passed a motion stating that it accepted the recommendations in the NIC report authored by Andrew Gilligan: 'Running out of Road: Investing in cycling in Cambridge, Milton Keynes and Oxford'. It is disappointing, therefore, to see that even some of the newest cycling provision in Oxfordshire, such as in parts of Access to Headington, fails to follow key design principles recommended by Gilligan e.g. rigorously ensuring: continuous separation of pedestrians and cyclists, continuity of cycleways, clear signage and lack of ambiguity about priority. Will Cllr Constance commit the Council to updating urgently the Oxfordshire Cycling Design Standards to fully incorporate Gilligan's recommendations?</p> | <p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>The large proportion of the design work for the A2H scheme predates the 2017 OCC cycle design standards, however all involved in the scheme design have worked hard to rigorously ensure there is continuous separation of pedestrians and cyclists away from traffic where feasible, continuity of cycle routes and clear signage.</p> <p>It must be borne in mind that the existing street scene in Oxford including utilities and other spatial constraints have a significant influence on the physical build. As Highway authority we are also bound to balance the needs of all road users.</p> <p>It is our intention to update Oxfordshire cycling standards by Quarter two 2020 on the basis of new designs and new guidance and the evidence from the Oxfordshire Cycle Survey 2019, which sought cyclists' views on the infrastructure they liked and disliked. However, that has little relation to Gilligan report, which was mostly general sweeping principles.</p> |

| Questions | Answers |
|---|--|
| <p>SUPPLEMENTARY QUESTION</p> <p>I thank Councillor Constance for her answer. I would encourage her to have a cycle round Headington. She will see what I was referring to. Does she agree with me that we have to really up our game in providing safe, secure, continuous cycleways and footways, if we are serious about getting people out of their cars and engaging in healthy modes of transport?"</p> | <p>SUPPLEMENTARY ANSWER</p> <p>Yes, I do agree and the access to Headington scheme was designed to achieve a modal shift to cycle and bus. The Access to Headington Scheme was designed as a scheme to improve cycling and bus transport and has grown from a small scheme to affecting the whole neighbourhood.</p> |
| <p>9. COUNCILLOR PAUL BUCKLEY</p> <p>In the Budget this Council, no doubt inspired by suggestions made previously in 2017 and 2018 by Liberal Democrat councillors, found about £10m from prudential borrowing, to essentially double expenditure on road maintenance in the County this year. However, I have heard that none of this is to be spent in Oxford City, where some road surfaces remain in a disgraceful state. Can Cllr Constance please explain why?</p> | <p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>We have an agreement with Oxford City to undertake essential day to day repairs and minor surfacing schemes across the City Boundaries. As part of the agreement, Oxfordshire County Council work with the City to identify more significant works that may be necessary. For the current financial year, we have undertaken a number of schemes including Walton Street and Cowley Road</p> <p>Worcester Street and Hythe Bridge Street were also included in the programme for this year but due to additional investigations needed following the presence of sink holes on Walton Street these have been delayed but will be funded by the County.</p> <p>The combined cost of Walton Street and Cowley Road is in the region of £1.5m. The combined costs for Hythe Bridge Street and Worcester Street are estimated to be in the region of £429k bring the anticipated spend in the city to around £2m.</p> |

| Questions | Answers |
|--|---|
| <p>10. COUNCILLOR SUSANNA PRESSEL</p> <p>I'd like to congratulate Cllr Constance and the administration for their bold and radical proposals for reducing traffic in Oxford and for making our air cleaner. I realise that it will take time to analyse the consultation responses fully, but I wondered if she could release some preliminary results?</p> | <p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>Over 3,000 responses were received from residents, employers, businesses and other organisations to the Connecting Oxford proposals.</p> <p>Officers are now carefully analysing the very detailed feedback received, with results of this to be made public once all the analyses has been completed and when both county and city councils are asked to make a decision about whether and how to proceed.</p> <p>Given the number of responses, and depth of feedback, we will now be reporting to both county and city Cabinet's in January 2020.</p> |
| <p>SUPPLEMENTARY QUESTION</p> <p>The website says that a decision will be made in December on whether to go ahead with developing these ideas, with formal consultation on detailed proposals in May or June. Has this timetable slipped already?</p> | <p>SUPPLEMENTARY ANSWER</p> <p>No, the timetable has not slipped. We had 3,000 responses which are being analysed and we will form a detailed policy for costing in response to what we have learned from the feedback. It is intended that there will be a formal consultation on the costed details in May/June next year.</p> |
| <p>11. COUNCILLOR SUSANNA PRESSEL</p> <p>My division includes the Botley Road area of the City. Residents in that area are having a really bad time because of the work that Southern Gas is doing to the gas mains. If they have to drive, they are constantly stuck in traffic jams, the air quality is terrible, it is often difficult to</p> | <p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>We are acutely aware of the issues local residents and the travelling public have faced with these Southern Gas Networks (SGN) works,</p> <p>The SGN works are to replace aging apparatus in the highway to ensure a continuous gas supply to the local area and beyond. The pipes here have been leaking for some time, causing intermittent traffic disruption. SGN have</p> |

