

These notes indicate the decisions taken at this meeting and the officers responsible for taking the agreed action. For background documentation please refer to the agenda and supporting papers available on the Council's web site (www.oxfordshire.gov.uk.)

The decisions take effect at the time and date specified, unless before that time written notice is given in accordance with the Council's Scrutiny Procedure Rules requiring the decision to be called in for review by the relevant Scrutiny Committee.

If you have a query please contact Chris Reynolds (Tel: 07542 029441; E-Mail: chris.reynolds@oxfordshire.gov.uk)

CABINET - TUESDAY, 17 JUNE 2025

<i>List published 18 June 2025</i> <i>Decisions will (unless called in) become effective at 5.00pm on 25 June 2025</i>		
RECOMMENDATIONS CONSIDERED	DECISIONS	ACTION
1. Apologies for Absence	Apologies for absence were received from Councillor Dan Levy.	DLG (A Newman)
2. Declarations of Interest	There were none.	
3. Minutes To approve the minutes of the meetings held on 20 March and 22 April 2025 and to receive information arising from them.	The minutes of the meetings held on 20 March and 22 April 2025 were approved as a correct record.	DLG (C Reynolds)
4. Questions from County Councillors	See annex.	
5. Petitions and Public Address	<u>7 – Report from Scrutiny Committee - Place OSC report to Cabinet - Transport Working Group</u> Amanda Chumas Danny Yee <u>9 – Traffic Filter Trial Delay – Mitigation Proposals</u> City Councillor Lubna Arshad Ian Loader City Councillor Katherine Miles John Center Luke Marion	

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	Sajad Khan Becky Carlyle Jeremy Mogford Danny Yee Patrick Lingwood Robin Tucker Aeron Buchanan Anne Gwinnett Emily Scaysbrook Duncan Parkes Chris Hanson Councillor Emily Kerr Councillor David Henwood Councillor Emma Garnett Councillor James Fry	
6. Appointments 2025-26 <i>Cabinet Member: Leader</i> <i>Forward Plan Ref: 2025/030</i> <i>Contact: Chris Reynolds, Senior Democratic Services Officer,</i> chris.reynolds@oxfordshire.gov.uk Report by Director of Law and Governance and Monitoring Officer The Annex provided in the agenda pack contains the list of the bodies to which appointments will be made. The nominations will be circulated in advance of the meeting. The Cabinet is RECOMMENDED to agree the appointments to the bodies set out in the Annex to this report.	Recommendations approved.	DLG (J Nicholson)

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7. Reports from Scrutiny Committees Cabinet will receive the following Scrutiny reports:- Education and Young People Overview and Scrutiny Committee reports on:- a) Report of the Virtual School b) Update of Children's Homes c) Home to School Transport Performance and Corporate Services Overview and Scrutiny Committee reports on:- d) Local Enterprise Partnership Integration e) Business Management and Monitoring Report Place Overview and Scrutiny Committee reports on:- f) Report of the Transport Working Group g) s.106 Improvement Project h) Rail Strategy	Cabinet received the reports and will respond in due course.	DLG (R Doney and T Hudson)
8. Home to School Transport & Post 16 Travel Policy 2025-26 <i>Cabinet Member:</i> Children and Young People <i>Forward Plan Ref:</i> 2025/076 <i>Contact:</i> Stephen Good, Home to School Transport Programme Manager Stephen.good@oxfordshire.gov.uk Report by Director of Children's Services The existing Home to School Transport Policies were last consulted upon in 2014 (Compulsory School Age) and 2018 (Post 16). DfE Guidance was last updated in 2019 for Post 16 Travel and in 2023 and 2024 for Compulsory School Age.		

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Local authorities should keep their school travel policy under regular review to ensure it continues to meet local needs and comply with statutory requirements. Due to the significant time that had passed since the previous consultations, a review of the policies was undertaken in 2024. The purpose of the review was to ensure alignment with the Council's statutory obligations and identify existing areas of discretionary provision. The Cabinet is RECOMMENDED TO a) ENDORSE the recommendations following analysis of the public consultation feedback in relation to the Home to School Travel and Transport Policy 2025/26 onwards for Reception to Year 11. b) AGREE to the adoption of the proposed Post 16 Transport Policy Statement Academic Year 2026/27, which reflects the consultation analysis recommendations to not introduce a contribution charge for those eligible for support under this policy.	Recommendations approved.	DCS (S Good)
9. Traffic Filter Trial Delay - Mitigation Proposals <i>Cabinet Member: Transport Management</i> <i>Forward Plan Ref: 2025/113</i> <i>Contact: Aron Wisdom, Programme Lead – Central</i> <i>Aron.wisdom@oxfordshire.gov.uk</i> Report by Director of Environment and Highways		

