

Public Document Pack

Cabinet

Tuesday, 16 March 2010 at 2.00 pm

County Hall, Oxford, OX11ND

ADDENDA

3. Minutes (Pages 1 - 4)

To confirm the minutes of the extraordinary meeting held on 9 March 2010 (**CA3(b)**) and to receive for information any matters arising therefrom.

4. Questions from County Councillors (Pages 5 - 6)

Questions from Councillors Fooks, Goddard and Greene.

5. Petitions and Public Address (Pages 7 - 8)

7. Local Transport Plan 2011-2030 Draft Policies (Pages 9 - 18)

Draft LTP3 policies including changes recommended following stakeholder consultation.

Comments of the Growth & Infrastructure Scrutiny Committee on 10 March 2010.

8. Homes & Communities Agency Single Conversation: Local Investment Plan (Pages 19 - 20)

Comments of the Growth & Infrastructure Scrutiny Committee on 10 March 2010.

17. Forward Plan and Future Business (Pages 21 - 22)

Members are asked to note the changes to the Forward Plan.

This page is intentionally left blank

CABINET

MINUTES of the Extraordinary meeting held on Monday, Tuesday 9 March 2010 commencing at 2.00 pm and finishing at 2.43 pm

Present:

Voting Members: Councillor Keith R. Mitchell CBE – in the Chair

Councillor Louise Chapman
Councillor Jim Couchman
Councillor Ian Hudspeth
Councillor Michael Waine
Councillor Rodney Rose

Other Members in Attendance: Councillor David Turner (for Agenda Item 4E)

Officers:

Whole of meeting: Chief Executive, Director of Environment & Economy,
Head of Transport, G. Cawte (Transport)
S. Whitehead (Legal & Democratic Services)

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

21/10 PETITIONS AND PUBLIC ADDRESS

(Agenda Item. 3)

The following request to address the meeting under agenda item 4E had been agreed:

Councillor David Turner, Shadow Cabinet Member for Transport.

22/10 TRANSPORT SERVICES CONTRACT AWARD

(Agenda Item. 4E)

Cabinet considered a report (CA4E) seeking approval of the successful tenderer and to confirm that a contract can be entered into.

Cabinet noted that the term contracts for Engineering Consultancy Services have come to the end of their contract period. Cabinet were aware of the

work that had been undertaken to reshape the Transport Service to integrate with a private sector provider of Transport related services.

Cabinet further noted that it had been planned to start the whole of the new contract on 1st July 2010 but it has not been possible to negotiate an extension for the highway works element which would end on 31st March 2010.

Councillor David Turner, Shadow Cabinet Member for Transport, asked a series of questions: How would performance against the objectives set out in paragraph 5 be benchmarked and monitored? Who would be the final arbiter in the event of conflict between Council and contractor staff working together? In relation to service improvements what was meant by 'better co-ordination of resources and more focussed communications through the local control centre' and would Area Committees have a role in Area Stewardship? How confident was the Council that the savings could be achieved without loss of quantity or quality of service?

In his introductory remarks, the Cabinet Member for Growth & Infrastructure emphasised that in evaluating the bids received, quality had counted for 60%. The Board would have control over the performance. He thanked everyone who had worked on the process so far, including Finance and Human Resources and, in particular, the Transport Team led by Steve Howell, Head of Transport and Grant Cawte, Group Manager Contracts.

Cabinet received a presentation from the Head of Transport that outlined the bid objectives, highlighted the partnering aspects of the contract, explained the performance framework, detailed service improvements and set out the results of the evaluation process. With regard to the questions from Councillor Turner, the Head of Transport detailed the split between operational and strategic indicators of performance and the element that partnership played in achieving performance. The contractor would be rewarded if the whole service worked. He explained the use of local control centres where the operational end of the business would be managed. The Council was looking to dedicate a number of key staff to Area Stewardship. A team of people would work locally with County Councillors and District and Parish Councillors. There would be a local budget but linked to contract objectives.

In relation to the arbitration of disputes, the County Council would always be the final arbiter.

There was confidence that the savings could be achieved whilst maintaining quantity and improving quality.