| Questions | Answers |
|--|---|
| <p>walk across the road, cycling has become more hazardous and some of their bus stops have been suspended for months. Officers have tried hard to be helpful in dealing with the dozens of complaints I have been getting. They have provided explanations such as this:</p> <p>“SGN have been instructed to work 7 days a week between 0700 and 1730 hours, whenever possible, depending on the operations undertaken and any curing time for the backfill foam concrete. SGN are programming their works so that the backfill material goes in in the afternoon so that it cures overnight. When this is happening (and with the exception of the manual control of the traffic lights) staff can then leave the site.”</p> <p>However, many of us have noticed that the workers very often seem to finish work around lunchtime and they very rarely work at weekends. We are far from being satisfied that they are working as fast as they could. Please can the Leader and our CEO arrange a meeting with their CEO and the chair of their Board to pass on our dissatisfaction – and of course, the dissatisfaction of hundreds of commuters and businesses?</p> | <p>programmed the work to be completed prior to our own remodelling scheme, which is provisionally scheduled for March 2020</p> <p>There is no doubt that the work has been disruptive to residents and the travelling public and both the county council and SGN have worked hard to mitigate these problems at every opportunity and respond to the needs of the community when issues have been identified. The work has required permanent traffic lights to be turned off when they are in conflict with the temporary lights and lanes have had to be coned off to allow the pipes to be replaced. We are also aware of the impacts on particular road user groups, and so cyclists have been catered for with additional signage to protect them through the road works, and pedestrians have been provided with alternative crossing points controlled by the manual operation of the lights. The County Council’s Urban Traffic Management Team are in constant contact with the operators of the temporary lights to ease congestion by extending green times when necessary.</p> <p>The alternative to the existing method of working was to allow for a complete closure of parts of Botley Road during each phase of the works. This would stop all types of traffic using Botley Road (except pedestrians) and in our view would cause more congestion and difficulties to those needing access to the Botley Road area of Oxford.</p> <p>As correctly pointed out, SGN were asked to extend their working day to help complete the scheme early. Under the legislation governing utility works (New Roads and Street Works Act 1991) a working day is defined as 0830 hours to 1630 hours. Working beyond these times is by negotiation, and dependent on-site conditions. SGN did undertake to work outside the normal working hours where operational activity allowed this to happen. This is not always possible as the curing of the concrete infill needs to take place, usually overnight, and mains testing does not allow for work on site during the testing phase. We did make it clear to SGN that we required the work to be completed and for them to be off site by 4 December 2019 in time for the Christmas Embargo, and they</p> |

| Questions | Answers |
|---|--|
| | <p>have undertaken to do so. We continue to closely monitor their work to ensure that this target is achieved. SGN remain committed to completing the work in advance of this target date.</p> <p>The relationship between OCC and SGN remains positive, and whilst there have been difficulties, we generally feel they have been responsive to the needs of residents and the travelling public. Senior managers in both organisations are aware of the issues here and are working hard to ensure that the work is completed on time, and we are also arranging a 'lessons learnt' meeting with them once the scheme is complete. However, please be assured that we will not hesitate to escalate issues within SGN if we feel that that they are not responding effectively.</p> <p>The OCC project team working on the enhancement works (provisionally scheduled for March next year) are currently developing design options for the scheme, and considering how it can best be implemented, including maintaining a single traffic lane in each direction whenever possible.</p> <p>Please be assured that these considerations include discussions with our Network Management colleagues, and we will endeavour to use the lessons learned from the current gas works to inform decisions on our scheme. One of the key learning points from the SGN works is to ensure that there is a clear communications channel between the works promoter and those affected by the scheme. Our own project will include a web page, updated weekly, letting stakeholders know where we are with the scheme, what will be happening next and provide a clear owner within the County to respond to any issues received.</p> |
| <p>SUPPLEMENTARY QUESTION</p> <p>Cllr Constance says “we will not hesitate to escalate issues within SGN.....” so will she please do so? As I say in my question, everyone in the area has observed that the</p> | <p>SUPPLEMENTARY ANSWER</p> <p>The only response is contained in my formal written answer. This is a matter for management by the Contractors and the County’s Traffic Management Team maintain close contact with them. SGN Management has been made fully aware from the County Council of the severe impact of traffic on the</p> |

