

# CABINET

**MINUTES** of the meeting held on Tuesday, 21 September 2021 commencing at 2.00 pm and finishing at 4.20 pm.

**Present:**

**Voting Members:** Councillor Liz Leffman – in the Chair  
Councillor Liz Brighthouse OBE (Deputy Chair)  
Councillor Glynis Phillips  
Councillor Neil Fawcett  
Councillor Dr Pete Sudbury  
Councillor Tim Bearder  
Councillor Duncan Enright  
Councillor Calum Miller  
Councillor Jenny Hannaby  
Councillor Mark Lygo

**Other Members in**

**Attendance:** Councillors Brad Baines, David Bartholomew, Donna Ford, Andrew Gant, Kieron Mallon, Freddie Van Mierlo, Jane Murphy

**Officers:**

Whole of meeting Yvonne Rees (Chief Executive); Kevin Gordon, Corporate Director for Children's Services; Steve Jorden, Corporate Director for Commercial Development, Assets and Investment; Claire Taylor, Corporate Director for Customers and Organisational Development; Lorna Baxter, Director for Finance; Anita Bradley, Director of Law & Governance; Rob MacDougall, Director for Community Safety; Colm Ó Caomhánaigh, Committee Secretary

*The Committee considered the matters, reports and recommendations contained or referred to in the agenda for the meeting, together with a schedule of addenda tabled at the meeting, and decided as set out below. Except insofar as otherwise specified, the reasons for the decisions are contained in the agenda, reports and schedule, copies of which are attached to the signed Minutes.*

**80/21 APOLOGIES FOR ABSENCE**

(Agenda Item. 1)

There were no apologies for absence.

**81/21 DECLARATIONS OF INTEREST**

(Agenda Item. 2)

Councillor Mark Lygo declared, in relation to Item 10 Voluntary Sector Infrastructure Contract, that as Lord Mayor of Oxford he had a non-pecuniary interest in three charities: Wood Farm Youth Centre, Oxfordshire Mind and Ark-T.

**82/21 MINUTES**

(Agenda Item. 3)

The minutes of the meeting held on 20 July 2021 were approved and signed, with the addition of Councillor David Bartholomew to the list of other councillors attending.

The minutes of the resumed meeting held on 30 July 2021 were approved and signed.

**83/21 QUESTIONS FROM COUNTY COUNCILLORS**

(Agenda Item. 4)

The questions received from County Councillors and responses are set out in an Annex to these Minutes.

**84/21 PETITIONS AND PUBLIC ADDRESS**

(Agenda Item. 5)

The following requests to address the meeting had been agreed by the Chair:

Item 6 – Business Management and Monitoring Report:  
Councillor David Bartholomew

Item 11 – Oxfordshire Street Design Guide:  
Graham Smith, Cyclox  
Robin Tucker, Co-Chair of CoHSAT, the Coalition for Healthy Streets and Active Travel  
Councillor Brad Baines  
Councillor Andrew Gant

Item 13 – Watlington Relief Road:  
Gill Bindoff, chair of the Watlington Neighbourhood Plan Advisory Board  
Matt Reid, Chairman of Watlington Parish Council  
Robert Parker, Shirburn Parish Meeting  
Councillor Freddie van Mierlo

**85/21 BUSINESS MANAGEMENT & MONITORING REPORT - JULY 2021**

(Agenda Item. 6)

Cabinet considered a report setting out Oxfordshire County Council's (OCC's) progress towards the Corporate Plan priorities for 2021/22 – July 2021.

Councillor David Bartholomew, Shadow Cabinet Member for Finance, noted that of the planned directorate savings for this year 24% were rated Amber and 1% Red. He expected that the Cabinet Member for Finance would keep a close eye on those.

Councillor Bartholomew drew attention to an error in the table on Agenda Page 72. The variation on Children's Services should have been 0.7m, not zero.

Councillor Bartholomew asked the Cabinet Member for Finance to explain how a budget of £0.1m on Growth and Economy could become an estimated spend of £1m. He also asked if the Corporate Contingency Budget would be able to accommodate the recent increases in inflation since the report was written.

Councillor Calum Miller, Cabinet Member for Finance, responded that the overspend of £1m was due to unanticipated consultancy costs related to the large number of infrastructure and other projects inherited from the previous administration. He had also recently commissioned advice on inflationary pressures and looked forward to the efforts of national government to tackle these pressures.

