



**To: Members of the Cabinet**

## ***Notice of a Meeting of the Cabinet***

**Tuesday, 15 October 2013 at 2.00 pm**

**County Hall, Oxford, OX1 1ND**

*Joanna Simons*

Joanna Simons  
Chief Executive

October 2013

**Contact Officer: Deborah Miller**  
**Tel: (01865) 815384; E-Mail: [deborah.miller@oxfordshire.gov.uk](mailto:deborah.miller@oxfordshire.gov.uk)**

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### **Membership**

#### ***Councillors***

Ian Hudspeth	<i>Leader of the Council</i>
Rodney Rose	<i>Deputy Leader of the Council</i>
Mrs Judith Heathcoat	<i>Cabinet Member for Adult Social Care</i>
Nick Carter	<i>Cabinet Member for Business &amp; Customer Services</i>
Melinda Tilley	<i>Cabinet Member for Children, Education &amp; Families</i>
Lorraine Lindsay-Gale	<i>Cabinet Member for Cultural &amp; Community Services</i>
David Nimmo Smith	<i>Cabinet Member for Environment</i>
Arash Fatemian	<i>Cabinet Member for Finance</i>
Louise Chapman	<i>Cabinet Member for Policy Co-ordination</i>
Hilary Hibbert-Biles	<i>Cabinet Member for Public Health &amp; the Voluntary Sector</i>

*The Agenda is attached. Decisions taken at the meeting will become effective at the end of the working day on 23 October 2013 unless called in by that date for review by the appropriate Scrutiny Committee. Copies of this Notice, Agenda and supporting papers are circulated to all Members of the County Council.*

*Date of next meeting: 26 November 2013*

## Declarations of Interest

### The duty to declare.....

Under the Localism Act 2011 it is a criminal offence to

- (a) fail to register a disclosable pecuniary interest within 28 days of election or co-option (or re-election or re-appointment), or
- (b) provide false or misleading information on registration, or
- (c) participate in discussion or voting in a meeting on a matter in which the member or co-opted member has a disclosable pecuniary interest.

### Whose Interests must be included?

The Act provides that the interests which must be notified are those of a member or co-opted member of the authority, **or**

- those of a spouse or civil partner of the member or co-opted member;
- those of a person with whom the member or co-opted member is living as husband/wife
- those of a person with whom the member or co-opted member is living as if they were civil partners.

(in each case where the member or co-opted member is aware that the other person has the interest).

### What if I remember that I have a Disclosable Pecuniary Interest during the Meeting?.

The Code requires that, at a meeting, where a member or co-opted member has a disclosable interest (of which they are aware) in any matter being considered, they disclose that interest to the meeting. The Council will continue to include an appropriate item on agendas for all meetings, to facilitate this.

Although not explicitly required by the legislation or by the code, it is recommended that in the interests of transparency and for the benefit of all in attendance at the meeting (including members of the public) the nature as well as the existence of the interest is disclosed.

A member or co-opted member who has disclosed a pecuniary interest at a meeting must not participate (or participate further) in any discussion of the matter; and must not participate in any vote or further vote taken; and must withdraw from the room.

Members are asked to continue to pay regard to the following provisions in the code that *"You must serve only the public interest and must never improperly confer an advantage or disadvantage on any person including yourself"* or *"You must not place yourself in situations where your honesty and integrity may be questioned....."*

Please seek advice from the Monitoring Officer prior to the meeting should you have any doubt about your approach.

### List of Disclosable Pecuniary Interests:

**Employment** (includes *"any employment, office, trade, profession or vocation carried on for profit or gain"*.), **Sponsorship, Contracts, Land, Licences, Corporate Tenancies, Securities.**

For a full list of Disclosable Pecuniary Interests and further Guidance on this matter please see the Guide to the New Code of Conduct and Register of Interests at Members' conduct guidelines. <http://intranet.oxfordshire.gov.uk/wps/wcm/connect/occ/Insite/Elected+members/> or contact Rachel Dunn on (01865) 815279 or [rachel.dunn@oxfordshire.gov.uk](mailto:rachel.dunn@oxfordshire.gov.uk) for a hard copy of the document.

**If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.**

# AGENDA

## 1. Apologies for Absence

## 2. Declarations of Interest

- guidance note opposite

## 3. Minutes (Pages 1 - 10)

To approve the minutes of the meeting held on 17 September 2013 (**CA3**) and to receive information arising from them.

## 4. Questions from County Councillors

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

## 5. Petitions and Public Address

## 6. 2013/14 Financial Monitoring & Business Strategy Delivery Report - August 2013 (Pages 11 - 70)

*Cabinet Member:* Finance

*Forward Plan Ref:* 2013/081

*Contact:* Stephanie Skivington, Corporate Finance Manager Tel: (01865) 323995

Report by Assistant Chief Executive & Chief Finance Officer (**CA6**).

This report focuses on the delivery of the Directorate Business Strategies which were agreed as part of the Service and Resource Planning Process for 2013/14 – 2016/17. Parts 1 and 2 include projections for revenue, reserves and balances as at the end of August 2013. The Capital Programme monitoring and programme update is included at Part 3.

***The Cabinet is RECOMMENDED to:***

- a) note the report;***
- b) approve the virement requests set out in Annex 2a;***
- c) approve the transfer of the Schools Amalgamations Reserve to the Academy Conversion Support Reserve as set out in paragraph 37;***
- d) approve the creation of the reserve for Job Clubs as set out in paragraph 38;***
- e) note the updated Treasury Management lending list at Annex 4;***
- f) approve the use of £0.300m revenue funding towards the capital project to increase the provision for 2 year olds as set out in paragraph 9;***
- g) approve the changes to the Capital Programme set out in Annex 7c and the full updated Capital Programme presented in Annex 8;***
- h) approve the addition of the Milton Interchange scheme in the Capital Programme as set out in paragraph 46.***

## **7. East-West Rail Local Contributions (Pages 71 - 76)**

*Cabinet Member:* Deputy Leader

*Forward Plan Ref:* 2013/100

*Contact:* Tom Flanagan, Service Manager – Planning & Transport Policy Tel: (01865) 815691

Report by Deputy Director for Environment & economy – Strategy & Infrastructure Planning (**CA7**).

To seek agreement to the terms of a formal agreement on local contributions for East-West Rail over a 15-year period from 2014, ahead of Oxfordshire County Council entering into the agreement with Buckinghamshire County Council and the Department for Transport by October 2013.

***Cabinet is RECOMMENDED to approve:***

- (a) the principle of the agreement with Buckinghamshire County Council, with approval of the final agreement being delegated to the Deputy Leader in consultation the Head of Legal Services and the Chief Finance Officer;***
- (b) the local contribution for Oxfordshire County of £11.06m and proposed payment profile as detailed in Annex 2.***



## **8. Oxfordshire Customer Services (OCS) Externalisation (Pages 77 - 86)**

*Cabinet Member:* Deputy Leader

*Forward Plan Ref:* 2013/125

*Contact:* Andy Ball, Programme Manager Tel: (01865) 323744

Report by Deputy Director for Environment & Economy – Oxfordshire Customer Services (**CA8**).

Following the completion of soft market testing, this paper is intended to update Cabinet on the outcomes and to consider recommendations for the future direction of Oxfordshire Customer Services (OCS) and Children, Education and Families (CEF) services.

***The Cabinet is requested to endorse the following recommendations:***

- (a) a single major procurement exercise with multiple lots should be undertaken, commencing January 2014 to address the following requirements:***
  - (i) a fully outsourced service to replace existing back office Corporate facing HR and Finance Back office services;***
  - (ii) a joint venture with a national private provider OR another public sector provider to cover school back office, Schools and Learning and Foundation Years support from April 2015 –subject to (3) below;***
  - (iii) skills and learning requirements should be sourced locally if possible but otherwise we should seek a joint venture with a national provider;***
- (b) ICT should continue as an in-house service with the expectation that work to re-shape ICT will continue and thereby, ultimately, the majority of the service requirements will be commissioned;***
- (c) final decisions about schools back office and CEF services should be taken in December after there has been an opportunity during the Autumn to shape proposals with Headteachers, Governors, Schools Forum and other stakeholders. Proposals should include arrangements for school representatives to participate directly in the major procurement exercise to begin in January 2014;***
- (d) trust options for the future of the Music Service should be considered in consultation with stakeholders during the Autumn with a proposed direction of travel to be considered by Cabinet in December;***
- (e) The remaining in-house delivery to meet the Council's own skills/learning needs should cease and all future requirements should be commissioned as necessary;***
- (f) discussion should be opened now with local Oxfordshire providers first with a view to externalising qualification based learning and to determine the future of the remaining skills and learning provision.***

## 9. Witney Transport Strategy - Phase 1 (Pages 87 - 140)

*Cabinet Member:* Environment

*Forward Plan Ref:* 2013/138

*Contact:* Roy Newton, Service Manager – Infrastructure Planning Tel: (01865) 815647

Report by Director for Environment & Economy (**CA9**).

This report puts forward detailed proposals to improve the Ducklington Lane corridor; Phase 1 of the wider Witney Transport Strategy. The scheme forms part of a package of transport infrastructure investment in Witney, identified to relieve congestion and support the planned level of growth.

The report also confirms the outcomes of a public consultation and separate Traffic Regulation Order consultation, and the subsequent changes made to the scheme design following this.

The corridor improvements include: 1) an enhanced signal control junction at the Ducklington Lane / Station Lane / Thorney Leys junction, with 3-lane approaches on all arms; 2) right-turn manoeuvres at the junction, a road safety concern raised by local drivers, will no longer be opposed as right-turn filters will be incorporated into the traffic signal phasing; 3) the southern Beechgate vehicle access is modified so that vehicles can only exit here and travel in the direction of Ducklington Lane south or the A40 on-slip; and 4) improved pedestrian and cycle crossings will also be incorporated into the Ducklington Lane / Station Lane / Thorney Leys junction design, and along Ducklington Lane (south) corridor.

***The Cabinet is RECOMMENDED to:***

- (a) ***note the responses received as part of the consultation;***
- (b) ***agree the proposed changes to the scheme reflected in the revised scheme drawing as well as approve the scheme for detailed design and construction; and***
- (c) ***delegate powers to the Director for Environment & Economy, in consultation with the Cabinet Member for Environment, to make minor amendments to the scheme.***

## 10. Final Decision on Expansion of Watchfield Primary School to 2 Forms of Entry (2fe) (Pages 141 - 164)

*Cabinet Member:* Children, Education & Families

*Forward Plan Ref:* 2013/114

*Contact:* Diane Cameron, School Organisation Officer Tel: (01865) 816445

Report by Director for Children's Services (**CA10**).

At the meeting on 16 July 2013, the Cabinet agreed to the publication of formal proposals to expand Watchfield Primary School from 1.5 form entry to 2 form entry. The report outlining the basis for this decision is available to view on Oxfordshire County Council's website under the Cabinet papers.

The statutory notice (attached at Annex 1) was published by the Authority in the Swindon Advertiser on 4 September 2013 and expired following 4 weeks of formal consultation on 2 October 2013. In accordance with legislation the notice was also posted at the school gate and sent to the local library. A copy of the full proposal (attached at Annex 2) and the notices were sent to the governing body and the Secretary of State and additionally made available on the Oxfordshire County Council website.

***The Cabinet is RECOMMENDED to approve the permanent expansion of Watchfield Primary School with effect from 1 September 2014.***

## **11. Financial Contribution towards the University Technical College Project in Didcot (Pages 165 - 184)**

*Cabinet Member:* Children, Education & Families

*Forward Plan Ref:* 2013/107

*Contact:* Roy Leach, School Organisation & Planning Manager Tel: (01865) 816458

Report by Director for Children's Services (**CA11**).

The Department for Education has approved a proposal to create a 600 place University Technical College in Didcot. Subject to the outcome of a public consultation, which is currently underway, the UTC would serve a large catchment area covering the southern part of Oxfordshire. The UTC would make a substantial contribution towards the additional school places required to meet the needs of a rapidly growing Didcot and it is proposed that the Council makes available a site on the Great Western Park development.

In addition it is proposed that the Council enhances the facilities available in the UTC, to the benefit of local pupils, by making a financial contribution towards the construction costs.

***The Cabinet is RECOMMENDED to:***

- (a) approve the leasing of 2 hectares to the University Technology College trust; and***
- (b) make a contribution of up to £2 million towards the construction costs of the University Technology College.***

## **12. Cabinet Business Monitoring Report for Quarter 1 (Pages 185 - 188)**

*Cabinet Member:* Leader

*Forward Plan Ref:* 2013/141

*Contact:* Alexandra Bailey, Research & Major Programmes Manager Tel: (01865) 816384

Report by Assistant Chief Executive & Chief Finance Officer (**CA12**).

This report provides details of performance for quarter one for the Cabinet to consider. The report is required so that Cabinet can monitor the performance of the Council in

key service areas and be assured that progress is being made to improve areas where performance is below the expected level.

***The Cabinet is RECOMMENDED to note and discuss the performance reported in the dashboards and to make any comments necessary for performance improvements to be made.***

### **13. Forward Plan and Future Business (Pages 189 - 192)**

*Cabinet Member: All*

*Contact Officer: Sue Whitehead, Committee Services Manager (01865 810262)*

The Cabinet Procedure Rules provide that the business of each meeting at the Cabinet is to include “updating of the Forward Plan and proposals for business to be conducted at the following meeting”. Items from the Forward Plan for the immediately forthcoming meetings of the Cabinet appear in the Schedule at **CA13**. This includes any updated information relating to the business for those meetings that has already been identified for inclusion in the next Forward Plan update.

The Schedule is for noting, but Cabinet Members may also wish to take this opportunity to identify any further changes they would wish to be incorporated in the next Forward Plan update.

***The Cabinet is RECOMMENDED to note the items currently identified for forthcoming meetings.***

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## CABINET

**MINUTES** of the meeting held on Tuesday, 17 September 2013 commencing at 2.00 pm and finishing at 3.50 pm

### Present:

**Voting Members:** Councillor Ian Hudspeth – in the Chair  
Councillor Rodney Rose  
Councillor Mrs Judith Heathcoat  
Councillor Nick Carter  
Councillor Melinda Tilley  
Councillor Lorraine Lindsay-Gale  
Councillor David Nimmo Smith  
Councillor Hilary Hibbert-Biles

**Other Members in Attendance:** Councillor Nick Hards, (Agenda Items 6 & 7)  
Councillor Gill Sanders, (Agenda Item 8)  
Councillor Liz Brighthouse, (Agenda Item 9)  
Councillor John Sanders, (Agenda Item 10)  
Councillor Val Smith (Agenda Item 12)  
Councillor Michael Waine, (Agenda Item 12)  
Councillor Laura Price, (Agenda Item 13)

### Officers:

Whole of meeting Sue Whitehead (Chief Executive's Office)

Part of meeting Item	Name
6	Stephanie Skivington (Corporate Finance)
7 & 9	Sue Scane, Assistant Chief Executive and Chief Finance Officer
8	Neil Darlington (School Organisation & Planning)
10 & 12	Huw Jones, Director for Environment & Economy
11	Debbie Rouget (School Organisation & Planning)
13	Ben Threadgold (Strategy Manager) & Lucy Butler

*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.*

## 94/13 APOLOGIES FOR ABSENCE

(Agenda Item. 1)

Apologies were received on behalf of Councillor Chapman and Councillor Fatemian.

## **95/13 MINUTES**

(Agenda Item. 3)

The Minutes of the meeting held on 18 June 2013 were agreed and signed subject to the insertion of the word Shadow before the words Cabinet Member for Adult Social Care in the 3<sup>rd</sup> paragraph of Minute 62/13.

The Minutes of the meeting held on 16 July 2013 were agreed and signed subject to the addition of Councillor Hards to the list of those present.

## **96/13 QUESTIONS FROM COUNTY COUNCILLORS**

(Agenda Item. 4)

Councillor Roz Smith had given written notice of the following question to Councillor Lorraine Lindsay-Gale:

"Could the cabinet member confirm that the works to install a disabled lift and access to the Headington Library in Bury Knowle House will start as planned in October 2013?"

Councillor Lindsay-Gale replied:

"I can confirm that orders for this work to be done at Headington Library in Bury Knowle House will be placed by the end of October and workers will be physically on site from November 11th."

## **97/13 PETITIONS AND PUBLIC ADDRESS**

(Agenda Item. 5)

The following requests to address the meeting had been agreed:

Item 6 Councillor Nick Hards, Shadow Cabinet Member for Finance

Item 7 Councillor Nick Hards, Shadow Cabinet Member for Finance

Item 8 Councillor Gill Sanders, Shadow Cabinet Member for Children, Education & Families

Item 9 Councillor Liz Brighthouse, Opposition Leader

Item 10 Councillor John Sanders, Shadow Cabinet Member for Environment

Dr Mark Woodhall, Nuffield Department of Clinical Neurosciences

Dr Louisa Kent, John Radcliffe Hospital

Ed Wigzell, Travel Officer, Sustainability Team, Estates Services | University of Oxford

Alex Lalvani –local resident

Item 12 Councillor Val Smith, Shadow Cabinet Member for Business & Customer Services

Councillor Michael Waine, at the invitation of the Chairman as Chairman of the Schools Organisation Stakeholders Group

Item 13 Councillor Laura Price, Shadow Cabinet Member for Adult Social Care

Councillor Waine speaking on Item 12, Revised Space Standards for Schools expressed his thanks that the views of the group had been listened to and broadly welcomed the proposals. Councillor Waine asked that Cabinet

consider a change to recommendation (b) in that exceptions to the standards be agreed by the relevant Cabinet Member in a delegated decision session.

## **98/13 2013/14 FINANCIAL MONITORING & BUSINESS STRATEGY DELIVERY REPORT - JULY 2013**

(Agenda Item. 6)

Cabinet considered a report that focussed on the delivery of the Directorate Business Strategies which were agreed as part of the Service and Resource Planning Process for 2013/14 – 2016/17. Parts 1 and 2 included projections for revenue, reserves and balances as at the end of July 2013. Capital Programme monitoring is included at Part 3. Changes to Fees and Charges are included in Part 4.

Councillor Nick Hards, Shadow Cabinet Member for Finance, expressed concern at the level of overspend detailed in the report and highlighted the difficult decisions to be taken in balancing need and finances particularly in the area of care home placements. Councillor Tilley drew attention to the new children's homes being developed within the County that would bring young people back in County which was both generally considered to be better for them and an economic use of resources. The Leader in introducing the report responded to the comments made and commented that it was early in the year and that he disliked underspends as well.

Stephanie Skivington undertook to respond to all Councillors on a question from Councillor Heathcoat about foster care debt write off.

**RESOLVED:** to:

- (a) note the report;
- (b) approve the virement requests set out in Annex 2a and the supplementary estimate requests set out in Annex 2e;
- (c) approve the bad debt write off as set out in paragraph 39;
- (d) note the updated Treasury Management lending list at Annex 7;
- (e) approve changes to the Capital programme set out in Annex 8c and to approve the increase to the Wheatley River Bridge scheme of £0.550m to be funded from the earmarked reserves of the capital programme as set out in paragraphs 56 and 57, and approve the inclusion of the grant funding set out in paragraph 58; and
- (f) approve the changes to charges at Hill End Outdoor Education Centre as set out in Part 4 and Annex 9.

## **99/13 SERVICE & RESOURCE PLANNING REPORT FOR 2014/15 - 2017/18 - SEPTEMBER 2013**

(Agenda Item. 7)

Cabinet had before them the first report in a series on the Service & Resource Planning process for 2014/15 to 2017/18, providing councillors

with information on budget issues for 2014/15 and the medium term. The report presented the assumptions on which the existing Medium Term Financial Plan (MTFP) is based, known and potential financial issues for 2014/15 and beyond which impact on the existing MTFP, and proposed a process for Service & Resource Planning for 2014/15 including a timetable of events.

The Leader commented that this was the last meeting for Sue Scane in her current role as Chief Finance Officer & Assistant Chief Executive before she took up her new role as Director Designate for Environment & Economy. He thanked her for all her hard work and recognised that she had built an excellent team and done a terrific job. His best wishes to Sue Scane in her new role were echoed by Cabinet Members and Councillor Hards.

Councillor Nick Hards, Shadow Cabinet Member for Finance emphasised the difficult financial position and the constraints placed on the Council by central government. He stressed the importance of all parties working together to find the best way forward for the citizens of Oxfordshire.

**RESOLVED:** to:

- (a) note the report; and
- (b) approve the Service and Resource Planning process for 2014/15.

## **100/13HOME TO SCHOOL TRANSPORT - CONSULTATION**

(Agenda Item. 8)

It is proposed that the Council should undertake a consultation with the public, headteachers and other interested parties upon a range of possible changes to the Home to School Transport Policy.

Following the decision of the Cabinet on 16 July to consult again on the possible changes to the Home to School Transport Policy Cabinet had before them a report .that sought approval to the proposed consultation process.

Councillor Gill Sanders, Shadow Cabinet Member for Children, Education & Families reiterated comments made at the previous Cabinet meeting that the Labour Group remained in favour of a policy looking to charge for home to school transport (statutory provision aside) in the current financial situation. However she hoped that consultation would be properly carried out with everyone receiving the information in a clear way. She suggested that consideration be given to solutions elsewhere and referred to Somerset that used Designated Transport Areas.

Neil Darlington responding to a question from the Leader indicated that there was no indication when the guidance would be reissued but it was expected late September/early October. Responding to a comment from Councillor



Heathcoat he undertook to publicise the consultation locally for the Grove & Wantage area.

During discussion Cabinet Members indicated that they would attend as many of the public meetings as was possible.

**RESOLVED:** to:

- (a) agree the consultation arrangements for Home to School Transport;
- (b) agree, that Cabinet would attend as many of the public meetings as was possible.

## **101/13CITY DEAL STRATEGY OVERVIEW**

(Agenda Item. 9)

Cabinet considered a report that set out an overview of the City Deal proposal and sought approval for the City Deal Negotiation Document prior to its submission and presentation to the Government.

Councillor Liz Brighouse, Opposition Leader, spoke in support of the recommendations. However she expressed disappointment that the proposal had been scaled back and concern that the County Council was not as well engaged as they should be. In particular she was concerned at the large amount of funding going to bodies that were not democratic. She stressed the need for development to grow within existing communities. The Leader in welcoming the co-operation of the Labour Group gave assurances that as a member of the Local Enterprise Partnership he drew attention to the democratic voice provided by the County Council.

**RESOLVED:** to approve:

- (a) the approach and overarching strategy for the City Deal proposal; and
- (b) the County Council to act as the accountable body for the City Deal proposal.

## **102/13THORNHILL AND WATER EATON PARK & RIDES - INTRODUCTION OF SHORT TERM PARKING CHARGES**

(Agenda Item. 10)

Cabinet considered a report on proposed service changes to introduce new and to increase existing car park charging to the Thornhill and Water Eaton park & rides scheme after consultation.

Additional income which is anticipated from the introduction of short term parking charges is required to contribute to the savings set out in the Medium Term Financial Plan.

This report summarised the public consultation on the advertised Traffic Regulation Order (TRO) for charging and recommended to Cabinet Members a proposed level of charging.

Councillor John Sanders, Shadow Cabinet Member for Environment spoke in support of the recommendations. Councillor Rose responding to comments from Councillor Sanders about the need to budget for a consultation on a controlled parking zone for Sandhills commented that there were other solutions across the County so that a CPZ was not the only alternative.

Dr Mark Woodhall, Nuffield Department of Clinical Neurosciences, spoke against the proposed removal of the exemption for hospital staff and indicated that patients could be put at risk by staff such as himself not being able to work the longer hours due to the parking charges they would face.