| Questions | Answers |
|--|---|
| <p>workers very often seem to finish work around lunch-time and they very rarely work at weekends. They are not honouring their agreement. This is not good enough! Please will she now arrange a top-level meeting to pass on our dissatisfaction?</p> | <p>Botley Road (<i>please note: the SGN Contractor completed works 2 weeks early in response to pressure from the County Council</i>).</p> |
| <p>12. COUNCILLOR SUSANNA PRESSEL</p> <p>On behalf of many pedestrians and cyclists I have complained a number of times about the junction of Hythe Bridge Street, Worcester Street and George Street. Early next year this dangerous junction will at last be rebuilt. It will be returned to more or less the same configuration as it was about 8 years ago. Please can you tell me what lessons have been learnt from this expensive and disastrous experiment?</p> | <p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>This junction was changed in 2014 to facilitate traffic diversions during the construction of the improvements in 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>Since the changes were made the new layout of Frideswide Square has performed better than expected in terms of traffic flows, however the George Street/Hythe Bridge Street/Worcester Street junction seems to have been less successful. Its layout has also proved to be unpopular with pedestrians and cyclists with concerns in particular having been consistently raised about the comfort and safety of cyclists making the “straight on” movement from Hythe Bridge Street to George Street. The amount of time that pedestrians have had to wait before a green man crossing phase is shown has also been a concern.</p> <p>The re-designed of the junction, in response to the concerns noted above, will be an improvement to both now and compared to the how it was prior to the Frideswide Square improvements.</p> |

| Questions | Answers |
|---|--|
| <p>SUPPLEMENTARY QUESTION</p> <p>The two major problems Cllr Constance has identified were completely predictable. This 2014 scheme is widely acknowledged to have been a disastrous waste of money and it should not have been allowed to go ahead. I repeat my original question: what lessons have been learnt?</p> | <p>SUPPLEMENTARY ANSWER</p> <p>The Frideswide Square has been a greater success than even was predicted. In 2014, transport planners judged it necessary to alter the traffic flow at the junction of Hythe Bridge Street, Worcester Street and George Street. The performance of Frideswide Square has exceeded all expectations and the transport planners now consider it best to reform to the original traffic flows at this junction.</p> |
| <p>13. COUNCILLOR EMMA TURNBULL</p> <p>How many children (primary and secondary) who have applied for a school place are yet to be allocated a place? How many appeals (primary and secondary) are still to be heard?</p> | <p>COUNCILLOR LORRAINE LINDSAY-GALE, CABINET MEMBER FOR EDUCATION & CULTURAL SERVICES</p> <p>How many children (primary and secondary) who have applied for a school place are yet to be allocated a place?</p> <p>If a place cannot be found for a student, the case is passed to the Fair Access Panel for the relevant area so that a school can be identified. If no school is identified the Admission and Transport Services Manager identifies a suitable school and requests a place. If the school concerned refuses to offer a place the issue is referred to the ESFA with a request for a direction to admit. The ESFA then investigates and decides whether to direct admission. If the school concerned is a maintained school the LA is able to direct admission.</p> <p>As at 31st October 2019 there are nine students in Year 11 who have been refused a school place in the Oxford City area and one student in Year 10. These children are therefore without a school place. The Fair Access Panel will be asked to identify school places for all these students at its next meeting which is on 19th November 2019.</p> <p>There are 5 students in the North Area who are without a school place. Both cases were referred to the Fair Access Panel, but places had to be identified</p> |

| Questions | Answers |
|------------------|--|
| | <p>by the Admissions and Transport Services Manager. One case is now with the ESFA and one school response is pending. The next meeting of the North Fair Access Panel is on 5th November 2019.</p> <p>The data for the South Panel and the West Panel is not yet available. The next meeting of the West Panel is on 12th November and the next meeting of the South Panel is on 29th November 2019.</p> <p>Two of the cases in the North Area are part of a group of seven students identified by the council's Children Missing Education Officer (set out under question 3 answer below) as having an active application who have not yet been offered a school place. This group of children are largely referrals from other local authorities for youngsters moving into this area which are being specifically tracked.</p> <p>There are no remaining applications pending from the summer break period and the regular flow of applications within this academic year continues. Pupils are being placed. The number of live applications and placements varies on a day to day basis. Parents have the right of appeal if they are not happy with the offer received but the duty to ensure their child is in school. The council aims to ensure pupils are offered places so that no more than 15 school days are missed by applicants. This aim is being generally met except for the cases mentioned above which immediately become subject to that Fair Access Process.</p> <p>Officers have just completed a full audit of September allocations to assure themselves pupils did take up places allocated or, if not and if they have moved out of the state funded sector in Oxfordshire, that the available supply of places is accurate to ensure efficient placements as further applications are received. This has been a new process added to our regular academic year checks this year to ensure we do not rely solely on information being supplied from schools and that we are reassured that we have identified any children that should be classified as missing education.</p> |