Councillor Miller noted that the two biggest pressures were currently in children's services and construction. However, there was adequate space in the balances to accommodate any potential pressures in the course of the year.

Councillor Duncan Enright, Cabinet Member for Travel and Development Strategy confirmed that the risks surrounding construction, resources and skills shortages were being monitored closely.

Councillor Liz Brighthouse, Cabinet Member for Children, Education and Young People's Services, in relation to High Needs Block Funding, reported that proposals were being developed for consultation that would help the most vulnerable young people. The long-promised review by central government had been put back to Spring 2022 at the earliest.

Councillor Brighthouse noted that, although the new Family Safeguarding service had helped, the number of referrals to the Multi-Agency Safeguarding Hub (MASH) had increased by 66% since pre-pandemic. The skills and knowledge were there to tackle the challenges but what was needed was central government funding.

**RESOLVED:**

- a) **To note July business management and monitoring report.**
- b) **To approve virements set out in Annex 2b which include transferring £1m from the Covid-19 reserve to fund relevant expenditure within the directorates as set out in Annex C paragraph 72;**
- c) **To approve the revised Music Service fees and charges as set out in Annex C paragraph 85 and Annex C-5.**

**86/21 WORKFORCE REPORT AND STAFFING DATA - QUARTER 1 - APRIL - JULY 2021**

(Agenda Item. 7)

Cabinet had before it for noting the quarterly staffing report providing details of key people numbers and analysis of the main changes since the previous report.

Councillor Glynis Phillips, Cabinet Member for Corporate Services, introduced the report. While many staff continued to work primarily from home following government advice, Councillor Phillips wished to recognise that teachers, teaching assistants, catering staff, social care staff and many others continue to support residents in very challenging circumstances.

The report updated on progress with Mentoring and the Reverse Mentoring Programme: Mentoring for Diversity. There will be a review in October and the intention was to roll out a further programme into 2022. A new position of Apprenticeships Manager was recruited on 1 July and increases in the number of enrolments was expected.

Councillor Phillips also pointed to the Lone Worker Mobile Technology as a good example of how technology helps to keep staff safer.

The Chair expressed the thanks of Council to all the staff who had worked through difficult circumstances for the previous 18 months and continue to provide services to residents.

Councillor Calum Miller noted the decrease in spend on agency staff and hoped that this trend would continue.

Councillor Duncan Enright noted the use of exit questionnaires and asked if an entry questionnaire might be considered to find out why people join the Council workforce. Councillor Phillips responded that she would raise that with HR.

**RESOLVED to note the report.**

## **87/21 OXFORDSHIRE PLAN 2050 REG 18 (STAGE 2) CONSULTATION RESPONSE**

(Agenda Item. 8)

Cabinet was asked to consider a draft OCC response to the Oxfordshire Plan Regulation 18 (Stage 2) consultation and suggest changes to be made to the response as necessary.

Councillor Duncan Enright, Cabinet Member for Travel and Development Strategy, gave the background to the report and outlined some of the main points of the Council's draft submission which included:

- Risk-based zoning of development with rigorous enforcement, including an absolute ban on building on flood plains.
- The approach to zero carbon must not have a disproportionate impact on rural or deprived areas.

- Securing 20 minutes neighbourhoods where residents' everyday needs can be met within a short walk or cycle ride.
- Making sports fields and halls available to the local community.

Councillor Enright urged everyone to make their own submission to the consultation. He thanked officers for all of the work that went into drafting the submission.

Other Cabinet Members made the following comments:

- There was nothing about digital infrastructure (Agenda Page 306) which was a key omission given its importance and that Oxfordshire was ahead of the curve on fibre broadband for example.
- There was a real opportunity to build a society that was resilient to anything that nature could throw at it.
- There were three scenarios given in the Plan for expected housing growth but should there be a further scenario which would take into account the pattern of growth we would envisage?

Councillor Enright responded that better information will be available at each stage and a decision on the level of growth is expected by December this year.

The Chair noted that no changes had been proposed to the draft. She proposed that the submission be agreed as drafted.

**RESOLVED: to agree the draft OCC response to the Oxfordshire Plan Regulation 18 (Stage 2) consultation.**

**88/21 COMMUNITY RISK MANAGEMENT PLAN (CRMP) 2022-2026 - PUBLIC CONSULTATION**

(Agenda Item. 9)

Cabinet had before it the draft Community Risk Management Plan for 2022-26 to approve to go out to consultation.