During discussion Cabinet Members considered the need to balance rural and urban needs and to balance loud calls for local action against fairness across the County and contract objectives. In welcoming the apprenticeship elements of the contract Cabinet was given assurances that UNISON had been involved and had had good input throughout its development.

Responding to a query about who should be contacted, it was noted that the service would be totally integrated so that it should not matter whether Councillors were contacting the contractor or Council staff. The Cabinet Member for Growth & Infrastructure encouraged all Councillors to use the contact centre for operational queries as calls could be logged and properly tracked.

Cabinet noted the information contained in the annex containing exempt information.

RESOLVED: to approve the signing of a contract with Atkins to provide Oxfordshire County Council's transport and highway work within the terms of the contract.

..... in the Chair
Date of signing 2010

This page is intentionally left blank

CABINET – 16 MARCH 2010

ITEM 4 – QUESTIONS FROM COUNTY COUNCILLORS

Question received from the following Member:

From Jean Fooks to Michael Waine

Noting that Lower Wolvercote children will be given priority from September 2011 at Wolvercote School, what steps will he be taking to ensure that there will be sufficient places for all children living in North Oxford to be given a school place at their nearest school or at another within walking distance?

From John Goddard to Michael Waine

Is the Cabinet Member willing to explore all options available, including use of the school nursery, use of the adjacent Young People's Club and use of an on-site temporary classroom, to ensure that none of the 15 children living in Lower Wolvercote currently not allocated a place at their village school, that is the only reasonably accessible primary school, will be excluded from the school in September 2010?

From Jean Fooks to Ian Hudspeth

The County Council has recently announced that an extra million pounds is being made available to repair roads and pavements damaged by the recent bad weather. A share of this will be going to the City Council, on the basis of the number of miles of road, the proportion being the same as the proportion of the total miles of road in the county. This means that the city is only being allocated £65,000, as it has 6.5% of the total miles of road in the county. But the city roads are much more heavily used than most of the rest of the county's roads. Indeed Cllr Hudspeth himself said at Cabinet on 9 March that roads would be more damaged by having more vehicles on them. Will he acknowledge that the formula is fundamentally flawed and adjust the proportion allocated to the city in accordance with traffic volume rather than miles of road?

From Patrick Greene to Ian Hudspeth

The Chairman of Growth & Infrastructure Scrutiny Committee thanks the Cabinet Member for his e-mail of the 10 March 2010 relating to the fuller version of LPT3 Draft Policies.

Will the Cabinet Member please ensure the comments made by the Growth & Infrastructure Committee meeting of the 10 March 2010, that have been listed and passed to him by officers, be given due consideration, particularly those relating to public consultation that is to take place in the Summer of 2010?

This page is intentionally left blank

CABINET – 16 MARCH 2010

ITEM 5 – PETITIONS AND PUBLIC ADDRESS

Petition

The Leader of the Council has agreed the following request to present a petition at the meeting:-

Mr. Christian Lang, Hands Across Wolvercote:

"The people of Wolvercote want to be able to send their children to the local village school. On 1st March, 16 families from the community were told by the Oxfordshire County Council that there is no space for them and have allocated the children to schools such as North Kidlington, Botley and Eynsham. Uprooting the children will have a huge impact on their welfare, many are settled in the School Nursery and other village nurseries and have good friends here. It will also have a big impact on the social fabric of the community, with young families having to consider whether they can continue to live here. The village shop could close and the very identity of the village will be affected. 4 year olds should not be bussed out to school every day, this is not an acceptable or viable option for many parents every morning. The affected parents fully support the school and the excellent Head, Mrs Ballance. We the undersigned are calling on the County Council to find a way through this terrible situation, so that the children of the village can go to their local school. Please sign this petition and help show your support for the campaign."