| Questions | Answers |
|-----------|--|
| | <p>How many appeals (primary and secondary) are still to be heard?</p> <p>For entry into Reception in September 2019 All those who applied on time and appealed by 21 May are required to have their appeals heard by 23 July.</p> <p>Those who appealed after 21 May but before 10 July are required to have their appeals heard by 14 October. Twelve such appeals were lodged and have been scheduled to be heard in September.</p> <p>For entry into Year 7 in September 2019 All those who applied on time and appealed by 29 March are required to have their appeals heard by 18 June.</p> <p>Those who appealed after 29 March but before 12 June are required to have their appeals heard by 16 September. 45 such appeals were lodged. Of those that were not heard before the summer holidays began, all will be heard by 16 September.</p> <p>For other year groups Those who appeal during July or August or September (or, indeed, at any other time of year) are required to have their appeals heard within 30 school days (i.e., not including holidays or INSET). So far, 65 have been lodged. Some of those have been allocated places subsequently. Of those that have not, they will all be heard by the statutory deadline.</p> <p>To note Deadlines are prescribed by the Department for Education's School Admissions Appeals Code.</p> <p>No appeals were lodged for maintained secondary schools.</p> |

| Questions | Answers |
|---|---|
| | Of the 65 appeals lodged for 'other year groups', only 17 are for maintained schools. No academy is required to use the Council's appeals service and the Council has no formal oversight of their appeals provision. |
| <p>SUPPLEMENTARY QUESTION</p> <p>Could the Cabinet Member tell me whether any of the young people identified as waiting for a place were Looked After Children or qualified for Free School Meals or Pupil Premium, and if so, how many?</p> | <p>SUPPLEMENTARY ANSWER</p> <p>I do not have that level of detail to hand but will provide you with a written answer with those details.</p> |
| <p>14. COUNCILLOR EMMA TURNBULL</p> <p>How many children and young people are currently not in receipt of education, in spite of having made an application to attend a local school?</p> | <p>COUNCILLOR LORRAINE LINDSAY-GALE, CABINET MEMBER FOR EDUCATION & CULTURAL SERVICES</p> <p>This relates to the applicants referred to in the first answer regarding In Year Fair Access Panels and to referrals from other local authorities usually of pupils moving into Oxfordshire. Of these there are only seven referrals open for children who have applied for a school place but haven't yet been allocated one. Other referrals relate to children who have not yet applied for a place or have been allocated a place pending a start on roll which will take place shortly and is being tracked.</p> <p>Again, the answer at question makes it clear that the number of applications being processed at any one-time changes on a daily basis.</p> |
| <p>SUPPLEMENTARY QUESTION</p> <p>I would like to ask the Cabinet Member for Education & Cultural Services whether she finds it acceptable that many of the fair Access Panels have yet to meet this year?</p> | <p>SUPPLEMENTARY ANSWER</p> <p>I will provide you with an update from the panels when they meet.</p> |

| Questions | Answers |
|---|---|
| <p>15. COUNCILLOR GEORGE REYNOLDS</p> <p>As we reach the first anniversary of partnership working with CDC, could the Cabinet member summarise the projects effected, savings realised and overall benefits of the s. 113 agreement to date?</p> | <p>COUNCILLOR IAN CORKIN, CABINET MEMBER FOR CHERWELL PARTNERSHIP</p> <p>Since the inception of the joint working partnership in October 2018 between the County Council and Cherwell District Council, we have begun to develop a strong collaborative approach to seeking efficiencies by sharing of senior posts and service redesign. These efficiencies are important as they help us reduce our running costs and overheads, delivering best value for money. However, the partnership is also focused on effectiveness. And whilst reducing our running costs is clearly important, improving the effectiveness of our service delivery offers a real prize as residents will experience the benefit in terms of the services they receive. We are also seeking to improve the permeability of the interface that inevitably exists in two tier authorities.</p> <p>We anticipated our initial savings would result from sharing the costs of employment and at the outset of the partnership no savings targets were set beyond the recognition that a shared Chief Executive post would save a relatively small amount. In our six-month review, however, of the section 113 agreement we set out an expected annual saving of £314k, based on the following anticipated shared officer structure:</p> <ul style="list-style-type: none"> • Chief Executive • Director of Law and Governance (Monitoring Officer) • Corporate Director: Customers and Organisational Development • Deputy Director: HR • Assistant Director: Social Care, Commissioning and Housing • Assistant Director for Regulatory Services and Community Safety <p>Savings to date for 2019/20 are £346k against an expected figure of £314k (as set out in the partnership review document published in March 2019). This reflects the impact of posts coming on-line throughout the course of the year. We are well on track to deliver in excess of this projection during the course of the next financial year and further posts are planned to become shared.</p> |

| Questions | Answers |
|-----------|---|
| | <p>Since the review in March 2019, we have added to that list:</p> <ul style="list-style-type: none"> • Head of Procurement and Contract Management <p>In addition, the following shared posts are providing additional support and backfill on an interim basis in services such as communities and culture to ensure there is effective capacity and support to deliver in priority areas such as growth:</p> <ul style="list-style-type: none"> • Corporate Director: Communities • Director of Cultural Services (CDC Chief Operating Officer) <p>We have also recently agreed to add three further senior joint posts to the leadership of both organisations:</p> <ul style="list-style-type: none"> • Corporate Director: Commercial Development, Property and Assets • Director for Strategy and Communications • Director for Customers and Digital. <p>As each of these are joint senior roles, the county council will see the costs of senior management reduce. More importantly these roles will lead alignment and join up in the key areas of IT and customer services, property, estates, commercial development, culture and leisure services, and organisational strategy more widely.</p> <p>Additional savings will also be realised through activities such as joint procurement and the implementation of full shared services (i.e. beyond senior management roles).</p> <p>There is, of course, also overlap with OCC's organisational transformation, and partnership working can be an important enabler of that. For example:</p> |