Councillor Neil Fawcett thanked officers for producing the draft in a shorter timescale than initially envisaged due to the timing of the next inspection. The plan was mostly about the assessment of risk and the response to that.

The consultation process with staff was exemplary with significant participation. The service itself had a good track record of long-term prevention policies.

It was hoped that this new plan will be more accessible and will receive greater feedback than before.

Councillor Duncan Enright asked why there was not more in the plan on response to extreme weather events. Councillor Fawcett responded that the framework was set down by national government and it was partly dependent on what could be usefully monitored.

Cabinet Members expressed their pride in the service and appreciation of the wide range of services provided by the Fire and Rescue Service as well as their emergency response. The Chair asked the Chief Fire Officer to pass the comments on to his staff.

**RESOLVED: to accept and adopt in the final version the Community Risk Management Plan 2022 - 2026, for public Consultation.**

## **89/21 VOLUNTARY SECTOR INFRASTRUCTURE CONTRACT**

(Agenda Item. 10)

Cabinet was asked to approve a grant agreement for a year in place of the current Voluntary Sector Infrastructure Contract, and the production of a wider Voluntary Sector Strategy across services.

Councillor Mark Lygo, Cabinet Member for Public Health and Equality, introduced the report. A Local Government Association (LGA) Peer Review in 2018 had noted that the contract was low for the investment needed in Oxfordshire. The Council has seen strengthened relationships with the sector over the last couple of years and wanted to build and maintain these.

In order to develop the strategy, it is recommended that the current VCS infrastructure contract be changed to a grant for one year (2022/23). Councillor Lygo confirmed that this would involve the same amount of money and does not create any additional budget pressures.

Cabinet Members stressed the importance of the voluntary sector in the County which is well organised and very extensive. In particular they played a crucial part in adult social care. It was suggested that Parish and Town Councils be involved in the review as they frequently received requests for funding from voluntary organisations.

Members also supported the timeline to complete the strategy by June 2022 which would give voluntary organisation time to input. There was also a suggestion to perform a gap analysis especially in areas of high deprivation.

Councillor Miller cautioned that the development of the strategy and the funding of the partner organisation should be two distinct processes.

Councillor Lygo thanked officers and voluntary organisations for their input. This was a working document. He welcomed the suggestions from other Cabinet Members and confirmed that it was a key part of the process to engage with all those involved.

**RESOLVED to:**

- a) Endorse the development of an organisational Voluntary and Community Sector (VCS) Strategy;**

- b) Approve the recommendation of converting the current VCS infrastructure contract into a grant for the next year (2022/23) to enable the development of the VCS Strategy.**

## **90/21 OXFORDSHIRE STREET DESIGN GUIDE**

(Agenda Item. 11)

Cabinet had before it for endorsement a Design Guide presenting how to prioritise active and healthy travel through street design in new developments, meeting carbon ambitions and established transport policy. Before considering the report, Cabinet heard from four speakers.

Graham Smith, Cyclox, Cycling UK, noted that the proposed guide replaced '*Oxfordshire Residential Roads Guidance*' which dated from before 2003 and so he guardedly welcomed its replacement. However, the new Guide should change car dependency and it did not.

The Guide needed teeth to instruct developers and must reflect the Duty of Care to all road users, in particular children and other vulnerable road users. The draft Guide was weak in these areas

If the journey leaving the housing area involved exiting along a road which had been widened for 'free-flowing' refuse vehicles, along an anti-social Distributor Road, travelling on fast and/or narrow 'higher 'level' roads and then negotiating high-speed roundabouts then that Duty will not be fulfilled.

Robin Tucker, Co-Chair, CoHSAT (Coalition for Healthy Streets and Active Travel) and Chair, Oxfordshire Cycling Network outlined three main concerns with the proposed guide. The Guide was worded so it will have no force with developers, it did not address connectivity of developments and it still did not deliver places for people.

He stated that there was nothing about a street's role in encouraging social activity or 20-minute neighbourhoods. Comparing this to other street design guides, there were very few people in the pictures. The only play spaces were a second function of SUDS and a manhole cover.