Public Address

The Leader of the Council has agreed the following request to address the meeting:-

Item	Speaker
Item 6 Financial Monitoring	Councillor Zoé Patrick (Leader of the Opposition)
Item 7 LTP3	Councillor David Turner (Shadow Cabinet Member)
Item 8 Single Conversation	Councillor Anne Purse (Shadow Cabinet Member)
Item 9 Wood Farm School	Councillor M. Altaf-Khan (Shadow Cabinet Member) Councillor Liz Brighthouse (Local Member)
Item 11 The Cooper School	Councillor M. Altaf-Khan (Shadow Cabinet Member)

Item 12 City Centre Street Scene Manual	Councillor Anne Purse (Shadow Cabinet Member)
Item 13 IRMP Action Plan	Mr Steve Allen Councillor John Goddard (Shadow Cabinet Member)
Item 15 Performance Management	Councillor Jean Fooks (Deputy Leader of the Opposition)

Agenda Item 7

Addendum to report to 16 March 2010 Cabinet Report - Local Transport Plan 3 Item

Draft Policy	Recommended changes to draft policy following stakeholder consultation	Reason for change
NM2: Oxfordshire County Council will ensure that public travel information is timely, accurate and consistent.	NM2: Oxfordshire County Council will ensure that travel information is timely, accurate and easily accessible.	Reworded to improve clarity
NM3: Junctions and crossings on the network will be designed to operate as effectively as possible, taking into account the location, best use of shared space and the potential need to prioritise particular movements or type of users.	NM3: Junctions and crossings will be designed, using a Quality Audit approach, to operate as efficiently and safely as possible, taking into account the location, best use of space and the potential need to prioritise particular movements or users. <i>(A Quality Audit enables decision makers to assess different considerations before identifying a solution).</i>	Reworded to include reference to audit and explanatory text added in light of consultation comments
	NM5: Oxfordshire County Council will develop programmes to provide a better choice between private motor vehicles, public transport, cycling and walking.	New policy added to meet gap identified by consultees
HAMP2: The annual programmes of schemes will be determined by using a system of prioritisation based on the whole life approach, together with a programme of community-led schemes (which would be subject to funding and assessment against agreed Council criteria).	HAMP2: The annual programmes of schemes will be determined by using a system of prioritisation based on the whole life approach, together with a programme of lower cost community-led schemes (which would be subject to funding and assessment against agreed Council criteria).	Reworded to make it clear that community led schemes would typically be lower cost measures
HAMP3: Oxfordshire County Council will use best practice in developing drainage systems for roads and other transport assets including the use of Sustainable Drainage Solutions systems where appropriate.	HAMP3: Oxfordshire County Council will use best practice in developing drainage systems for roads and other transport assets including the use of Sustainable Drainage Systems (SUDS) where appropriate.	Reworded to improve clarity
ND1: Oxfordshire County Council will work to ensure that the road network can meet the requirements of a growing county, and will put forward improvement proposals where these are needed.	ND1: Oxfordshire County Council will work to ensure that the highway network can meet the requirements of a growing county, and will put forward improvement proposals where these are needed, whilst protecting both the natural and built environment and the amenity of Oxfordshire residents.	Reworded in light of consultation comments

	ND3: In providing new developments Oxfordshire County Council will secure appropriate contributions towards network improvements for all modes of transport, and ensure that the new infrastructure is provided to an appropriate design and standard.	New policy added to meet gap identified by consultees
Public Transport Services (PTS) policies have changed to Bus Services (BS) policies to reflect actual policy content		
PTS5: Oxfordshire County Council will work to ensure that all new developments in Oxfordshire are served by high quality public transport services.	BS5: Oxfordshire County Council will work to ensure that new developments in Oxfordshire can be served by high quality public transport services.	Reworded in light of consultation comments
PTS9: Oxfordshire County Council will assist in the development of coach services by providing facilities where justified by actual or potential demand, and will consider pump-priming funding for these where appropriate.	BS9: Oxfordshire County Council will assist in the development of scheduled coach services by providing facilities where justified by actual or potential demand, and will consider pump-priming funding for these where appropriate.	Reworded to make it clear that reference is to scheduled services
PTS10: Oxfordshire County Council will work with the Health Trusts to identify how access to healthcare by bus can be improved.	BS10: Oxfordshire County Council will work with the Health Service to identify how access to healthcare by bus can be improved.	Reworded to reflect work with Health Service generally rather than Trusts specifically
PTS11: Oxfordshire County Council will encourage the use of buses that meet high emissions standards, particularly on services passing through designated Air Quality Management Areas (AQMA).	BS11: Oxfordshire County Council will encourage the use of buses that meet standards for low emissions, particularly on services passing through designated Air Quality Management Areas (AQMA).	Reworded to improve clarity on emissions standards
PTI1: A network of attractive, frequent, and reliable bus services will continue to be developed, operating on routes where delays are minimised by providing sections of segregated road and/or through giving priority to the movement of buses through congested junctions.	PTI1: A network of attractive, frequent, and reliable bus services will continue to be developed, operating on routes where delays are minimised by providing measures to assist buses, including bus priority.	Reworded to improve clarity and to be less specific about potential solutions
PTI2: High quality, welcoming infrastructure for bus passengers at key interchanges, Park & Ride sites, main railway stations and other places where people might change from one mode of transport to another will be pursued.	PTI2: Oxfordshire County Council will develop high quality, welcoming infrastructure for passengers at public transport interchanges, including Park & Ride sites and main railway stations.	Reworded to improve clarity and to reflect comments received