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Network Rail's ongoing closure of Botley Road at Oxford station means Cabinet's November 2022 decision to introduce six trial traffic filters in Oxford cannot be implemented until at least August 2026. Officers have reviewed a range of potential options to mitigate this situation, and the recommended options to pursue (subject to consultation and development) have been identified. This report outlines the background, the need for intervention, and the options considered. Cabinet is RECOMMENDED to a) Authorise officers to carry out a public consultation on a proposal to temporarily implement a congestion charging scheme using the systems and infrastructure developed for the traffic filter trial, to mitigate the impact of the delay of the traffic filter trial while Botley Road remains closed. b) Authorise officers to develop the minor schemes as outlined in paragraph 13 (e) to (i) c) Request officers to develop an 'income spending strategy' which will focus the net surplus income on reducing the costs of bus travel, including potential park and ride incentives, in accordance with relevant legislation.	Recommendations approved.	DEH (A Wisdom)
10. HR & Cultural Change - Quarterly Employee Data Report - Quarter 4 2024-25		

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<i>Cabinet Member:</i> Cabinet Member for Resources and Deputy Leader <i>Forward Plan Ref:</i> 2025/042 <i>Contact:</i> Cherie Cuthbertson, Director of HR and Cultural Change Cherie.cuthbertson@oxfordshire.gov.uk Report by Executive Director of Resources and Section 151 Officer This report provides an overview of the progress towards delivering the Our People and Culture Strategy (as measured by the achievement of its key performance indicators) and summarises the main employee-related trends for Q4 2024/25. Cabinet is RECOMMENDED to note the report.	Recommendations approved.	EDR (K Pennington)
11. Business Management & Monitoring Report - Annual Report, Provisional Revenue Outturn 2024/25 <i>Cabinet Member:</i> Finance, Property and Transformation <i>Forward Plan Ref:</i> 2025/098 <i>Contact:</i> Kathy Wilcox, Head of Corporate Finance Kathy.wilcox@oxfordshire.gov.uk Report by Executive Director of Finance and Section 151 Officer This report presents the year-end position for 2024/25 performance, risk, and finance position for the council. The Cabinet is RECOMMENDED to: a) Note the report and annexes including the council's Annual Report for 2024/25 (Annex D). b) Note the summary of the	Recommendations approved.	EDR (K Wilcox)

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provisional year-end financial position for 2024/25 along with the year-end position on general balances and earmarked reserves (Annex B). c) Approve the following proposals relating to reserves and the use of general balances: i. Add the £1.8m underspend against budgeted funding for investments in 2024/25 to the Budget Priorities reserve for use in 2025/26 (Annex B Paragraph 12). ii. Agree that the £1.2m 2024/25 On-Street Parking Account surplus, that has not yet been applied to fund eligible expenditure in accordance with Section 55(4) of the Road Traffic Regulation Act 1984, is carried forward to 2025/26 as set out in Annex B-3c (Annex B Paragraph 64). iii. Approve the use of one - off funding from General Balances to support Innovate Oxfordshire (£0.5m) and the Business and Intellectual Property Centre (£0.1m) (Annex B Paragraph 14).		
12. Capital Outturn Report 2024-25 <i>Cabinet Member: Finance, Property and</i>		

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Transformation <i>Forward Plan Ref:</i> 2025/079 <i>Contact:</i> Natalie Crawford, Capital Programme Manager <i>Natalie.crawford@oxfordshire.gov.uk</i> Report by Executive Director of Resources and Section 151 Officer The ten-year Capital Programme sets out the agreed capital investment to deliver the priorities identified in the council's Capital and Investment Strategy. This report updates on the performance against the programme shown in the latest monitoring report for 2024/25 and also compares back to the capital programme agreed by Council in February 2024. Figures shown reflect those to be included in the Council's Statement of Accounts for 2024/25. The Cabinet is RECOMMENDED to: a) note the performance against the capital programme for 2024/25 as set out in the report. b) note the Capital Programme Provisional Outturn Summary for 2024/25 as set out in: Annex 1a: Strategy Programmes Expenditure Annex 1b: Capital Financing Annex 1c: Strategy / Programme Level Reporting during the year	Recommendations approved.	EDR (N Crawford)
13. Capital Programme Approvals - June 2025 <i>Cabinet Member:</i> Finance, Property and Transformation <i>Forward Plan Ref:</i> 2025/124 <i>Contact:</i> Natalie Crawford, Capital Programme Manager,		