Despite these problems, he still urged Cabinet to approve the guide because it was an improvement on the previous guide based on 2003 practices. He also appealed to them to update the guide next year to promote people-friendly, not car-dependent homes.

Councillor Brad Baines stated that it was regrettable that the guide was not more progressive. Nonetheless he recommended adopting the guide as a massive improvement on its predecessor.

Given the climate crisis, Oxfordshire needed to lead the way on active travel. The guide should be more prescriptive and commit more firmly to LTN1/20 standards and 20-minute neighbourhood principles.

He regretted that there had not been a wider consultation on the guide which was almost entirely the work of the previous administration. He requested that the guide be put before the Place Overview and Scrutiny Committee in order to have a 'deep dive' before updating the guide for next year.

Councillor Andrew Gant, Cycling Champion for the County Council, described the proposed guide as one step in the journey. He endorsed everything that other speakers had already said. He acknowledged the very valuable work that voluntary organisations had contributed on this issue.

The guide needed to be more robust, saying 'must' not 'may'. It should be more explicit in providing more joined up active travel. Even some new developments were deficient in this and would need expensive retrofitting.

Councillor Gant asked for provision for the County's historic market towns. He also believed that the guide should refer to the quality of surface which can be an important element in whether somebody chooses to cycle or not.

Councillor Duncan Enright, Cabinet Member for Travel and Development Strategy, thanked officers for their work on the guide. Given the amount of new information coming forward all the time this was essentially a living document to be updated and published in iterations.

He would see scrutiny as the main channel for Member input but would also like to consult with the city and district councils who had their own guidance. He agreed with the comments that the guide needed to be more robust and provide better connectivity.

Councillor Enright also envisaged that the guide should address existing street and refitting where necessary, especially in the context of historic market towns. He proposed adopting this guide for now and committed to continuing the work to improve it.

Other Cabinet Members commented:

- Thinking was advancing all the time and the guide should have more emphasis on shared streets.
- Objectives needed to be clearer on weather events.
- Trees were also a vital part of climate infrastructure as well as being important for mental wellbeing.
- The guide needs to support the idea of children playing out more.



- With so many new homes planned over the next 10-15 years it was important to get the guidance right.
- Colleges had a large part to play in the city.
- The guide should make clear the minimum standards expected in order to give a clearer signal to developers.
- The consultation with disability groups was welcome and there was a need to get feedback from user groups as designs were implemented.

Councillors Miller and Fawcett asked if amendments could be made to make the wording stronger before the guide was adopted. Councillor Enright responded that he would be concerned about making changes that might require further consultation but he was happy to work with officers to see what could be done.

The Chair asked if Cabinet Members were content to adopt the recommendations on that understanding and with a commitment that the Place Overview and Scrutiny Committee will be involved in the next stage of development of the guide. Members agreed.

**RESOLVED: to endorse the Oxfordshire Street Design Guide for adoption and thereafter publication of the guidance document.**

## **91/21 ENGLAND'S ECONOMIC HEARTLAND (EEH) GOVERNANCE - ENDORSEMENT TO NEW FRAMEWORK**

(Agenda Item. 12)

Cabinet had before it a new governance framework for England's Economic Heartland (EEH), the sub-national transport body for the area.

The Chair introduced the report. This regional transport body which includes Oxfordshire had produced a new governance framework that required OCC's endorsement. Given the key transport issues in the county, such as East-West Rail and the new Oxford railway station, the Council Leader believed that participation in this group was very important.

The Chair confirmed that the body did not have statutory powers and that the contribution 'in kind' referred to was, in reality, officer time for their participation in the process. She agreed to provide a briefing for Cabinet Members after each meeting of the body.

Cabinet Members made the following points:

- There was no scale of growth in the area mentioned and it was difficult to plan without an idea of that. The Council needed to make it clear that there were limits to Oxfordshire's participation.
- It was welcome that the body included Swindon which has a lot of issues in common with this County.
- Our participation might help advance some local proposals such as a railway station at Grove.

The Chair put the recommendations and proposed that Councillor Enright be the substitute as Cabinet Member for Travel and Development Strategy. This was agreed.