| Questions | Answers |
|---|---|
| | <ul style="list-style-type: none"> • Work is well advanced in terms of the development of shared services with proposals to establish a joint communications, policy and performance function. These proposals are currently under consultation but if implemented could save in the order of £630k. • Likewise, work is currently underway to jointly procure and replace a key IT system for regulatory services that should see contract costs reduce for both partners. • There are long term plans to work together more closely to deliver the finance functions <p>At this stage savings targets have not yet been finalised and there is a conversation to be had about how they will be recognised, but that will be resolved by the end of this financial year.</p> <p>We have come a long way in 12 months and both Councils have strong ambitions for the future of the partnership. The sharing of appropriate senior posts is realising financial savings and is the critical prerequisite to improved service design & delivery. We should be optimistic about the ability of this unique collaboration to deliver essential non-structural reform, reduce costs and improve services for the residents we serve, whatever the future holds for local government.</p> |
| <p>16. COUNCILLOR GEORGE REYNOLDS</p> <p>What was the facilities management costs for accommodating a meeting held in the Court Room on Saturday 16th February 2019?</p> | <p>COUNCILLOR DAVID BARTHOLOMEW, CABINET MEMBER FOR FINANCE</p> <p>The cost to facilities management to accommodate the meeting on 16 February was £80.00.</p> |
| <p>17. COUNCILLOR ROZ SMITH</p> <p>I am receiving a high number of complaints from</p> | <p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>I agree that enforcement of parking restrictions in place is important for</p> |

| Questions | Answers |
|---|--|
| <p>Headington and Quarry residents about the lack of civil enforcement on double yellow lines and in the Controlled Parking Zones (CPZs). I had understood a new contract was to be arranged with more operatives able to cover the increasing number of CPZs. Could the cabinet member explain why there has been a delay in tendering and agreeing a new contract for civil enforcement of parking?</p> | <p>residents and to help manage Oxfordshire's traffic. Both the existing and proposed new contract allows us to vary the number of operatives enforcing the restrictions should we wish. Over the last couple of years numbers had dropped for a variety of reasons, but I can confirm that these are now being increased to improve the level of enforcement being undertaken in Oxford. I will ask officers to ensure this is achieved and that the number of operatives also reflect the new CPZs being implemented.</p> |
| <p>SUPPLEMENTARY QUESTION</p> <p>Could the Cabinet Member explain what the delay on this is please?</p> | <p>SUPPLEMENTARY ANSWER</p> <p>Yes, I can. The delay is due to civil action being taken against the Council in the form of a challenge regarding the awarding of the Contract.</p> |
| <p>18. COUNCILLOR ROZ SMITH</p> <p>The Quarry conservation area is suffering with poorer air quality and dangerous driving on footways with a large volume of vehicles (around 500 per hour in peak times through the narrow roads, some without a pavement). Would the cabinet member support a trial traffic filtering scheme for the Quarry area?</p> | <p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>Your concerns are noted regarding the effects of vehicle traffic in the Quarry area and request for a trial of a traffic filtering scheme for the area. As it stands, the principle of traffic filtering within local neighbourhoods (Low Traffic Neighbourhood's) does not form part of adopted county council transport policy. There is also currently no identified funding associated with delivery of LTN's. That said, the principle of LTNs will be progressed through development of the upcoming LTCP (Local Transport and Connectivity Plan). A topic paper on Low Traffic Neighbourhoods is intended to be made available for consultation in early 2020.</p> <p>I welcome suggestions and requests from local neighbourhoods which wish to be put forward for consideration as an LTN. I would be happy to suggest that the Quarry area is considered as an LTN area as part of this strategy development.</p> |