Dr Louisa Kent, John Radcliffe Hospital, spoke against the changes and suggested they would not assist congestion as originally envisaged by the park and ride scheme. She referred to concerns from the University about attracting and retaining top people and felt that the proposed charges would not help. She asked that if there were any season discount tickets available that information be circulated in advance of the introduction of charges. Responding to a query from Councillor Hibbert Biles about why the NHS should not cover the costs of their employees Dr Kent replied that the NHS could not afford to do so.

Ed Wigzel Travel Officer, Sustainability Team, Estates Services University of Oxford, indicated that he was speaking on behalf of a number of University staff who strongly opposed the charges. He believed that they would have a detrimental effect on the vibrancy of the City Centre and the ability to attract and retain skilled employees. The City Deal needed infrastructure support to support accessible employees and the charges were not a good foundation to allow competition in a global market. He referred to other cities that made Park & Ride part of their overall package to employees.

Alex Lalvani, a local resident, spoke against the charges and expressed concern that there would be displacement parking. There had already been issues raised with the police. There was no one for local people to talk to and no mechanism for their involvement to ensure impacts were minimised. As a daily user he added that the system of payment was not easy to use and was not a good impression for visitors to the City. The Leader gave assurances that local people could address concerns to their local Councillors or to himself.

Councillor Nimmo Smith in moving the recommendations highlighted the expansion of Thornhill, the introduction of the successful cycle hire and that the Park and Rides would remain cheaper than driving into Oxford and parking at The Westgate.

During discussion Cabinet welcomed the discount scheme and recognised the need to provide alternative payment methods so as not to disadvantage people through the use of technology. Cabinet agreed that although there

was to be a review in 6-12 months any immediate issues would be investigated earlier.

**RESOLVED:** to :

- (a) approve the making of the Oxfordshire County Council (Park and Ride Parking Places - Thornhill and Water Eaton) Order 201\* as advertised;
- (b) confirm the timing of the introduction of charges as identified in paragraphs 9-13 using option i. from paragraph 11 which removes the Hospital exemption; and
- (c) instruct officers to undertake a review between 6 and 12 months of commencement of charging but that issues that arise in the meantime will be investigated.

### **103/13 EDWARD FEILD NURSERY SCHOOL - PROPOSAL TO CLOSE AND PROVIDE ALTERNATIVE EARLY YEARS PROVISION**

(Agenda Item. 11)

The Headteacher and Governors of Edward Feild Nursery School have proposed closure of the Nursery and re-provision of alternative high quality early years places on the same site by expansion of the playgroup. A Stage 1 consultation was carried out in April 2013 which resulted in one objection to the proposal. Cabinet on 21 May 2013 agreed that a Statutory Notice for the proposed closure should be published. During the 6 week statutory period for representations, one objection was received and Cabinet considered a report asking them to determine whether to agree the closure of Edward Feild Nursery School.

**RESOLVED:** to approve the closure of Edward Feild Nursery School with effect from 31 December 2013 subject to the following conditions:-

- That a lease for Robin Playgroup's use of the school premises be in place by the Nursery closure date.
- That as long as Edward Feild Primary School remains a maintained school the authority will retain an arbitration role to ensure that the lease remains equitable and sustainable for both parties.
- That any surplus in the Edward Feild Nursery School budget at closure is transferred to the Edward Feild Primary School budget and that the funds be spent to maintain or improve the parts of the premises occupied by or shared with the Robin Playgroup.
- The Nursery is to transfer any resources bought for nursery age children from public funds to Robin Playgroup without charge.

### **104/13 REVISED SPACE STANDARDS FOR SCHOOLS**

(Agenda Item. 12)

Cabinet considered a report that proposed revisions to space standards for the design and construction of new school buildings and subsequent amendments to policy documents (The Primary and Secondary School Briefs).

Councillor Val Smith, Shadow Cabinet Member for Business & Customer Services congratulated Cabinet on not accepting to the letter the James Review. Although parents would focus on teaching spaces outdoor space was important as were corridors, kitchens and libraries. She hoped that the revised standards would be used to enhance the school estate.

Councillor Tilley in moving the recommendations thanked Councillor Waine and Councillor Smith for their support and indicated that she supported Councillor Waine's suggestion that exceptions go to the Cabinet Member for decision.

**RESOLVED:** to approve:

- (a) adoption of the space standards contained with Annex 2;
- (b) that delegation of approval of further reductions on an exceptions basis be to the relevant Cabinet Member in delegated decision session; and
- (c) that in the case of new schools that are developer funded the County Council will seek a fixed sum to cover the set-up costs.

## **105/13CONTRIBUTIONS POLICY**

(Agenda Item. 13)

Cabinet had before them a report seeking approval to the Contributions Policy for Adult Social Care The purpose of the Adult Social Care Contributions Policy is to outline a fair approach to the financial contributions made by individuals towards the social care services they receive.

Councillor Laura Price, Shadow Cabinet Member for Adult Social Care hoped that the pricing policy would be clear and understandable. She also urged that where people faced an increase in charges they be engaged in the process in a timely way.

Councillor Heathcoat in introducing the report commented that all the recent strategies were aimed at supporting strong communities with people living their lives as independently as possible. She corrected an error on page 186 noting that the correct number was 27 as referred to earlier in the report.

**RESOLVED:** to agree the Contributions Policy for Adult Social Care, for implementation with effect from 5<sup>th</sup> January 2014.

## **106/13STAFFING REPORT - QUARTER 1 - 2013**

(Agenda Item. 14)

Cabinet received a report that gave an update on staffing numbers and related activity during the period 1 April 2013 to 30 June 2013. It gave details of the agreed staffing numbers and establishment at 30 June 2013 in terms of Full Time Equivalents. In addition, the report provided information on vacancies and the cost of posts being covered by agency staff.

**RESOLVED:** to:

- (a) note the report; and
- (b) confirm that the Staffing Report meets the Cabinet's requirements in reporting and managing staffing numbers.

## **107/13 DELEGATED POWERS OF THE CHIEF EXECUTIVE - OCTOBER 2013**

(Agenda Item. 15)

Cabinet noted the following executive decision taken by the Chief Executive under the specific powers and functions delegated to her under the terms of Part 7.4 of the Council's Constitution – Paragraph 1(A)(c)(i). It is not for scrutiny call in.

<i>Date</i>	<i>Subject</i>	<i>Decision</i>	<i>Reasons for Urgency</i>
11 April 2013	Support services for homeless people and substance abusers	Approved an exemption from the full tendering requirements of the Council's Contract Procedure Rules	The extension of the contract to January 2015 to give continuity of provision to take account of changes in the welfare benefit system and a new approach to rough sleepers.
31 July 2013	Contract East Oxford School and LFB Educational Consultancy Limited	Approved an exemption from the full tendering requirements of the Council's Contract Procedure Rules	To provide an interim head teacher for up to a full academic year to provide stability whilst a permanent head teacher is recruited.

## **108/13 FORWARD PLAN AND FUTURE BUSINESS**

(Agenda Item. 16)

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 ..... 2013

Division(s): N/A

## CABINET – 15 OCTOBER 2013

### 2013/14 FINANCIAL MONITORING & BUSINESS STRATEGY DELIVERY REPORT

Report by the Chief Finance Officer

#### Introduction

1. This report focuses on the delivery of the Directorate Business Strategies which were agreed as part of the Service and Resource Planning Process for 2013/14 – 2016/17. Parts 1 and 2 include projections for revenue, reserves and balances as at the end of August 2013. The Capital Programme monitoring and programme update is included at Part 3.

#### Summary Position

2. The forecast directorate variation is currently an overspend of +£5.611m or +1.36% against a net budget of £412.733m as shown in the table below. This has reduced since the last report. Directorates continue to work hard to manage the pressures and there is an expectation that management action will reduce the forecast overspend further by the end of the 2013/14 financial year.

	Latest Budget 2013/14  £m	Forecast Outturn 2013/14  £m	Variance Forecast August 2013  £m	Variance Forecast August 2013  %	Variance Forecast July 2013  £m	Variance Forecast July 2013  %
Children, Education & Families (CE&F)	105.167	105.963	+0.796	+0.76	+1.177	+1.1
Social & Community Services (S&CS) <sup>1</sup>	206.873	210.638	+3.765	+1.82	+3.630	+1.8
Environment & Economy	78.999	80.075	+1.076	+1.36	+0.953	+1.2
Chief Executive's Office	21.694	21.668	-0.026	-0.12	+0.070	+0.3
Public Health <sup>2</sup>	0	0	0	0	0	
<b>Directorate total</b>	<b>412.733</b>	<b>418.344</b>	<b>+5.611</b>	<b>+1.36</b>	<b>+5.830</b>	<b>+1.4</b>

<sup>1</sup> Social and Community Services includes the forecast outturn and variance for the Pooled Budgets.

<sup>2</sup> Public Health is funded by a ring-fenced grant of £25.264m which is received from the Department of Health. Public Health are currently forecasting an underspend of -£0.471m. This has been placed in the Grants and Contrib

3. The following annexes are attached:

Annex 1	Forecast Spend for 2013/14
Annex 2	Virements & Supplementary Estimates
Annex 3	Ring-fenced Government Grants 2013/14
Annex 4	Treasury Management Lending List
Annex 5	Forecast Earmarked Reserves
Annex 6	Forecast General Balances
Annex 7	Capital Programme Monitoring
Annex 8	Capital Programme Update

4. Directorate reports which set out the detail behind this report are available from the contact officers named at the end of this report or in the Members' Lounge.

## **Part 1 - Revenue Budget**

### **Children, Education & Families (CE&F)**

5. The directorate is forecasting a variation of +£0.796m. There is also a -£0.384m forecast underspend on services funded by the Dedicated Schools Grant (DSG).

#### CE&F1 Education & Early Intervention

6. The Education & Early Intervention service is forecasting a variation of -£0.701m, a change of +£0.012m since the last report. This includes a forecast overspend of +£0.500m for Home to School Transport reported previously.

#### CE&F2 Children's Social Care

7. Children's Social Care is forecasting a variation of +£1.457m. A overspend of +£1.949m is forecast for external placement costs reflects an increase the number of support days from 2012/13 along with an increase in the number of support days in higher cost placements. The current forecast includes a £0.816m allowance for new placements coming into the service during the remainder year. The overspend on external placements is partly offset by an underspend of -£0.253m on accommodation costs and support days for clients funded under Southwark Judgement responsibilities.
8. There are also overspends of +£0.104m on staffing and central costs, Children Looked After (+£0.177m) and +£0.330m on the Asylum Service Area. These are offset by underspends in Corporate Parenting (-£0.107m), Family Support (-£0.395m), and Referral and Assessment (-£0.236m).

#### Dedicated Schools Grant

9. The Schools and High Needs Committee of the Schools Forum on 26 June 2013 agreed to allocate £0.400m from the 2012/13 DSG underspend to increase capacity for 2 year olds. This will form part of the capital funding for the provision of 2 year old places. In addition it is recommended that Cabinet approve the transfer of £0.300m of the Early



Years Sufficiency and Access DSG funding to this capital project. This funding will be placed in the Capital Reserve to be spent over the next two years.

## **Social & Community Services (S&CS)**

10. The directorate is forecasting an overall variation of +£3.765m, which is primarily due to overspends in the pooled budgets.

### S&CS1 Adult Social Care

11. The service is forecasting an overspend of +£4.289m. As shown in Annex 1b this relates to overspends on the Older People, Physical Disabilities, Equipment and Learning Disabilities Pooled Budgets.

### Older People

12. As previously reported pressures of £5.2m were identified as part of the Council's Service & Resource Planning process for 2013/14 and the pool is required to find savings to meet this pressure. However, the high level of demand for services is a huge challenge and the pool budget needs to be managed carefully throughout 2013/14 and resources used to reduce waiting lists, manage demand and cover the savings requirement as necessary. If activity continues at current levels, there would be an overspend on the Older People's Pool of £5.295m.
13. £2.3m was set aside as a contingency by the Council for 2013/14 in recognition of the difficulty in balancing the conflict of delivering savings in the face of increased demand. Cabinet approved the transfer of this funding, on a temporary basis, to the Council's Older People Pooled Budget Contribution on 17 September 2013. This reduces the forecast overspend to +£2.995m. It is planned to further manage pressures this year partly by the use of one off resources. It is also expected that there will be some extra income from additional clients placed and, as the year progresses, expenditure should reduce as care pathways improve. This will reduce the overspend by around £1m to +£1.995m. The service will continue to take action to manage the pressures during the remainder of the year. However, it may be necessary to request a supplementary estimate later in the year if the pressure cannot be managed. The ongoing impact of the increased demand for services will be considered as part of the 2014/15 Service & Resource Planning process.

### Equipment

14. The Council's element of the Equipment Pooled Budget is forecast to overspend by +£0.941m. The overspend is mainly due to the pressure of meeting needs to keep people safely at home, reduce delayed transfers of care and avoid hospital admissions.

### Learning Disabilities Pooled Budget

15. As set out in Annex 1b the Council's element of the Learning Disabilities Pool continues to forecast an overspend of +£1.273m. The overspend is due to additional new care packages being agreed. Work is continuing to assess the impact of demographic projections and increased demand, and to ensure the achievement of savings.

S&CS2 Community Safety

16. Services within Community Safety continue to forecast an underspend of -£0.145m. This relates to vacancies and additional income.

S&CS3 Joint Commissioning

17. The service is forecasting an underspend of -£0.500m. Of this -£0.200m relates to planned savings delivered early and -£0.300m relating to an underspend on the Oxfordshire Support Fund.

S&CS4 Fire & Rescue and Emergency Planning

18. As previously reported the Fire & Rescue service is forecasting an overspend of +£0.121m on fire-fighter ill health retirements. As this is a budget that the service cannot control, any variance will be met from Council balances at year-end.

**Environment & Economy (E&E)**

19. The directorate is currently forecasting an overspend of +£1.076m although this is expected to reduce as a result of management action.

EE1 Strategy and Infrastructure

20. The service is forecasting an overspend of +£0.181m which mainly relates to an underachievement of income.

EE2 Commercial Services

21. The service is forecasting an overspend of +£0.715m. This includes an overspend on Highways Maintenance of +£0.905m which is mainly due to the increased number of defects and gully emptying. The service is considering how the pressures could be managed within the budget available and updates will be included in future reports.
22. Waste Management is forecast to overspend by +£0.677m due to an increase in landfill disposal. Tonnage is estimated to be around 292 kilo tonnes compared to a budget of 278 kilo tonnes. The increase of 14 kilo tonnes costs approximately £1.4m and is being partly offset against the residual budget for the Landfill Allowance Trading Scheme (LATS) which ceased at the end of 2012/13.
23. The overspends on Waste Management and Highways maintenance are partly offset by underspends on Concessionary Fares (-£0.275m), Street Lighting (-£0.200m) and Contract Management (-£0.482m).

EE3 Oxfordshire Customer Services

24. The service continues to forecast an overspend of +£0.180m which is due to delays in implementing a project to reduce the use of printers and printed materials. The service is expecting to be able to manage this pressure by the end of the year.

**Chief Executive's Office**

25. The directorate is forecasting an underspend of -£0.026m. This includes an overspend on Legal Services of +£0.107m which is offset by underspends elsewhere.

## **Public Health**

26. The directorate forecasts an under spend of -£0.471m mainly due to staff vacancies. Recruitment to essential posts is in progress. Public Health is funded by a ringfenced grant. Any underspend will be placed in reserves at the end of the financial year to be used to meet Public Health expenditure in future years.

## **Virements and Supplementary Estimates**

27. Virements larger than £0.250m requiring Cabinet approval under the Virement Rules agreed by Council on 19 February 2013 are set out in Annex 2a. The largest of these relates to the creation of income and expenditure budgets for the Local Sustainability Transport Fund grant and restructuring arising from the Reshaping Financial Support Project. None of the virements requested represent a major change in policy.
28. New virements for Cabinet to note this month are set out in Annex 2d.

## **Ringfenced Grants**

29. As set out in Annex 3, ring-fenced grants totalling £326.882m are included in directorate budgets and will be used for the specified purpose. Changes since the last report include an additional grant for Local Sustainability Transport Fund of £1.539m from the Department for Transport and an additional £0.250m of Local Enterprise Partnership Funding.

## **Local Enterprise Partnership Funding**

30. The Council has received funding on behalf of the Local Enterprise Partnership and will act as accountable body for the Oxfordshire Local Enterprise Partnership in respect of the following funding stream(s):
- Core Funding for Oxfordshire Local Enterprise Partnership provided by Department of Communities and Local Government
  - LEP Capacity Fund provided by Department of Business, Innovation and Skills

## **Bad Debt Write Offs**

31. There were 48 general write offs to the end of August 2013 and these totalled £2,992. In addition Client Finance has written off 53 debts totalling £38,008.

## **Treasury Management**

32. The latest treasury management approved lending list (as at 23 September 2013) is shown in Annex 4. No new counterparties have been added to the lending list. The duration limit for Nationwide Building

Society has been reduced to 6 months in-line with the agreed credit risk matrix following a one notch downgrade of the long-term rating by Fitch credit rating agency.

33. The average in-house cash balance during August 2013 was £367.0m and the average rate of return for the month was 0.88%. The budgeted return for interest receivable on balances is £2.12m for 2013/14 and it is expected that this will be achieved.
34. Oxfordshire County Council has received a further £0.251m from the Landsbanki winding-up board. This payment brings the total amount recovered to date to £2.634m. This takes the amount received to date to approximately 55%. The timing and amounts of future distributions are not known.

## **Part 2 – Balance Sheet**

35. Annex 5 sets out earmarked reserves brought forward from 2012/13 and the forecast position as at 31 March 2014. These reserves are held for specified one – off projects, contractual commitments and to support the Medium Term Financial Plan.
36. As set out in the Provisional Outturn Report to Cabinet on 18 June 2013, revenue reserves were £84.075m at the end of 2012/13. These are forecast to reduce to £58.049m by 31 March 2014. The increase of +£0.499m since last report includes an increase in the grants and contributions reserve which reflects the increase in the underspend of DSG.
37. Cabinet is recommended to approve the transfer of the £0.140m in the School Amalgamations Reserve into the Academies Reserve. The cost of recent school amalgamations have been met from within existing budget allocations so the reserve has not been required. However costs, particularly legal costs, associated with schools converting to academy status are more than anticipated and it is forecast that the current amount will not be sufficient to meet future costs.
38. Cabinet is also recommended to approve the creation of a new reserve which relates to funding for Job Clubs. As part of the Provisional Revenue and Capital Outturn Report a carry forward request was agreed in relation to the funding of Job Clubs for 2013/14 and 2014/15. The funding of £0.055m relating to contracts that end during 2014/15 will be transferred to the reserve.

### Other Reserves

39. Other Reserves, which include Insurance, Capital and Cash flow reserves, are forecast to total £51.874m as planned at 31 March 2014.
40. Annex 6 sets out that the forecast for general balances at 31 March 2014 is currently £14.569m. This position takes account of the forecast directorate overspend of +£5.611m.

### Part 3 – Capital Programme Monitoring and Update

41. The capital monitoring position set out in Annex 7a, shows the forecast expenditure for 2013/14 is £78.4m (excluding schools local capital and reserves), which is an increase of £5.1m compared to the latest approved capital programme. The table on the next page summarises the variations by directorate.

Directorate	Last Approved Programme *	Latest Forecast Expenditure	Variation
	£m	£m	£m
Children, Education & Families	33.4	33.6	+0.2
Social & Community Services	14.2	15.6	+1.4
Environment & Economy - Transport	23.2	26.6	+3.4
Environment & Economy - Other	1.6	1.6	0.0
Chief Executive's Office	0.9	1.0	+0.1
<b>Total Directorate Programmes</b>	<b>73.3</b>	<b>78.4</b>	<b>+5.1</b>
Schools Local Capital	3.8	3.8	0.0
Earmarked Reserves	1.0	1.0	0.0
<b>Total Capital Programme</b>	<b>78.1</b>	<b>83.2</b>	<b>+5.1</b>

\* Approved by Cabinet 16 July 2013

42. Significant in-year variations for each directorate are listed in Annex 7b. New schemes and total programme/project budget changes requiring Cabinet approval are listed in Annex 7c.
43. The Children, Education & Families programme increase in year is from the inclusion of the total cost for the project at St Andrew's School, Chinnor which is funded from developer contributions along with a transfer of funding from the Schools Structural Maintenance Programme.
44. The increase in the Social and Community Services programme relates to the inclusion of the Adult Social Care Management System (£0.2m in 2013/14 and £1.2m in total) following a report to Cabinet in July 2013. This is funded from the Efficiency Reserve as a revenue contribution to capital.
45. As reported to Cabinet in September 2013, a grant of £1.535m (£1.2m of expected spend in 2013/14) for the Dignity Plus Dementia Scheme has now been included in the programme. This is a national initiative to help deliver step change improvements in caring and healing environments for people living with dementia.
46. The Transport programme increase is due to a number of new schemes being added to the programme. Firstly, a scheme to improve the operation and increase the capacity at Milton Interchange has been included in the programme. The total scheme cost is £10.625m with £1.5m profiled in the current year. This scheme is funded from a £5m Pinch Point Funding grant, £3.6m from the Local Enterprise Partnership and £2.025m from Section 106 funding held by the County Council. The Cabinet is recommended to approve the addition of this scheme in the capital programme and a detailed business case is available as a background paper. The addition of two new cycle route schemes and the

development budget for Bicester Park & Ride were reported to Cabinet in September 2013.

47. A new scheme has also been added for cycle improvements at The Plain, Oxford. The total scheme cost is £0.965m with £0.120m profiled in the current year. The scheme has to be delivered in 2014/15 and is funded from a Cycle City Ambition grant of £0.835m, a contribution from Oxford City Council and S106 funding held by the County Council.
48. Two schemes with budget increases have been approved. Higham Way Access Road in Banbury has increased by £0.249m due to increased complexity of the works required. As approved by Cabinet in September 2013, the increased funding of £0.550m for Wheatley River Bridge has been added to the scheme.
49. £0.275m has been brought forward on the Kennington and Hinksey Roundabout scheme to reflect a greater degree of certainty in the delivery of works by Thames Water.

### Actual & Committed Expenditure

50. As at the end of August actual capital expenditure for the year to date (excluding schools local spend) was £6.7m. This is 9% of the total forecast expenditure of £78.4m. Committed spend is 40% of the forecast.

### Five Year Capital Programme Update

51. The total forecast 5-year capital programme (2013/14 to 2017/18) is now £382.5m, an increase of £22.4m compared to the last capital programme approved by Cabinet in July 2013. The full updated capital programme is set out in Annex 8. The table below summarises the variations by directorate and the main reasons for these variations are explained in the following paragraphs.

Directorate	Last Approved Total Programme (2013/14 to 2017/18) * £m	Latest Updated Total Programme (2013/14 to 2017/18) £m	Variation £m
Children, Education & Families	147.3	151.6	+4.3
Social & Community Services	30.9	33.6	+2.7
Environment & Economy - Transport	75.4	90.8	+15.4
Environment & Economy – Other	28.1	28.1	0.0
Chief Executive's Office	2.2	2.8	+0.6
<b>Total Directorate Programmes</b>	<b>283.9</b>	<b>306.9</b>	<b>+23.0</b>
Schools Local Capital	8.7	8.7	0.0
Earmarked Reserves	67.5	66.9	-0.6
<b>Total Capital Programme</b>	<b>360.1</b>	<b>382.5</b>	<b>+22.4</b>

\* Approved by Cabinet 16 July 2013

52. The variation in the overall Children, Education & Families programme is the result of the inclusion of three specific grants received for Targeted Basic Need at Bartholomew and Faringdon Infant & Junior Schools and Demographic Growth Capital funding for Frank Wise School. These grants have been included in the Basic Need budget line and will be drawdown once business cases are developed and approved.
53. The increase in the Social and Community and Transport programmes are explained in paragraphs 44 to 49 above.
54. Also in the Transport programme is the delivery budget of £1.800m for the Ducklington Lane scheme in Witney which has been added to the programme.
55. £0.300m of additional funding has been added to the bridges programme to carry out works on the Kennington Road and Rail bridges at the same time the traffic management is in place for the Kennington Roundabout scheme.

