

CABINET

MINUTES of the meeting held on Tuesday, 21 January 2020 commencing at 2.00 pm and finishing at 4.10 pm.

Present:

Voting Members: Councillor Ian Hudspeth – in the Chair
Councillor Mrs Judith Heathcoat
Councillor Lawrie Stratford
Councillor Ian Corkin
Councillor Steve Harrod
Councillor Lorraine Lindsay-Gale
Councillor Yvonne Constance OBE
Councillor David Bartholomew
Councillor Mark Gray
Councillor Eddie Reeves

Other Members in Attendance: Councillor Liz Brighthouse
Councillor Glynis Phillips
Councillor Susanna Pressel
Councillor John Howson
Councillor Paul Buckley
Councillor Mark Lygo

Officers:

Whole of meeting: Yvonne Rees (Chief Executive)Yvonne; Nick Graham, Director of Law & Governance and Deborah Miller; Lorna Baxter, Director of Finance;

Part of Meeting:

Item

8 Hannah Farncombe, Deputy Director Children's Social Care;
10 Deputy Director Education, Jayne Howarth
11 Eric Owens, Assistant Director Growth & Place and Joanne Fellows

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.

127/19 MINUTES

(Agenda Item. 3)

The Minutes of the Meeting held on 17 December 2019 were approved and signed as an accurate record.

128/19 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda Item. 4)

11 Questions with notice were asked. Details of the questions and answers and the supplementary questions and answers (where asked) are set out in Annex 1 to the Minutes.

129/19 PETITIONS AND PUBLIC ADDRESS

(Agenda Item. 5)

Cabinet Received the following Petitions and Public Address:

Petitions

Mr Jamie Hartzell, local resident of Kingston Road presented a Petition of some 650 signatures calling on the Council to keep the South end of Walton Street closed to traffic, on the basis that the majority of local residents wanted the closure to remain; it had brought huge benefits including: through traffic being eliminated, an improvement in air quality, and the overall street scape was now safer and far more pleasant for cyclists and pedestrians.

Mr Richard Brown, local resident presented a petition of some 350 signatures requesting a review of the safety of the road running through the village of Middle Barton.

Councillor Constance, Cabinet Member for Environment thanked the petitioners for their petitions and requested a copy of the speech from Mr Hartzell.

Public Address

Sushila Dhall addressing the Cabinet in her role as Chair of the Oxford Pedestrian Association explained that despite successive County documents purporting to put pedestrians and other vulnerable road users at the centre of road and transport planning, the experience of walking from Oxford rail station to the city centre, and throughout many of Oxford's most heavily used pavements was that pedestrians were kept to narrow, neglected margins; were highly over-crowded; held up at road crossings; that pavements were dirty and often obstructed or in bad shape. Pedestrians were unable to see the historic buildings as were crammed between walls and metal vehicles, even on wide historic streets like St Giles, you could not hear birds for the roar of engines. The air stank. People could not breathe deeply or properly. New schemes included the pavements being narrowed to 1.5m, the County's

minimum, which was not wide enough for a wheelchair user to pass a double buggy, or for two couples to walk past one another.

The Pedestrian Association welcomed Connecting Oxford as a radical vision, where Oxford could become a beautiful city, like Bath, where the public realm was celebrated and the historic buildings could be properly seen in their magnificence, and where independent shops were not closing like in Oxford, but thriving; where one day people may have air they could breathe, roads they could cross; see the trees and hear the birds on St Giles; have more public space, and walk, gaze, and breathe in a kind of ordinary joy.

Councillor Constance, Cabinet Member for Environment thanked Ms Sushila Dhall for her support.

Item 6

Councillor Glynis Phillips, Shadow Cabinet Member for Finance
Councillor Liz Brighouse, Chair of Performance Scrutiny Committee

Item 10

Councillor Liz Brighouse, Chair of Performance Scrutiny Committee

Item 11

Sushila Dhall, Chair of Oxford Pedestrians Association
Ms Alison Hill, Chair of CycloX the Cycle Campaign for Oxford
Mr Robin Tucker, Oxfordshire Cycle Network
Councillor Liz Brighouse, speaking as Local Member
Councillor John Howson, speaking as Local Member
Councillor Susanna Pressel, speaking as Local Member
Councillor Paul Buckley, speaking as Local Member
(Addresses are recorded at the relevant item)

130/19 SERVICE & RESOURCE PLANNING REPORT - 2020/21 - JANUARY 2020

(Agenda Item. 6)

The Cabinet considered the final report in the series of the Service & Resource Planning process for 2020/21 to 2023/24. The report was set out in three sections; the Corporate Plan; the revenue budget including the draft council tax precept for 2020/21 and the Medium-Term Financial Plan (MTFP) to 2023/24; and the Capital & Investment Strategy and Capital Programme including the Treasury Management Strategy. Information outstanding at the time of the Cabinet meeting would be reported to Council when it considers the budget on 11 February 2020.

