

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

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

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

### **CABINET - TUESDAY, 21 APRIL 2026**

<i>List published 21 April 2026 Key Decisions will (unless called in) become effective at 5.00pm on 27 April 2026</i>		
<i>RECOMMENDATIONS CONSIDERED</i>	<i>DECISIONS</i>	<i>ACTION</i>
<b>1. Apologies for Absence</b>	Apologies for absence were received from Councillor Judy Roberts.	DLA (A Newman)
<b>2. Declarations of Interest</b>	There were none.	
<b>3. Minutes</b>	The minutes of the meeting held on 17 March 2026 were approved as a correct record.	DLA (C Reynolds)
<b>4. Questions from County Councillors</b>	See attached.	
<b>5. Petitions and Public Address</b>	<p><u>7 - Reports from Scrutiny Committees</u></p> <p>Cllr Glynis Phillips</p> <p><u>8 – Improving our Fire and Rescue Service</u></p> <p>Cllr Glynis Phillips</p> <p><u>9 – Oxford Congestion Charge Investment Plan</u></p> <p>Luke Marion Bernadette Evans Richard Parnham Robin Tucker</p>	

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RECOMMENDATIONS CONSIDERED	DECISIONS	ACTION
	<p><u>12- Community cohesion action plan</u></p> <p>Danny Yee Robin Tucker Cllr Susanna Pressel</p> <p><u>14 – Updates to the Parking Standards for New Developments</u></p> <p>Danny Yee</p>	
<b>6. Appointments</b>	There were none to report to this meeting.	
<b>7. Reports from Scrutiny Committees</b>	<p>Cabinet received the following recommendations from the Performance and Corporate Services Overview and Scrutiny Committee and will respond in due course:-</p> <ul style="list-style-type: none"> <li>a) Devolution Update – Thames Valley Strategic Authority</li> <li>b) Community Asset Transfer and Community Leasing Policy</li> </ul>	
<p><b>8. Improving our Fire and Rescue Service</b></p> <p><i>Cabinet Member:</i> Resources and Deputy Leader <i>Forward Plan Ref:</i> 2026/070 <i>Key decision</i> <i>Contact:</i> Rob MacDougall, Chief Fire Officer and Director of Community Safety <a href="mailto:Rob.macdougall@oxfordshire.gov.uk">Rob.macdougall@oxfordshire.gov.uk</a></p> <p>Report by Chief Fire Officer and Director of Community Safety</p> <p>Annex 1 to this report contains information previously designated as exempt from publication but is no longer exempt.</p>		

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<p><b>Cabinet is RECOMMENDED to note the contents of this report and confirm its:</b></p> <ul style="list-style-type: none"> <li>i) support for the fire and rescue service to continue engagement with its employees with respect to the main proposal comprised of implementing 12-hour day shifts for full-time firefighters at five currently on-call fire stations.</li> <li>ii) support for the Fire and Rescue Service to continue engagement with its employees with respect to the proposal to remove the On Call fire engine from Rewley Road Fire Station.</li> <li>iii) agreement to revisit at a later date the north of Oxford fire station proposal once further details are known.</li> <li>iv) withdraw the proposal to remove the second fire engine at Thame Fire Station whilst the Fire and Rescue Service continue discussions with colleagues around fire and rescue cover in this area.</li> <li>v) agreement to withdraw any station closures from the proposals to provide an opportunity for the service to explore further local and centralised firefighter recruitment.</li> <li>vi) Recognition of the financial implications of recommendations iv and v (as set out in Annex 2) and agreement to consider the need for further investment for the Fire and Rescue Service in line with Options 5 - 7 as part of the budget planning for 2027/28.</li> <li>vii) approval of any other actions</li> </ul>	<p>Recommendations approved.</p>	<p>CFODCS (R MacDounga II)</p>

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<b>required to enable continued engagement and consideration of the revised policy approach.</b>		
<p><b>9. Oxford Congestion Charge Investment Plan</b></p> <p><i>Cabinet Member:</i> Transport Management <i>Forward Plan Ref:</i> 2026/007 <i>Key decision</i> <i>Contact:</i> Hannah Battye, Head of Place shaping Hannah.battye@oxfordshire.gov.uk</p> <p>Report by Director of Environment and Highways</p> <p>Cabinet will be asked to consider officer recommendations for uses of the income generated by the temporary congestion charge</p> <p><b>Cabinet is RECOMMENDED to:</b></p> <ul style="list-style-type: none"> <li><b>a) approve “part 1” of the congestion charge investment plan, as detailed at Annex 1 and outlined in paragraph 23</b></li> <li><b>b) approve “part 2” of the congestion charge investment plan, as detailed at Annex 1 and outlined in paragraph 23</b></li> <li><b>c) confirm that allocations to specific projects or schemes in line with the areas of spend identified in Part 2 of the investment plan (including the reserve) can be made under the delegation authorised by resolution (e) of the 10 September 2025 cabinet decision:</b></li> <li><b>d) delegate approval for future</b></li> </ul>	Item deferred to the meeting on 19 May 2026.	DEH (H Battye)