### **RECOMMENDATIONS**

56. **The Cabinet is RECOMMENDED to:**
  - a) **note the report;**
  - b) **approve the virement requests set out in Annex 2a;**
  - c) **approve the transfer of the Schools Amalgamations Reserve to the Academy Conversion Support Reserve as set out in paragraph 37;**
  - d) **approve the creation of the reserve for Job Clubs as set out in paragraph 38;**
  - e) **note the updated Treasury Management lending list at Annex 4;**
  - f) **approve the use of £0.300m revenue funding towards the capital project to increase the provision for 2 year olds as set out in paragraph 9;**
  - g) **approve the changes to the Capital Programme set out in Annex 7c and the full updated Capital Programme presented in Annex 8;**
  - h) **approve the addition of the Milton Interchange scheme in the Capital Programme as set out in paragraph 46.**

**LORNA BAXTER**  
**Chief Finance Officer**

Background papers: Directorate Financial Monitoring Reports August 2013  
Milton Interchange Scheme Business Case

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**Financial Monitoring and Business Strategy Delivery Report**  
**CABINET - 15 October 2013**  
**Budget Monitoring**

Ref	Directorate	BUDGET 2013/14					Outturn Forecast Year end Spend/Income	Projected Year end Variation	Profiled Budget (Net) <i>August</i> 2013	Actual Expenditure (Net) <i>August</i> 2013	Variation to Budget <i>August</i> 2013	Projected Year end Variance Traffic Light
		Original Budget	Brought Forward from 2012/13 Surplus + Deficit -	Virements to Date	Supplementary Estimates to Date	Latest Estimate						
(1)	(2)	£000 (3)	£000 (4)	£000 (5)	£000 (6)	£000 (7)	£000 (8)	underspend - overspend + £000 (9)	£000 (10)	£000 (11)	underspend - overspend + £000 (12)	(13)
CEF	<b>Children, Education &amp; Families</b>											
	Gross Expenditure	466,056	0	-512	0	465,544	466,340	796	192,737	179,894	-12,843	G
	Gross Income	-360,855	0	477	0	-360,377	-360,377	0	-148,489	-156,636	-8,147	G
		<b>105,201</b>	<b>0</b>	<b>-35</b>	<b>0</b>	<b>105,167</b>	<b>105,963</b>	<b>796</b>	<b>44,249</b>	<b>23,259</b>	<b>-20,990</b>	G
SCS	<b>Social &amp; Community Services</b>											
	Gross Expenditure	248,298	0	-23,250	0	225,048	229,856	4,808	98,062	91,311	-6,751	A
	Gross Income	-41,382	0	23,207	0	-18,175	-19,218	-1,043	-11,853	-7,779	4,075	R
		<b>206,916</b>	<b>0</b>	<b>-43</b>	<b>0</b>	<b>206,873</b>	<b>210,638</b>	<b>3,765</b>	<b>86,209</b>	<b>83,532</b>	<b>-2,677</b>	G
EE	<b>Environment &amp; Economy</b>											
	Gross Expenditure	141,002	702	144	53	141,848	143,247	1,399	65,883	57,017	-8,866	G
	Gross Income	-61,735	0	-1,113	0	-62,849	-63,172	-323	-32,936	-33,053	-117	G
		<b>79,267</b>	<b>702</b>	<b>-969</b>	<b>53</b>	<b>78,999</b>	<b>80,075</b>	<b>1,076</b>	<b>32,947</b>	<b>23,963</b>	<b>-8,984</b>	G
CEO	<b>Chief Executive's Office</b>											
	Gross Expenditure	30,237	92	2,495	0	32,824	32,865	41	15,017	15,416	399	G
	Gross Income	-9,675	0	-1,455	0	-11,130	-11,197	-67	-5,996	-6,930	-934	G
		<b>20,562</b>	<b>92</b>	<b>1,040</b>	<b>0</b>	<b>21,694</b>	<b>21,668</b>	<b>-26</b>	<b>9,021</b>	<b>8,486</b>	<b>-535</b>	G
PH1	<b>Public Health</b>											
	Gross Expenditure	25,264	0	327	0	25,591	25,591	0	10,663	2,845	-7,818	G
	Gross Income	-25,264	0	-327	0	-25,591	-25,591	0	-10,663	-12,804	-2,141	G
		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-9,958</b>	<b>-9,958</b>	
	Less recharges to other directorates	-31,257				-31,257	-31,257	0			0	G
		31,257				31,257	31,257	0			0	G
	<b>Directorate Expenditure Total</b>	<b>879,600</b>	<b>794</b>	<b>-20,796</b>	<b>0</b>	<b>859,598</b>	<b>866,642</b>	<b>7,044</b>	<b>382,363</b>	<b>346,483</b>	<b>-35,879</b>	G
	<b>Directorate Income Total</b>	<b>-467,654</b>	<b>0</b>	<b>20,789</b>	<b>0</b>	<b>-446,865</b>	<b>-448,298</b>	<b>-1,433</b>	<b>-209,937</b>	<b>-217,202</b>	<b>-7,265</b>	G
	<b>Directorate Total Net</b>	<b>411,946</b>	<b>794</b>	<b>-7</b>	<b>0</b>	<b>412,733</b>	<b>418,344</b>	<b>5,611</b>	<b>172,426</b>	<b>129,281</b>	<b>-43,144</b>	G

**Financial Monitoring and Business Strategy Delivery Report**  
**CABINET - 15 October 2013**  
**Budget Monitoring**

Ref	Directorate	BUDGET 2013/14					Outturn Forecast Year end Spend/Income	Projected Year end Variation	Profiled Budget (Net) <i>August</i> 2013	Actual Expenditure (Net) <i>August</i> 2013	Variation to Budget <i>August</i> 2013	Projected Year end Variance Traffic Light
		Original Budget	Brought Forward from 2012/13 Surplus + Deficit -	Virements to Date	Supplementary Estimates to Date	Latest Estimate						
(1)	(2)	£000 (3)	£000 (4)	£000 (5)	£000 (6)	£000 (7)	£000 (8)	underspend - overspend + £000 (9)	£000 (10)	£000 (11)	underspend - overspend + £000 (12)	(13)
	Contributions to (+)/from (-)reserves	-1,818	-794	2,100		-512	-512	0				
	Contribution to (+)/from(-) balances	3,000		-1,500		1,500	-4,111	-5,611				
	Pensions - Past Service Deficit Funding	1,500				1,500	1,500	0				
	Contingency	2,308				2,308	2,308	0				
	Capital Financing	35,271				35,271	35,271	0				
	Interest on Balances	-4,444				-4,444	-4,444	0				
	Additional funding to be allocated					0	0	0				
	<b>Strategic Measures Budget</b>	35,817	-794	600	0	35,623	30,012	-5,611				
	Government Grants	-17,083		-593		-17,676	-17,676	0				
	Council Tax	-4,763				-4,763	-4,763	0				
	Revenue Support Grant	-94,487				-94,487	-94,487	0				
	Business Rates Top-Up	-35,694				-35,694	-35,694	0				
	Business Rates From District Councils	-27,287				-27,287	-27,287	0				
	<b>Council Tax Requirement</b>	268,449	0	0	0	268,449	268,449	0				

**KEY TO TRAFFIC LIGHTS**

**Balanced Scorecard Type of Indicator**

Budget	On track to be within +/- 2% of year end budget
	On track to be within +/- 5% of year end budget
	Estimated outturn showing variance in excess of +/- 5% of year end budget

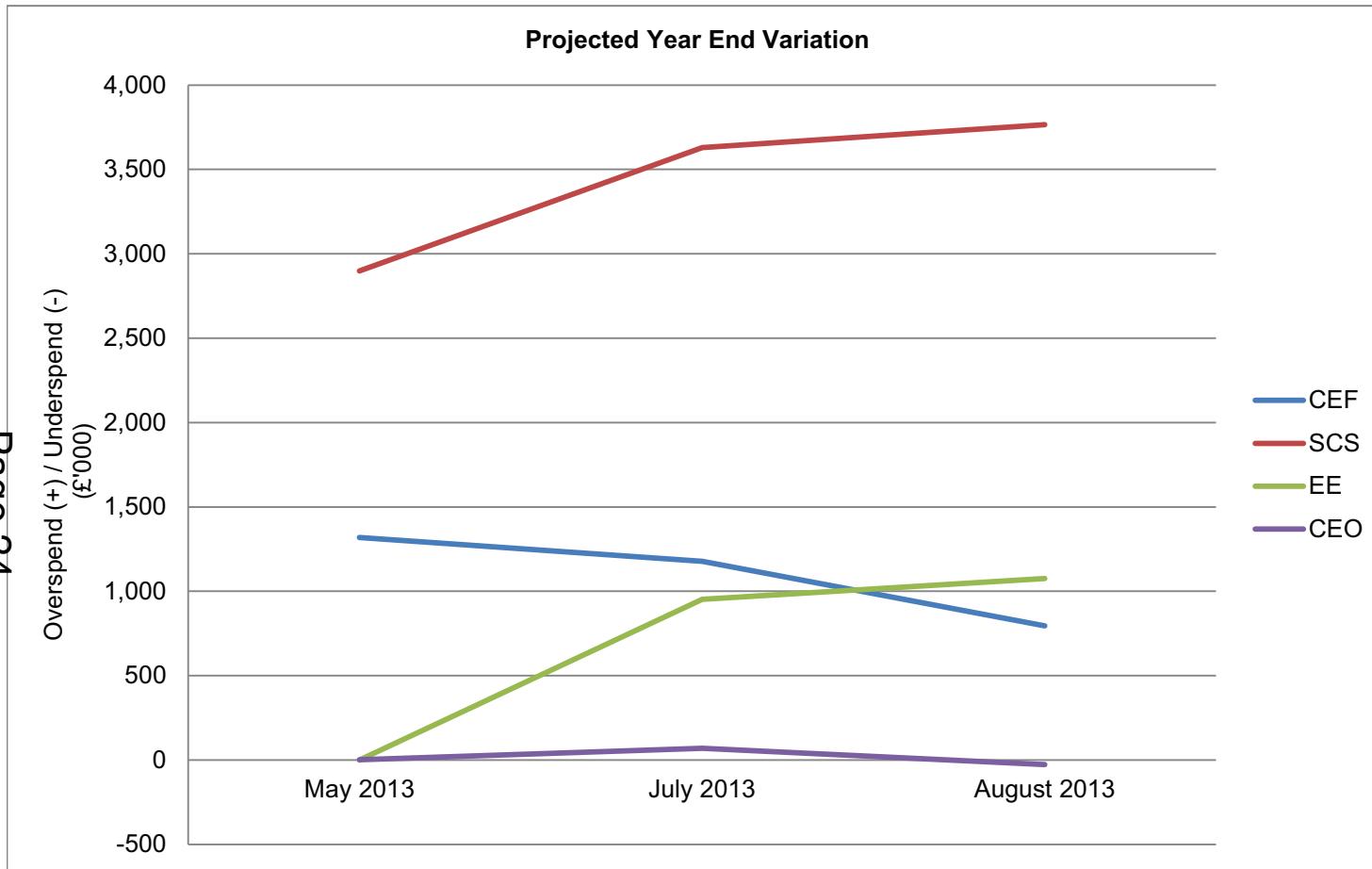
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**Financial Monitoring and Business Strategy Delivery Report**  
**CABINET - 15 October 2013**  
**Budget Monitoring**

Ref	Directorate	Projected Year end Variation			October 2013 underspend - overspend + £000	December 2013 underspend - overspend + £000	February 2014 underspend - overspend + £000
		May 2013 underspend - overspend + £000	July 2013 underspend - overspend + £000	August 2013 underspend - overspend + £000			
(1)	(2)						
<b>CEF</b>	<b>Children, Education &amp; Families</b>						
	Gross Expenditure	1,318	1,177	796			
	Gross Income	0	0	0			
		<b>1,318</b>	<b>1,177</b>	<b>796</b>			
<b>SCS</b>	<b>Social &amp; Community Services</b>						
	Gross Expenditure	3,399	4,389	4,808			
	Gross Income	-500	-759	-1,043			
		<b>2,899</b>	<b>3,630</b>	<b>3,765</b>			
<b>EE</b>	<b>Environment &amp; Economy</b>						
	Gross Expenditure	0	953	1,399			
	Gross Income	0	0	-323			
		<b>0</b>	<b>953</b>	<b>1,076</b>			
<b>CEO</b>	<b>Chief Executive's Office</b>						
	Gross Expenditure	80	133	41			
	Gross Income	-78	-63	-67			
		<b>2</b>	<b>70</b>	<b>-26</b>			
<b>PH1</b>	<b>Public Health</b>						
	Gross Expenditure	0	0	0			
	Gross Income	0	0	0			
		<b>0</b>	<b>0</b>	<b>0</b>			
	Less recharges to other directorates	0	0	0			
		0	0	0			
	<b>Directorate Expenditure Total</b>	<b>4,797</b>	<b>6,652</b>	<b>7,044</b>			
	<b>Directorate Income Total</b>	<b>-578</b>	<b>-822</b>	<b>-1,433</b>			
	<b>Directorate Total Net</b>	<b>4,219</b>	<b>5,830</b>	<b>5,611</b>			
<b>Change compared to Previous Report to Cabinet</b>			<b>1,611</b>	<b>-219</b>			

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Ref	Directorate	BUDGET 2013/14					Outturn Forecast Year end Spend/Income	Projected Year end Variation	Profiled Budget (Net) August 2013	Actual Expenditure (Net) August 2013	Variation to Budget August 2013 underspend - overspend +	Projected Year end Variance Traffic Light
		Original Budget	Brought Forward from 2012/13 Surplus + Deficit -	Virements to Date	Supplementary Estimates to Date	Latest Estimate						
(1)	(2)	£000 (3)	£000 (4)	£000 (5)	£000 (6)	£000 (7)	£000 (8)	underspend - overspend + £000 (9)	£000 (10)	£000 (11)	£000 (12)	(13)
CEF1	<b>Education &amp; Early Intervention</b>											
	Gross Expenditure	95,429		2,712	0	98,141	97,440	-701	39,114	34,748	-4,366	G
	Gross Income	-45,485		-2,728	0	-48,213	-48,213	0	-19,476	-20,573	-1,097	G
		<b>49,944</b>	<b>0</b>	<b>-16</b>	<b>0</b>	<b>49,928</b>	<b>49,227</b>	<b>-701</b>	<b>19,638</b>	<b>14,175</b>	<b>-5,463</b>	G
CEF2	<b>Children's Social Care</b>											
	Gross Expenditure	54,256		-65	0	54,191	55,648	1,457	22,430	20,231	-2,199	A
	Gross Income	-5,451		42	0	-5,409	-5,409	0	-2,097	-1,874	223	G
		<b>48,805</b>	<b>0</b>	<b>-23</b>	<b>0</b>	<b>48,782</b>	<b>50,239</b>	<b>1,457</b>	<b>20,333</b>	<b>18,356</b>	<b>-1,976</b>	A
CEF3	<b>Children, Education &amp; Families Central Costs</b>											
	Gross Expenditure	6,150		-29	0	6,121	6,168	47	2,550	2,378	-172	G
	Gross Income	0		0	0	0	0	0	0	0	0	
		<b>6,150</b>	<b>0</b>	<b>-29</b>	<b>0</b>	<b>6,121</b>	<b>6,168</b>	<b>47</b>	<b>2,550</b>	<b>2,378</b>	<b>-172</b>	G
CEF4	<b>Schools</b>											
	Gross Expenditure	311,874		-3,130	0	308,744	308,737	-7	128,644	122,538	-6,106	G
	Gross Income	-311,572		3,164	0	-308,408	-308,408	0	-126,916	-134,188	-7,273	G
		<b>302</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>336</b>	<b>329</b>	<b>-7</b>	<b>1,728</b>	<b>-11,650</b>	<b>-13,378</b>	A
	Less recharges within directorate	-1,653				-1,653	-1,653	0			0	G
		1,653				1,653	1,653	0			0	G
	<b>Directorate Expenditure Total</b>	<b>466,056</b>	<b>0</b>	<b>-512</b>	<b>0</b>	<b>465,544</b>	<b>466,340</b>	<b>796</b>	<b>192,737</b>	<b>179,894</b>	<b>-12,843</b>	G
	<b>Directorate Income Total</b>	<b>-360,855</b>	<b>0</b>	<b>478</b>	<b>0</b>	<b>-360,377</b>	<b>-360,377</b>	<b>0</b>	<b>-148,489</b>	<b>-156,636</b>	<b>-8,147</b>	G
	<b>Directorate Total Net</b>	<b>105,201</b>	<b>0</b>	<b>-34</b>	<b>0</b>	<b>105,167</b>	<b>105,963</b>	<b>796</b>	<b>44,249</b>	<b>23,259</b>	<b>-20,990</b>	G

**KEY TO TRAFFIC LIGHTS**  
**Balanced Scorecard Type of Indicator**

Budget	On track to be within +/- 2% of year end budget	G
	On track to be within +/- 5% of year end budget	A
	Estimated outturn showing variance in excess of +/- 5% of year end budget	R

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Ref	Directorate	BUDGET 2013/14					Outturn Forecast Year end Spend/Income	Projected Year end Variation	Profiled Budget (Net) August 2013	Actual Expenditure (Net) August 2013	Variation to Budget August 2013	Projected Year end Variance Traffic Light
		Original Budget	Brought Forward from 2012/13 Surplus + Deficit -	Virements to Date	Supplementary Estimates to Date	Latest Estimate						
(1)	(2)	£000 (3)	£000 (4)	£000 (5)	£000 (6)	£000 (7)	£000 (8)	underspend - overspend + £000 (9)	£000 (10)	£000 (11)	underspend - overspend + £000 (12)	(13)
SCS1	<b>Adult Social Care</b>											
	Gross Expenditure	219,364		-23,289	0	196,075	201,407	5,332	81,741	75,216	-6,525	A
	Gross Income	-47,438		23,214	0	-24,224	-25,267	-1,043	-10,093	-6,039	4,054	A
		<b>171,926</b>	<b>0</b>	<b>-75</b>	<b>0</b>	<b>171,851</b>	<b>176,140</b>	<b>4,289</b>	<b>71,648</b>	<b>69,177</b>	<b>-2,471</b>	A
SCS2	<b>Community Safety</b>											
	Gross Expenditure	3,837		80	0	3,917	3,772	-145	1,600	1,563	-36	A
	Gross Income	-1,243		-80	0	-1,323	-1,323	0	-552	-644	-92	G
		<b>2,594</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,594</b>	<b>2,449</b>	<b>-145</b>	<b>1,048</b>	<b>919</b>	<b>-129</b>	R
SCS3	<b>Joint Commissioning</b>											
	Gross Expenditure	9,772		17	0	9,789	9,289	-500	4,078	3,758	-320	R
	Gross Income	-2,691		15	0	-2,676	-2,676	0	-1,114	-979	135	G
		<b>7,081</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>7,113</b>	<b>6,613</b>	<b>-500</b>	<b>2,964</b>	<b>2,779</b>	<b>-185</b>	R
SCS4	<b>Fire &amp; Rescue and Emergency Planning</b>											
	Gross Expenditure	25,600		-58	0	25,542	25,663	121	10,643	10,773	130	G
	Gross Income	-285		58	0	-227	-227	0	-95	-116	-22	G
		<b>25,315</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25,315</b>	<b>25,436</b>	<b>121</b>	<b>10,548</b>	<b>10,657</b>	<b>109</b>	G
	Less recharges within directorate	-10,275				-10,275	-10,275	0			0	G
		10,275				10,275	10,275	0			0	G
	<b>Directorate Expenditure Total</b>	<b>248,298</b>	<b>0</b>	<b>-23,250</b>	<b>0</b>	<b>225,048</b>	<b>229,856</b>	<b>4,808</b>	<b>98,062</b>	<b>91,311</b>	<b>-6,751</b>	A
	<b>Directorate Income Total</b>	<b>-41,382</b>	<b>0</b>	<b>23,207</b>	<b>0</b>	<b>-18,175</b>	<b>-19,218</b>	<b>-1,043</b>	<b>-11,853</b>	<b>-7,779</b>	<b>4,075</b>	R
	<b>Directorate Total Net</b>	<b>206,916</b>	<b>0</b>	<b>-43</b>	<b>0</b>	<b>206,873</b>	<b>210,638</b>	<b>3,765</b>	<b>86,209</b>	<b>83,532</b>	<b>-2,677</b>	G

**KEY TO TRAFFIC LIGHTS**

**Balanced Scorecard Type of Indicator**

Budget	On track to be within +/- 2% of year end budget
	On track to be within +/- 5% of year end budget
	Estimated outturn showing variance in excess of +/- 5% of year end budget

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Pooled Budgets

Original Budget	Latest Budget		Forecast Variance August 2013	Forecast Variance July 2013	Change in Variance
£m	£m		£m	£m	£m
		<b>Older People</b>			
44.614	49.287	Care Homes	-0.223	-0.374	+0.151
22.047	25.610	Community Support Purchasing Budget	+1.775	+1.947	-0.172
15.173	19.800	Prevention & Early Support Services	-0.925	-0.906	-0.019
-4.800	-5.205	Efficiency Savings	+1.905	+1.605	+0.300
	12.122	Staffing & Infrastructure	+0.506	+0.512	-0.006
	-17.327	Client Income	-1.043	-0.759	-0.284
<b>77.034</b>	<b>84.287</b>	<b>Total Older People</b>	<b>1.995</b>	<b>2.025</b>	<b>-0.030</b>
		<b>Physical Disabilities</b>			
3.190	3.190	Care Homes	+0.031	-0.013	+0.044
8.120	8.971	Community Support Purchasing Budget	-0.031	-0.034	+0.003
<b>11.310</b>	<b>12.161</b>	<b>Total Physical Disabilities</b>	<b>+0.000</b>	<b>-0.047</b>	<b>+0.047</b>
0.832	1.505	<b>Equipment</b>	+0.941	+0.903	+0.038
66.976	67.070	<b>Learning Disabilities</b>	+1.273	+1.273	+0.000
<b>156.152</b>	<b>165.023</b>	<b>Total Council Elements of Pooled Budgets</b>	<b>+4.209</b>	<b>+4.154</b>	<b>+0.055</b>