PTI3: Up-to-date, comprehensive information about bus services and links to ticketing technology will be made available at interchanges, bus stops and other places.	PTI3: Up-to-date, comprehensive information about public transport services and links to ticketing technology will be made available at interchanges, bus stops and other places.	Reworded in light of consultation comments
PTI4: The location and layout of new developments will be influenced so that attractive, frequent and reliable bus services can be provided offering new residents and employees a real choice of using public transport.	PTI4: Oxfordshire County Council will work with District Councils and developers to influence the location and layout of new developments so that attractive, frequent and reliable bus services can be provided offering new residents and employees a real public transport choice.	Reworded to reflect the primary role of District Councils
	CY1: Oxfordshire County Council will ensure that all significant new developments in Oxfordshire are served by high quality cycle route networks.	Original policy CY1 deleted and new policy added to reflect comments received
CY2: Oxfordshire County Council will develop programmes to improve facilities for cycling where this will effectively encourage more cycling trips.	CY2: Oxfordshire County Council will develop programmes to improve facilities for cycling, including increasing the provision of secure cycle parking at key destinations, where this will improve cycle safety or encourage more cycling trips.	Reworded in light of consultation comments
CY3: Oxfordshire County Council will ensure that the design of all transport improvements considers the needs of cyclists and helps to encourage more cycling.	CY3: Oxfordshire County Council will ensure that the design of all transport improvements is subject to an audit process which considers the needs of cyclists and helps to encourage more cycling.	Reworded in light of consultation comments
CY4: Oxfordshire County Council will promote responsible cycling as a healthy, convenient and mainstream mode of travel.	CY4: Oxfordshire County Council will promote responsible cycling as a healthy, convenient and sustainable mode of travel.	Reworded in light of consultation comments
W1: Oxfordshire County Council will promote walking as a healthy, attractive and fun mode of transport.	W1: Oxfordshire County Council will promote walking as a healthy, attractive and enjoyable mode of transport.	Reworded in light of consultation comments
W2: Oxfordshire County Council will develop networks of high quality pedestrian routes across Oxford and Oxfordshire's towns.	W2: Oxfordshire County Council will develop networks of high quality pedestrian routes across Oxfordshire's urban areas.	Reworded to improve clarity