| Questions | Answers |
|--|---|
| <p>SUPPLEMENTARY QUESTION</p> <p>Would the Cabinet Member agree with the cost of the trial being taken from the Community Budget?</p> | <p>SUPPLEMENTARY ANSWER</p> <p>Yes, I expect it to be funded from highways in the Community Budget.</p> |
| <p>19. COUNCILLOR ARASH FATEMIAN</p> <p>Despite appreciable progress to date, does the Cabinet member think that a 'Plan B' is necessary in case the Transformation programme proves unsuccessful in realising its savings targets?</p> | <p>COUNCILLOR EDDIE REEVES, CABINET MEMBER FOR TRANSFORMATION</p> <p>I thank Cllr Fatemian for this question. I assume that tongue and cheek were in close proximity at the time of thinking it up. As well he knows – and as the Liberal Democrat Group seems incapable of understanding – the Council's Transformation programme is not a single project. Rather, it is a series of carefully planned projects taking place over multiple financial years with a resolute focus on improving services. It is iterative in nature and no 'Plan B' is therefore necessary.</p> <p>These projects include activities like business process improvement, service redesign, upgrading IT, looking for new ways of generating income, reducing our external spend and harnessing our assets.</p> <p>Transformation is really an umbrella term that the Council has decided to use for these projects and activities and is about putting our residents and businesses at the heart of our thinking all the time and, in so doing, improving services, harnessing technology and driving out unnecessary duplication to allow our staff to focus on what really matters. Not doing this is not an option, and it is improvement led, not finance led.</p> <p>At the recent Joint Audit & Governance and Performance Scrutiny (Transformation) Sub-Committee on 17th October, significant progress was reported being made across the programme, including:</p> |

| Questions | Answers |
|-----------|--|
| | <ul style="list-style-type: none"> ○ completing the formal staff consultation and now implementing the restructure of the corporate Finance teams to deliver our redesigned and improved finance functions; ○ completing the review of the council's Strategic Capability function, which proposes improvements in how we manage strategy, policy development, programme management, quality assurance, communications, consultation and engagement and performance management; ○ completing the review of the way in which the council commissions, procures and manages contracts with our supply chain; ○ work underway to improve how we provide business administration and support; and ○ reviewing our Customer Services Centre to see how it can improve current performance, as a precursor to how we can improve the way in which all our services interact with our residents and businesses when they first approach us for information, advice and support (which is the next phase of planned work). <p>As I have already mentioned, the resolute focus of the Transformation programme is to ensure that services are modernised and improvements are made, and that by redesigning our services and processes, we can reduce the Council's overheads in a sensible way, and address the requirements of the authority's most recent Medium Term Financial Plan – rather than one several years' old as the Liberal Democrats seem determined to reference in their motion.</p> <p>To be absolutely clear, particularly for the Liberal Democrats' benefit, Transformation is not a cover for cuts, nor is the process of Transformation designed to be any more complex than it need be. It is inevitable a complicated process, as one would expect from an organisation of this size and scale.</p> |

| Questions | Answers |
|---|---|
| <p>20. COUNCILLOR DAMIAN HAYWOOD</p> <p>The recent resurfacing of the Cowley Road in Oxford has been welcomed by many residents as it was long overdue. However there has been some consternation by many active travellers that the security provided by the clear surface demarcations of cycle lanes has been removed. The evidence indicates that these surfaces significantly protect cyclists from accident and removal is a retrograde step. How can the cabinet member justify this action in light of the Council's commitment of enhancing the cycling offer to residents?</p> | <p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>I can confirm that the lines were put back as they were seen when the maintenance scheme was undertaken. It has subsequently transpired that some of the original lines and colourings that were implemented as a trial some years ago could not be seen at this point and as such, they were not re-instated.</p> <p>A site meeting has been arranged to discuss with Cllr Haywood and the Group Manager, he will have assessed the original 'as built' drawings prior to this meeting to establish the feasibility of replacing the trial lines (if they are still deemed to improve the safety of cyclists at this location). It should be noted that the authorities approved policy and stance on coloured surfacing is to reduce the volume across the county as it is expensive and hard to maintain if and when defects are identified.</p> <p>The Highway teams are working with local cycle groups to see where areas can be improved across the county for cyclists. Cycling is a desirable form of sustainable transport that offers many benefits to our residents and the surrounding environment.</p> |
| <p>SUPPLEMENTARY QUESTION</p> <p>The evidence suggests that the demarcation of cycling lanes and shared space protects cyclists. Would the cabinet member like to go against this evidence and not provide such clear demarcation?</p> | <p>SUPPLEMENTARY ANSWER</p> <p>I am aware that the Department for Transport has provided various advice and guidance regarding cycle lanes and shared space, and indeed recently changed their advice on shared space. I am also conscious there are varying views and competing challenges officers have to manage when designing for cyclists, other users of the network, and future maintenance. I have to trust their advice and judgement but will remind them of the importance of making evidence- based decisions using the latest information and advice available.</p> |