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Ref	Directorate	BUDGET 2013/14					Outturn Forecast Year end Spend/Income	Projected Year end Variation	Profiled Budget (Net) <i>August</i> 2013	Actual Expenditure (Net) <i>August</i> 2013	Variation to Budget <i>August</i> 2013	Projected Year end Variance Traffic Light
		Original Budget	Brought Forward from 2012/13 Surplus + Deficit -	Virements to Date	Supplementary Estimates to Date	Latest Estimate						
(1)	(2)	£000 (3)	£000 (4)	£000 (5)	£000 (6)	£000 (7)	£000 (8)	underspend - overspend + £000 (9)	£000 (10)	£000 (11)	underspend - overspend + £000 (12)	(13)
EE1	<b>Strategy and Infrastructure</b>											
	Gross Expenditure	10,591	473	-143	0	10,921	10,984	63	4,580	4,387	-193	G
	Gross Income	-1,562		-420	0	-1,982	-1,864	118	-826	-1,582	-756	R
		<b>9,029</b>	<b>473</b>	<b>-563</b>	<b>0</b>	<b>8,939</b>	<b>9,120</b>	<b>181</b>	<b>3,754</b>	<b>2,804</b>	<b>-950</b>	A
EE2	<b>Commercial Services</b>											
	Gross Expenditure	96,681		570	0	97,251	98,407	1,156	40,522	27,455	-13,067	G
	Gross Income	-35,986		176	0	-35,810	-36,251	-441	-14,920	-13,792	1,128	G
		<b>60,695</b>	<b>0</b>	<b>746</b>	<b>0</b>	<b>61,441</b>	<b>62,156</b>	<b>715</b>	<b>25,601</b>	<b>13,663</b>	<b>-11,939</b>	G
EE3	<b>Oxfordshire Customer Services</b>											
	Gross Expenditure	49,931	229	-283	0	49,877	50,057	180	20,782	25,175	4,393	G
	Gross Income	-40,388		-870	0	-41,258	-41,258	0	-17,190	-17,679	-489	G
		<b>9,543</b>	<b>229</b>	<b>-1,153</b>	<b>0</b>	<b>8,619</b>	<b>8,799</b>	<b>180</b>	<b>3,592</b>	<b>7,496</b>	<b>3,905</b>	A
	Less recharges within directorate	-16,201				-16,201	-16,201	0			0	G
		16,201				16,201	16,201	0			0	G
	<b>Directorate Expenditure Total</b>	<b>141,002</b>	<b>702</b>	<b>144</b>	<b>0</b>	<b>141,848</b>	<b>143,247</b>	<b>1,399</b>	<b>65,883</b>	<b>57,017</b>	<b>-8,866</b>	G
	<b>Directorate Income Total</b>	<b>-61,735</b>	<b>0</b>	<b>-1,114</b>	<b>0</b>	<b>-62,849</b>	<b>-63,172</b>	<b>-323</b>	<b>-32,936</b>	<b>-33,053</b>	<b>-117</b>	G
	<b>Directorate Total Net</b>	<b>79,267</b>	<b>702</b>	<b>-970</b>	<b>0</b>	<b>78,999</b>	<b>80,075</b>	<b>1,076</b>	<b>32,947</b>	<b>23,963</b>	<b>-8,984</b>	G

**KEY TO TRAFFIC LIGHTS**

**Balanced Scorecard Type of Indicator**

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	Estimated outturn showing variance in excess of +/- 5% of year end budget	R



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		Original Budget	Brought Forward from 2012/13 Surplus + Deficit -	Virements to Date	Supplementary Estimates to Date	Latest Estimate						
(1)	(2)	£000 (3)	£000 (4)	£000 (5)	£000 (6)	£000 (7)	£000 (8)	underspend - overspend + £000 (9)	£000 (10)	£000 (11)	£000 (12)	(13)
<b>CEO1</b>	<b>Chief Executive &amp; Business Support</b>											
	Gross Expenditure	1,461		20	0	1,481	1,471	-10	617	579	-38	G
	Gross Income	-688		0	0	-688	-688	0	-287	-287	0	G
		<b>773</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>793</b>	<b>783</b>	<b>-10</b>	<b>330</b>	<b>293</b>	<b>-38</b>	<b>G</b>
<b>CEO2</b>	<b>Human Resources</b>											
	Gross Expenditure	1,375	92	1,012	0	2,479	2,479	0	1,033	678	-354	G
	Gross Income	-1,234		0	0	-1,234	-1,234	0	-514	-541	-27	G
		<b>141</b>	<b>92</b>	<b>1,012</b>	<b>0</b>	<b>1,245</b>	<b>1,245</b>	<b>0</b>	<b>519</b>	<b>138</b>	<b>-381</b>	<b>G</b>
<b>CEO3</b>	<b>Corporate Finance &amp; Internal Audit</b>											
	Gross Expenditure	2,534		0	0	2,534	2,511	-23	1,056	1,150	94	G
	Gross Income	-2,472		0	0	-2,472	-2,472	0	-1,030	-1,161	-130	G
		<b>62</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>39</b>	<b>-23</b>	<b>26</b>	<b>-11</b>	<b>-36</b>	<b>R</b>
<b>CEO4</b>	<b>Law &amp; Culture</b>											
	Gross Expenditure	21,510		1,017	0	22,527	22,601	74	9,424	10,264	840	G
	Gross Income	-5,315		-1,009	0	-6,324	-6,391	-67	-2,690	-3,384	-693	G
		<b>16,195</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>16,203</b>	<b>16,210</b>	<b>7</b>	<b>6,733</b>	<b>6,881</b>	<b>147</b>	<b>G</b>
<b>CEO5</b>	<b>Strategy &amp; Communications</b>											
	Gross Expenditure	3,399		446	0	3,845	3,845	0	1,602	1,491	-111	G
	Gross Income	-3,094		-446	0	-3,540	-3,540	0	-1,475	-1,559	-84	G
		<b>305</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>305</b>	<b>305</b>	<b>0</b>	<b>127</b>	<b>-67</b>	<b>-195</b>	<b>G</b>
<b>CEO6</b>	<b>Corporate &amp; Democratic Core</b>											
	Gross Expenditure	3,086		0	0	3,086	3,086	0	1,286	1,253	-33	G
	Gross Income	0		0	0	0	0	0	0	0	0	G
		<b>3,086</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,086</b>	<b>3,086</b>	<b>0</b>	<b>1,286</b>	<b>1,253</b>	<b>-33</b>	<b>G</b>
	Less recharges within directorate	-3,128				-3,128	-3,128	0			0	G
		3,128				3,128	3,128	0			0	G
	<b>Directorate Expenditure Total</b>	<b>30,237</b>	<b>92</b>	<b>2,495</b>	<b>0</b>	<b>32,824</b>	<b>32,865</b>	<b>41</b>	<b>15,017</b>	<b>15,416</b>	<b>399</b>	<b>G</b>
	<b>Directorate Income Total</b>	<b>-9,675</b>	<b>0</b>	<b>-1,455</b>	<b>0</b>	<b>-11,130</b>	<b>-11,197</b>	<b>-67</b>	<b>-5,996</b>	<b>-6,930</b>	<b>-934</b>	<b>G</b>
	<b>Directorate Total Net</b>	<b>20,562</b>	<b>92</b>	<b>1,040</b>	<b>0</b>	<b>21,694</b>	<b>21,668</b>	<b>-26</b>	<b>9,021</b>	<b>8,486</b>	<b>-535</b>	<b>G</b>

**KEY TO TRAFFIC LIGHTS**  
**Balanced Scorecard Type of Indicator**

Budget	On track to be within +/- 2% of year end budget
	On track to be within +/- 5% of year end budget
	Estimated outturn showing variance in excess of +/- 5% of year end budget

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Ref	Directorate	BUDGET 2013/14					Outturn Forecast Year end Spend/Income	Projected Year end Variation	Profiled Budget (Net) <i>August</i> 2013	Actual Expenditure (Net) <i>August</i> 2013	Variation to Budget <i>August</i> 2013	Projected Year end Variance Traffic Light
		Original Budget	Brought Forward from 2012/13 Surplus + Deficit -	Virements to Date	Supplementary Estimates to Date	Latest Estimate						
(1)	(2)	£000 (3)	£000 (4)	£000 (5)	£000 (6)	£000 (7)	£000 (8)	underspend - overspend + £000 (9)	£000 (10)	£000 (11)	underspend - overspend + £000 (12)	(13)
PH1	<b>Public Health</b>											
	Gross Expenditure	25,264		327	0	25,591	25,591	0	10,663	2,845	-7,818	G
	Gross Income	-25,264		-327	0	-25,591	-25,591	0	-10,663	-12,804	-2,141	G
		0	0	0	0	0	0	0	0	-9,958	-9,958	
	Less recharges within directorate	0				0	0	0			0	
		0				0	0	0			0	
	<b>Directorate Expenditure Total</b>	<b>25,264</b>	<b>0</b>	<b>327</b>	<b>0</b>	<b>25,591</b>	<b>25,591</b>	<b>0</b>	<b>10,663</b>	<b>2,845</b>	<b>-7,818</b>	<b>G</b>
	<b>Directorate Income Total</b>	<b>-25,264</b>	<b>0</b>	<b>-327</b>	<b>0</b>	<b>-25,591</b>	<b>-25,591</b>	<b>0</b>	<b>-10,663</b>	<b>-12,804</b>	<b>-2,141</b>	<b>G</b>
	<b>Directorate Total Net</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-9,958</b>	<b>-9,958</b>	

**KEY TO TRAFFIC LIGHTS**

**Balanced Scorecard Type of Indicator**

Budget	On track to be within +/- 2% of year end budget	G
	On track to be within +/- 5% of year end budget	A
	Estimated outturn showing variance in excess of +/- 5% of year end budget	R

**Financial Monitoring and Business Strategy Delivery Report**  
**CABINET - 15 October 2013**

**CABINET IS RECOMMENDED TO APPROVE THE VIREMENTS AS DETAILED BELOW:**

Directorate	Month of Cabinet meeting	Narration	Budget book line	Service Area	Permanent / Temporary	Expenditure + increase / - decrease £000	Income - increase / + decrease £000
EE	Oct	Local Sustainability Transport Fund Grant - Create Budget	EE1	Strategy & Infrastructure (Excluding Flood Defence Levy)	T	1,539.0	-1,539.0
		Revise Oxfordshire Customer Services budgets to solve shortfall in Workforce Information Budget	EE3-1	Management Team	P	-90.9	0.0
			EE3-2	Education Support Service	P	-257.2	94.9
			EE3-6	Human Resources	P	317.0	0.0
			EE3-8 to EE3-10	OCS Finance	P	-63.9	0.0
SCS	Oct	Remove recharge budget as SAT151 will have actual costs and budget	SCS1-4	Services For All Client Groups	P	-493.9	493.9
Inter Directorate	Oct	Restructuring arising from the Reshaping of Financial Support Project	CEO3	Corporate Finance & Internal Audit	P	1,146.0	-135.4
					T	-505.1	48.1
			EE3-1	Management Team	P	5.3	0.0
					T	-2.2	0.0
			EE3-2	Education Support Service	P	67.1	0.0
					T	-27.9	0.0
			EE3-8 to EE3-10	OCS Finance	P	-1,145.9	62.9
						535.2	-48.1
Grand Total						1,022.7	-1,022.7

**Financial Monitoring and Business Strategy Delivery Report**  
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**NEW VIREMENTS FOR CABINET TO NOTE**

Directorate	Month of Cabinet meeting	Narration	Budget book line	Service Area	Permanent / Temporary	Expenditure + increase / - decrease £000	Income - increase / + decrease £000
CEF	Sept	Reallocation of reserve funds from Learning & Development home cost centre to the teams.	CEF1-2	Additional & Special Educational Needs	T	-20.0	0.0
			CEF2-1	Management & Central Costs (including admin and support service recharges)	T	-2.2	0.0
			CEF3-1	Management, Admin & Central Support Service Recharges	T	22.2	0.0
		Move YOS Remand framework for Children cost centre to Social Care placements node	CEF2-3	Social Care	P	144.4	-144.4
			CEF2-6	Youth Offending Service	P	-144.4	144.4
		Children's Centres Revenue Budget 2013/14 - Florence Park	CEF1-3	Early Intervention	T	1.2	-1.2
		Children's Centres Revenue Budget 2013/14 - Marston	CEF1-3	Early Intervention	T	7.3	-7.3
		Children's Centres Revenue Budget 2013/14 - North Oxford	CEF1-3	Early Intervention	T	3.0	-3.0
		Delete Income & Expenditure Budget. No longer the lead partner for Cross Regional commissioning of placements.	CEF2-2	Corporate Parenting	P	-34.7	34.7
		Children's Centres Revenue Budget 2013/14 - Britannia Road	CEF1-3	Early Intervention	T	7.5	-7.5
		Children's Centres Revenue Budget 2013/14 - The Orchard	CEF1-3	Early Intervention	T	6.1	-6.1
		Children's Centres Revenue Budget 2013/14 - Willow Tree	CEF1-3	Early Intervention	T	0.9	-0.9
		Children's Centres Revenue Budget 2013/14 - Butterfly Meadows	CEF1-3	Early Intervention	T	1.0	-1.0
		Delete income and expenditure Budget following notification from YOS service that they will not be contributing towards staffing costs this financial year.	CEF2-2	Corporate Parenting	T	-10.0	10.0
		East Street Premises -2013-14	CEF1-3	Early Intervention	P	-3.3	3.3
		Care Services - budget adjustments	CEF2-5	Services for Disabled Children	P	-31.0	31.0
		Clawback re recruitment delay savings to the new front line social workers in the Family support & Assessment teams.	CEF2-1	Management & Central Costs (including admin and support service recharges)	T	-101.4	0.0
			CEF2-3	Social Care	T	101.4	0.0
		Move the budget into the central cost centre for staffing reallocations towards the new posts for front line social workers.	CEF2-1	Management & Central Costs (including admin and support service recharges)	P	-220.0	0.0
			CEF2-3	Social Care	P	220.0	0.0

**Financial Monitoring and Business Strategy Delivery Report**  
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**NEW VIREMENTS FOR CABINET TO NOTE**

Directorate	Month of Cabinet meeting	Narration	Budget book line	Service Area	Permanent / Temporary	Expenditure + increase / - decrease £000	Income - increase / + decrease £000
CEF	Sept	Temporary budget allocation to continue pilot programme of Family support work.	CEF2-1	Management & Central Costs (including admin and support service recharges)	T	128.3	0.0
			CEF2-3	Social Care	T	-128.3	0.0
		Reallocate the central transport budget to teams within the service area for 2013/14.	CEF2-3	Social Care	T	-33.4	0.0
			CEF2-5	Services for Disabled Children	T	33.4	0.0
		ICT Schools and Learning	CEF1-4	Education	T	-43.0	43.0
		Reverse budget for 0.5fte Admin support for adoption team.	CEF2-1	Management & Central Costs (including admin and support service recharges)	T	-2.1	0.0
			CEF2-2	Corporate Parenting	T	2.1	0.0
		Reverse admin funding re recruitment delay new posts as they now plan to appoint in October 2013	CEF2-1	Management & Central Costs (including admin and support service recharges)	T	-50.7	0.0
			CEF2-3	Social Care	T	50.7	0.0
		Early Years contribution to Business Efficiency	CEF1-4	Education	T	-69.2	0.0
			CEF3-1	Management, Admin & Central Support Service Recharges	T	69.2	0.0
		Adjust the budget to reflect the end date of the pilot programme for Chindren In Need as 30th September 2013.	CEF2-1	Management & Central Costs (including admin and support service recharges)	T	-39.2	0.0
			CEF2-3	Social Care	T	39.2	0.0
		Adjust the budget to reflect the end date of the pilot programme for Specialist Family Support workers as 30th September 2013.	CEF2-1	Management & Central Costs (including admin and support service recharges)	T	-53.2	0.0
			CEF2-3	Social Care	T	53.2	0.0
		Budget contribution towards the team manager post SCT105 within the disabilities service	CEF2-3	Social Care	P	-11.5	0.0
			CEF2-5	Services for Disabled Children	P	11.5	0.0
		Vire budget from in house fostering to external independent fostering agencies to meet the demands of the service.	CEF2-2	Corporate Parenting	T	-100.0	0.0
			CEF2-3	Social Care	T	100.0	0.0
		Children's Centres Revenue Budget 2013/14 - The Roundabout Centre	CEF1-3	Early Intervention	T	6.0	-6.0
		Schools & Learning manager salary budget into management cost centre	CEF1-1	Management & Central Costs (including admin and support service recharges)	P	97.6	0.0
			CEF1-4	Education	P	-97.6	0.0
		Additional transfers to Area Family Placement Teams as agreed.	CEF2-2	Corporate Parenting	T	1.8	0.0
			CEF2-5	Services for Disabled Children	T	-1.8	0.0

**Financial Monitoring and Business Strategy Delivery Report**  
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**NEW VIREMENTS FOR CABINET TO NOTE**

Directorate	Month of Cabinet meeting	Narration	Budget book line	Service Area	Permanent / Temporary	Expenditure + increase / - decrease £000	Income - increase / + decrease £000
CEF	Sept	Budget for Salaries for Kingfisher team	CEF2-1	Management & Central Costs (including admin and support service recharges)	T	30.3	0.0
			CEF2-3	Social Care	T	-30.3	0.0
		Virement to alleviate staffing pressure in the management team in relation to interim staff.	CEF2-1	Management & Central Costs (including admin and support service recharges)	T	200.0	0.0
			CEF2-3	Social Care	T	-200.0	0.0
		Children Education & Families budget allocations for workforce development	CEF1-1	Management & Central Costs (including admin and support service recharges)	T	3.6	0.0
			CEF1-2	Additional & Special Educational Needs	T	12.3	0.0
			CEF1-3	Early Intervention	T	11.5	0.0
			CEF1-4	Education	T	13.8	0.0
			CEF1-5	School Organisation & Planning (Including Home to School Transport)	T	1.0	0.0
			CEF2-1	Management & Central Costs (including admin and support service recharges)	T	6.6	0.0
			CEF2-2	Corporate Parenting	T	5.3	0.0
			CEF2-3	Social Care	T	5.0	0.0
			CEF2-4	Safeguarding	T	0.7	0.0
			CEF2-5	Services for Disabled Children	T	2.7	0.0
			CEF2-6	Youth Offending Service	T	1.2	0.0
			CEF3-1	Management, Admin & Central Support Service Recharges	T	-63.7	0.0
		Primary intervention budget	CEF1-3	Early Intervention	T	-20.0	0.0
			CEF1-4	Education	T	20.0	0.0
		Transfer budgets for non-schools use and the caretaker at the Wheatley Centre to non-delegated schools costs service area	CEF3-1	Management, Admin & Central Support Service Recharges	P	-33.9	0.0
			CEF4-3	Non-Delegated Schools Costs	P	33.9	0.0
EE	Sept	Transfer Budget to fund Atkins staff time on Developer Projects	EE1	Strategy & Infrastructure (Excluding Flood Defence Levy)	P	45.0	0.0
			EE2-1	Commercial Management	P	-45.0	0.0
		Transfer Newspaper budget to Facilities Management	EE2-22	Property & Facilities Management	P	2.0	0.0
			EE3-7	Business Support	P	-2.0	0.0
		Tidy Budget G21010. Transfer Saving to correct Cost Centre & Transfer 1 Post to HR	EE3-1	Management Team	P	-20.4	0.0
			EE3-6	Human Resources	P	47.4	0.0
			EE3-8 to EE3-10	OCS Finance	P	-27.0	0.0
		update Pensions & Insurance Budgets to reflect they are fully recharged	EE3-1	Management Team	P	9.1	0.0

**Financial Monitoring and Business Strategy Delivery Report**  
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**NEW VIREMENTS FOR CABINET TO NOTE**

Directorate	Month of Cabinet meeting	Narration	Budget book line	Service Area	Permanent / Temporary	Expenditure + increase / - decrease £000	Income - increase / + decrease £000
EE	Sept		EE3-8 to EE3-10	OCS Finance	P	31.3	-40.3
		Budget Transfer for 13/14 Display Energy Certificates	EE1	Strategy & Infrastructure (Excluding Flood Defence Levy)	T	-165.4	0.0
			EE2-22	Property & Facilities Management	T	165.4	0.0
		Realign NC3500 & NC3510 to reflect actual expenditure	EE1	Strategy & Infrastructure (Excluding Flood Defence Levy)	P	-2.5	2.5
SCS	Sept	Budget Tidy Specialist Teams	SCS1-2ABD	Learning Disabilities Non Pool Services	P	0.0	0.0
		Budget tidy Mental Health Pool Oxford Health contributions	SCS1-3A	Non-Pool Services	P	3.5	0.0
			SCS1-3B	Pooled Budget Contributions	P	-3.5	0.0
		Annual £22k funding from Chief Exec Office for MANTRA / Hate Crime no longer received.	SCS2-1	Safer Communities	P	-22.0	22.0
		Health & Wellbeing Centres budget reallocation	SCS1-1ABC	Older People Non Pool Services	P	-14.4	14.4
		Regional Management Board income no longer received	SCS4-1	Fire & Rescue Service	P	-66.3	66.3
		Buckinghamshire Fire & Rescue income for contribution to Driving School Manager salary	SCS4-1	Fire & Rescue Service	P	9.0	-9.0
		Transfer from ETMS (Electronic Time Monitoring System) to Adult Improvement Services	SCS1-1ABC	Older People Non Pool Services	P	-156.0	0.0
			SCS1-4	Services For All Client Groups	P	156.0	0.0
		Transfer of budget to meet Internal Day Service Efficiency Savings	SCS1-2ABD	Learning Disabilities Non Pool Services	P	6.2	-6.2
		Remove minor income budget	SCS4-1	Fire & Rescue Service	P	-0.6	0.6
		Re-allocation of Budgets funded by the Southern Health Learning Disabilities Team Contract.	SCS1-2ABD	Learning Disabilities Non Pool Services	P	-32.3	32.3
		One-off funding for Community Partnership Posts	SCS1-2ABD	Learning Disabilities Non Pool Services	T	71.5	-71.5
Inter-Directorate	Sept	Moderation and Phonics Grant	CEF1-4	Education	T	0.0	40.2
			SM	Strategic Measures	T	0.0	-40.2
		Cleaning Budgets transfer to Environment and Economy Directorate	EE2-22	Property & Facilities Management	P	0.0	57.5
			SCS1-1ABC	Older People Non Pool Services	P	-57.5	0.0
		Full Year effect of the Responsibility for Learning Disability Day Services Cleaning Budgets moving to Environment & Economy	EE2-22	Property & Facilities Management	P	0.0	1.8
			SCS1-2ABD	Learning Disabilities Non Pool Services	P	-1.8	1.8
			SCS1-2C	Pooled Budget Contribution	P	-1.8	0.0
		Transfer of utility budget from CEF to Corporate Landlord	CEF3-1	Management, Admin & Central Support Service Recharges	P	-1.0	0.0
			EE2-22	Property & Facilities Management	P	1.0	0.0

**Financial Monitoring and Business Strategy Delivery Report**  
**CABINET - 15 October 2013**

**NEW VIREMENTS FOR CABINET TO NOTE**

Directorate	Month of Cabinet meeting	Narration	Budget book line	Service Area	Permanent / Temporary	Expenditure + increase / - decrease £000	Income - increase / + decrease £000
Inter-Directorate	Sept	Budget for Social & Health Care apprentice currently in post	CEO2	Human Resources	T	-4.6	0.0
			EE3-6	Human Resources	T	4.6	0.0
CEO	Sept	Remove income target as Media and Communications do not generate income	CEO5	Strategy & Communications	P	-7.1	7.1
		Transfer £25k staffing budget to the Archives Service	CEO1	Chief Executive & Business Support	P	-25.0	0.0
		£25k staffing budget to the Archives Service not needed until 14/15	CEO4	Law & Culture	P	25.0	0.0
			CEO1	Chief Executive & Business Support	T	25.0	0.0
			CEO4	Law & Culture	T	-25.0	0.0
CEF	Oct	Create recharge budgets for supported housing provisions.	CEF2-2	Corporate Parenting	P	0.0	-57.1
			CEF2-3	Social Care	P	57.1	0.0
		Reduce the unaccompanied Asylum grant & Post 18's leaving Care grant income and expenditure budgets in line with projected grant income streams.	CEF2-3	Social Care	P	-139.0	139.0
		Special Educational Advisory Support Teachers income update	CEF1-4	Education	T	-31.1	31.1
		outdoor centres marketing fund	CEF1-4	Education	T	-3.0	3.0
EE	Oct	Accreditation budget	CEF1-3	Early Intervention	P	-0.5	0.5
		Additional budget towards Oxfordshire Customer Services Savings	EE3-1	Management Team	P	71.7	0.0
			EE3-4	County Procurement	P	-71.7	0.0
		Budget to fund temporary post	EE3-1	Management Team	T	-40.0	0.0
			EE3-4	County Procurement	T	40.0	0.0
		Create Budget for Worklife Enhancement service to enable accurate forecasting	EE3-1	Management Team	P	6.0	0.0
			EE3-6	Human Resources	P	29.5	-35.5
SCS	Oct	Realign County Hall Expenditure and Income Budgets to reflect income not receivable and reduction in printing costs.	EE2-22	Property & Facilities Management	P	-11.0	11.0
		Continuing Professional Development budget to cover spend to date	SCS1-1E	Older People and Equipment Pooled Budget Contributions	T	6.5	0.0
		Internal Transport Unit Recharge increased	SCS1-2ABD	Learning Disabilities Non Pool Services	T	-13.5	13.5