	W5: Oxfordshire County Council will ensure that all significant new developments in Oxfordshire are served by high quality pedestrian route networks.	New policy added to reflect comments received
TP1: Oxfordshire County Council will continue working with and supporting schools to focus on reducing car use on the school run and congestion at and around schools by promoting alternatives such as walking.	TP1: Oxfordshire County Council will continue working with and supporting schools to focus on reducing car use on the school run and congestion at and around schools by promoting alternatives such as walking and cycling.	Reworded to add reference to cycling
P1: Oxfordshire County Council will manage the parking under its control in order to both maximise the transport and wider economic benefits in the local area.	P1: Oxfordshire County Council will manage the parking under its control in order to maximise the transport, economic, recreational and environmental benefits in the local area.	Reworded in light of consultation comments to be more specific about factors to consider
P2: Oxfordshire County Council will seek to control off-street parking to appropriate levels, taking into account the needs of development, congestion reduction and sustainability.	P2: Oxfordshire County Council will seek to control off-street parking in new developments to appropriate levels, taking into account the needs of the development, congestion reduction and sustainability.	Reworded to make it clear that this refers to new developments
D1: Consultation with disabled people and their representatives will take place at the earliest stage in the development of schemes and initiatives so that the needs of all groups are considered.	D1: Consultation with disabled people and their representatives will take place at the earliest stage in the development of schemes and initiatives so that the needs of all groups are considered and where appropriate acted upon.	Additional text to reflect consultation comments
	D3: Oxfordshire County Council will encourage bus and coach companies to ensure that wheelchair users have access to designated spaces on vehicles.	Additional text to reflect consultation comments
FD2: Oxfordshire County Council will identify a network of routes suitable for freight movement into, out of, through and within the county and will ensure that this network remains suitable for freight movements.	FD2: Oxfordshire County Council will identify a network of routes suitable for freight movement into, out of, through and within the county and will ensure that this network remains suitable for freight movements, while protecting unsuitable routes from unnecessary freight traffic.	Additional text to reflect consultation comments

	FD6: Oxfordshire County Council will ensure that infrastructure provided for and within new developments is designed to ensure efficient and effective access for freight and distribution, while balancing this with protection of the local environment.	New policy added to reflect comments received
PROW1: Oxfordshire County Council will promote a Public Rights of Way network which enables access for all taking into account location and the potential need to prioritise particular users.	PROW1: Public Rights of Way and accessible natural areas will be developed to better meet the needs of walkers, cyclists and equestrians, including those with disabilities.	Reworded in light of consultation comments
PROW2: Public Rights of Way will be protected and well maintained.	PROW2: Public Rights of Way and accessible natural areas will be protected and maintained to enable access for all.	Reworded in light of consultation comments
TPHV1: Oxfordshire County Council promotes the continued use and growth of taxis in order to meet local transport and accessibility needs.	TPHV1: Oxfordshire County Council promotes the continued use and growth of taxis (Hackney Carriages and Private Hire Vehicles) in order to meet local transport and accessibility needs, including those of disabled people.	Reworded clarify what “taxis” refers to and to reflect comments received
TPHV2: Oxfordshire County Council will liaise with licensing authorities on the provision of taxi rank capacity and minimising conflicts between taxis and buses.	TPHV2: Oxfordshire County Council will liaise with licensing authorities on the provision and location of taxi rank capacity and minimising conflicts between taxis and buses.	Reworded in light of consultation comments
AT1: Oxfordshire County Council will encourage airfield and airport operators within the county to develop services and facilities which support the economic development of the County, whilst encouraging best use to be made of existing site, runway and terminal capacity before considering expansion proposals.	AT1: Oxfordshire County Council will encourage airfield and airport operators within the county to develop services and facilities which support the economic development of the County, whilst minimising the environmental impacts of air travel and encouraging best use to be made of existing site, runway and terminal capacity before considering expansion proposals.	Additional text on taking into account environmental impact to reflect consultation comments

This page is intentionally left blank

Growth & Infrastructure Scrutiny Committee

10 March 2010

Local Transport Plan 3

The Growth & Infrastructure Scrutiny Committee at its meeting on 10 March 2010 considered a report of the Local Transport Plan 3 Scrutiny Working Group and the report to Cabinet entitled Local Transport Plan 2011-2030 Draft Policies. On the suggestion of the Chairman it was agreed that the following points and queries raised during discussion be referred to the Cabinet Member for Growth & Infrastructure.