| Questions | Answers |
|--|--|
| <p>21. COUNCILLOR EMMA TURNBULL</p> <p>What eligibility criteria will be used to assess applications for the Youth Opportunities Fund; how will you make sure that the funding is distributed to the areas, and the young people, in most need; and how will the impact of the activities be monitored?</p> | <p>COUNCILLOR MARK GRAY, CABINET MEMBER FOR LOCAL COMMUNITIES</p> <p>The Grant Guidance and Criteria document that was agreed by the cross-party panel and published on the dedicated webpage, www.oxfordshire.gov.uk/youthopportunity , states the eligibility criteria as below:</p> <p><i>“We will assess applications according to:</i></p> <ul style="list-style-type: none"> • <i>Whether the proposal is providing new opportunities or extending the existing.</i> • <i>ones for young people to additional sessions, areas or groups of young people.</i> • <i>How the proposed provision will meet the needs identified.</i> • <i>How it will support young people to live a full and varied life.</i> • <i>How it will add value to the local community.</i> • <i>How the funding will be used.</i> <p><i>We believe supporting young people should become an indispensable part of their community and young people who have benefitted from support should continue to do so after the funding period. Applications therefore are encouraged to present their plans as to how they are going to make the provision sustainable.”</i></p> <p>The Cabinet had agreed that the Fund will be used across Oxfordshire and the Panel will keep track of applications from all areas to ensure this.</p> <p>The evaluation criteria states that the applicants need to present the need and how their application help to meet the need. We, therefore, expect the applicant to define ‘the young people’ that their activities will support.</p> |

| Questions | Answers |
|--|--|
| | <p>Monitoring will be carried out as stated in the ‘monitoring’ section of the evaluation criteria published.</p> <p><i>“Successful applicants are expected to comply fully with any monitoring requests from the Council and must agree to this when signing the funding request form. This may include a review of their project during the period of funding, checking how the money was spent, reports on the activity funded, feedback from young people and any other record of the activity funded (e.g. promotional flyers and posters).</i></p> <p><i>Successful applicants will need to complete a monitoring report towards the end of the funding agreement. A copy of the monitoring report will be sent out with the signed grant agreement, at the beginning of the funding period. Any unspent grant funding will be recovered by the county council.”</i></p> |
| <p>SUPPLEMENTARY QUESTION</p> <p>Whilst I welcome the fact that the applicants for funds are required to measure the needs of young people, surely this is primarily the job of this Council and we should not be opening up bids for funds without having done a clear needs assessment, that takes into account geography, demography, existing provision, location and type?</p> | <p>SUPPLEMENTARY ANSWER</p> <p>There is a huge amount of help and support offered through the officers.</p> |
| <p>22. COUNCILLOR DAMIAN HAYWOOD</p> <p>It has been reported that many teachers are experiencing significant stress and confrontation with parents over Brexit. Furthermore, many are</p> | <p>COUNCILLOR LORRAINE LINDSAY-GALE, CABINET MEMBER FOR EDUCATION & CULTURAL SERVICES</p> <p>The Council has provided schools with information supplied by Central Government. It is for Governing Boards and Trustees and Headteachers to provide additional support for staff at this time of uncertainty.</p> |

| Questions | Answers |
|---|--|
| <p>having to deal with scared and confused children who are worried about the outcomes of Brexit. This comes at a time when schools within the county are suffering a recruitment crisis associated with many factors including the high cost of living. The further burden on our teaching staff will only exacerbate this crisis. Can the cabinet member detail how the council will support teachers at this challenging time?</p> | <p>Officers within the education service have not been made aware that teachers or support staff are ‘...experiencing significant stress and confrontation with parents over Brexit’. Officers also meet with the Teachers’ Joint Committee and support staff have access to their unions and in addition the Council’s HR service provides EAP PROGRAMME and PAM ASSIT. (details below).</p> <p>http://schools.oxfordshire.gov.uk/cms/content/employee-assistance-programme-formerly-staff-care</p> <p>About the Employee Assistance Programme</p> <p>The Employee Assistance Programme, previously known as the Staff Care Service, is now delivered by a company called People Asset Management (PAM). It is a free, confidential personal support service provided by the Council that schools (including Academies) can subscribe to for employees. It offers expert advice and information along with specialist counselling and support on matters such as:</p> <ul style="list-style-type: none"> · Family and personal crisis · Illness · Debt · Bereavement · Benefits and tax credits · Relationships <p>The employee should access the services themselves either online by clicking on PAM Assist EAP and entering the council’s unique Username “Education” and Password “Oxfordshire” or phone the 24 HOUR 365 day confidential help-line - 0800 882 4102 giving Username “Education” and Password “Oxfordshire”.</p> <p>Calls will be answered by an adviser who will offer help and support in a professional, friendly and non-judgmental manner.</p> |

| Questions | Answers |
|---|---|
| <p>23. COUNCILLOR GLYNIS PHILLIPS</p> <p>How many young carers are waiting assessment and what is the current waiting time for an assessment? What support services are the Council able to offer young carers after assessment?</p> | <p>COUNCILLOR STEVE HARROD, CABINET MEMBER FOR CHILDREN & FAMILY SERVICES</p> <p>How many young carers are waiting assessment and what is the current waiting time for an assessment?</p> <p>I thought it may be useful to provide information about the ways in which a young carers needs are assessed and by whom.</p> <p>There are two assessments that should respond to a young carers support needs:</p> <p><u>Early help assessment:</u> These can be authored by a community professional with the support of LCSS, or in some cases LCSS complete the assessment themselves.</p> <p>Some early help assessments are completed by the young carers team. This normally occurs in the following circumstances:</p> <ol style="list-style-type: none"> 1) When there is no suitable professional already known to the family who is either able or available to complete the assessment (e.g. during the summer holiday). 2) When the presenting need clearly evidences a need for support from the family solutions service (this saves going back and forth between community professionals and LCSS). 3) When the need for an assessment is identified by adult social care 4) When the need for further assessment is identified by the children's disability team. <p>The young carers team responds to these requests in a timely way, and currently there are no early help assessments that are awaiting to be authored by the young carers team.</p> <p><u>Child and Family assessment:</u></p> |