**Financial Monitoring and Business Strategy Delivery Report**  
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**NEW VIREMENTS FOR CABINET TO NOTE**

Directorate	Month of Cabinet meeting	Narration	Budget book line	Service Area	Permanent / Temporary	Expenditure + increase / - decrease £000	Income - increase / + decrease £000
Inter-Directorate	Oct	Continuing Professional Development virements from Corporate Human Resources to individual cost centres	CEF3-1	Management, Admin & Central Support Service Recharges	T	0.4	0.0
			CEO2	Human Resources	T	-10.3	0.0
			EE3-7	Business Support	T	0.6	0.0
			SCS3-1-5	Joint Commissioning	T	2.8	0.0
		Data project support for Service Delivery Analysis	CEF1-4	Education	T	-4.4	0.0
			SCS3-1-5	Joint Commissioning	T	4.4	0.0
		Funding for apprentice training for mature student - 50% contribution	CEO2	Human Resources	T	-0.8	0.0
			EE3-2	Education Support Service	T	0.8	0.0
		Reduce the Thriving families grant income in line with revised grant claim	CEF2-3	Social Care	P	-46.5	0.0
	SM	Strategic Measures	P	0.0	46.5		
CEO	Oct	Continuing Professional Development virements from Corporate Human Resources to individual cost centres	CEO1	Chief Executive & Business Support	T	19.8	0.0
			CEO2	Human Resources	T	-25.4	0.0
			CEO4	Law & Culture	T	5.6	0.0
Grand Total						-320.3	320.3

# Financial Monitoring and Business Strategy Delivery Report

## CABINET - 15 October 2013

### Ringfenced Government Grant Details - 2013/14

Directorate	Budget Book	In year Adjustments / New Allocations reported previously reported	In year Adjustments/ New Allocations reported this month	Latest Allocation
	£m	£m	£m	£m
<b><u>Children, Education &amp; Families</u></b>				
<b>Ringfenced Grants</b>				
Additional Grant for Schools	0.000	0.079		0.079
Adoption Improvement Grant (DfE)	0.000	0.417		0.417
Asylum UASC Fieldwork (reimbursement from Home Office)	0.795	-0.139		0.656
Children's Centres Payment by Results	0.000			0.000
Dedicated Schools Grant	312.927	-13.526		299.401
Education Funding Agency	7.813	0.427		8.240
Intensive Interventions Programme (DfE)	0.200			0.200
Mathematics Specialist Teacher (MaST)	0.000			0.000
Music	0.631			0.631
National Citizen Service	0.309			0.309
Pupil Premium	9.636			9.636
Remand	0.171	-0.027		0.144
Youth Justice Board	0.876	-0.140		0.736
<b>Sub total Ringfenced Grants</b>	<b>333.358</b>	<b>-12.909</b>	<b>0.000</b>	<b>320.449</b>
<b>Unringfenced Grants</b>				
Phonics and Moderation Funding (unringfenced)	0.000	0.040		0.040
<b>Sub total Unringfenced Grants</b>	<b>0.000</b>	<b>0.040</b>	<b>0.000</b>	<b>0.040</b>
<b>Total Children, Education &amp; Families</b>	<b>333.358</b>	<b>-12.869</b>	<b>0.000</b>	<b>320.489</b>

# Financial Monitoring and Business Strategy Delivery Report

## CABINET - 15 October 2013

### Ringfenced Government Grant Details - 2013/14

Directorate	Budget Book	In year Adjustments / New Allocations reported previously reported	In year Adjustments/ New Allocations reported this month	Latest Allocation
	£m	£m	£m	£m
<b><u>Environment &amp; Economy</u></b>				
<u>Strategy &amp; Infrastructure</u>				
DCLG (Local Enterprise Partnership Funding)	0.125	0.125	0.250	0.500
English Heritage - Historic Landscape Project				0.000
Local Sustainability Transport Fund Grant			1.539	1.539
<u>Commercial Services</u>				
Natural England - National Trails	0.230			0.230
<u>Oxfordshire Customer Services</u>				
Skills Funding Agency - Adult Education	3.854			3.854
Education Funding Agency (Formerly the YPLA)	0.270			0.270
<b>Total Environment &amp; Economy</b>	<b>4.479</b>	<b>0.125</b>	<b>1.789</b>	<b>6.393</b>
<b>Total</b>	<b>337.837</b>	<b>-12.744</b>	<b>1.789</b>	<b>326.882</b>

**August Financial Monitoring & Business Strategy Delivery Report**  
**CABINET 15 October 2013**

**Oxfordshire County Council's Treasury Management Lending List**

as at 23 September 2013

Annex 4

Counterparty Name	Lending Limits			
	Standard Limit £	Group Limit £	Group	Period Limit
<b><u>PENSION FUND Call Accounts / Money Market Funds</u></b>				
Santander UK plc - PF A/c				O/N
Lloyds TSB Bank plc - Callable Deposit A/c (OXFORDCCPEN)				12 mths
Royal Bank of Scotland Liquidity Select A/c				6 mths
Ignis Sterling Liquidity Fund - (Pension Fund)				6 mths
<b><u>Call Accounts / Money Market Funds</u></b>				
Santander UK plc - Main A/c	5,000,000	5,000,000	a	O/N
Close Brothers Ltd - 95 day notice A/c	10,000,000	10,000,000	d	100 days
Lloyds TSB Bank plc - Callable Deposit A/c	25,000,000	25,000,000	b	12 mths
Royal Bank of Scotland - Call A/c	10,000,000			6 mths
Svenska Handelsbanken - Call A/c	25,000,000	25,000,000	c	12 mths
Goldman Sachs Sterling Liquid Reserves Fund	25,000,000			6 mths
Deutsche Managed Sterling Fund	25,000,000			6 mths
Prime Rate	12,000,000			6 mths
Ignis Sterling Liquidity Fund - (County Council)	25,000,000			6 mths
Morgan Stanley Sterling Liquidity Fund	5,000,000			O/N
Legal and General Investment Management	25,000,000			6 mths
<b><u>Money Market Deposits</u></b>				
Santander UK plc Time Deposit Facility	5,000,000	5,000,000	a	O/N
Bank of Montreal	25,000,000			12 mths
Bank of Nova Scotia	25,000,000			12 mths
Barclays Bank Plc	15,000,000			6 mths
Canadian Imperial Bank of Commerce	25,000,000			12 mths
Close Brothers Ltd	10,000,000	10,000,000	d	100 days
Commonwealth Bank of Australia	25,000,000			12 mths
Credit Suisse	15,000,000			100 days
DBS Bank (Development Bank of Singapore)	25,000,000			12 mths
Debt Management Account Deposit Facility	100% Portfolio			6 mths
English, Welsh and Scottish Local Authorities (limit applies to individual authorities)	30,000,000			3 years
HSBC Bank plc	25,000,000			12 mths
JP Morgan Chase Bank	15,000,000			9 mths
Lloyds TSB Bank plc	25,000,000	25,000,000	b	12 mths
National Australia Bank	25,000,000			12 mths
National Bank of Canada	10,000,000			6 mths

**August Financial Monitoring & Business Strategy Delivery Report**  
**CABINET 15 October 2013**

Annex 4

**Oxfordshire County Council's Treasury Management Lending List**  
as at 23 September 2013

Counterparty Name	Lending Limits			
	Standard Limit £	Group Limit £	Group	Period Limit
Nationwide Building Society	15,000,000			6 mths
Oversea-Chinese Banking Corp	25,000,000			12 mths
Royal Bank of Canada	25,000,000			6 mths
Royal Bank of Scotland	10,000,000			6 mths
Standard Chartered Bank	25,000,000			12 mths
Svenska Handelsbanken	25,000,000	25,000,000	c	12 mths
Toronto-Dominion Bank	25,000,000			12 mths
United Overseas Bank	25,000,000			12 mths

Provisional Outturn Report  
CABINET - 15 October 2013  
EARMARKED RESERVES

Earmarked Reserves	Balance at 1 April 2013 £000	2013/14 Movement		Balance at 31 March 2014 £000	July 2013 Balance at 31 March 2013 £000	Change in Closing Balance Forecast £000	Commentary
		Contributions from Reserve £000	Contributions to Reserve £000				
<b>Revenue Reserves</b>							
<b>Schools' Reserves</b>	<b>27,235</b>	<b>-2,699</b>	<b>125</b>	<b>24,661</b>	<b>24,661</b>	<b>0</b>	Includes forecast of £1.613m going to schools who have converted to academy status. □
<b>Cross Directorate Reserves</b>							
Vehicle and Equipment Reserve	2,780	-440	69	2,409	2,375	34	Includes £1.334m to replace Fire and Rescue Vehicles and Equipment in future years
Grants and Contributions Reserve	11,873	-7,427	855	5,301	4,837	464	Includes Dedicated Schools Grant (£8.898m)
ICT Projects	2,134	-1,205	0	929	929	0	To be used to fund ICT projects that span financial years including Framework-i in CE&F and the replacement for OCN
<b>Total Cross Directorate</b>	<b>16,787</b>	<b>-9,072</b>	<b>924</b>	<b>8,639</b>	<b>8,141</b>	<b>498</b>	
<b>Directorate Reserves CE&amp;F</b>							
CE&F Commercial Services	1,027	-393	0	634	634	0	To be used to support commercial services within CE&F. Includes Oxfordshire Children's Safeguarding Board (£0.330m), Outdoor Education Centres (£0.186m) and Governor Services (£0.167m).
Joint Working with Police	779	-507	0	272	272	0	To fund a two year project due to anticipated increase in referrals and work. Planned to be spent by October 2014.
School Intervention Fund	1,418	-1,363	0	55	55	0	For school improvement projects in line with Education Strategy. Planned to be spent in 2013/14.
Thriving Families	800	0	243	1,043	1,043	0	Will be used to fund Thriving Families project in 2013/14 and 2014/15 along with government grant.
Children's Social Care	195	-195	0	0	0	0	Balance of carry forwards from 2011/12 to be spent in 2013/14. Includes balance of funding for Framework-i developments post, volunteer co-ordinator post, work on adoption process and Corporate Parenting review.
Foster Carer Loans	225	0	17	242	242	0	To meet Children's Act loans write off and interest costs in future years.
Academies Conversion Support	600	-323	0	277	277	0	To manage the costs arising in legal services, human resources, property, finance and other areas as a consequence of school conversions to academies, and to provide the opportunity to investigate and implement alternate trust structures for groups of schools considering conversion to academies.
School amalgamations	140	0	0	140	140	0	To fund costs incurred by the local authority associated with school amalgamations. These potential amalgamations include the merger of attached nurseries into the associated primary school and the merger of separate infant and junior schools into an all-through primary. It is proposed that this reserve is transfer
Staff Training & Development	258	-185	0	73	73	0	Balance of funding agreed by Council in February 2011 for training and staff development towards new ways of working following restructure within CE&F. Balance of apprentice carry forward funding. To be spent by 2014/15.
CE&F Pay Protection Costs	320	-57	0	263	213	50	To meet pay protection costs over next 5 years.
Early Intervention Service Reserve	850	-534	0	316	311	5	To fund various projects with the Early Intervention Service and the replacement of equipment
<b>Total CE&amp;F</b>	<b>6,612</b>	<b>-3,557</b>	<b>260</b>	<b>3,315</b>	<b>3,260</b>	<b>55</b>	

**Provisional Outturn Report  
CABINET - 15 October 2013  
EARMARKED RESERVES**

Earmarked Reserves	Balance at 1 April 2013 £000	2013/14 Movement		Balance at 31 March 2014 £000	July 2013 Balance at 31 March 2013 £000	Change in Closing Balance Forecast £000	Commentary
		Contributions from Reserve £000	Contributions to Reserve £000				
<b>S&amp;CS</b>							
Older People Pooled Budget Reserve	7,469	-5,461	150	2,158	2,208	-50	To be used in future years as agreed by the Joint Management Group
Physical Disabilities Pooled Budget Reserve	1,311	-267	0	1,044	1,044	0	To be used in future years as agreed by the Joint Management Group
Learning Disabilities Pooled Budget Reserve	204	-204	0	0	0	0	To be used in future years as agreed by the Joint Management Group
Fire Control	803	-320	0	483	553	-70	This reserve holds the funding agreed on the fire control project (Oxfordshire/Berkshire/Buckinghamshire Fire Control Centre) and the Fire Link projects which will be used in future years.
Fire & Rescue & Emergency Planning Reserve	161	-50	0	111	131	-20	To be used for unbudgeted fire hydrant work and renewal of IT equipment
Community Safety Reserve	89	-74	0	15	15	0	This reserve will be used to for works at the Redbridge Gypsy and Travellers site and to support the cost of complex Trading Standards investigations.
<b>Total S&amp;CS</b>	<b>10,037</b>	<b>-6,376</b>	<b>150</b>	<b>3,811</b>	<b>3,951</b>	<b>-140</b>	
<b>E&amp;E</b>							
Highways and Transport Reserve	385	-352	0	33	33	0	Will be used to support the budget in 2013/14
Area Stewardship	862	-862	0	0	0	0	Remaining funding available for the Area Stewardship scheme
On Street Car Parking	2,232	-1,700	980	1,512	1,512	0	This surplus has arisen under the operation of the Road Traffic Regulation Act 1984 (section 55). The purposes for which these monies can be used are defined by statute.
Countryside Ascott Park - Historical Trail	20	0	1	21	21	0	
Carbon Reduction	60	-60	0	0	0	0	
SALIX Energy Schemes	20	0	0	20	20	0	To be used for energy saving schemes in the future
Dix Pit WRC Development	13	0	0	13	13	0	
Oxfordshire Waste Partnership Joint Reserve	133	0	0	133	133	0	This reserve holds the revenue proportion of the unutilised element of the performance reward grant secured by the Oxfordshire Waste Partnership (OWP)
Dix Pit Engineering Works & WRC Development	691	0	0	691	691	0	To fund engineering work at Dix Pit waste management site
Waste Management	3,249	-120	0	3,129	3,129	0	To fund financial liabilities due to the cessation of landfill site contracts, contribution to the capital programme with regard to waste recycling strategy and the of EfW architectural enhancements due to revised planning conditions.
Property Disposal Costs	227	-50	0	177	227	-50	To meet disposal costs in excess of the 4% eligible to be charged against capital receipts
Developer Funding (Revenue)	305	0	0	305	305	0	To meet the costs of monitoring Section 106 agreements
West End Partnership	86	-36	0	50	50	0	This reserve is to ring-fence funding relating to the West End Project
Catering Investment Fund (formerly FWT)	1,231	0	0	1,231	1,231	0	To be used to invest in the business plus a contingency for unforeseen costs
Asset Rationalisation	765	-415	0	350	200	150	Investment fund for the implementation of the asset rationalisation strategy
Job Clubs	0		55	55	0	55	NEW RESERVE - To be spent on Job Clubs in 2014/15
Minerals and Waste Project	191	-191	0	0	0	0	To fund the Minerals and Waste project
Joint Use (moved from CE&F)	552	0	0	552	552	0	Will be used to support the joint-use agreements with the district councils in future years.
LABGI Funding to support Local Enterprise Partnership (Moved from Corporate)	315	-171	0	144	144	0	This reserve contains LABGI funding that has been allocated by Cabinet to support the Local Enterprise Partnership that will be spent in 2013/14 and 2014/15. It is proposed to transfer this reserve to Environment & Economy from 2013/14.
OCS Development Reserves	2,228	-1,543	0	685	685	0	To be used to develop the Customer Service Centre and the Transforming Oxfordshire Customer Services Project
Money Management Reserve	150	0	0	150	150	0	Contingency in case of an overspend if income received is less than budget
Oxfordshire - Buckinghamshire partnership	241	0	0	241	241	0	This reserve is to ring-fence funding for the Oxfordshire & Buckinghamshire Partnership graduate teacher training programme
<b>Total E&amp;E</b>	<b>13,956</b>	<b>-5,500</b>	<b>1,036</b>	<b>9,492</b>	<b>9,337</b>	<b>155</b>	

Provisional Outturn Report  
CABINET - 15 October 2013  
EARMARKED RESERVES

Earmarked Reserves	2013/14				July 2013 Balance at 31 March 2013 £000	Change in Closing Balance Forecast £000	Commentary
	Balance at 1 April 2013 £000	Movement		Balance at 31 March 2014 £000			
		Contributions from Reserve £000	Contributions to Reserve £000				
<b>Chief Executive's Office</b>							
Big Society Fund	90	-90	0	0	0	0	Balance of the 2012/13 Big Society Fund to be used in 2013/14 This provides cover for any unbudgeted CIPFA trainee costs - pay costs fluctuate according to the qualification level that the current trainees have reached To support the project as it continues To support various projects that will be completed by 2014 This will be used for the May 2013 election. In years where no County Elections take place any underspend on the Council Elections budget will be transferred to this reserve. To be used for refurbishing the Registration buildings and facilities Of which £1.002m will be used to update software & hardware to maintain an effective library management system.
CIPFA Trainees	58	0	0	58	58	0	
Change Management & New Ways of Working	135	-69	0	66	135	-69	
Coroner's Service	133	0	0	133	133	0	
Council Elections	536	-536	0	0	0	0	
Registration Service	553	0	122	675	675	0	
Cultural Services Reserve	1,391	-141	191	1,441	1,441	0	
<b>Total - CEO</b>	<b>2,896</b>	<b>-836</b>	<b>313</b>	<b>2,373</b>	<b>2,442</b>	<b>-69</b>	
<b>Directorate Reserves</b>	<b>33,501</b>	<b>-16,269</b>	<b>1,759</b>	<b>18,991</b>	<b>18,990</b>	<b>1</b>	
<b>Corporate</b>							
Carry Forward Reserve	3,168	-3,168	0	0	0	0	The Carry Forward reserve allows budget managers to carry forward under and over spent budgets between financial years in accordance with the County Council's budget management arrangements, subject to Cabinet approval. This reserve is being used to support the implementation of the business strategies and the Medium Term Financial Plan
Efficiency Reserve	3,384	0	2,374	5,758	5,758	0	
<b>Corporate Total</b>	<b>6,552</b>	<b>-3,168</b>	<b>2,374</b>	<b>5,758</b>	<b>5,758</b>	<b>0</b>	
<b>Total Revenue Reserves</b>	<b>84,075</b>	<b>-31,208</b>	<b>5,182</b>	<b>58,049</b>	<b>57,550</b>	<b>499</b>	
<b>Other Reserves</b>							
<b>Insurance Reserve</b>	<b>4,736</b>	<b>0</b>	<b>0</b>	<b>4,736</b>	<b>4,736</b>	<b>0</b>	
<b>Capital Reserves</b>							
Capital Reserve	18,419	0	0	18,419	18,419	0	This reserve has been established for the purpose of financing capital expenditure in future years This reserve has been established to facilitate, through forward funding, the timely provision of infrastructure that supports planned growth. This reserve was created as part of the 2008/09 budget setting process to meet the costs of borrowing for increased funding for the capital programme. Similar contributions are to be made each year with draw downs being required as costs are incurred.
Rolling Fund Reserve	1,559	0	491	2,050	2,050	0	
Prudential Borrowing Reserve	6,326	0	950	7,276	7,276	0	
<b>Total Capital Reserves</b>	<b>26,304</b>	<b>0</b>	<b>1,441</b>	<b>27,745</b>	<b>27,745</b>	<b>0</b>	
<b>Cash Flow Reserves</b>							
Budget Reserve - 2009/10 to 2013/14	3,341	-3,341	0	0	0	0	The creation of a budget reserve was agreed as part of the 2009/10 budget setting process. This sum will be available to spend on a one-off basis in future years when there are limited resources available to allocate in the Medium Term Financial Plan. This reserve is being used to manage the cash flow implications of the variations to the Medium Term Financial Plan.
Budget Reserve - 2013/14 to 2016/17	17,211	-8,962	11,144	19,393	19,393	0	
<b>Total Cash Flow Reserves</b>	<b>20,552</b>	<b>-12,303</b>	<b>11,144</b>	<b>19,393</b>	<b>19,393</b>	<b>0</b>	
<b>Total Other Reserves</b>	<b>51,592</b>	<b>-12,303</b>	<b>12,585</b>	<b>51,874</b>	<b>51,874</b>	<b>0</b>	
<b>Total Reserves</b>	<b>135,667</b>	<b>-43,511</b>	<b>17,767</b>	<b>109,923</b>	<b>109,424</b>	<b>499</b>	



**Financial Monitoring and Business Strategy Delivery Report**  
**CABINET - 15 October 2013**  
**Year End Revenue Balances**

Date	Forecast 2013/14		Budget 2013/14
	£m	£m	£m
Outturn 2012/13	18.733		16.193
County Fund Balance	18.733		16.193
Planned Contribution to Balances	3.000		3.000
Planned Contribution from Balances	-1.500		-1.500
<b>Original forecast outturn position 2012/13</b>	<b>20.233</b>		<b>17.693</b>
<b>Additions</b>			
<b>Calls on balances deducted</b>	0.000		0.000
Total calls on balances	0.000		-2.000
<b>Automatic calls on/returns to balances</b>			
	0.000		
<b>Additional Strategic Measures</b>			
	0.000		
<b>Other items</b>			
	0.000		
<b>Net Balances</b>	<b>20.233</b>		<b>15.693</b>
<b>Total Gross Expenditure Budget</b>	<b>898.655</b>		<b>898.655</b>
<b>Balances as a % of Gross Expenditure</b>	<b>2.25%</b>		<b>1.75%</b>
<b>Net Balances</b>	<b>20.233</b>		
<b>Calls on / returns to balances agreed but not actioned</b>			
Increased Flood Defence Levy in 2013/14	-0.053		
	0.000		
<b>Calls on / returns to balances requested in this report</b>			
	0.000		
<b>Forecast Overspend</b>			
Forecast directorate overspend (as set out in Annex 1)	-5.611		
	0.000		
<b>Revised Outturn position</b>	<b>14.569</b>		

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Financial Monitoring and Business Strategy Delivery Report - Cabinet 15 October 2013  
 CAPITAL PROGRAMME: 2013 / 14 TO 2016 / 17 MONTHLY MONITORING REPORT- SUMMARY PAGE