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<i>RECOMMENDATIONS CONSIDERED</i>	<i>DECISIONS</i>	<i>ACTION</i>
<p><b>surplus investment to the Director for Environment and Highways, in consultation with the Executive Director of Resources and Section 151 Officer, Cabinet Member for Transport Management and Cabinet Member for Finance, Property and Transformation.</b></p>		
<p><b>10. Devolution Update - Thames Valley Strategic Authority</b></p> <p><i>Cabinet Member: Leader</i>  <i>Forward Plan Ref: 2026/097</i>  <i>Non-key decision</i>  <i>Contact: Kim Sawyer, Programme Director Devolution</i>  <i>Kim.sawyer@oxfordshire.gov.uk</i></p> <p>Report of the Chief Executive</p> <p><b>The Cabinet is RECOMMENDED to:</b></p> <ol style="list-style-type: none"> <li><b>1. Note progress on devolution discussions across the Thames Valley between December 2025 and March 2026.</b></li> <li><b>2. Note the evolving national policy context and the emerging position on governance and the supplementary expression of interest (EOI) submitted on 20 March 2026.</b></li> <li><b>3. Agree the proposed next steps to continue constructive engagement with partner authorities and Government, while maintaining the Council's</b></li> </ol>	<p>Recommendations approved.</p>	<p>CEO (K Sawyer)</p>

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<p><b>commitment to securing a Mayoral Strategic Authority (MSA) for the Thames Valley.</b></p>		
<p><b>11. Cost of Living Programme 2026-29</b></p> <p><i>Cabinet Member:</i> Public Health and Inequalities  <i>Forward Plan Ref:</i> 2025/256  <i>Key decision</i>  <i>Contact:</i> Paul Wilding, Programme Manager (Cost of Living)            Paul.wilding@oxfordshire.gov.uk</p> <p>Report by Director of Public Affairs, Policy and Partnerships</p> <p>To agree an expenditure programme following the government's announcement of allocations from the new Crisis &amp; Resilience Fund for the three year period from 1 April 2026.</p> <p><b>The Cabinet is RECOMMENDED to</b></p> <p style="padding-left: 40px;">a) agree the proposed structure of the cost of living support programme for 2026-29.</p> <p style="padding-left: 40px;">b) delegate authority to the Director of Public Affairs, Policy &amp; Partnerships in consultation with the Cabinet Member for Public Health and Inequalities to agree new areas of expenditure, and allocate funding from the Crisis and Resilience Fund during 2026-29.</p>	<p>Recommendations approved.</p>	<p>DPAPP (P Wilding)</p>

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<p><b>12. Community cohesion action plan</b></p> <p><i>Cabinet Member:</i> Public Health and Inequalities  <i>Forward Plan Ref:</i> 2026/045  <i>Non-key decision</i>  <i>Contact:</i> Carol Stow, Engagement and Consultation Manager            Carol.stow@oxfordshire.gov.uk</p> <p>Report by Director of Public Affairs, Policy and Partnerships</p> <p>Following the motion approved at Council in December 2025, a community cohesion action plan is being developed in partnership with councillors, stakeholders, and communities to strengthen cohesion across Oxfordshire. This report will provide an update on the development of the action plan and the work in train.</p> <p><b>The Cabinet is RECOMMENDED to</b></p> <p style="padding-left: 40px;"><b>Note the progress being made by Oxfordshire County Council to provide strengthen community cohesion across the county in response to the motion approved at Full Council on 9 December 2025.</b></p>	<p>Recommendation approved.</p>	<p>DPAPP (C Stow)</p>
<p><b>13. Community Asset Transfer and Community Leasing</b></p> <p><i>Cabinet Member:</i> Finance, Property and Transformation  <i>Forward Plan Ref:</i> 2026/008  <i>Non-key decision</i>  <i>Contact:</i> James Cater, National Management Trainee            James.cater@oxfordshire.gov.uk</p> <p>Report by Director of Property and Assets</p>		