Cabinet's Corporate Plan and revenue and capital budget proposals took into consideration the latest information on the council's financial position outlined in this report and comments from the Performance Scrutiny Committee meeting on 9 January 2020.

The public consultation on the budget closed on 29 January 2020. The budget consultation report and any changes to the proposed budget as a result of comments received would be incorporated into the Service & Resource Planning 2020/21 – 2023/24 report to Council on 11 February 2020.

Councillor Glynis Phillips, Shadow Cabinet Member for Finance welcomed the additional funding allocated to children's and adult social care, although noted it was currently for one year only, pending a number of reviews and explained the importance of knowing the sustainable funding position for as many years as possible.

The Labour Group remained concerned about the continued use of one-off financial grants allocated by councillors and felt the money should be used to directly support the work of the Council. When initially challenged on this use of funds the argument presented was that there was no guarantee of funds being available beyond that year. So, recruiting staff was not considered an option because of the short-term nature of the known funding streams. This was not the current situation and she urged the Cabinet to use the funding to recruit more staff to reduce the number of children in care or put more funds into Public Health to (for example) reduce the number of people dependent on drugs and alcohol.

In relation to the Review of Charges she noted that it still referred to developers making a contribution to the cost of officers providing advice and attending meetings. The Labour Group would support the strategic objective of moving to charging actual costs.

On the Capital & Investment Strategy, she noted that during 2021/2022 there would be a fundamental review. Given that in the next financial year 2020/2021 only essential requirements were built into the programme, the group felt that should be capacity for this review to take place next year and not the year after. In relation to 145 she questioned what allocations had been removed and whether they had been removed permanently or reassigned to another year?

The Group were keeping an eye on the current £18.4m shortfall, to ensure that the amount did not drift upwards without some really good reasons. She echoed Performance Scrutiny's support given to the Director of Public Health's approach to use health inequalities data to inform service provision.

She requested that Councillors be made aware of any changes following the Final Local Government Finance Settlement as soon as possible.

Councillor Bartholomew, Cabinet Member for Finance thanked Councillor Phillips for her useful comments. He agreed that sustainable funding was key and that it was important to know how much they had got and what they could spend. He continued to press Government for a medium-term approach, rather than the year on year approach which was unsatisfactory. In relation to Developer Charges, he agreed that fees needed to be

investigated further, although there were some regulations around market norms.

The £18.5 million shortfall looked big, but in the scheme of things, across the years was not very much, but they would be keeping an eye on it.

Councillor Gray, Cabinet Member for Local Communities expressed the importance of the Councillor Priority fund, in that all services that were supported was doing the work of the Council and spread work County Wide.

Councillor Constance, Cabinet Member for Environment endorsed the comments by Councillor Gray, in that the County Priority Fund took small funding to important projects in small areas, where as otherwise they may feel ignored by the County Council.

Councillor Liz Brighouse, Chairman of the Performance Scrutiny Committee read of the statement by the Performance Scrutiny Committee included in the papers at Annex 2, Appendix 10.

Councillor Bartholomew welcomed the broadly supportive comments from the Scrutiny Committee and Briefing, which he had attended. He assured Councillor Brighouse that the comments would be considered, in particular the comments around evidence, feedback and monitoring.

Councillor Stratford, Cabinet Member for Adult Social Care and Public Health thanked the Committee for their comments particularly around Public Health where they would be taking a more proactive view around prevention and equalities, though he stressed that those issues were about environment as well as public health.

In relation to Adult Social Care, the new Director was working more closely with Health colleagues to address issues and the two Directors responsible for this area were working more closely than ever, which would see great benefits.

Councillor Corkin, Cabinet Member for Cherwell Partnership explained that as transformation moved into business as usual there would be a greater need and role for Scrutiny. Councillors were collectively responsible for holding the paid service to account, so he welcomed the highlighting of this issue.

Councillor Harrod, Cabinet Member for Children & Family Services thanked the Committee for their support around the Family Safeguarding Model.

Councillor Liz Brighouse commented that there was a need to ensure that Governors and Trustees of academies were scrutinising attainment and safeguarding within schools.

Councillor Lindsay-Gale thanked and supported the Committee for their comments. She had written to the Secretary of State on several issues and

would continue to do so, as due to the way things were currently arranged, it made it very difficult for the Council to have any influence at all. In relation to being able to scrutinise investments that were being made, she reminded members that there was a SEND Performance Board which tracked every single Health Care Plan. She would ensure that the data would be available to members.

Councillor Bartholomew, in moving the recommendations of the report emphasised that the Budget before the Cabinet was an "investment budget" in public services to prevent problems before they happened by: supporting struggling families so fewer children came into care; investing in community support for older and disabled people to help them live independently; and by designing places that helped people stay healthy by encouraging cycling and walking, carbon emissions had halved since 2008 – but the target was zero carbon by 2030.