- (A) Report of the Local Transport Plan 3 Scrutiny Working Group
- (1) Committee Members queried how the Council would handle expectation in the towns and villages created by the consultation on the long list. The Cabinet Member for Growth & Infrastructure and officers acknowledged the importance of managing expectations, particularly in the current financial climate. To this end prioritisation criteria had been set up in a very robust way. The LTP 3 was a very long term programme and it was important to find out people's aspirations. There was general recognition that the process of consultation on the long list of schemes had been valuable. It would be important to be very clear about the status of projects going forward and vital that people were kept informed.
 - (2) Councillor Nimmo-Smith asked how the policy review would match with the local expectations generated by the scheme level planning. In the light of the document Councillor Strangwood queried where Members could best put their hopes for schemes important to their local residents, such as the Banbury Relief Road. He suggested that a map plan of where the Banbury Southern Relief Road would actually go, should be drawn up and circulated to the local planning authority, to prevent development being undertaken in the proposed path of any future relief road.
 - (3) Katie Pritchett Consultation Officer explained some of the factors that the Committee could consider during roadshows as suggested in the report and in particular :
 - The purpose of the exhibition or roadshow – would it be to both consult and inform
 - The amount of time that was to be dedicated to the event(s)
 - The type of feedback that would be sought – Written, structured feedback made it easier to analyse the information coming back.
 - Locations.
 - The focus Members might wish to give to the roadshows. LTP 3 was large and there may be key issues that Members would wish to focus on.

- (4) Members supported the value of roadshows. Councillor Purse felt that even if people had not attended an event there was benefit in the publicity that surrounded them. It was vital that people in rural areas knew what was happening.
- (5) Members discussed the possible location of any roadshows. Councillor Hudspeth agreed that rural areas in particular could be challenging to arrange but even in Oxford City there would be differences between areas. He queried whether Area Forums would be useful and stressed the role of County Councillors in getting the message out. There was some suggestion that the 14 localities could be used to inform the choice of venues. Councillor Tanner referred to the need to be aware of public transport difficulties. Councillor Tilley commented that a very successful consultation exercise had recently taken place at Stanford-in-the-Vale Village Hall.
- (6) In discussing publicity Councillor Turner suggested the use of parish magazines who he felt would be happy to include information if it was provided to them. Councillor Nicholas Turner stressed the importance of making good use of the web site. In urban areas he felt that shopping precincts were the ideal place for a road show as that was where people went.
- (7) Responding to a query from Councillor Turner the Committee was advised that work was ongoing to produce the long list and Members would be advised when it was ready. Existing schemes had been the starting point for the list including those from 2006 but members should raise any apparent omissions once the list was available.
- (8) Councillor Mathew asked that consideration be given to the planning role of the highways authority to ensure consistency in consultation.
- (9) Members referred to schemes of importance to their local areas, including the Banbury Relief Road; the duelling of the A420 and Marcham Bypass. Councillor Hudspeth referred to the bid process for large schemes over £5m. Bids took a great deal of officer resources. Councillor Nicholas Turner felt that in order to make such large schemes a serious proposition funds should be allocated for officer resources to work up the detail. He believed that it was important that, even on bigger schemes, work should be done to set them on a map so they became fact. For example with regard to the Banbury Relief Road this would ensure that there was no development on the route that would block it and open the possibility of phased development. It would also give the opportunity to lobby central government for funding for it. There was a danger that without the commitment to plan the scheme then land would be built on and the opportunity lost.
- (10) Responding to a query from Councillor Nimmo-Smith the Committee was given assurances that feedback on the overarching policies would be taken account of.

The Chairman summed up the comments made and stated that the Committee in noting the report had noted that the long list of schemes carried a health warning. In considering the roadshows the Committee felt that they should be widely publicised, focus on key issues but take in consultation on transport detail and make use of the existing town and parish councils.

(B) Local Transport Plan 2011-2030 Draft Policies

Members generally welcomed the report.