Directorate	Latest Approved Capital Programme (Cabinet 16 July 2013)			Latest Forecast			Variation			Current Year Expenditure Monitoring				Performance Compared to Original Programme (Council February 2013)		
	Current Year	Future Years	Total	Current Year	Future Years	Total	Current Year	Future Years	Total	Actual expenditure to date	Commitments	Expenditure Realisation Rate	Actuals & Commitments	Current Year	Variation	Use of Resources Variation
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	%	%	£'000	£'000	%
Children, Education & Families 1 - OCC	33,375	113,872	147,247	33,609	117,949	151,558	234	4,077	4,311	4,370	9,519	13%	41%	34,821	-1,212	-3%
Social & Community Services	14,163	16,779	30,942	15,563	18,100	33,663	1,400	1,321	2,721	1,476	145	9%	10%	12,730	2,833	22%
Environment & Economy 1 - Transport	23,194	52,242	75,436	26,635	64,144	90,779	3,441	11,902	15,343	650	14,354	2%	56%	20,665	5,970	29%
Environment & Economy 2 - Other Property Development Programmes	1,605	26,464	28,069	1,605	26,464	28,069	0	0	0	-39	357	-2%	20%	6,378	-4,773	-75%
Chief Executive's Office	966	1,221	2,187	1,056	1,717	2,773	90	496	586	240	87	23%	31%	576	480	83%
Total Directorate Programmes	73,303	210,578	283,881	78,468	228,374	306,842	5,165	17,796	22,961	6,697	24,462	9%	40%	75,170	3,298	4%
Schools Local Capital	3,846	4,880	8,726	3,846	4,880	8,726	0	0	0	0	0	0%	0%	3,881	-35	-1%
Earmarked Reserves	1,000	66,492	67,492	1,000	65,897	66,897	0	-595	-595					1,000	0	0%
OVERALL TOTAL	78,149	281,950	360,099	83,314	299,151	382,465	5,165	17,201	22,366	6,697	24,462	8%	37%	80,051	3,263	4%

## Financial Monitoring and Business Strategy Delivery Report - Cabinet 15 October 2013

## CAPITAL PROGRAMME: 2013 / 14 TO 2016 / 17

## In-year Expenditure Forecast Variations

Project / Programme Name	Previous 2013/14 Forecast £'000	Revised 2013/14 Forecast £'000	Variation £'000	Comments
<b>Children, Education &amp; Families Capital Programme</b>				
Chinnor, St Andrew's (ED795)	32	723	691	On-site.
Existing Demographic Pupil Provision (Basic Needs Programme)	6,401	2,783	-3,618	Draw down of budget provision for the projects below. Additional funding of £2.6m for Targeted Basic need and £1m towards 16-19 Growth provision.
11/12 & 12/13 Basic Need Programme Completions	278	260	-18	<div>On site. Out of Tolerance - Asbestos related works.</div> <div>On site.</div> <div>On site.</div> <div>On site.</div> <div>On site.</div> <div>On site.</div> <div>On site.</div> <div>On site.</div> <div>On site.</div> <div>£0.457m transferred to Chinnor St Andrew's.</div>
Cholsey - Expansion to 1.5FE (ED783)	757	950	193	
Henley, Badgemore - (Phase 1) Expansion to 1FE (ED803)	0	590	590	
Oxford, St Gregory - (Phase 1) New to 2FE (ED823)	0	226	226	
Oxford, Orchard Meadow - (Phase 2) (ED819)	0	544	544	
Oxford, New Marston - (Phase 4) (ED798)	0	1,153	1,153	
Ambrosden, Five Acres (ED824)	0	130	130	
Oxford, Cutteslowe - (Phase 3) (ED796)	0	800	800	
School Structural Maintenance (inc Health & Safety)	5,397	4,940	-457	
<b>CE&amp;F TOTAL IN-YEAR VARIATION</b>			<b>234</b>	
<b>Social And Community Services Capital Programme</b>				
Dignity Plus Dementia Care	0	1,200	1,200	DoH Grant provision, externally provided. Cabinet Report July 2013.
New Adult Social Care Management System (SC107)	0	200	200	
Small Adjustments			0	
<b>S&amp;CS TOTAL IN-YEAR VARIATION</b>			<b>1,400</b>	
<b>Environment &amp; Economy - Highways &amp; Transport Capital Programme</b>				
Kennington & Hinksey Roundabouts	500	775	275	Forecast increased to reflect certainty over delivery of Thames Water works.
The Plain Cycle Improvements	0	120	120	New scheme. £0.835m Cycle City Ambition Grant. Grant funding time limited to delivery in 2014/15.
Green Road-Warneford Lane Cycle Route	0	106	106	New scheme. LSTF revenue funded. Delivery must be in 13/14.
Fairfax Rd/Purcell Rd Cycle Link	49	157	108	Works scheduled for Aug 13.
Bicester Park and Ride (project development)	0	300	300	New scheme - Funded from the Rolling Fund.
Barbury, Highnam Way Access Road	135	350	215	Starting 30 September 2013.
Milton Interchange SVUK HS	0	1,500	1,500	Stage 1 Business Case now approved with cost increase met from S106 (flexible).
Didcot Station Forecourt	2,750	2,916	166	New Scheme. Chief Finance Officer has agreed to capital spend in advance of approval of Stage 0 Business Case.
Bridges	637	500	-137	£0.300m additional funding approved for Kennington Road and Railway bridges (14/15).
Wheatley River Bridge	1,005	1,555	550	£106k funding to Wheatley.
Small developer funded schemes	669	890	221	Additional £0.550m funding approved by Cabinet September 13 due to concrete repairs.
Small Adjustments			17	
<b>TRANSPORT TOTAL IN-YEAR VARIATION</b>			<b>3,441</b>	
<b>Chief Executive's Office Capital Programme</b>				
Small Adjustments			90	
<b>CEO TOTAL IN-YEAR VARIATION</b>			<b>90</b>	
<b>CAPITAL PROGRAMME TOTAL IN-YEAR VARIATION</b>			<b>5,165</b>	

\*As approved by Cabinet 16 July 2013

## Financial Monitoring and Business Strategy Delivery Report - Cabinet 15 October 2013

CAPITAL PROGRAMME: 2013 / 14 TO 2016 / 17

## New Schemes &amp; Budget Changes

Project / Programme Name	Previous Total Budget* £'000	Revised Total Budget £'000	Variation £'000	Comments
<b>Children, Education &amp; Families Capital Programme</b>				
Bayards (New Scheme) - replacement of existing buildings (ED750)	6,600	6,726	126	On Site. Additional requirements met from school funding.
Chinnor, St Andrew's (ED795)	78	844	766	On-site.
Existing Demographic Pupil Provision (Basic Needs Programme)	32,384	31,367	-1,017	Draw down of budget provision for the projects below. Additional funding of £2.6m for Targeted Basic need and £1m towards 16-19 Growth provision.
11/12 & 12/13 Basic Need Programme Completions	6,899	6,881	-18	On site. Out of Tolerance - Asbestos related works.
Cholsey - Expansion to 1.5FE (ED783)	1,800	2,000	200	On site.
Henley, Badgemore - (Phase 1) Expansion to 1FE (ED803)	58	698	640	On site.
Oxford, St Gregory - (Phase 1) New to 2FE (ED823)	0	236	236	On site.
Oxford, Orchard Meadow - (Phase 2) (ED819)	82	676	594	On site.
Oxford, New Marston - (Phase 4) (ED798)	121	1,384	1,263	On site.
Ambrosden, Five Acres (ED824)	0	140	140	On site.
Oxford, Cutteslowe - (Phase 3) (ED796)	102	1,940	1,838	On site.
School Structural Maintenance (inc Health & Safety)	24,648	24,191	-457	£0.457m transferred to Chinnor St Andrew's.
<b>CE&amp;F TOTAL PROGRAMME SIZE VARIATION</b>			<b>4,311</b>	
<b>Social And Community Services Capital Programme</b>				
Dignity Plus Dementia Care	0	1,535	1,535	DoH Grant provision, externally provided.
New Adult Social Care Management System (SC107)	0	1,186	1,186	Cabinet Report July 2013.
<b>S&amp;CS TOTAL PROGRAMME SIZE VARIATION</b>			<b>2,721</b>	
<b>Environment &amp; Economy - Highways &amp; Transport Capital Programme</b>				
The Plain Cycle Improvements	0	965	965	965 New scheme. £0.835m Cycle City Ambition Grant. Grant funding time limited to delivery in 2014/15.
Green Road-Warfield Lane Cycle Route	0	106	106	Stage 1 BC expected Dec 13.
Woodstock Rd, ROQ (project development)	75	500	425	106 New scheme. LSTF revenue funded. Delivery must be in 13/14.
Bicester Park and Ride (project development)	0	300	300	425 Stage 1 BC approved 9/7/13. £0.425m project delivery budget added. Carriageway maintenance work also required (separate funding). Construction start April 14.
Witney, Ducklington Lane/Station Lane Junction (project development)	200	2,000	1,800	300 New scheme - Funded from the Rolling Fund.
Banbury, Higham Way Access Road	209	458	249	1,800 Stage 0b £200k project development budget agreed by Cabinet in March 13. Construction start April 14 - 6-8 months.
Milton Interchange SVUK HS	0	10,625	10,625	249 Starting 30 September 2013.
Small developer funded schemes	1,103	1,335	232	Stage 1 Business Case now approved with cost increase met from S106 (flexible).
Carriageway Schemes (non-principal roads)	11,904	12,034	130	10,625 New Scheme. Chief Finance Officer has agreed to capital spend in advance of approval of Stage 0 Business Case.
A415 Clifton Hampden Footway Schemes	130	0	-130	232 A number of new schemes added
Bridges	3,477	3,671	194	130 £0.130m transferred from Cholsey major scheme allocation (CAPB 22 July).
Wheatley River Bridge	1,095	1,645	550	-130 Budget to be combined with NPR scheme (C&APB 22 July)
Small Adjustments			-193	90 £0.090m increase in A329 near Waterloo Bridge scheme due to subsidence caused by rabbit burrows (approved by director for E&E) funded from subsidence reserve.
<b>TRANSPORT TOTAL PROGRAMME SIZE VARIATION</b>			<b>15,343</b>	194 £0.30m additional funding approved for Kennington Road and Railway bridges (14/15).
<b>Environment &amp; Economy Capital Programme (excluding Transport)</b>				
<b>Chief Executive's Office Capital Programme</b>				
Local Area Agreement Skills Reward Grant	87	185	98	Correction to approved budget allocation
Enterprise Zone Sustainable Transport Project	0	488	488	Cycleway improvements - Harwell Oxford to Didcot via Witnaway
<b>CEO TOTAL PROGRAMME SIZE VARIATION</b>			<b>586</b>	
<b>CAPITAL PROGRAMME TOTAL PROGRAMME SIZE VARIATION</b>			<b>22,961</b>	

\*As approved by Cabinet 16 July 2013

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## CAPITAL PROGRAMME: 2013 / 14 TO 2016 / 17

Programme		Capital Investment Programme (latest forecast)						CAPITAL INVESTMENT TOTAL  £'000
		Current Year	Firm Programme	Provisional Programme				
				2013 / 14 £'000	2014 / 15 £'000	2015 / 16 £'000	2016 / 17 £'000	
Children, Education & Families 1 - OCC		33,609	37,089	46,330	32,530	2,000	0	151,558
Children, Education & Families 2 - Schools Local Capital		3,846	2,046	1,417	1,417	0	0	8,726
Social & Community Services		15,563	2,991	3,681	11,428	0	0	33,663
Environment & Economy 1 - Transport		26,635	39,742	13,549	10,853	0	0	90,779
Environment & Economy 2 - Other Property Development Programmes		1,605	12,401	12,481	1,582	0	0	28,069
Chief Executive's Office		1,056	1,142	575	0	0	0	2,773
TOTAL ESTIMATED CAPITAL PROGRAMME EXPENDITURE		82,314	95,411	78,033	57,810	2,000	0	315,568
Earmarked Reserves		1,000	17,639	15,149	21,109	12,000	0	66,897
TOTAL ESTIMATED CAPITAL PROGRAMME		83,314	113,050	93,182	78,919	14,000	0	382,465
TOTAL ESTIMATED PROGRAMME RESOURCES		87,998	110,987	76,114	74,789	3,745	0	353,633
In-Year Shortfall (-) /Surplus (+)		4,684	-2,063	-17,068	-4,130	-10,255	0	-28,832
Cumulative Shortfall (-) / Surplus (+)	29,035	33,719	31,656	14,588	10,458	203	203	203

## CAPITAL PROGRAMME: 2013 / 14 TO 2016 / 17

SOURCES OF FUNDING		2013 / 14	2014 / 15	2015 / 16	2016 / 17	2017 / 18	2018 / 19	CAPITAL RESOURCES TOTAL
		£'000	£'000	£'000	£'000	£'000	£'000	£'000
SCE(R) Formulaic Capital Allocations - Credit Approval		0	0	0	0	0	0	0
SCE(C) Formulaic Capital Allocations - Grant		43,983	54,718	30,761	30,011	0	0	159,473
SCE(R) Supplementary Credit Approval		0	0	0	0	0	0	0
SCE(C) Supplementary Grant Approval		1,008	837	0	0	0	0	1,845
Devolved Formula Capital- Grant		3,820	2,046	1,417	1,417	0	0	8,700
Prudential Borrowing		12,325	6,940	7,640	16,714	0	0	43,619
Grants		12,828	13,867	3,162	65	0	0	29,922
Developer Contributions		6,992	22,898	30,162	21,996	3,745	0	85,793
District Council Contributions		420	5	0	0	0	0	425
Other External Funding Contributions		511	353	0	0	0	0	864
Revenue Contributions		1,427	1,674	809	208	0	0	4,118
Schools Contributions		0	0	126	0	0	0	126
Use of Capital Receipts		0	9,712	15,275	4,378	0	0	29,365
Use of Capital Reserves		0	0	3,830	4,130	10,255	0	18,215
<b>TOTAL ESTIMATED PROGRAMME RESOURCES UTILISED</b>		<b>83,314</b>	<b>113,050</b>	<b>93,182</b>	<b>78,919</b>	<b>14,000</b>	<b>0</b>	<b>382,465</b>
<b>TOTAL ESTIMATED PROGRAMME RESOURCES AVAILABLE</b>		<b>87,998</b>	<b>110,987</b>	<b>76,114</b>	<b>74,789</b>	<b>3,745</b>	<b>0</b>	<b>353,633</b>
Usable Capital Receipts C/Fwd		10,617	15,301	13,238	0	0	0	0
Capital Reserve C/Fwd		18,418	18,418	18,418	14,588	10,458	203	203



## CHILDREN, EDUCATION &amp; FAMILIES CAPITAL PROGRAMME

Project/ Programme Name	Previous Years Actual Expenditure £'000	Latest Forecast								
		Current Year	Firm Programme	Provisional Programme				Total Scheme Cost £'000	Capital Investment Total (excluding previous years) £'000	Future Capital Investment Total (excluding previous and £'000
		2013 / 14 £'000	2014 / 15 £'000	2015 / 16 £'000	2016 / 17 £'000	2017 / 18 £'000	2018 / 19 £'000			
<b><u>Primary Capital Programme</u></b>										
Oxford, Wood Farm - replacement of existing buildings (ED749)	9,541	2,750	446	0	0	0	0	12,737	3,196	446
Bayards (New Scheme) - replacement of existing buildings (ED750)	318	1,600	3,200	1,126	482	0	0	6,726	6,408	4,808
Eynsham (Development Budget)	37	0	0	0	0	0	0	37	0	0
Chinnor, St Andrew's (ED795)	46	723	75	0	0	0	0	844	798	75
<b>Primary Capital Programme Total</b>	<b>9,942</b>	<b>5,073</b>	<b>3,721</b>	<b>1,126</b>	<b>482</b>	<b>0</b>	<b>0</b>	<b>20,344</b>	<b>10,402</b>	<b>5,329</b>
<b><u>Secondary Capital Programme</u></b>										
<b>Secondary Capital Programme Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b><u>Academy Programme</u></b>										
Oxford Spires Academy (ED805)	1,752	5,800	308	198	0	0	0	8,058	6,306	506
<b>Academy Total</b>	<b>1,752</b>	<b>5,800</b>	<b>308</b>	<b>198</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,058</b>	<b>6,306</b>	<b>506</b>

## CHILDREN, EDUCATION &amp; FAMILIES CAPITAL PROGRAMME

Project/ Programme Name	Previous Years Actual Expenditure  £'000	Latest Forecast								
		Current Year  2013 / 14 £'000	Firm Programm e  2014 / 15 £'000	Provisional Programme				Total Scheme Cost  £'000	Capital Investment Total (excluding previous years) £'000	Future Capital Investment Total (excluding previous and £'000
				2015 / 16 £'000	2016 / 17 £'000	2017 / 18 £'000	2018 / 19 £'000			
<b>Provision of School Places (Basic Need)</b>										
Existing Demographic Pupil Provision (Basic Needs Programme)	640	2,783	10,359	8,995	6,590	2,000	0	31,367	30,727	27,944
11/12 & 12/13 Basic Need Programme Completions	6,561	260	60	0	0	0	0	6,881	320	60
Cholsey - Expansion to 1.5FE (ED783)	1,022	950	28	0	0	0	0	2,000	978	28
Woodstock - (Phase 2) Expansion to 1.5FE (ED809)	214	1,086	44	0	0	0	0	1,344	1,130	44
New Hinksey - Foundation Stage (ED793)	22	265	20	0	0	0	0	307	285	20
Henley, Badgemore - (Phase 1) Expansion to 1FE (ED803)	58	590	50	0	0	0	0	698	640	50
Oxford, St Gregory - (Phase 1) New to 2FE (ED823)	0	226	10	0	0	0	0	236	236	10
Oxford, Orchard Meadow - (Phase 2) (ED819)	82	544	50	0	0	0	0	676	594	50
Oxford, New Marston - (Phase 4) (ED798)	121	1,153	50	60	0	0	0	1,384	1,263	110
Ambrosden, Five Acres (ED824)	0	130	10	0	0	0	0	140	140	10
Oxford, Cutteslowe - (Phase 3) (ED796)	102	800	910	128	0	0	0	1,940	1,838	1,038
Reducing Out of County Provision for SEN Pupils	216	1,750	1,447	337	0	0	0	3,750	3,534	1,784
<b>Provision of School Places Total</b>	<b>9,038</b>	<b>10,537</b>	<b>13,038</b>	<b>9,520</b>	<b>6,590</b>	<b>2,000</b>	<b>0</b>	<b>50,723</b>	<b>41,685</b>	<b>31,148</b>

## CHILDREN, EDUCATION &amp; FAMILIES CAPITAL PROGRAMME

Project/ Programme Name	Previous Years Actual Expenditure £'000	Latest Forecast								
		Current Year	Firm Programme	Provisional Programme				Total Scheme Cost £'000	Capital Investment Total (excluding previous years) £'000	Future Capital Investment Total (excluding previous and £'000
		2013 / 14 £'000	2014 / 15 £'000	2015 / 16 £'000	2016 / 17 £'000	2017 / 18 £'000	2018 / 19 £'000			
<b><u>Growth Portfolio - New Schools</u></b>										
	Note: This section of the programme shows available funding and not the full scheme cost									
<b><u>South Oxfordshire</u></b>										
Didcot, Great Western Park - Primary 1 (14 classroom)	0	200	4,700	2,850	378	0	0	8,128	8,128	7,928
Didcot, Great Western Park - Primary 2 (14 classroom)	0	0	25	200	3,180	0	0	3,405	3,405	3,405
Didcot, Great Western Park - Secondary (Phase 1)	0	250	750	10,000	7,592	0	0	18,592	18,592	18,342
<b><u>Cherwell</u></b>										
Bodicote, Bankside - 10 classroom	0	75	325	3,000	1,389	0	0	4,789	4,789	4,714
Bicester, Gavray Drive - 7 classroom	133	50	250	2,750	845	0	0	4,028	3,895	3,845
Bicester - Secondary P1 (incl existing schools)	0	200	800	6,400	5,293	0	0	12,693	12,693	12,493
Bicester, South West - 14 classroom	14	3,400	3,101	400	0	0	0	6,915	6,901	3,501
Upper Heyford - New Primary School	0	0	25	3,000	1,673	0	0	4,698	4,698	4,698
Bicester Exemplar Eco-development - Primary 1 Phase 1 (7 classroom)	0	200	3,550	2,375	400	0	0	6,525	6,525	6,325
Project Development Budget	0	50	100	100	0	0	0	250	250	200
<b>Growth Portfolio Total</b>	<b>147</b>	<b>4,425</b>	<b>13,626</b>	<b>31,075</b>	<b>20,750</b>	<b>0</b>	<b>0</b>	<b>70,023</b>	<b>69,876</b>	<b>65,451</b>

## CHILDREN, EDUCATION &amp; FAMILIES CAPITAL PROGRAMME

Project/ Programme Name	Previous Years Actual Expenditure £'000	Latest Forecast									
		Current Year	Firm Programme	Provisional Programme				Total Scheme Cost £'000	Capital Investment Total (excluding previous years) £'000	Future Capital Investment Total (excluding previous and £'000	
		2013 / 14 £'000	2014 / 15 £'000	2015 / 16 £'000	2016 / 17 £'000	2017 / 18 £'000	2018 / 19 £'000				
Improvements to Young People's Centres											
Young People's Centres Total	0	0	0	0	0	0	0	0	0	0	
Annual Programmes											
Schools Access Initiative	1,238	500	400	400	400	400	0	0	2,938	1,700	1,200
Health & Safety - Schools	454	400	400	400	400	400	0	0	2,054	1,600	1,200
Temporary Classrooms - Replacement & Removal	750	200	330	330	310	330	0	0	1,920	1,170	970
Schools Accommodation Intervention & Support Programme	107	200	150	150	150	150	0	0	757	650	450
School Structural Maintenance (inc Health & Safety)	11,501	4,940	3,250	2,250	2,250	2,250	0	0	24,191	12,690	7,750
Schools Energy Reduction Programme	26	750	750	750	750	750	0	0	3,026	3,000	2,250
Annual Programme Total	14,076	6,990	5,280	4,280	4,260	4,280	0	0	34,886	20,810	13,820

## CHILDREN, EDUCATION &amp; FAMILIES CAPITAL PROGRAMME

Project/ Programme Name	Previous Years Actual Expenditure £'000	Latest Forecast								
		Current Year 2013 / 14 £'000	Firm Programme 2014 / 15 £'000	Provisional Programme				Total Scheme Cost £'000	Capital Investment Total (excluding previous years) £'000	Future Capital Investment Total (excluding previous and £'000
				2015 / 16 £'000	2016 / 17 £'000	2017 / 18 £'000	2018 / 19 £'000			
<u>Other Schemes &amp; Programmes</u>										
Early Years Entitlement for Disadvantage 2 year olds	0	100	772	0	0	0	0	872	872	772
Aiming High (Short Breaks)	4	108	0	0	0	0	0	112	108	0
Loans to Foster/Adoptive Parents (Prudentially Funded)	247	90	90	90	383	0	0	900	653	563
Small Projects	1,306	115	20	0	0	0	0	1,441	135	20
Other Schemes & Programmes Total	1,557	413	882	90	383	0	0	3,325	1,768	1,355
<u>Retentions &amp; Oxford City Schools Reorganisation</u>										
Retentions & OSCR Total	45,865	371	234	41	65	0	0	46,576	711	340
<u>Schools Capital</u>										
Devolved Formula Capital	10,024	3,846	2,046	1,417	1,417	0	0	18,750	8,726	4,880
School Local Capital Programme Total	10,024	3,846	2,046	1,417	1,417	0	0	18,750	8,726	4,880
CE&F CAPITAL PROGRAMME EXPENDITURE TOTAL	92,401	37,455	39,135	47,747	33,947	2,000	0	252,685	160,284	122,829
CE&F OCC ADJUSTED CAPITAL PROGRAMME EXPENDITURE TOTAL	82,377	33,609	37,089	46,330	32,530	2,000	0	233,935	151,558	117,949