Funding for children and adult social services would increase by £30 million next year, including an extra £8.1 million from the government. This money was needed to support an increase in adult social care needs for both older and disabled people, as well as the increasing number of child protection cases, which had grown in line with national trends.

The budget proposals also included investment in infrastructure across the county, including an extra £50 million for new and existing schools over ten years, with most of the funding coming from housing developers to meet the need for more pupil places in Oxfordshire. The Cabinet proposed to spend £30 million in 2020/21 from the capital budget on repairs to roads, bridges, drainage and footways across Oxfordshire's towns and villages, with major schemes scheduled in Banbury, Abingdon and Witney. New funding of £3 million per year was proposed to improve local road safety and accessibility, including new pedestrian crossings, improved junctions and better bus stop facilities. These measures were designed to encourage walking and cycling as part of the council's commitment to improving air quality and active lifestyles.

The county council continued to face long-term financial pressures, with government having steadily reduced funding for local authorities since 2010. At the same time, more people had needed support from social services. To ensure that they could continue to invest in services and infrastructure, while meeting the needs of the most vulnerable people in Oxfordshire, there was a proposed increase in Council Tax by 1.99 per cent, with a further two percent 'to pay for the growing number of people requiring adult social services. He commended the Budget to Cabinet.

Councillor Heathcoat, Deputy Leader of the Council introduced the Corporate Plan. She welcomed the views from the Performance Scrutiny Committee, which she had attended. A cross-part Working Group had been set to work on the plan. She thanked all the members on the Corporate Plan Working Group. The Plan had also gone out for consultation to all Members. The

Plan had been refreshed to concentrate on the Council's priorities, to make it more accessible to residents, staff and stakeholders.

The Plan was a core document for the Council and set the Strategic direction. The plan reflected the council's vision of Thriving communities for all, together with the priorities and how they would be achieved, including how progress against them would be monitored. Climate Action, Health Place Shaping and working in partnership with Cherwell District Council was well noted in the Plan.

Councillor Stratford welcomed the new format of the report.

Councillor Bartholomew requested that an explanatory note be added for clarification to the Investment Advisory Panel in Appendix B for when roles were held by the same person.

RESOLVED: (subject to the revised Annex 2 – Appendix 8 set out the Addenda)

In relation to the Corporate Plan (Annex 1);

Cabinet RECOMMENDED Council to:

(a) approve the Corporate Plan.

In relation to the Revenue Budget and Medium-Term Financial Plan (Annex 2);

Cabinet:

(a) approved the Review of Charges for 2020/21;

(b) approved the Financial Strategy for 2020/21;

(c) approved the Earmarked Reserves and General Balances Policy Statement 2020/21; and

(d) delegated authority to the Leader of the Council, following consultation with the Director of Finance and the Cabinet Member for Finance, to make appropriate changes to the proposed budget.

Cabinet RECOMMENDED Council to:

(a) approve a budget for 2020/21 and a Medium-Term Financial Plan to 2023/24, based on the proposals set out in Annex 2 – Appendix 2;

(b) approve a council tax requirement (precept) for 2020/21;

(c) approve a 2020/21 council tax for band D equivalent properties; and

(d) approve the virement arrangements to operate within the approved budget.

In relation to the Capital & Investment Strategy and Capital Programme (Annex 3);

Cabinet:

- (a) approved the Pupil Place Plan 2019/20 – 2023/24; and
- (b) approved the Highways Asset Management Strategy for 2019/20 – 2023/24.

Cabinet RECOMMENDED Council to approve:

- (a) the Capital & Investment Strategy for 2020/21 - 2029/30 including:
 - (i) the Investment Strategy;
 - (ii) the Prudential Indicators; and
 - (iii) the Minimum Revenue Provision Methodology Statement;
- (b) the new capital proposals for inclusion in the Capital Programme as set out in Annex 3 – Appendix C;
- (c) the Treasury Management Strategy Statement and Annual Investment Strategy for 2020/21 incorporated in the Capital & Investment Strategy;
- (d) to continue to delegate the authority to withdraw or advance additional funds to/from external fund managers to the Treasury Management Strategy Team;
- (e) that any further changes required to the 2020/21 Treasury Management Strategy be delegated to the Director of Finance in consultation with the Leader of the Council and the Cabinet Member for Finance;
- (f) the Treasury Management Prudential Indicators; and
- (g) The Specified Investment and Non-Specified Investment instruments as set out in Annex 3 - Appendix F, paragraphs 47 to 52.