- (1) It was noted that the report was a summary and that Annex 2 was a modified list taking into account stakeholder consultation, including the comments of the LTP3 Scrutiny Working Group.
- (2) Responding to a query from Councillor Nimmo-Smith the Committee was given assurances that external feedback on the overarching policies would be taken account of. An addenda would be submitted to Cabinet.
- (3) The Chairman felt strongly that Cabinet Members should consider the full detail included in the policies themselves and not only the summary report. The detailed policies were available to all Councillors and the Councillor Hudspeth undertook to raise the point made by the Chairman with his Cabinet colleagues.
- (4) Councillor Tanner commented that hard decisions would need to be made on the schemes to be undertaken and commended the goals agreed by Cabinet as set out in the report. They would help the prioritisation process and he hoped that Councillors would use the goals when looking at schemes they were putting forward. He felt that the goals should be prioritised and referred to the process undertaken by NAG's that asked the public not just what they wanted but also to prioritise what they wanted most and least.
- (5) Councillor Nicholas Turner suggested that policy ND1 would be an appropriate place to incorporate reference to planning for specific routes.
- (6) Councillor Nicholas Turner felt that there should be some reference to the proposed high speed rail link. Councillor David Turner commented that improving rail links was a very long term project and referred to the work on upgrading the Cotswold Line. This had taken 15 years and consultants had been paid for to undertake preparatory work.
- (7) Councillor David Turner asked that there be reconsideration of using Park & Ride facilities as a destination for buses from the villages, improving their services and taking buses out of the centre. Councillor Mathew commented that it was his belief that all cross country buses should be start from the Park & Ride.
- (8) Councillor Hudspeth responding to a query from Councillor David Turner about support for public transport services to hospitals undertook to discuss the matter with him outside the meeting.

- (9) Responding to comments from Councillor Purse about AT2, The Cabinet Member undertook to look again at the wording.
- (10) Councillor Mathew asked that in referring to bridle paths and other public rights of way the safety of horses be included.

Growth & Infrastructure Scrutiny Committee

10 March 2010

Homes & Communities Agency Single Conversation: Local Investment Plan

The Growth & Infrastructure Scrutiny Committee at its meeting on 10 March 2010 considered a report to Cabinet entitled Homes & Communities Agency Single Conversation: Local Investment Plan. On the suggestion of the Chairman it was agreed that the following points and queries raised during discussion be referred to the Cabinet Member for Growth & Infrastructure.

- (1) Councillor Tanner welcomed the report, commenting that the economic drivers set out in it would help to focus resources and avoid duplication.
- (2) Councillor Nicholas Turner welcomed the prioritisation of sites at a strategic level but stressed that it must be a living document responding to changes.
- (3) Ian Walker, responding to a query from Councillor Mathew clarified the layout of the columns and undertook to ensure that the final document was clear. With reference to the inclusion of some schemes under more than one category an amended list would be submitted to Cabinet. It was agreed that this amended list be circulated to Committee Members.
- (4) Councillor David Turner commented that the report was to be signed off outside the Cabinet meeting and queried whether there would be another opportunity for call in by this Committee. Councillor Purse asked whether this was the last opportunity for the Committee to see the document. The committee officer undertook to confirm that there was no right of call in at sign off stage. It was agreed that the final document be brought back to the Committee for information.
- (5) Councillor Nimmo-Smith felt that the devil would be in the detail behind the document and was advised that the detail was to be developed through the Local Investment Agreement.

This page is intentionally left blank

CABINET – 16 MARCH 2010

ITEM 17 – FORWARD PLAN AND FUTURE BUSINESS

Members are asked to note the following amendments to the Forward Plan:

Portfolio Decision by...	Topic (Ref) & Decision	Present Timing	Change
Children, Young People & Families <i>Cabinet Member</i>	Residential Care Contract for Children in Complex Needs (2009/231) To agree a joint contract for residential care with 5 other local authorities	2 March 2010	Item deferred to 7 April 2010
Children, Young People & Families <i>Full Cabinet</i>	Progress Report on CLA and Leaving Care – April 2010 (2009/232) To note progress and issues in relation to the Children and Young People in Council's care	16 March 2010	Item deferred to 20 April 2010
Transport <i>Cabinet Member</i>	Oxford, Marston Area – Parking Restrictions (2009/115) To consider the introduction of parking restrictions in areas outside the Marston south CPZ	25 March 2010	Item deferred to 22 April 2010
Transport <i>Cabinet Member</i>	Grove – Main Street and Denchworth Road – Prohibition of Waiting (2009/169) To consider making a Road Traffic Regulation Order as advertised and if so to authorise the necessary works	22 April 2010	Item moved back to 25 March 2010

This page is intentionally left blank