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natalie.crawford@oxfordshire.gov.uk Report by Executive Director of Resources and Section 151 Officer The Capital Programme was approved by Council in February 2025 and will be updated during the year through the capital programme and monitoring reports. This report sets out change requests requiring Cabinet approval that will be incorporated into the agreed programme and included in the next update to the Capital Programme in July 2025. The Cabinet is RECOMMENDED to: a) to approve the inclusion of a programme of work into the capital programme with an indicative budget of £5.906m to be funded from the Traffic Congestion Improvement Fund (TCIF), agreed through Council in February 2024. b) to note the proposed schemes to be delivered under the TCIF programme of work. c) approve a budget increase of £1.800m for the Access to Witney Scheme from £25.025m to £26.825m to be funded by incorporating £1.800m from the Traffic Congestion Improvement Fund. d) approve the inclusion of the Benson Lane Bus Service Improvement Plan (BSIP) into the capital programme, with an indicative budget of £1.232m, to be funded by a combination of developer contributions, Transport Provision funding, BSIP programme funds and the Traffic Congestion Improvement Fund.	Recommendations approved.	EDR (N Crawford)

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14. Forward Plan and Future Business <i>Cabinet Member: All</i> <i>Contact Officer: Chris Reynolds, Senior Democratic Services Officer,</i> chris.reynolds@oxfordshire.gov.uk The Cabinet Procedure Rules provide that the business of each meeting at the Cabinet is to include “updating of the Forward Plan and proposals for business to be conducted at the following meeting”. Items from the Forward Plan for the immediately forthcoming meetings of the Cabinet appear in the Schedule at CA13. This includes any updated information relating to the business for those meetings that has already been identified for inclusion in the next Forward Plan update. The Schedule is for noting, but Cabinet Members may also wish to take this opportunity to identify any further changes they would wish to be incorporated in the next Forward Plan update. <i>The Cabinet is RECOMMENDED to note the items currently identified for forthcoming meetings.</i>	Noted.	
15. For information only: Cabinet responses to Scrutiny Reports There are two Cabinet responses provided: • Network management (Place Overview and Scrutiny Committee) • Local Area Partnership SEND Update (Education and Young People Overview and Scrutiny Committee)	Noted.	

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ITEM 4 – QUESTIONS FROM COUNTY COUNCILLORS

Questions are listed in the order in which they were received. Should any questioner not have received an answer in that time, a written answer will be provided.

1. COUNCILLOR DAVID HENWOOD	COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT
The attached list (paragraph 13 of Item 9 in the Cabinet agenda - (Public Pack)Agenda Document for Cabinet, 17/06/2025 14:00) was composed by officers to mitigate congestion in East Oxford. Why wasn't the LTN scheme considered for removal, in line with Oxford Bus Company advice? (Letter from Paul Marion, CEO of the Oxford Bus Company, also attached below) Why is a congestion charge being introduced to areas of Oxford that don't suffer from Congestion and outperforming nitrogen dioxide levels set by central government, and what evidence is there that the centre of Oxford is suffering from congestion?  Bus companies blame LTNS for ruinir	The LTNs are county council policy and have been through a process of consultation and decision-making to establish the legal foundation. They support the county council's vision to remove 1 in 4 car trips in county by 2030 and accord with the adopted road hierarchy, which prioritises those walking and cycling over car drivers, many of whom are in single occupancy cars – the least efficient form of transport. They offer significant benefits to those living within the LTN streets which were previously dominated by through traffic. As Mr Marion has stated, in unequivocal terms, they support the broad intent of traffic restraint policies, including LTNs, which are part of a comprehensive package of measures, working in unison, to reduce congestion in the city to make walking, cycling and public transport the natural first choice for local trips. It is unfortunate that the county council has not been able to implement the traffic filter trial due to Network Rail's ongoing works on Botley Road. The traffic filters are expected to transform the city by removing congestion and making bus journeys fast and reliable while improving the conditions for walking and cycling. The LTNs are part of the solution, not the problem. The problem is too many cars on Oxford's historic and narrow road network. Cllr Henwood seems content to paraphrase Mr Marion, without context, from 2023 but completely ignores his more recent quotes from May 2025 regarding congestion in Oxford being at "emergency levels". Mr Marion has stated that bus journeys times have worsened by 17% on the Abingdon Road since the Botley Road closure. Average traffic speeds on the main routes into the city centre are around 40% slower in the morning and evening peaks and 30% slower at midday than in the middle of the night. Ten years ago, those figures were exactly the same – congestion is a chronic problem not something manufactured by LTNs. In June 2011, the Oxford Mail reported that Oxford was the 13th most congested city in Europe (Cambridge was 48th). And all without an LTN in sight. As anyone who travels in Oxford knows, the system is on a



	knife-edge: it doesn't take much for a 5-minute hop to turn into a 30-minute slog. We will never deliver the fast, affordable and reliable bus services everyone says they want until we reduce the pressure on the transport network. That requires us all to drive a bit less, so that we can all move a lot faster. Removing LTNs in East Oxford will not assist with this. This emergency situation, created by the continued closure of Botley Road, is the primary reason why the county council would like to consult on a temporary congestion charge, to alleviate the chronic congestion and achieve policy goals, adopted since 2015.
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