131/19 BUSINESS MANAGEMENT & MONITORING REPORT - NOVEMBER 2019

(Agenda Item. 7)

Cabinet considered a report which set out Oxfordshire County Council's (OCC's) progress towards Corporate Plan priorities, and provided an update on the delivery of the Medium Term Financial Plan, at 30 November, including current performance against targets; the new Leadership Risk Register which had been developed as part of the Council's work to strengthen risk and opportunities management; and the current financial position, providing detailed explanations of significant budget variations and an update on the Medium-Term Financial Plan including the delivery of savings agreed by Council in February 2019.

Councillor Heathcoat, Deputy Leader of the Council, in moving the recommendations stated that the Business Management Report supported the Council's vision on transparency and formed part of the suit of documents which highlighted ambitions, priorities and financial performance and confirmed that good progress was being made towards the Corporate Plan priorities. The report followed each of the Cabinet portfolios.

In relation to her portfolio she reported that trading standards had continued to introduce junior friends against scams, with 60 new pupils pledged, bringing the total to 116 and a fire safety day for Oxfordshire schools.

In relation to the amber indicators and the red indicator set in the report which referred to the number of people leaving hospital awaiting Social Care, she asked the Cabinet to note that the report set out the position as at November 2019 and that most of the amber indicators should be green in the final quarter.

Councillor Bartholomew, Cabinet Member for Finance referred to the forecast position of the Revenue Budget as at the end of November 2019 set out in the report which included MTFP savings, reserves and balances. He thanked Lorna Baxter and her team for their work.

Based on expenditure to the end of November 2019, there was forecast directorate overspend of £3.6 million. This was partly off-set by net underspend on corporate measures, including interest at £0.3 million, and remained unchanged from the position reported in December.

In relation to Corporate Parenting, a significant increase in demand of high-cost placements had recently been identified and would likely cause an overspend against budget in the current financial year.

80% of the planned savings totalling £36.8 million were on track to being delivered in 2019/20. The £5.1 million savings that were not expected to be achieved in year were reflected in the directorate forecast outturn position and would be addressed as part of the service and resource planning process.

Councillor Lawrie Stratford reported that delayed discharges of care remained to be a challenge and was still very variable, but it was improving. Part of that was ensuring that they were working with health partners to improve outcomes. A number of consultations had been carried out to get people to not use A&E as their first port of call.

Councillor Constance, Cabinet Member for Environment reported that they had seen a 10% increase in the satisfaction levels expressed by residents in the annual survey on highway improvements.

RESOLVED: to:

- (a) note the contents of this report;
- (b) note the virements set out in Annex C – 2b;
- (c) approve the creation of a new Redundancy Reserve and approve the transfer of £1m from the Budget Priorities Reserve to the Redundancy Reserve as set out in Annex C.

132/19 COUNCIL TAX DISCOUNT SCHEME FOR CARE LEAVERS

(Agenda Item. 8)

Cabinet had before it a draft proposed policy on establishing a joint Council Tax Discount Scheme for Care Leavers across Oxfordshire. The scheme was proposed to establish care leavers as a class for the purpose of Section 13A(1)(c) of The Local Government Finance Act 1992 and reduce their liability for council tax payments to nil between the ages of 18-21. Further arrangements on a case-by-case basis up to the age of 25 are proposed within the draft policy. A joint Memorandum of Understanding was also proposed, and a draft is attached at Annex 1.

Councillor Ian Hudspeth, Leader of the Council in moving the recommendations welcomed the proposal, particularly for those that needed as much help as possible. He welcomed the partnership working with other councils and the police.

Councillor Stratford, Cabinet Member for Adult Social Care and Public Health welcomed the proposal, particularly for those young people who may not have had a good start to life. It demonstrated excellent working in partnership with the districts.

Councillor Corkin, Cabinet Member for Cherwell Partnership welcomed the innovative piece of work and the interface the scheme provided between adolescence and adult life and worked towards the preventative nature of focusing resources so that young people had good lifestyles. He believed there was a lot more work that could be done on this area to drive prevention forward.

RESOLVED:

to note the contents of a draft joint policy proposing to establish a joint Council Tax Discount Scheme for Care Leavers, and to request appropriate officers respond to it ahead of a final policy being taken to all Oxfordshire authorities' Executives for approval ahead of implementation on 1 April 2020;

to approve that:

- (a) care Leavers are determined as a class for the purpose of Section 13A(1)(c) of The Local Government Finance Act 1992;
- (b) all Oxfordshire Authorities and Thames Valley Police implement the Council Tax Discount Scheme for Care Leavers from 1 April 2020;
- (c) all Oxfordshire Authorities and Thames Valley Police are signatories to a joint Memorandum of Understanding stating the joint commitment to the proposed scheme.