## SOCIAL AND COMMUNITY SERVICES CAPITAL PROGRAMME

Project/ Programme Name	Previous Years Actual Expenditure  £'000	Latest Forecast								
		Current Year	Firm Programm e	Provisional Programme				Total Scheme Cost  £'000	Capital Investment Total (excluding previous years) £'000	Future Capital Investment Total (excluding previous and £'000
		2013 / 14 £'000	2014 / 15 £'000	2015 / 16 £'000	2016 / 17 £'000	2017 / 18 £'000	2018 / 19 £'000			
<b><u>COMMUNITY SAFETY PROGRAMME</u></b>										
<b><u>Fire &amp; Rescue Service</u></b>										
Fire Equipment (SC112)	0	275	225	0	0	0	0	500	500	225
Joint Control room (SC111)	35	800	65	0	0	0	0	900	865	65
Relocation of Rewley Training Facility	0	50	50	500	0	0	0	600	600	550
Fire Review Development Budget	0	50	100	450	0	0	0	600	600	550
<b>COMMUNITY SAFETY PROGRAMME TOTAL</b>										
	35	1,175	440	950	0	0	0	2,600	2,565	1,390
<b><u>SOCIAL CARE FOR ADULTS PROGRAMME</u></b>										
<b><u>Dementia Programme</u></b>										
Dignity Plus Dementia Care	0	1,200	335	0	0	0	0	1,535	1,535	335
<b><u>Mental Health</u></b>										
Mental Health Projects	454	77	0	0	0	0	0	531	77	0
<b><u>Residential</u></b>										
HOPs Phase 1- New Builds	0	10,503	0	0	0	0	0	10,503	10,503	0
Oxfordshire Care Partnership	0	0	0	0	7,775	0	0	7,775	7,775	7,775

## SOCIAL AND COMMUNITY SERVICES CAPITAL PROGRAMME

Project/ Programme Name	Previous Years Actual Expenditure £'000	Latest Forecast								
		Current Year 2013 / 14 £'000	Firm Programme 2014 / 15 £'000	Provisional Programme				Total Scheme Cost £'000	Capital Investment Total (excluding previous years) £'000	Future Capital Investment Total (excluding previous and £'000
				2015 / 16 £'000	2016 / 17 £'000	2017 / 18 £'000	2018 / 19 £'000			
<b>Specialist Housing Programme (inc ECH - New Schemes &amp; Adaptations to Existing Properties)</b>										
ECH - New Schemes & Adaptations to Existing Properties	417	803	1,100	2,375	3,313	0	0	8,008	7,591	6,788
ECH - Land Purchase	0	1,400	0	0	0	0	0	1,400	1,400	0
ECH - Completed Schemes	2,017	0	0	0	0	0	0	2,017	0	0
ECH - Greater Leys (SS105)	814	0	0	0	0	0	0	814	0	0
ECH - Shotover (SS104)	1,203	0	0	0	0	0	0	1,203	0	0
Deferred Interest Loans (CSDP)	226	160	160	170	340	0	0	1,056	830	670
<b>SOCIAL CARE FOR ADULTS PROGRAMME TOTAL</b>	<b>3,114</b>	<b>12,943</b>	<b>1,260</b>	<b>2,545</b>	<b>11,428</b>	<b>0</b>	<b>0</b>	<b>31,290</b>	<b>28,176</b>	<b>15,233</b>
<b>STRATEGY AND TRANSFORMATION PROGRAMME</b>										
New Adult Social Care Management System (SC107)	0	200	800	186	0	0	0	1,186	1,186	986
<b>STRATEGY&amp; TRANSFORMATION PROGRAMME TOTAL</b>	<b>0</b>	<b>200</b>	<b>800</b>	<b>186</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,186</b>	<b>1,186</b>	<b>986</b>
Retentions & Minor Works	0	45	156	0	0	0	0	201	201	156
<b>S&amp;CS CAPITAL PROGRAMME EXPENDITURE TOTAL</b>	<b>3,149</b>	<b>15,563</b>	<b>2,991</b>	<b>3,681</b>	<b>11,428</b>	<b>0</b>	<b>0</b>	<b>36,812</b>	<b>33,663</b>	<b>18,100</b>

## ENVIRONMENT &amp; ECONOMY - HIGHWAYS &amp; TRANSPORT CAPITAL PROGRAMME

Project/ Programme Name	Previous Years Actual Expenditure £'000	Latest Forecast								
		Current Year 2013 / 14 £'000	Firm Programm e 2014 / 15 £'000	Provisional Programme				Total Scheme Cost £'000	Capital Investment Total (excluding previous years) £'000	Future Capital Investment Total (excluding previous and £'000
				2015 / 16 £'000	2016 / 17 £'000	2017 / 18 £'000	2018 / 19 £'000			
NETWORK DEVELOPMENT PROGRAMME										
Thornhill Park & Ride Extensions	2,216	1,108	175	0	0	0	0	3,499	1,283	175
London Road Bus Lane	0	525	100	215	0	0	0	840	840	315
Kennington & Hinksey Roundabouts	459	775	1,892	351	0	0	0	3,477	3,018	2,243
NETWORK DEVELOPMENT PROGRAMME TOTAL	2,675	2,408	2,167	566	0	0	0	7,816	5,141	2,733
OXFORD TRANSPORT STRATEGY PROGRAMME										
The Plain Cycle Improvements	0	120	630	215	0	0	0	965	965	845
Green Road-Warneford Lane Cycle Route	0	106	0	0	0	0	0	106	106	0
Fairfax Rd/Purcell Rd Cycle Link	8	157	20	0	0	0	0	185	177	20
New Headington Transport Improvements	416	25	55	0	0	0	0	496	80	55
Woodstock Rd, ROQ (project development)	22	53	375	50	0	0	0	500	478	425
Frideswide Square	530	100	2,700	370	0	0	0	3,700	3,170	3,070
Divinity & Magdalen Road area CPZs	134	50	0	0	0	0	0	184	50	0
OXFORD TRANSPORT STRATEGY PROGRAMME TOTAL	1,110	611	3,780	635	0	0	0	6,136	5,026	4,415



## ENVIRONMENT &amp; ECONOMY - HIGHWAYS &amp; TRANSPORT CAPITAL PROGRAMME

Project/ Programme Name	Previous Years Actual Expenditure £'000	Latest Forecast								
		Current Year	Firm Programm e	Provisional Programme				Total Scheme Cost £'000	Capital Investment Total (excluding previous years) £'000	Future Capital Investment Total (excluding previous and £'000
				2013 / 14 £'000	2014 / 15 £'000	2015 / 16 £'000	2016 / 17 £'000	2017 / 18 £'000	2018 / 19 £'000	
<b>TOWNS PROGRAMME</b>										
Bicester Park and Ride (project development)	0	300	0	0	0	0	0	300	300	0
Witney, A40 Downs Road junction (project development)	0	100	100	0	0	0	0	200	200	100
Witney, Ducklington Lane/Station Lane Junction (project development)	0	100	1,700	200	0	0	0	2,000	2,000	1,900
Banbury: Higham Way Access Road	74	350	34	0	0	0	0	458	384	34
Banbury, Ermont Way Cycling and Public Transport Improvements	2	130	25	0	0	0	0	157	155	25
Bicester Town Centre Access Imps	722	438	150	0	0	0	0	1,310	588	150
Bicester Perimeter Road (Project Development)	0	300	700	0	0	0	0	1,000	1,000	700
SVUK Highway Schemes (project development)	305	0	182	0	0	0	0	487	182	182
A44 Crossing, Yarnton	185	30	0	0	0	0	0	215	30	0
Radley, Thrupp Lane Wetland Centre Access (Design)	0	23	0	0	0	0	0	23	23	0
Abingdon, Wootton Road - Cycle Infrastructure	0	304	16	0	0	0	0	320	320	16

## ENVIRONMENT &amp; ECONOMY - HIGHWAYS &amp; TRANSPORT CAPITAL PROGRAMME

Project/ Programme Name	Previous Years Actual Expenditure £'000	Latest Forecast								
		Current Year	Firm Programm e	Provisional Programme				Total Scheme Cost	Capital Investment Total (excluding previous years)	Future Capital Investment Total (excluding previous and
		2013 / 14 £'000	2014 / 15 £'000	2015 / 16 £'000	2016 / 17 £'000	2017 / 18 £'000	2018 / 19 £'000	£'000	£'000	£'000
Milton Interchange SVUK HS	0	1,500	7,525	1,600	0	0	0	10,625	10,625	9,125
<b>TOWNS PROGRAMME TOTAL</b>	<b>1,288</b>	<b>3,575</b>	<b>10,432</b>	<b>1,800</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17,095</b>	<b>15,807</b>	<b>12,232</b>
<b><u>PUBLIC TRANSPORT PROGRAMME</u></b>										
Didcot Station Forecourt	3,558	2,916	216	0	0	0	0	6,690	3,132	216
SVUK Premium Routes (LTP3)	53	41	36	0	0	0	0	130	77	36
<b>PUBLIC TRANSPORT PROGRAMME TOTAL</b>	<b>3,611</b>	<b>2,957</b>	<b>252</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,820</b>	<b>3,209</b>	<b>252</b>
Integrated Transport Future Programme- LTP3	0	0	1,313	256	0	0	0	1,569	1,569	1,569
East-West Rail (contribution)	0	0	660	660	660	0	0	1,980	1,980	1,980
Small developer funded schemes	311	890	134	0	0	0	0	1,335	1,024	134
Completed schemes	7,966	34	0	132	0	0	0	8,132	166	132
<b>OTHER INTEGRATED TRANSPORT TOTAL</b>	<b>8,277</b>	<b>924</b>	<b>2,107</b>	<b>1,048</b>	<b>660</b>	<b>0</b>	<b>0</b>	<b>13,016</b>	<b>4,739</b>	<b>3,815</b>
<b>INTEGRATED TRANSPORT STRATEGY TOTAL</b>	<b>16,961</b>	<b>10,475</b>	<b>18,738</b>	<b>4,049</b>	<b>660</b>	<b>0</b>	<b>0</b>	<b>50,883</b>	<b>33,922</b>	<b>23,447</b>

## ENVIRONMENT &amp; ECONOMY - HIGHWAYS &amp; TRANSPORT CAPITAL PROGRAMME

Project/ Programme Name	Previous Years Actual Expenditure  £'000	Latest Forecast								
		Current Year	Firm Programm e	Provisional Programme				Total Scheme Cost	Capital Investment Total (excluding previous years)	Future Capital Investment Total (excluding previous and
		2013 / 14 £'000	2014 / 15 £'000	2015 / 16 £'000	2016 / 17 £'000	2017 / 18 £'000	2018 / 19 £'000	£'000	£'000	£'000
<b><u>STRUCTURAL MAINTENANCE PROGRAMME</u></b>										
Carriageway Schemes (non-principal roads)		3,224	3,671	1,959	3,180	0	0	12,034	12,034	8,810
Footway Schemes		1,350	1,440	1,140	1,140	0	0	5,070	5,070	3,720
Surface Treatments		3,723	4,193	2,880	3,365	0	0	14,161	14,161	10,438
Street Lighting Column Replacement		500	500	440	440	0	0	1,880	1,880	1,380
Drainage		1,100	950	845	754	0	0	3,649	3,649	2,549
Bridges		500	1,691	780	700	0	0	3,671	3,671	3,171
Public Rights of Way Foot Bridges - Replacement & Repairs Programme		100	100	100	100	0	0	400	400	300
Rural Roads Dressing & Treatments	780	60	0	0	0	0	0	840	60	0
Additional Maintenance Works		2,312	1,239	0	0	0	0	3,551	3,551	1,239
<b>STRUCTURAL MAINTENANCE ANNUAL PROGRAMMES TOTAL</b>		<b>12,869</b>	<b>13,784</b>	<b>8,144</b>	<b>9,679</b>	<b>0</b>	<b>0</b>	<b>44,476</b>	<b>44,476</b>	<b>31,607</b>

## ENVIRONMENT &amp; ECONOMY - HIGHWAYS &amp; TRANSPORT CAPITAL PROGRAMME

Project/ Programme Name	Previous Years Actual Expenditure £'000	Latest Forecast								
		Current Year	Firm Programm e	Provisional Programme				Total Scheme Cost £'000	Capital Investment Total (excluding previous years) £'000	Future Capital Investment Total (excluding previous and £'000
				2013 / 14 £'000	2014 / 15 £'000	2015 / 16 £'000	2016 / 17 £'000	2017 / 18 £'000	2018 / 19 £'000	
<b><u>Detrunked, Principal Roads and Other Major Schemes</u></b>										
Thames Towpath Reconstruction	71	207	317	0	0	0	0	595	524	317
Wheatley River Bridge	90	1,555	0	0	0	0	0	1,645	1,555	0
A4130 Bix dual carriageway	344	183	3,973	430	0	0	0	4,930	4,586	4,403
A420 Shrivenham Bypass	85	200	2,773	362	0	0	0	3,420	3,335	3,135
A420/A34 Slip Road	0	0	72	564	514	0	0	1,150	1,150	1,150
A415 Clifton Hampden	0	0	0	0	0	0	0	0	0	0
Kennington, Oxford Road (Bagley Wood) Reconstruction	40	810	85	0	0	0	0	935	895	85
Murdock Road, Bicester	0	336	0	0	0	0	0	336	336	0
Completed Major Schemes	3,954	0	0	0	0	0	0	3,954	0	0
<b>STRUCTURAL MAINTENANCE MAJOR SCHEMES TOTAL</b>	<b>4,584</b>	<b>3,291</b>	<b>7,220</b>	<b>1,356</b>	<b>514</b>	<b>0</b>	<b>0</b>	<b>16,965</b>	<b>12,381</b>	<b>9,090</b>
<b>STRUCTURAL MAINTENANCE PROGRAMME TOTAL</b>	<b>5,364</b>	<b>16,160</b>	<b>21,004</b>	<b>9,500</b>	<b>10,193</b>	<b>0</b>	<b>0</b>	<b>62,221</b>	<b>56,857</b>	<b>40,697</b>
<b>HIGHWAYS &amp; TRANSPORT CAPITAL PROGRAMME EXPENDITURE TOTAL</b>	<b>22,325</b>	<b>26,635</b>	<b>39,742</b>	<b>13,549</b>	<b>10,853</b>	<b>0</b>	<b>0</b>	<b>113,104</b>	<b>90,779</b>	<b>64,144</b>

**ENVIRONMENT & ECONOMY CAPITAL PROGRAMME (EXCLUDING TRANSPORT)**

Project/ Programme Name	Previous Years Actual Expenditure  £'000	Latest Forecast								
		Current Year  2013 / 14 £'000	Firm Programm e  2014 / 15 £'000	Provisional Programme				Total Scheme Cost  £'000	Capital Investment Total (excluding previous years) £'000	Future Capital Investment Total (excluding previous and £'000
				2015 / 16 £'000	2016 / 17 £'000	2017 / 18 £'000	2018 / 19 £'000			
<b>ASSET STRATEGY IMPLEMENTATION PROGRAMMES</b>										
Asset Strategy Implementation Programme	6	0	2,850	1,175	571	0	0	4,602	4,596	4,596
Relocation of Customer Service Centre from Clarendon House to County Hall	0	250	0	0	0	0	0	250	250	0
Cricket Road Centre Closure (including Unipart House works)	142	6	0	0	0	0	0	148	6	0
<b>ASSET STRATEGY IMPLEMENTATION PROGRAMME TOTAL</b>		<b>256</b>	<b>2,850</b>	<b>1,175</b>	<b>571</b>	<b>0</b>	<b>0</b>	<b>5,000</b>	<b>4,852</b>	<b>4,596</b>
<b>ENERGY EFFICIENCY IMPROVEMENT PROGRAMME</b>										
SALIX Energy Programme	1,192	200	210	251	208	0	0	2,061	869	669
Energy Strategy Implementation (Non- Schools)	0	273	500	600	600	0	0	1,973	1,973	1,700
<b>ENERGY EFFICIENCY IMPROVEMENT PROGRAMME TOTAL</b>		<b>473</b>	<b>710</b>	<b>851</b>	<b>808</b>	<b>0</b>	<b>0</b>	<b>4,034</b>	<b>2,842</b>	<b>2,369</b>

**ENVIRONMENT & ECONOMY CAPITAL PROGRAMME (EXCLUDING TRANSPORT)**

Project/ Programme Name	Previous Years Actual Expenditure £'000	Latest Forecast								
		Current Year 2013 / 14 £'000	Firm Programm e 2014 / 15 £'000	Provisional Programme				Total Scheme Cost £'000	Capital Investment Total (excluding previous years) £'000	Future Capital Investment Total (excluding previous and £'000
				2015 / 16 £'000	2016 / 17 £'000	2017 / 18 £'000	2018 / 19 £'000			
<b><u>ANNUAL PROPERTY PROGRAMMES</u></b>										
Non-Schools Property Structural Maintenance Programme	0	150	150	150	150	0	0	600	600	450
Minor Works Programme		205	300	200	29	0	0	734	734	529
Health & Safety (Non-Schools)		24	24	24	24	0	0	96	96	72
<b>ANNUAL PROPERY PROGRAMMES TOTAL</b>		<b>379</b>	<b>474</b>	<b>374</b>	<b>203</b>	<b>0</b>	<b>0</b>	<b>1,430</b>	<b>1,430</b>	<b>1,051</b>
<b><u>WASTE MANAGEMENT PROGRAMME</u></b>										
Waste Recycling Centre Infrastructure Development	0	0	0	2,799	0	0	0	2,799	2,799	2,799
Alkerton WRC	0	150	1,425	175	0	0	0	1,750	1,750	1,600
Oxford Waste Partnership PRG Allocation	517	53	0	0	0	0	0	570	53	0
<b>WASTE MANAGEMENT PROGRAMME TOTAL</b>		<b>203</b>	<b>1,425</b>	<b>2,974</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,119</b>	<b>4,602</b>	<b>4,399</b>

## ENVIRONMENT &amp; ECONOMY CAPITAL PROGRAMME (EXCLUDING TRANSPORT)

Project/ Programme Name	Previous Years Actual Expenditure £'000	Latest Forecast								
		Current Year 2013 / 14 £'000	Firm Programm e 2014 / 15 £'000	Provisional Programme				Total Scheme Cost £'000	Capital Investment Total (excluding previous years) £'000	Future Capital Investment Total (excluding previous and £'000
				2015 / 16 £'000	2016 / 17 £'000	2017 / 18 £'000	2018 / 19 £'000			
<b>CORPORATE PROPERTY &amp; PARTNERSHIP PROGRAMMES</b>										
Broadband (OxOnline) Project	0	129	6,624	7,107	0	0	0	13,860	13,860	13,731
Spendlove Centre, Charlbury	0	30	318	0	0	0	0	348	348	318
<b>CORPORATE PROPERTY &amp; PARTNERSHIP PROGRAMMES TOTAL</b>		<b>159</b>	<b>6,942</b>	<b>7,107</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14,208</b>	<b>14,208</b>	<b>14,049</b>
Retentions (completed schemes)		135	0	0	0	0	0	135	135	0
<b>ENVIRONMENT &amp; ECONOMY (EXCLUDING TRANSPORT) CAPITAL PROGRAMME EXPENDITURE TOTAL</b>										
		1,605	12,401	12,481	1,582	0	0	28,069	28,069	26,464

## CHIEF EXECUTIVE'S OFFICE CAPITAL PROGRAMME

Project/ Programme Name	Previous Years Actual Expenditure £'000	Latest Forecast								
		Current Year	Firm Programme	Provisional Programme				Total Scheme Cost £'000	Capital Investment Total (excluding previous years) £'000	Future Capital Investment Total (excluding previous and £'000
		2013 / 14 £'000	2014 / 15 £'000	2015 / 16 £'000	2016 / 17 £'000	2017 / 18 £'000	2018 / 19 £'000			
<b>COMMUNITY SERVICES PROGRAMME</b>										
<b><u>Libraries</u></b>										
Introduction of RFID (Radio frequency identification) self service in Libraries - Phase 1 (CS9)	1,072	188	0	0	0	0	0	1,260	188	0
Introduction of RFID (Radio frequency identification) self service in Libraries-Phase 2 (CS11)	557	328	80	0	0	0	0	965	408	80
Bicester Library	0	100	575	525	0	0	0	1,200	1,200	1,100
Headington Library	4	200	32	0	0	0	0	236	232	32
<b>COMMUNITY SERVICES PROGRAMME TOTAL</b>	<b>1,633</b>	<b>816</b>	<b>687</b>	<b>525</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,661</b>	<b>2,028</b>	<b>1,212</b>
<b><u>Partnerships</u></b>										
Super Connected Cities Bid	0	150	0	0	0	0	0	150	150	0
Local Area Agreement Skills Reward Grant	87	40	58	0	0	0	0	185	98	58



## CHIEF EXECUTIVE'S OFFICE CAPITAL PROGRAMME

Project/ Programme Name	Previous Years Actual Expenditure £'000	Latest Forecast								
		Current Year £'000	Firm Programm e £'000	Provisional Programme				Total Scheme Cost £'000	Capital Investment Total (excluding previous years) £'000	Future Capital Investment Total (excluding previous and £'000
				2015 / 16 £'000	2016 / 17 £'000	2017 / 18 £'000	2018 / 19 £'000			
<b><u>Growing Places Fund</u></b>										
Enterprise Zone Sustainable Transport Project	0	50	388	50	0	0	0	488	488	438
Enterprise Zone Broadband	0	0	0	0	0	0	0	0	0	0
<b>PARTNERSHIPS PROGRAMME TOTAL</b>	<b>87</b>	<b>240</b>	<b>446</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>823</b>	<b>736</b>	<b>496</b>
<b>Completed Projects</b>	<b>519</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>528</b>	<b>9</b>	<b>9</b>
<b>CHIEF EXECUTIVE'S OFFICE CAPITAL PROGRAMME EXPENDITURE TOTAL</b>	<b>2,239</b>	<b>1,056</b>	<b>1,142</b>	<b>575</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,012</b>	<b>2,773</b>	<b>1,717</b>

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Division(s): All
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## **CABINET - 15 OCTOBER 2013**

### **East West Rail Local Contributions**

**Report by the Deputy Director of Environment & Economy**

#### **Purpose of the Report**

1. East West Rail is a major project to establish a strategic railway connecting Oxford with Central, Southern and Western England. The project is being promoted by the East West Rail Consortium – a group of local authorities and business partnerships with an interest in improving access to and from East Anglia, Milton Keynes South Midlands and the Oxfordshire knowledge economy growth areas. The Consortium is required to secure local contributions towards the scheme of £50m and this report details the proposed agreement and payment profile for Oxfordshire County Council to make a contribution of £11m.

#### **Overview**

2. East West Rail is an infrastructure project that has both national importance and strategic significance for the Oxfordshire economy. The step change in connectivity that the scheme provides between Oxford, Bicester and onward to Milton Keynes and Bedford makes it a priority for delivery within the City Deal proposal.
3. The improved service between Oxford and Bicester will be a major step forward in realising the ambition of at least 4 trains per hour between Didcot (Science Vale), Culham, Oxford, Water Eaton (Oxford Parkway) and Bicester: a level of service that forms a core component of the Oxford Science Transit proposal within the City Deal.
4. The strategic significance of the scheme is recognised by local authorities across Oxfordshire through its inclusion in the Local Investment Plan approved by the Spatial Planning & Infrastructure Partnership. The County Council, Oxford City and Cherwell District are members of the East West Rail Consortium, the local authority partnership which is championing of the scheme helped secure Government support for its delivery.
5. A Joint Delivery Board has been established to oversee the delivery of the project, with membership drawn from the East West Rail Consortium as well as the DfT and Network Rail. The Deputy Leader of the County Council is the Vice-Chairman of the Joint Delivery Board.