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<p>Update to the Community Asset Transfer policy, as well as introducing a Community Leasing policy. These policies define how, where appropriate, the Council can devolve assets to local VCS groups at less than best consideration in recognition of the social value generated by those groups</p> <p><b>The Cabinet is RECOMMENDED to:</b></p> <p style="padding-left: 40px;"><b>a) Approve the Community Asset Transfer (Annex 1) and Community Leasing (Annex 2) Policies.</b></p>	<p>Recommendation approved.</p>	<p>DPA (J Cater)</p>
<p><b>14. Updates to the Parking Standards for New Developments</b></p> <p><i>Cabinet Member:</i> Place, Environment and Climate Action Transport Management <i>Forward Plan Ref:</i> 2025/241 <i>Key decision</i> <i>Contact:</i> Michael Deadman, Transport Development Control Lead Officer <a href="mailto:Michael.deadman@oxfordshire.gov.uk">Michael.deadman@oxfordshire.gov.uk</a></p> <p>Report by Director of Economy and Place</p> <p>The Parking Standards for New Developments was adopted in October 2022; it is now due to be updated. Following internal and external engagement on the draft updated document, formal adoption by Cabinet of the finalised updated document is sought.</p> <p>Approval from Cabinet is also sought to proceed to a statutory consultation, which is necessary to enable changes to LTCP policy to provide suitable support for the Parking Standards.</p>		

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<p><b>The Cabinet is RECOMMENDED to</b></p> <p><b>adopt the proposed updates to the 'Parking Standards for New Developments' document as set out in Annex 1.</b></p>	Recommendations approved.	DEP (M Deadman)
<p><b>15. Refresh of the Our People &amp; Culture Strategy 2026-2028</b></p> <p><i>Cabinet Member:</i> Resources and Deputy Leader  <i>Forward Plan Ref:</i> 2025/173  <i>Non-key decision</i>  <i>Contact:</i> Prisca Munzemba, Project Support Assistant            Prisca.mundemba@oxfordshire.gov.uk</p> <p>Report by Deputy Chief Executive (Section 151 Officer)</p> <p>To approve the Our People &amp; Culture Strategy which ensures we develop high-performing, innovative, highly engaged and agile teams. Employing the best people and reflecting the communities we serve.</p> <p><b>The Cabinet is RECOMMENDED to</b></p> <p><b>a) Note the refreshed Our People and Culture Strategy 2026–2028 and its four priority areas for attracting, supporting, developing and equipping colleagues to deliver high-quality services for Oxfordshire.</b></p> <p><b>b) Note that the full Strategy is provided as an accessible PDF, which sets out the detailed approach, supporting actions, and measures of success.</b></p>	Recommendations approved.	DCE (C Cuthbertson)

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<p><b>16. Delegated Powers Report for January to March 2026</b></p> <p><i>Cabinet Member:</i> Leader  <i>Forward Plan Ref:</i> 2025/165  <i>Non-key decision</i>  <i>Contact:</i> Colm Ó Caomhánaigh,            Democratic Services Manager            Colm Ó            Caomhánaigh@oxfordshire.gov.uk</p> <p>To report on a quarterly basis any executive decisions taken under the specific powers and functions delegated under the terms of Part 7.1 (Scheme of Delegation to Officers) of the Council's Constitution – Paragraph 6.3(c)(i). It is not for Scrutiny call-in.</p>	<p>There was no use of delegated powers during the period January to March 2026.</p>	
<p><b>17. Forward Plan and Future Business</b></p> <p><i>Cabinet Member:</i> All  <i>Contact Officer:</i> Chris Reynolds, Senior Democratic Services Officer,  <a href="mailto:chris.reynolds@oxfordshire.gov.uk">chris.reynolds@oxfordshire.gov.uk</a></p> <p>The Cabinet Procedure Rules provide that the business of each meeting at the Cabinet is to include “updating of the Forward Plan and proposals for business to be conducted at the following meeting”. Items from the Forward Plan for the immediately forthcoming meetings of the Cabinet appear in the Schedule at <b>CA</b>. This includes any updated information relating to the business for those meetings that has already been identified for inclusion in the next Forward Plan update.</p> <p>The Schedule is for noting, but Cabinet Members may also wish to take this opportunity to identify any further changes</p>	<p>Noted.</p>	

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<p>they would wish to be incorporated in the next Forward Plan update.</p> <p><b><i>The Cabinet is RECOMMENDED to note the items currently identified for forthcoming meetings.</i></b></p>		
<p><b>18. For information only: Cabinet responses to Scrutiny items</b></p> <p>Local Area SEND Partnership            Attainment            Education Other Than At School            Fostering            Business Management and Monitoring Report (Public Health focus)            Parking permits            Social Value</p>	Noted.	