133/19 INNOVATION AND SUSTAINABILITY FUNDS

(Agenda Item. 9)

Cabinet considered a report on the Innovation and Sustainability Funds, which had been introduced in 2018, following the review of daytime support services and the implementation of a new, flexible countywide system of daytime support in Oxfordshire. The Innovation Fund for Daytime Support 2018-19 was open to applications from all community and voluntary organisations to deliver new innovative projects for daytime support in Oxfordshire.

This report outlined the Innovation & Sustainability Funds for Daytime Support, administered by Adult Social Care to support the development of daytime opportunities for adults in Oxfordshire. The fund helped support people to live well at home and in their communities.

The aim of the sustainability funding was to provide support to existing services and the innovation funding was to provide one-off funding to support the development of self-sustaining projects, delivering new opportunities for adults in Oxfordshire.

The round of applications to the Innovation and Sustainability Funds opened on 12 August 2019 and the closing date for both funds was originally 20 September 2019. However, an unprecedented number of requests to extend the deadline resulted in an extension of the closing date to 30 September 2019.

The report set out the final cross-party panel recommendations for allocation of the Innovation and Sustainability Funds for Daytime Support 2020-21.

Councillor Lawrie Stratford, Cabinet Member for Adult Social Care and Public Health in moving the recommendations thanked the cross-party working group for their work on finding what was best for the residents and thanked the service users who had contributed.

Councillor Heathcoat, Deputy Leader of the Council welcomed the proposals set out in the report. She referred to her local Daytime support centre which provided excellent support for those who were lonely within the communities, providing a hot meal and a chance to come together. She also praised the Farcycles scheme which carried out work with Children and the elderly.

RESOLVED: to:

- (a) approve the recommendations, as set out under 28 (a-b);
- (b) approve the recommendation to transfer £40,138 from the Innovation Fund 2020/21 to the Sustainability Fund 2020/21, to cover the extra funding awarded, as set out under 28(c);
- (c) to carry forward the remaining balance of £39,430 from the Innovation Fund 2020/21 to the Innovation Fund 2021/22, as set out under 28 (d).

134/19 SEND LA OFSTED REPORT

(Agenda Item. 10)

The Cabinet had before it the final SEND re-visit report, which had been published by Ofsted on the 23 December 2019, following the revisit on the 15 - 17 October 2019. The findings of the report detailed the outcome, which advised that the Local Area had made significant progress in three out of five areas of significant weakness, which was highlighted in the Ofsted SEND Inspection held in September 2017.

Councillor Liz Brighthouse, speaking as Chairman of the Performance Scrutiny Committee explained that the Scrutiny Committee had considered the report at its meeting on 9 January. Overall, the Committee had been pleased that Ofsted had recognised the progress that the Council's partners had made in relation to supporting students with special educational needs and disabilities, with 3 out of the 5 significant weaknesses identified having made significant progress.

A key aspect the Committee wished to highlight was the level of joint working with colleagues in the NHS to produce EHCPs. The Committee wanted everyone involved in making these plans, to keep the language as simple as possible as the documents were often very complex.

The Committee had noted through their monitoring reports that keeping to the timescales for EHCPs had been challenging due to rising demand and were pleased to see that Ofsted acknowledged the progress made in relation to timeliness. However, quality should not be sacrificed, and the Committee remained concerned over the variable quality highlighted through the inspection. The Committee supported Ofsted's view regarding officers working directly with parents for co-production of solutions.

The Committee would continue to keep as an area of concern the long waiting times for Child and Mental Health Services, until children were seen in a timely fashion. The Committee further noted that the decision to exclude children from Academies was out of the local authorities control and under the responsibilities of the Multi Academy Trusts.

Councillor Lorraine Lindsay Gale, Cabinet Member for Education & Cultural Services welcomed the report. Despite the fact that only 3 out of the 5 areas had made significant progress, the comments from the inspectors on the remaining 2 areas had been encouraging, rather than hyper-critical. The inspectors had been very pleased to hear of the plans to improve those areas. Therefore, it was not expected that there would be a further inspection but would instead be monitored on the action plan going forward. She commended and moved the report.

Councillor Ian Hudspeth, Leader of the Council emphasised the importance of the co-production with parents.

RESOLVED: to note the outcome of the SEND Local Area Re-Visit report, published on the 23 December 2019.

135/19 CONNECTING OXFORD

(Agenda Item. 11)

Cabinet considered a report which outlined Connecting Oxford proposals - further traffic restrictions across Oxford and a workplace parking levy in Oxford's Eastern Arc - and the transport, environmental and other benefits it could deliver for Oxfordshire. A timetable and costs for the work required to design a detailed scheme and develop a DfT compliant business case, which would thoroughly assess a range of scheme benefits and impacts, were contained within the report. Initial proposals were recently subject to an extensive engagement exercise and the report confirmed the main findings.