| Questions | Answers |
|-----------|---|
| | <p>If a parent requests an assessment because of the child being a young carer, these requests can be made to the MASH. If the presenting need does not indicate that the child may be a child in need – MASH pass to LCSS to progress an early help assessment. If the presenting need does indicate that the child may be a child in need, for example due to the level of risk posed to a child by the care they are delivering, then this would progress to a child and family assessment team, who would complete an assessment under S.17 Children Act 1989. This assessment should apply the young carers needs assessment regulations as set out in S.17ZA Children Act 1989. These regulations will also apply to an assessment which is being carried out for any other reason, for example an assessment due to concerns about domestic abuse, where during the process of that assessment it becomes apparent that the child is a young carer and has support needs related to this activity.</p> <p>Statutory timeframes for assessment apply which is 45 days. This timeframe applies from the date of the decision to complete an assessment.</p> <p>What support services are the Council able to offer young carers after assessment?</p> <p>The family solutions service provides targeted casework and interventions to children and families whose level of vulnerability requires specialist services. The family solutions service includes family support Social Work and an early help service made up from: Early help teams, the Young Carers team, EET service, and Aquarius.</p> <p>Not all young carers supported within the service are supported by the young carers team. The team that works with a child or family depends on the specific needs identified within an assessment.</p> <p>Examples of support provided by young carers specialist workers:</p> <ul style="list-style-type: none"> • Ensuring that services planned for the cared for person set out |

| Questions | Answers |
|--|--|
| | <p>measurable outcomes the young carer will achieve as a result. For example health, CIN plans for children with disabilities, EHCP's, or adult social care plans.</p> <ul style="list-style-type: none"> • Initiating support from other services. • Direct work with children: developing age appropriate understanding of illness/disability/addiction, interventions aimed at developing emotional literacy and awareness, supporting the development of advice given by other professionals (this could be in relation to their own resilience for example advice from CAMHS around self-harm; or could be about implementing safe care routines as advised by an occupational therapist), providing Advocacy for the child or family member involved in other services, raising self-esteem, building social networks and opportunity. • Family work: developing parental awareness of their child's needs as a child of a parent with a mental illness, disability, or addiction; developing and supporting effective parenting strategies, planning and support around terminal illness, ensuring access to bereavement support services. • Working with other professionals: whether the young carers team are leading a plan of support or contributing to a plan that is led by another professional within the family solutions service, our work often involves helping school staff to understand the specific needs of a child and the barriers they may have to accessing education. Workers will help schools to adopt understanding and flexible approaches that promote the inclusion of the child. |
| <p>SUPPLEMENTARY QUESTION</p> <p>Please could the Cabinet Member tell me how many assessments are waiting to be undertaken under section 17 ZA Children's Act 1989, together with the associated waiting times.</p> | <p>SUPPLEMENTARY ANSWER</p> <p>Thank you for your Question (Councillor Hudspeth). I will ask Councillor Harrod to provide you with a written answer to this question.</p> |

| Questions | Answers |
|--|--|
| <p>24. COUNCILLOR GLYNIS PHILLIPS</p> <p>The capital for the feasibility study for the safe pedestrian crossing at the bottom of Collinwood Road in Risinghurst was in last year's budget. Over a year and half later and the residents of Barton and Risinghurst are still waiting despite numerous requests from me for progress updates. Can the Cabinet member advise when this report will be made available?'</p> | <p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT</p> <p>OCC officers have received a final draft report and designs from our appointed consultant team. Officers have reviewed this content and are in the process of feeding back final comments to the consultant team. It is envisaged that the process of finalising the report should therefore be completed over the coming few weeks. I appreciate the members frustration that it has taken longer to produce the report and design outputs than originally envisaged, however it is important that officers are first satisfied with the output before a final version is published. I am aware of the members interest in this piece of work and would like to reassure that as soon as a final report has been produced, officers will be in touch with the local member to discuss and present its findings.</p> <p>I would also like to take this opportunity to reiterate that funding has only been allocated for feasibility design work only of the proposed Toucan crossing. Further design work and/or costs associated with the delivery of any crossing would rely upon an allocation of further funding</p> |
| <p>SUPPLEMENTARY QUESTION</p> <p>Please can you give me a definitive date when the report will be made available?</p> | <p>SUPPLEMENTARY ANSWER</p> <p>No.</p> |