**RESOLVED: to**

- a) **Confirm that England's Economic Heartland (EEH), the sub-national transport body encompassing Oxfordshire, should be considered as a 'strategic' outside body as per the definitions set out in Table 1 below;**
- b) **Endorse the new full EEH governance framework as set out in Annex 1; and**
- c) **Confirm appointment of the leader of the Council to the new EEH Political Forum, proposed to be called the Strategic Transport Leadership Board.**

**92/21 WATLINGTON RELIEF ROAD - PREFERRED OPTIONS AND IN PRINCIPLE USE OF STATUTORY POWERS**

(Agenda Item. 13)

Cabinet considered a report seeking acceptance to continue with the design of the identified preferred option. Before discussing the item Cabinet heard from a number of speakers.

Gill Bindoff, Watlington Neighbourhood Plan Advisory Board, stated the proposed road provided the only viable option to solve the air quality problem in the town, to conserve the historic town centre and enhance the attractiveness of Watlington for the visitors who support the High Street shops and local businesses which are crucial to its economic sustainability.

In addition, the footpath/cycleway along the length of the Relief Road will make a very useful contribution to connecting the local network of public paths and will support the local strategy for improving opportunities for walking, cycling, health and wellbeing.

Housing development was already under construction so there should be a sense of urgency in making progress towards delivery. Gill Bindoff welcomed the opportunities which had already been provided for input but believed that there was scope for a more productive partnership in order to ensure the best outcome for Watlington and for the County.

Matt Reid sent a written contribution on behalf of both Watlington and Pyrton Parish Councils which was read to the meeting. Cabinet should be aware that the route laid out before them for adoption today represented a 'political compromise'. The arrival at a route that was acceptable to the majority of stakeholders had been facilitated largely by the AECOM phase one optioneering process.

Cabinet should be aware that the planning submissions currently being made to district along the course of this route were dangerously ahead of the planning submission for the road itself. Cabinet was urged to regain the

initiative and do all they can to make sure this project was fully resourced and given appropriate priority.

This was perhaps the first time that a community centric design that alleviated many of the concerns held by both communities had made it this far. Cabinet was urged to support the recommendations.

Robert Parker, Chairman, Shirburn Parish Meeting, stated that Shirburn was a listed and conservation village with a 13<sup>th</sup> century castle located between Watlington and the M40. The B4009 carried all the traffic from Watlington to the M40 passing through the centre of Shirburn. There had been no consideration or modelling of Shirburn of any kind during Stage 1. AECOM had indicated that they did not intend to include Shirburn in Stage 2. This despite the road carrying the same traffic as Watlington.

In summary the concerns relate to three areas: incorrect level of Stakeholder Engagement; the AECOM statement that a new road will not generate traffic and referencing the Corporate Policies and Priorities; and the outdated overall approach by AECOM of “Predict and Provide” against the more modern approach to transport planning of “Vision and Validate”.

Cabinet was urged not to approve the recommendation to proceed to Stage 2 until an updated review of Stage 1 has taken place.

Councillor Freddie van Mierlo supported the proposal. Watlington was a beautiful town with independent shops drawing business in from surrounding villages. However, choke points in the road through town caused dangerous levels of air pollution and it was difficult to be heard at times.

With more new homes planned it was set to get worse unless the relief road was provided. There had been many delays already and the compulsory purchase order provision was appropriate.

Councillor van Mierlo believed that the concerns of Shirburn residents could be mitigated and was in discussion with the Parish Meeting regarding suggestions such as putting in a chicane and noted that the relief road will have a speed limit of 30 mph with provision for active travel.

Councillor Tim Bearder, Cabinet Member for Highway Management, noted that the Growth Deal with the commitment to 100,000 new houses had put a lot of stress on Oxfordshire. He criticised the fact that Growth Deal funds could not be spent on active travel options because they did not release more housing potential. As a result communities were getting more roads which attract more traffic.

However, he supported this proposal in order to take traffic out of Watlington. He was pleased that the speed limit would be 30 mph and that active travel would be provided but that needed to be connected to the wider area.

Councillor Duncan Enright, Cabinet Member for Travel and Development Strategy, congratulated officers and the parish councils for the work done in getting agreement on the proposal. He regretted that Shirburn still had concerns but hoped that these could still be mitigated. He urged proceeding with speed and attention to the project given the new housing development.

Councillor Enright corrected the report where it stated that staff shortages led to a delay. In fact, it was the need for a compulsory purchase order as that had not been expected. He agreed to keep Cabinet informed should any risks emerge in the funding of the project.