Ms Alison Hill speaking as Chair of Cyclox (the cycle campaign for Oxford), welcomed Connecting Oxford as a once-in-a-generation opportunity to address the way people travelled in the city. They believed in approving this, the Council would be the first in the UK to tackle the problems of congestion in such a radical way.

Ghent in Belgium a medieval university city like Oxford, had demonstrated that it was possible to switch attitudes overnight. Streets were blocked to motorists one Sunday evening in 2017 and to the disappointment of the waiting media – there was no wailing, no gnashing of teeth, no gridlock. Motorists had found that, while their journeys were longer in distance, they took less time because there were fewer fellow travellers on the roads. Motor vehicles used to make up 55% of trips in Ghent – that number had now fallen to 27%.

There would inevitably be resistance as this was a huge change. CoHSAT offered support through engagement with their collective membership and with the local communities, by promoting the plans, and providing or obtaining expert advice in taking the next steps to making Connecting Oxford a reality and increasing its ambition. She urged the Cabinet to approve the bold plan.

Councillor Constance, Cabinet Member for Environment thanked Ms Hill for her strong support and offer of assistance to reach the general public.

Mr Robin Tucker speaking as Chair of Oxfordshire Cycling Network and a member of the Oxfordshire Strategic Transport Forum and of the coalition for Healthy Streets and Active Travel, welcomed the proposals for Connecting Oxford. In a recent Government Survey, 74% agreed that everyone should reduce how much they use their motor vehicles in urban areas for the sake of public health. The impact of climate crisis had reached a dramatic level, yet traffic increased year on year. People understood the need for change but found it difficult to change long established habits. It was up to the Council as policy makers to carry people in the right direction.

As well as individual benefits, Connecting Oxford enabled a positive transformation of the City, new spaces for people, supporting education and business became possible.

He urged the Cabinet to adopt the plan and offered their help to develop the details and to help engage with communities.

Councillor Constance thanked Mr Tucker for his comments, particularly around the emphasis on improvement on the public realm Hill. She reported that Birmingham had plans to stop all cars driving into the city centre.

Councillor Corkin, Cabinet Member for Cherwell Partnership, endorsed the importance of getting people over the hump of scepticism. Engagement and co-production in the process would be key. The Council needed to be bold and brave to implement the Plan.

Councillor Hudspeth, Leader of the Council endorsed the points made. People needed to understand that everyone was part of the congestion, not just the car in front. He looked forward to working with the groups.

Councillor Mark Lygo, local member explained that everyone appreciated the work being carried out by the City and County Council to reduce car use - to do nothing was not an option, but that there was concern from the residents of Marston Road and surrounding area, and the Parish Council regarding the need to collect more evidence for the scheme, including further modelling and a pilot for the Marston Ferry Road Bus Gate, looking at the hours of operation prior to it being implemented.

Councillor Constance thanked Councillor Lygo for bringing forward the views of the people of that area. The whole intention now would be to go out with more detailed proposals towards a business case, and details such as hours of operation, where the bus gate would be located, would all be addressed as part of the information collected now on how to proceed. She confirmed that there would be further modelling, but that she could not promise a pilot.

Referring to the lessons learnt from the Access to Headington scheme, Councillor Lygo stressed the importance of engagement and communication and public meetings, so that local residents felt listened to.

Councillor Liz Brighthouse spoke as local member representing her residents. Although this scheme was called Connecting Oxford, it only really effected one part of the City, and those residents felt they were being disadvantaged. Her division had some of the best cycle tracks in the City, but they were piecemeal and didn't connect with anything. There was a need going forward to ensure anything that was carried out was cohesive.

Residents were concerned that the proposed Bus Gate at Holloway would put traffic back onto the Eastern Bypass which was already heavily congested and the junction at Aldi's even worse. However, the main issue that concerned residents was the workplace parking levy, particularly for

schools, whose budgets were struggling. Most people who worked at schools worked outside of the City. This would cause great difficulty. Recruitment and retention were already a major problem.

A workplace levy for schools had to be equitable. It would not be fair to push this extra financial burden only to one area of schools. She accepted that a bus service would reduce the impact of the scheme, but she believed it would not be reduced significantly or quickly enough.

Councillor Constance thanked Councillor Brighthouse for raising those important points which would be in consideration at this stage of the consultation. However, it was not just about the workplace parking levy and the bus gates. The point of the workplace parking levy was to deliver a new bus service which would run every 7 minutes on roads that would be empty of congestion, between Abingdon and Kidlington, to wherever they needed to go. The intention was the bus would be 24 hours a day. The timing of the bus gates, the cost and the subsidy of it was all to be considered. Far from being disadvantaged, residents would have controlled parking zones to stop parking from the bus gates and they would have a regular bus service that would be within a ten-minute walk from anywhere in the Eastern Arc, less congested streets, cleaner air and a vast improvement in the public realm. They would be the most preferred residents in Oxford.