**CABINET – 21 APRIL 2026**

**ITEM 4 – QUESTIONS FROM COUNTY COUNCILLORS**

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

<p><b>1. COUNCILLOR SAJ MALIK</b></p> <p><u>Agenda Item 17: Forward Plan and Future Business</u></p> <p>Neither the existing published OCC forward plan (which lists proposals as far away as Spring 2027), nor the forward plan update published as part of agenda item 17 for this meeting, lists the ZEZ expansion consultation as a forward agenda item - despite the ZEZ website itself stating that further consultation and engagement would take place from "Spring 2026" onwards.</p> <p>In the name of transparency, therefore, can Councillor Gant please provide me with his current estimated timeline for OCC's launch of its ZEZ expansion consultation. Specifically: approximately on what day / month is Oxford's ZEZ expansion consultation currently scheduled to go live?</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</b></p> <p>There is currently no timeline for the launch of the ZEZ expansion consultation. Technical work is ongoing. Officers, in consultation with Cabinet Members, will need to consider the outcomes of the technical work before scheduling a consultation.</p>
<p><b>2. COUNCILLOR JAMES FRY</b></p> <p><u>Agenda Item 9: Oxford Congestion Charge Investment Plan</u></p> <p>The preferred proposals raise many questions. Here I present just one of the possible questions.</p>	<p><b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</b></p> <p>The congestion charge is designed to achieve one main outcome - to reduce car traffic in the city. The investment plan supports that objective by prioritising schemes with the largest potential to change travel behaviour.</p> <p>If car traffic is reduced, all residents of Oxford (but particularly the 45% of households without access to car in the lowest income areas of the city) will feel the benefits: faster, more</p>



<p>What, besides the hope of less congestion, does this offer residents of the city who do not work for the NHS or schools? Where are the cheap or free family bus passes for families with the lowest incomes? The City Council successfully targets Council Tax Reductions towards the poorest families using HMRC data, including Universal Credit and other benefits. Couldn't the County use a similar methodology to make bus travel for low income families in the city cheaper than the alternative of driving and paying the congestion charge? Can we please see the effect of modelling such a scheme as one of the options?</p>	<p>reliable and more comprehensive buses; safer walking and cycling conditions; less congestion; cleaner air, and so on. The bus service improvements resulting from the congestion charge have been almost exclusively in Oxford.</p> <p>No-one is forced to pay the congestion charge; and most of the city is accessible without passing a charging point, and residents of Oxford can drive through the congestion charging points on up to 100 days a year free of charge.</p> <p>Residents of Oxford already have a broader range of lower-cost travel options than residents living outside the city. Bus journeys are shorter, and therefore cheaper. Under 19s can travel anywhere in the city for £1 on Go Ahead buses. Adult season tickets are available from £2 per day. Walking or cycling is an option for many and is effectively free of charge.</p> <p>Unfortunately, offering free or heavily discounted bus travel for low income groups entirely would likely be unaffordable from congestion charge income, particularly if it were offered beyond Oxford or countywide, and the traffic reduction benefits far less perceptible, because the scheme would not be targeting peak-time car commuting as effectively.</p>
<p><b>3. COUNCILLOR JAMES FRY</b></p> <p><u>Agenda Item 14: Updates to the Parking Standards for New Developments</u></p> <p>Car-Free development means that no car parking spaces are provided within the development site, other than those reserved for disabled people and car clubs. Will parking provision also be provided for the carers visiting disabled residents?</p> <p>It is proposed to halve the present requirement of double the LTN 1/20 cycle parking provision, of 2 spaces per bedroom, to just the LTN 1/20 requirements, i.e., 1 space per bedroom. It would be good to see the evidence that drove the Council to adopt such high provision, but it seems drastic</p>	<p><b>COUNCILLOR JUDY ROBERTS, CABINET MEMBER FOR PLACE, ENVIRONMENT AND CLIMATE ACTION</b></p> <p>Parking provisions are to be provided for people with impaired mobility in accordance with relevant current legislation. This is confirmed within the Tables of Annex 1 of the report. Such parking provisions will be required to be provided for as part of a development site's master plan as it is developed i.e. new developments will need to find creative solutions to provide access for a range of non-resident parking needs including taxi drop offs, emergency service access, deliveries, and carers as well as other visitors.</p> <p>The residential cycle parking standards have been revised to bring them into full alignment with the Department for Transport's (DfT) national guidance, Local Transport Note 1/20 (LTN 1/20). This revision is proposed from constructive feedback received from local planning authorities and the development industry, where it has been identified the existing residential cycle parking standards are significantly higher than the national guidance. This has resulted in development sites having over-provisions of cycle parking on land that could have used for other purposes such as amenity / landscaped areas instead.</p> <p>For example, the existing cycle parking standards requires 2 spaces per bedroom, which means for a 4-bedroom house a</p>



suddenly to halve the required provision when growing cycle use and the likelihood of visitors to developments arriving on bikes mean that demand for bike parking spaces should grow.

I suggest going half way initially and apply 150% of the LTN 1/20 requirement, i.e., 1.5 spaces per bedroom, to see whether this is also considered to be an over-provision of parking space as cycle use increases?

house plot must provide 8 spaces. If 1.5 spaces per bedroom was required instead a 4-bedroom house would still need to provide 6 spaces on plot. Whereas LTN 1/20 requires 1 space per bedroom and is the national standard. This update is not anticipated to reduce active travel behaviours as the current provision is considered to be beyond maximum demand.