Councillor Pete Sudbury noted that the latest policies were that new roads should have a 20 mph limit and only low-level lighting for pedestrians. He hoped that this would mitigate the impact. He noted the history of flooding in the area and asked that this be taken into account in the design of the road.

**RESOLVED: to**

- a) **Approve the revised alignment route (figure 1) and approve progression into Design and Procurement Stage 2 of the project.**
- b) **Approve in principle the use of The Oxfordshire County Council (Watlington Relief Road) Compulsory Purchase Order 202[x] in parallel with negotiations for private acquisition, with such powers of compulsory purchase used only as a matter of last resort. If Compulsory Purchase Order (CPO) is required to deliver the project, we will seek further approval, subject to the scheme meeting all CPO requirements and the paper will be brought back to Cabinet, once the necessary approval has been sought, including public engagement on preferred options and submission of a planning application for the scheme.**

**93/21 FORWARD PLAN AND FUTURE BUSINESS**

(Agenda Item. 14)

The Cabinet considered a list of items (CA) for the immediately forthcoming meetings of the Cabinet together with changes and additions set out in the schedule of addenda.

Councillor Duncan Enright, Cabinet Member for Travel and Development Strategy, noted that the Local Transport Connectivity Plan should be listed as a joint responsibility between himself and the Cabinet Member for Highway Management.

**RESOLVED:to note the items currently identified for forthcoming meetings.**

.....in the Chair

Date of signing .....

## ITEM 4 – QUESTIONS FROM COUNTY COUNCILLORS

Questions	Responses
<p><b>1. COUNCILLOR MICHELE PAULE</b></p> <p>1. What monitoring is currently being carried out to assess the impact of the Temple Cowley and Florence Park Low Traffic Neighbourhood trial scheme on the city council wards of Littlemore, Rose Hill and Lye Valley, &amp; what does this monitoring show to be the scheme's current impact on vehicle movements and air pollution in particular on Hollow Way, Church Cowley Road, Henley Avenue and Oxford Road Littlemore?</p>	<p><b>COUNCILLOR TIM BEARDER, CABINET MEMBER FOR HIGHWAY MANAGEMENT</b></p> <p>1. The impacts of the Cowley LTNs are being monitored both within the LTNs and on impacted routes including those in and adjacent to Littlemore, Rose Hill, and Lye Valley. Monitoring for impacted areas and routes outside of the LTNs includes:</p> <ul style="list-style-type: none"> <li>• Vehicle speed (source: Inrix telematics data)</li> <li>• Vehicle counts (source: OCC Automatic Traffic Counter Network and Vivacity Lab Object Identification Sensor Network)</li> <li>• Journey Time (source: Google API)</li> <li>• Air quality (source: Oxford city council diffusion tube AQ monitoring network note: this network has been extended to better monitor the LTNs with a further 18 diffusion tubes including a location on The Slade near Old Rd)</li> <li>• Public transport reliability (source: Bus Open Data Service (BODS))</li> <li>• Emergency services delay (source: SCAS and Fire &amp; Rescue)</li> </ul> <p>These monitoring aspects and others will be analysed and</p>

Questions	Responses
<p>2. What criteria will be used to assess the success of the Florence Park and Temple Cowley LTNs? What factors will the cabinet member take into account when deciding whether to make the scheme permanent?</p>	<p>compiled into an evaluation report.</p> <p>2. The LTN has been implemented through an Experimental Traffic Regulation Order. The consultation for this is a live consultation and will close on 19<sup>th</sup> November 2021.</p> <p>The responses will be independently analysed by a third party and OCC officers will prepare a report for Cabinet Member Decision taking this and the monitoring evaluation report into account, making recommendations on whether to extend the trial, make amendments to the trial, implement it permanently or remove.</p>
<p><b>2. COUNCILLOR FREDDIE VAN MIERLO</b></p> <p>Will the cabinet resolve to give due attention in its response to the public consultation on Oxfordshire 2050 to:</p> <ul style="list-style-type: none"> <li>• Provision of authorised sites for gypsies/travellers</li> <li>• Improving relations between settled and traveller communities, including when unauthorised encampments occur</li> <li>• Improvement of OCC run gypsy/traveller sites, including Middle Ground</li> <li>• Ensure the needs of the gypsy and traveller community are included in the outcomes of the</li> </ul>	<p><b>COUNCILLOR NEIL FAWCETT, CABINET MEMBER FOR COMMUNITY SERVICES AND SAFETY</b></p> <p>Provision of authorised sites for gypsies/travellers:</p> <ul style="list-style-type: none"> <li>• A new Oxfordshire Gypsy and Traveller Accommodation Assessment is currently being undertaken with a draft report expected in November 2021. This will be fed into the Oxfordshire Plan 2050 as well as other relevant plans.</li> </ul> <p>Improving relations between settled and traveller communities, including when unauthorised encampments occur:</p> <ul style="list-style-type: none"> <li>• The OCC Gypsy and Travellers Service, when they become aware of any unauthorised encampments, will look to manage the situation with the interests of all</li> </ul>