Councillor Brighthouse strongly disagreed. She felt that if you were putting a charge on a small group of schools in the Eastern Arc, but to no other schools in the City, they were disadvantaged.

Councillor Bartholomew, Cabinet Member for Finance agreed with the Leader's comments, that there was a need to change the philosophy that everyone one else, but you created congestion. To be fair there was a need not to make any group of people 'special cases. This was a carrot approach, not just a stick in the form of the high frequency, subsidised non-congested bus route. Lots of work would be carried out to ensure it was a firm but fair approach.

Councillor John Howson spoke as local member on behalf of his division. Much of his division was in the Parking Levy proposals. Residents of his division would only enter or exit when the bus gates were in operation via the ring road. They would have two entry points on the Banbury and Woodstock Roads, but it would be hard to comment on this until the timing of the gates was known.

The Marston Ferry Link Road carried between 10,000 and 20,000 vehicles a day, a bus every 7 minutes with about 70 passengers would add around spaces, which would add around 5,000 passenger spaces every 12 hours in that direction, only a proportion of which, would be in the rush hour. If Summertown was included in the WPL, the bus would have to cope with the displaced car users from that area as well. Although he recognised that the bus service was a carrot, it was not enough of a carrot, especially in the rush hour.

For residents living near the Canal, a journey to the Churchill hospital would be a nightmare – there was a need to ensure some equality of treatment. He failed to see logic behind the simultaneous introduction of bus gates and a WPL and how they integrated together. He asked the Cabinet to consider just implementing the bus gates first to see what happened. He would also prefer to see congestion charging introduced at the 14 points of where the Ring road met the radial routes into Oxford.

He questioned why there was no mention of Oxford Rail Network and the Oxford Cowley Branch and a revived rail line to Witney. He further questioned why there was no mention of any proposals to immune rate the effects of tourist buses within his division.

Councillor Constance thanked Councillor Howson for his contribution and agreed that many of the proposals needed to be worked out, including the impact on the boundaries. Times of operation, numbers of passengers the buses could carry and the impact on the residents by the Canal would all be considered. In relation to railway, if they had to wait for the railway it would delay things for years. Congestion management could not depend upon the railways.

Councillor Hudspeth reported that the rail connectivity study that had been undertaken with Network Rail would be coming before the Cabinet shortly, there would be recommendations coming forward and people would be able to see what sums of money were involved. There were proposals to have 4 trains an hour from Hanborough, into Oxford and then into London by 2024. The Cowley Branch Line was dependent on the Grenoble Road development. It was important that they got on with what was practical and achievable to tackle congestion now.

Councillor Susanna Pressel spoke as local member in support the proposals set out in the report; for the bold vision; for the workplace parking levy (WPL) (which she had suggested 6 years ago) and for working so effectively with the City Council and other partners.

The bus gates especially, but also the WPL would be a bitter pill for some people to swallow. She felt strongly that more was needed to sweeten that pill. Even at this early stage, there was a need to be able to point to measures that the Council were bringing in now to encourage people to leave their cars at home and to switch to other means of travel. There was a need more and better bus routes, and not just in the Eastern Arc; more and safer cycle lanes and far more secure cycle parking. But above all, there needed to be much better maintenance of the roads and pavements in the City. Uneven footways and crumbling, pot-holed roads could put off all but the most intrepid cyclists. City Council and ODS staff did their best, but they had been unfairly starved of money for many years. She requested that the Cabinet review the way the available County Highways budget was divided up among the five district councils, and to take into account wear and tear as well as simply the length of the roads, and to take pavements into account.

She further requested that the Cabinet look closely at how the recent extra government money for potholes had been shared out, as she believed none of it has reached the City so far and would not help the Connecting Oxford project to succeed.

Councillor Constance thanked Councillor Pressel for her contribution and support. In relation to the need for 'a sweetener' now, was difficult due to funding, but they would be introducing 9 residents parking zones ahead of the introduction of congestion management, and she had ambitions for 17 more. Congestion management would result in more and better bus routes. She agreed with Councillor Pressel on the maintenance of highways and pavements in the City and would be looking for funding. They had not yet received any of the £2 billion funding for potholes from the Government.

Councillor Hudspeth suggested that there needed to be a review to see whether Oxford Direct Services were providing the service they were paid to do. Councillor Constance agreed that it could be useful to have a review to ensure the allocation of the funding was right.

Councillor Buckley speaking as local member broadly supporting the proposals. He was however concerned that the proposals would unfairly affect some residents and commuters. Huge care was needed to counter the inevitable and divisive view of unfairness that will emerge in the City. All that he spoke to thought the workplace levy in only part of the City very unfair. It's justification of the new bus route did not wash. He urged the Cabinet to make the levy city wide as far as the ring road. He believed that many parts of the City without a CPZ would be clogged with commuter cars looking for somewhere to park. And that before the congestion measures came in all residents that could be affected by the proposals should get a CPZ (if they wanted one).