Questions	Responses
<p>Oxfordshire 2050 consultation</p>	<p>parties in mind as per the Council's policy and procedure for unauthorised encampments (<u>Gypsies and Travellers   Oxfordshire County Council</u>)</p> <p>Improvement of OCC run gypsy/traveller sites, including Middle Ground</p> <ul style="list-style-type: none"> <li>• The Council has reviewed the traveller sites that it owns and is currently assessing the options available to ensure these sites meet acceptable standards.</li> </ul> <p>Ensure the needs of the gypsy and traveller community are included in the outcomes of the Oxfordshire 2050</p> <ul style="list-style-type: none"> <li>• This will be reviewed once the Gypsy and Traveller Accommodation Assessment has been completed.</li> </ul>
<p><b>3. COUNCILLOR DAVID BARTHOLOMEW</b></p> <p>Sonning Common Parish Council responded with enthusiasm to your call for interest groups to work with Oxfordshire County Council on 'Active Travel'. I forwarded their letter to me, on to you, with a cc to Cllr Enright, on 6th September with a request asking for officer contact details in order to progress the matter. At the time of writing (16th September), ten days have passed and the parish council and I are very disappointed not to have received an answer to this simple request. Please provide the information</p>	<p><b>COUNCILLOR TIM BEARDER, CABINET MEMBER FOR HIGHWAY MANAGEMENT</b></p> <p>I am sorry that I did not reply to your original email asking where the residents of the Sonning Common should direct their enquiries. I have been extremely busy as Cabinet Member and having served as a Cabinet Member yourself I thought you would understand that.</p> <p>But I have now had a chance to read the letter you forwarded, and I was much encouraged to read the comments of the Village Centre and Environment Committee and</p>

Questions	Responses
<p>required and clarify why I had to resort to a written question to Cabinet to get it.</p>	<p>impressed by how committed they are to improving biodiversity and encouraging active travel in Sonning Common.</p> <p>Their commitment is all the more admirable when you consider that on the 6th of September in piece titled; <b>Priorities are wrong (again)</b> in the letters pages of the Henley Standard, you commented on the 'grandiose pronouncements' by the new leader and deputy leader of Oxfordshire County Council.</p> <p>While we outlined our commitment to tackle the climate emergency, you said: "I have previously written about how the Liberal Democrat/Green administration at South Oxfordshire District Council has taken its eye off the ball and spent too much time with its head in the clouds debating worthy matters beyond its remit. Sadly, the LibDem/Green/Labour administration at the county council seems to be going the same way.</p> <p>"As with the district council, I have concerns that many of the county council's new objectives, while laudable, are mainly national issues way beyond the council's remit and it can have minimal impact upon them, despite allocating much time, money (your council tax) and resources towards these ends."</p> <p>I disagree with you Cllr Bartholomew. I believe that tackling</p>



Questions	Responses
<p><b>Supplementary</b> I understand that the Cabinet Member is very busy, having three council roles. Has he considered taking some time management training in order to answer emails more promptly?</p>	<p>climate change and enhancing active travel is something we all must work on together and I would be delighted to meet with the Parish to develop their plans further. But in the first instance, and to get the ball rolling could you ask them to direct their correspondence to</p> <p>Joe Kay (<a href="mailto:joseph.kay@oxfordshire.gov.uk">joseph.kay@oxfordshire.gov.uk</a>) Strategic Transport Lead Infrastructure Strategy Team Environment and Place Oxfordshire County Council 07827979234</p> <p>Please also include: <a href="mailto:Activetravel@oxfordshire.gov.uk">Activetravel@oxfordshire.gov.uk</a></p> <p><b>Response</b> No</p>