He agreed with the use of bus gates in principle but warned it would need very careful planning. In particular the Northern Sector with 3 bus gates became a funnel meaning that the entire section would have to go north through an already heavily congested Wolvercote and Cuttleslow roundabout. The consequence of adding further congestion to the ring road and those roundabouts must be addressed prior to any of the proposals going ahead.

He believed the current high level of congestion in the city was a deterrent itself and worried that the new congestion free zone would encourage shoppers back into their cars and suggested further measures such as cheaper Park and Ride and reducing on street parking in the City.

Councillor Constance thanked Councillor Buckley for his contribution and asked him to put his speech into the formal consultation so they could pick up all the points. She agreed with the point that outside the ring road would need CPZ. She also agreed that they would need to provide Park and Ride and the cost would be considered. She agreed that the funnelling in the

North would need looking at. Parking spaces and the time you can spend at them is slowly being reduced. She did not agree with introducing the WPL across the City. There was evidence that WPL only worked if there was a tangible advantage.

Councillor Bartholomew, Cabinet Member for Finance reminded members that it would be the job of the Steering Group, Officers and the Consultation process to try and resolve all the issues in a broad and fair approach.

Eric Owens, Deputy Director for Growth & Place and Joanne Fellows in introducing the report, set out the need for further consultation and engagement. It was proposed to develop a detailed scheme and business case between January/February 2020 and Autumn 2021. This would include significant public engagement to work up the proposal in much more detail and could be followed by a Public Inquiry in June 2021. Subject to the outcome of the inquiry, a request to the Department of Transport for approval and if they did decide to go ahead with a WPL a request to the Secretary of State for approval.

Councillor Constance confirmed that SoS approval was only needed for the WPL and not the bus gates and that the Public Inquiry would be held due to the scale of the proposal and not because it was required.

Councillor Lawrie Stratford, Cabinet Member for Adult Services and Public Health welcomed the proposals and highlighted that the effects would be Countywide.

Councillor Judith Heathcoat welcomed the proposal but felt that the trade and economic effects of the proposals, particularly footfall within the City Centre needed to be carefully looked at and that local elections Purdah needed to be taken into account when setting the date for Public Inquiry.

Councillor Ian Hudspeth welcomed the broad support for the proposals, understanding the individual concerns. He expressed the importance of the scheme to achieve Modal shift. He moved the recommendation.

RESOLVED: to endorse the overall approach proposed as the basis for further scheme and business case development of Connecting Oxford proposals in partnership with Oxford City Council.

136/19 DELEGATED POWERS - JANUARY 2020

(Agenda Item. 12)

Cabinet noted a quarterly report on executive decisions taken under the specific powers and functions delegated under the terms of Part 7.2 (Scheme of Delegation to Officers) of the Council's Constitution – Paragraph 6.3(c)(i). It is not for Scrutiny call-in.

<i>Date</i>	<i>Subject</i>	<i>Decision</i>	<i>Reasons for Exemption</i>
10 October	Request for exemption from tendering under	Approved an exemption from the tendering	To allow sufficient time for the new Contract for the Housing

CA3

2019	Contract Procedure Rule ("CPR") 20 for a contract: Housing Related Support, Assessment Centre	requirements under OCC's Contract Procedure Rules to extend the Contract to Oxford Homeless Pathways for the Housing Related Support Assessment Centre for a 2-month period from to 31 March 2020 at a cost for the extension of £61,500 and an aggregate cost for the entire contract of £1,537,500.	Related Support Assessment Centre to be procured, a short two - month extension of the existing Contract is required to enable the procurement process to be undertaken.
10 October 2019	Request for exemption from tendering under Contract Procedure Rule ("CPR") 20 for a contract in respect of a Contract for school services at Northfield School	Approved an exemption from the tendering requirements under OCC's Contract Procedure Rules in respect of a contract for the provision of school services at Northfield School by Gallery Trust at a cost of £420,000	To provide continuity of service to ensure safe delivery of education for pupils with high level and complex special educational needs. Urgent need caused by school failing to convert to academy as anticipated.
20 November 2019	Request for exemption from tendering under Contract Procedure Rule ("CPR") 20 in respect of the award of a Contract for House Project nominations with Response.	Approved an exemption from the tendering requirements under OCC's Contract Procedure Rules in respect of the award of a contract to Response in respect of the House Project for a revised period from October 2018 to September 2022 at a cost for the entire period of £212,590	Due to the success of the project to allow the continuation of the pilot. Identification and sourcing of new properties and relatively small duration make the opportunity unattractive to other providers.

137/19 FORWARD PLAN AND FUTURE BUSINESS

(Agenda Item. 13)

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

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

..... in the Chair

Date of signing