## **The Economic Case**

6. The economic business case for East West Rail was established in a report by Oxford Economics in 2011 that had been commissioned by the Consortium. This was an important factor for Government when deciding to invest in the proposal. The Economic Impact report set out how the scheme will deliver a £38m of annual GDP uplift, with the impact in Oxfordshire likely to be in the order of £15m GDP per annum. The project as a whole is predicted to create up to 12,000 new private sector jobs, helping rebalancing the local economy across the Consortium area.
7. For businesses and employers across Oxfordshire, East West Rail will create opportunities to widen access to labour markets and skills, as well as improving access to customers and markets. Together this will encourage businesses to make their investment in Oxfordshire.
8. In short, East West Rail:
  - Reinforces Oxfordshire position at the heart of the national rail network
  - Establishes new routes connecting Oxfordshire to regional economic growth centres – i.e. Milton Keynes, the Thames Valley and High Wycombe areas
  - Improves the transport system in Oxfordshire as a whole by providing a realistic alternative to the congested road network for a wide range of trips
9. The benefits of East-West Rail will be realised quickly. Work on Phase 1 has started and the service between London and the new station at Water Eaton (Oxford Parkway) is due to open in summer 2015, extending to Oxford in spring 2016. Phase 2, completing the connection to Milton Keynes and Bedford will be completed by December 2017.

## **The Financial Case – Securing a Local Contribution**

10. The Government's commitment to delivering East West was confirmed last year. At the same time the Government announced that the route would be electrified as part of the national electric spine. Government has committed the majority of the funding required to deliver an electrified East West Rail – estimated to be up to £500m.
11. However, Government support is conditional on local partners along the route that benefit from the investment raising 'a local contribution' totalling £50m. Based on the distribution of population along the route, partners within Oxfordshire need to identify a 'local contribution' of £20.1m. This contribution can be paid over a 15-year period – the anticipated period of the franchise for the service operating on the route. The local contributions from Consortium members are detailed at Annexe 1.

12. Local contributions can include such things as Section 106 contributions and projects that form 'Work in Kind' towards the project: this could include the capital investment in highway measures required to deliver an effective scheme. In Oxfordshire, this centres on the need to replace two at-grade level crossings in Bicester (at London Road and on the Eastern Perimeter Road) with a solution that allows road and rail movements to be separated. Schemes for both are being developed and outline proposals submitted to the Local Transport Board for consideration for major scheme funding.
13. The DfT's expectation is that where local authorities have committed in principle to contribute towards the overall 'local contribution' figure they enter into a legal agreement that commits them to delivering their contribution. The DfT's preferred approach is for there to be a single agreement between them and a lead local authority on behalf of all partners, nominated to be Buckinghamshire County Council, with 'back-to-back' agreements between Buckinghamshire County Council and local partners along the corridor.
14. Oxfordshire County Council's preferred approach is that its back-to-back agreement will only cover the funds it has committed to provide and on behalf of the LEP for whom it is the accountable body – it will not accept liability for guaranteeing the contributions of another party.
15. The proposed agreement with Buckinghamshire County Council is currently under negotiation.

## **Financial and Staff Implications**

16. At this stage Government is looking to the Joint Delivery Board to secure agreements that cover the overall local contribution required of £50m. Oxfordshire County Council has already committed around £2m from its capital programme towards the 'local contribution'. It is now proposed to make a rolling commitment towards the 'local contribution' that would result in the County Council's overall contribution adding up to £11.06m in total over 15 years.
17. Reference has already been made as to how 'works in kind' can count towards the overall 'local contribution'. The two schemes in Bicester being considered by the Local Transport Board are cases in point. Any funding secured by the County Council or indeed any other local partners from sources such as the Local Transport Board or Local Growth Fund that enable delivery of works required by East West Rail can be counted as 'works in kind' at any time over the next 15 years.
18. In addition the County Council will need to facilitate/enable works on the highway network and public rights of way network in support of East West Rail. These works too can be counted as 'works in kind'.
19. In that regard the commitment being made by the County Council at this stage reflects an upper limit. If partners are subsequently successful in securing funding from other sources that help deliver 'works in kind', those sums would

be 'netted off' and enable the funding required by the partners to be reduced, such that the overall contribution made by local partners in Oxfordshire, including Cherwell and Oxford City, remains at overall £20.1m.

20. It has been agreed by the Joint Delivery Board that the amounts agreed to be paid by bodies towards the local contribution will be subject to indexation using the Consumer Price Index over the life of the scheme.
21. The work required to support the delivery of East-West Rail can be provided within existing staffing resources, hence there are no staffing implications in respect of this scheme.

## **RECOMMENDATIONS**

22. **Cabinet is RECOMMENDED to approve:**

- (a) **the principle of the agreement with Buckinghamshire County Council, with approval of the final agreement being delegated to the Deputy Leader in consultation the Head of Legal Services and the Chief Finance Officer;**
- (b) **the local contribution for Oxfordshire County of £11.06m and proposed payment profile as detailed in Annex 2.**

**MARTIN TUGWELL**

**Deputy Director Environment & Economy (Strategy and Infrastructure Planning)**

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**October 2013**

## ANNEX 1

### Allocated Consortium Partner Contributions

Authority	Contribution (£ millions)
<b>Buckinghamshire County Council</b>	<b>£10.16</b>
<b>Oxfordshire County Council</b>	<b>£11.06</b>
<b>Oxford City Council</b>	<b>£4.68</b>
<b>Cherwell District Council</b>	<b>£4.36</b>
<b>Aylesbury Vale District Council</b>	<b>£5.36</b>
<b>Milton Keynes Council</b>	<b>£7.65</b>
<b>Central Bedfordshire Council</b>	<b>£4.2</b>
<b>Bedford Borough Council</b>	<b>£2.6</b>

## ANNEX 2

### East West Rail Proposed OCC Payment Profile

Year	Payment Profile (from BCC to DfT)	Oxfordshire
2014	3,000,000	737,334
2015	3,000,000	737,334
2016	6,000,000	737,334
2017	6,000,000	737,334
2018	6,000,000	737,334
2019	5,000,000	737,334
2020	4,000,000	737,334
2021	4,000,000	737,334
2022	3,000,000	737,334
2023	3,000,000	737,334
2024	3,000,000	737,334
2025	1,000,000	737,334
2026	1,000,000	737,334
2027	1,000,000	737,334
2028	1,000,000	737,334
	<b>50,000,000</b>	<b>11,060,010</b>



Division(s): N/A
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## **CABINET – 15 OCTOBER 2013**

### **EXTERNALISATION PROPOSALS FOR OCS & CEF SERVICES**

**Report by the Director for Environmental Services**

#### **INTRODUCTION**

1. Following the completion of soft market testing, this paper is intended to update Cabinet on the outcomes and to consider recommendations for the future direction of Oxfordshire Customer Services (OCS) and Children, Education and Families (CEF) services.

#### **BACKGROUND**

2. Proposals for the externalisation of a range of back office services provided by OCS plus the Schools and Learning Service and the Foundation Years Services provided by CEF were considered by Cabinet in July 2013.
3. There are serious concerns over the continuing viability of in-house back office services and support services for schools.
4. Cabinet has agreed that maintaining the status quo is no longer possible. Cabinet agreed that following Soft Market testing, updated proposals for the scope of externalisation, potential new delivery models and decisions on procurement should be brought to a future cabinet meeting – now scheduled for 15<sup>th</sup> October.
5. Soft market testing with a range of national providers and with a number of local providers has now been completed.

#### **KEY POINTS FROM PROVIDERS IN SOFT MARKET TESTING**

- 1.1 A timeline beginning in Autumn 2013 to deliver new delivery models for April 2015 is very feasible.
- 1.2 There will be market interest in all the service areas currently in scope.
- 1.3 With one exception, it is unlikely that providers will compete for all the service areas under consideration.
- 1.4 The most viable local interest appears to be in the Skills and Learning area.

- 1.5 Providers see Corporate Back-Office services as outsourcing opportunities and are highly unlikely to consider joint ventures. Joint Ventures for Corporate Back-Office services are a thing of the past.
- 1.6 Providers are more inclined to consider our current CEF Schools and Learning Service, Foundation Years Service and Skills and Learning for joint ventures.
- 1.7 Providers acknowledged that the Council has already reduced costs and taken a range of savings and that further savings will be required.
- 1.8 Providers were clear that without schools engaged as active participants and contributors in the areas that affect them, throughout the procurement process, future delivery models cannot succeed.
- 1.9 The Council needs to have a clear view of the Strategic client to be retained and the outputs and outcomes required of any service provider.
- 1.10 In broad terms, providers will deliver savings and efficiencies by end to end process re-engineering, introducing further automation, economies of scale and eliminating posts to reduce costs.
- 1.11 Providers expressed greatest confidence in delivering savings (up to 30% of current operational costs) if they were able to run Corporate back-office HR and Finance (including Procure to Pay) services.
- 1.12 Competitive Dialogue is likely lead to better outcomes than a restricted process.

### **Further Learning Points**

- 6. Whilst discussion took place with a range of national and local providers, further information has also been gathered.
- 7. More work has been completed internally to clearly identify and validate current running costs and overhead costs. Individual services have been subject to further review and analysis in terms of service specifications and key performance indicators.
- 8. Work has continued with other Councils to ascertain their experience of the procurement process, the scope of externalisation and their views on delivery models. It is clear that a large number of Councils are faced with the same issues as Oxfordshire and are taking similar journeys.

### **Further learning points have emerged as follows:**

- 1.13 The savings requirement for OCS (£3 Million from 2015/16) cannot be met if current service delivery models are maintained

- 1.14 The scope for savings from supplies and services is severely limited. To deliver savings on the scale required can only be found through a significant reduction in posts. Post reductions could be mitigated by TUPE to some degree but will still play a large part in business change driven by any external partner in any service delivery model.
- 1.15 Service commissioning in ICT will reach 50% of the current budget by the end of this financial year.
- 1.16 There is continuing concern over the suitability of SAP as a financial system for Primary schools in particular.
- 1.17 There is a lack of understanding about the mutual dependency of Corporate and School Back office HR and Finance services. They share common processes, the same central system and functional teams. Future consultation with schools needs to highlight this dependency.
- 1.18 Discussions with other County Councils have allowed us to examine 2 different models for continuing access to services schools need

### **Scope of Externalisation and Procurement**

9. In Soft Market testing, providers confirmed that services currently in scope were sensible and there would be market interest. Several were keen to see a greater range of services on the basis that greater volume and scale would create better opportunities for savings and for a commercial return.
10. However, for the Council, this view needs to be balanced against the need to ensure continuing control and accountability.
11. Internal discussion has now led to most of HR services now being in scope and for inclusion of commissioning as well as delivery for Skills and Learning..
12. Further reconfiguration of Schools and Learning may lead to inclusion of the Virtual School. There are different potential solutions for the Music Service.
13. The scope for externalisation by lot as follows:
  - OCS Corporate Back Office Services
  - OCS School Back Office Services
  - CEF Schools & Learning/Foundation Years (this **includes** out-county Outdoor Learning and **excludes** Hill End, Meadowbrook, the Hospital School and the Music Service)
  - Oxfordshire Learning & Skills
14. Note that an exercise is currently underway to externalise Occupational Health from 1<sup>st</sup> January 2014 and the Staff Care Service at a later point in 2014 (as previously reported due to current contracts expiring and staff changes).

15. Through soft market testing we have established that whilst there are advantages to a single provider , only one supplier we spoke with would have an interest in all the lots we might offer. Likewise, it is very unlikely that the Council would end up with a single delivery model.
16. It is most likely that the Council will arrive at a position where there is more than one provider and more than one delivery model.

## **Proposed Direction for Each Potential Lot**

### **OCS Corporate Back Office Services**

17. **ICT Business Delivery** is already subject to considerable change that is being managed internally and will lead to 50% of the service being fully commissioned by April 2014. There is no real advantage to the Council in having ICT considered alongside HR & Financial transactional services. It is proposed that the reshaping of ICT and extension of commissioning should continue as an internally managed programme.
18. **HR & Financial Services** provide very little opportunity for further improvement or additional savings using the current delivery model.. This is the most mature part of the market place for both the private and public sector and outsourcing in some form is the only real option. Our view is that the Council should seek a fully outsourced service from one of the national providers which could see cost reductions of between 20 and 30%.
19. **OCS School Back Office Services** could be linked in a procurement exercise with Corporate back office (5.1) or with Schools and Learning/Foundation Years services (5.3) but the £2.5M trading position will not be attractive in its own right.
20. Schools value HR services most and as with other school related services below, they are most unlikely to participate in an outsourced solution.

### **CEF Schools & Learning/Foundation Years**

21. Pure outsourcing is not the market preference and is also very unlikely to be supported by schools and settings locally. The most likely options are **either** a joint venture with a national provider **or** new public sector providers established by other Councils acting with local schools..
22. Engagement and discussion with local school organisations has started and market feedback and that of other Councils suggests that the active participation and commitment of schools will be essential to any option. There has not yet been any active participation of early years providers other than nursery schools. The externalisation of the Foundation Years Service is dependent on other strategic decisions due to the service being funded by a finite and reducing Dedicated Schools Grant.

### **CEF Music Service**

23. There are Trust options that can be considered:
- As a trust where the service operates independently from the Local Authority.
  - Joining an existing trust arrangement.
24. **Oxfordshire Skills & Learning** is really a 2 part business where there is opportunity for continuing local delivery.
25. **Oxfordshire County Council skills and learning** requirements is already largely externally sourced and the few remaining areas of direct delivery should take the same route using local Oxfordshire providers where possible. Some skills/learning is currently delivered free of charge by in-house staff to social care providers in Oxfordshire and this needs to be reconsidered
26. **Community Learning and Workforce (former Adult Learning activity).** **This activity is, by and large, funded by the Skills Funding Agency and Education Funding Agency.** One choice would be to simply stop delivering these services, however taking that choice would deliver no real savings.. The other choice would be to construct a joint venture partnership and we know there is interest from national and local providers. The Joint Venture could also include the residual skills and learning activity for the Council. A Joint Venture would reduce the Council's risk and costs (from redundancies) and would be more likely to safeguard national funding (SFA/EFA) for Oxfordshire.
27. Whichever route is taken, there is an operational need to reduce the number of centres used for delivery in order to maintain service viability. This is still work in progress.

### **Maintaining a Strategic Client Function**

28. Soft market testing provided a number of examples where Councils have taken quite different approaches to the strategic client function, contract monitoring and provider accountability. The Council now has considerable experience to draw upon from joint commissioning in S&CS to a range of high profile contracts running elsewhere in the Council.
29. At this stage, our view is that where services are to be commissioned, the strategic client function to be retained for each service area has to be part of the planning process. Likewise, best practice here and elsewhere points to the need for a dedicated OCC staffed unit to monitor and manage and to ensure continuing value for money. This will need to be quantified and costed.

### **Financial and HR Implications**

30. Total current budget of services in scope is £25 Million, comprising £17 Million from OCS and £8 Million from CEF.

31. Approximately 526 FTE are in scope comprising 306 FTE in OCS and 196 FTE in CEF. Because of part-time working, this represents in excess of 600 staff.
32. £750,000 has already been agreed by council to support the Externalisation programme through to April 2015. Given the multiple strands to the programme, further costs may be incurred and a definitive position will be reported back to Cabinet in December 2013.
33. Soft market testing has confirmed that externalisation of the services in scope should yield annual seven figure savings but the final position will not be clear until a procurement process is complete. Key to this will be the service specifications that will be developed over the next 3 month period and whether services continue as now or are required to stop in whole or in part.
34. It is clear that from April 2015, there will be fewer posts in these services. Until the procurement process is complete, it is not possible to estimate how many of the 600+ staff in scope will transfer from the Council to employment by other providers. Equally, we cannot be clear at this stage, how many staff redundancies could result. We will seek to minimise redundancies but they are likely to occur.

## **RECOMMENDATIONS**

35. **The Cabinet is requested to endorse the following recommendations:**
  - (a) **a single major procurement exercise with multiple lots should be undertaken, commencing January 2014 to address the following requirements:**
    - (i) **a fully outsourced service to replace existing back office Corporate facing HR and Finance Back office services;**
    - (ii) **a joint venture with a national private provider OR another public sector provider to cover school back office, Schools and Learning and Foundation Years support from April 2015 –subject to (3) below;**
    - (iii) **skills and learning requirements should be sourced locally if possible but otherwise we should seek a joint venture with a national provider;**
  - (b) **ICT should continue as an in-house service with the expectation that work to re-shape ICT will continue and thereby, ultimately, the majority of the service requirements will be commissioned;**
  - (c) **final decisions about schools back office and CEF services should be taken in December after there has been an opportunity during the Autumn to shape proposals with Headteachers, Governors, Schools Forum and other stakeholders. Proposals should include arrangements for school representatives to participate directly in the major procurement exercise to begin in January 2014;**
  - (d) **trust options for the future of the Music Service should be considered in consultation with stakeholders during the Autumn**

with a proposed direction of travel to be considered by Cabinet in December;

- (e) The remaining in-house delivery to meet the Council's own skills/learning needs should cease and all future requirements should be commissioned as necessary;
- (f) discussion should be opened now with local Oxfordshire providers first with a view to externalising qualification based learning and to determine the future of the remaining skills and learning provision.

**GRAHAM SHAW**

Deputy Director, Oxfordshire Customer Services

**FRANCES CRAVEN**

Deputy Director, Children, Education & Families

October 2013

**Glossary**

**Outsourced** - the whole transfer of a business process to another provider, involving the transfer of staff and typically for a finite period of time

**Joint Venture** – 2 or more parties establish a new entity, jointly resourced and controlled to deliver agreed outcomes. Shared revenues, costs and risks.

## Annex A – Supportive Information

National provider meetings and their primary interest(s) in OCC services

Provider	Back Office	School Improvement	Skills & Learning
A	✓		
B	✓		
C	✓	✓	✓
D	✓	✓	
E	✓		
F	✓		
G	✓		
H		✓	
I		✓	✓
J		✓	

44 Oxfordshire Based SMEs were invited to the local event with the following finally attending:

Provider	Back Office	School Improvement	Skills & Learning
K	✓		
L	✓		
M	✓		
N)	✓		
O			✓
P			✓
Q		✓	

### New models of delivery to schools advanced by two Local Authorities

One Local Authority has a school based company where schools have shares in the company. The Board consists of mainly of schools with LAs reps. The services that are located in this are those that contribute to the School Improvement agenda, including Schools HR and Finance. There is a recognition of the broad range of statutory functions that exist for the LA and the delivery of this is commissioned from the school company.

The other Local Authority has established a user-led Trust. The LA is giving the trust a grant and in five years time the service will go out to the market. The services that are included in this Trust are about direct services to schools but do not include the back office services.





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Division(s): Witney South & Central,  
Witney West & Bampton

## **CABINET– 15 OCTOBER 2013**

### **Witney Transport Strategy Phase 1 – Ducklington Lane Corridor Improvements**

**Report by Deputy Director (Strategy & Infrastructure Planning)**

#### **Introduction**

1. At its meeting on the 19<sup>th</sup> March 2013 the Cabinet endorsed a programme of investment in infrastructure in support of the proposals in the draft West Oxfordshire Local Plan. The programme is comprised of four phases:
  - Phase 1 – Ducklington Lane/Station Lane junction improvements
  - Phase 2 – A40 Downs Road junction
  - Phase 3 - A40 Shores Green slip roads
  - Phase 4 - Bridge Street
2. This report sets out more detailed proposals for Ducklington Lane, the first phase of the Witney Transport Strategy, and in particular it:
  - Provides an update on the development of the scheme
  - Provides a summary of the feedback received from the public consultation and following this, the proposed changes to the scheme
  - Seeks approval to complete the detailed design and proceed to delivery of the scheme (Phase 1 of the Witney Transport Strategy)

#### **Background**

3. Over the next 10 to 15 years, Witney will see housing and employment growth, which will lead to increased travel demands. The draft West Oxfordshire Local Plan includes proposals for 1,900 new homes in Witney, with Strategic Development Areas identified at West and East Witney. This growth requires investment in infrastructure.
4. Currently the Ducklington Lane corridor experiences congestion, which not only affects the corridor but has wider traffic impacts. In particular, long queues of traffic on Ducklington Lane (south) block vehicles trying to leave the A40 off-slip, and can also block vehicles using the A415 / Ducklington Lane roundabout wanting to travel onto Ducklington Lane and the A40. Please refer to Annex 1 for the map of the scheme location.
5. Current provision for pedestrians and cyclists at the Ducklington Lane / Station Lane / Thorney Leys junction, and along the Ducklington Lane

corridor, is limited. Providing better and safer crossing facilities and routes for pedestrians and cyclists will improve access to local jobs and facilities, and improve links with Ducklington village and the country park.

## Initial Scheme Design and Consultation

6. An initial scheme design (Annex 2) for the Ducklington Lane corridor went out to public consultation from 8 July to 9 August 2013. This included consultation on a Traffic Regulation Order (TRO) for the closure of Beechgate's southern access. Other elements of the scheme design involved:
  - Having three lanes on the approach to the junction on all arms
  - Having two exit lanes, merging down to one lane on all arms except Thorney Leys which would have one exit lane
  - Two northbound lanes on Ducklington Lane between the roundabout to the south of the A40 and the Station Lane junction
  - Improved pedestrian facilities across Station Lane and cycle improvements along Ducklington corridor
7. The consultation included a public exhibition held over two days (Friday 12 and Saturday 13 July) at the Methodist Church, High Street, Witney. Approximately 150 people attended the exhibition. Those attending were invited to complete a comments form, which was also available online (along with plans of the proposals).
8. For the TRO consultation, 65 letters, along with a scheme plan, were sent to Beechgate residents, and other residents and businesses within close proximity of Ducklington Lane corridor and the proposal was advertised in The Oxford Times and on site. The scheme was also presented at the Witney Traffic Advisory Committee on 7 May 2013, prior to the exhibition. A copy of the TRO can be found in Annex 3.
9. A total of 50 separate comment forms were received at the exhibition and via the online consultation. The table below shows how these comments fit into three broad categories: 'support', 'do not support' and 'no clear view'. It should be noted that we did not explicitly ask members of the public whether they supported the scheme proposals or not.
 

Responses	No. of responses
Support proposals	20
Do not support proposal	16
No clear view	14
<b>Total</b>	<b>50</b>
10. The TRO consultation received four objections, including one letter with a petition with 27 signatories and one response in support from Thames Valley Police. A copy of all the comments, the TRO objections (and signed petition) along with officer comments, are in Annex 4.

11. In summary, the key issues raised were:

- Residents of Colwell Drive whose properties back onto Ducklington Lane objected to widening the road from one to two lanes at this point, as this would mean the loss of some of the existing 'buffer' (a footway and hedge) between the their properties and Ducklington Lane. Residents are very concerned that this will negatively impact on their quality of lives because of increased noise, vibration, pollution and disruption from traffic being closer to their properties. Some residents also considered that this could have a negative impact on property prices.
- A significant number of residents objected to the Traffic Regulation Order consultation which was linked to the closure of the 'southern' access to the Beechgate residential area. Residents objected to this on the grounds of restricted access to properties including the ability of ambulances to access a care home, manoeuvring a particularly large vehicle into a resident's driveway, and general access by refuse collection vehicles. Some residents were also concerned that there would be increased delay/inconvenience getting out of the main (northern) junction because of the increased number of vehicles using this junction.
- Several objectors felt that a roundabout solution would be better, because they feel a signal junction will hold up traffic and therefore not deal with the congestion problem.
- Some objectors (and also some of those with 'no clear view') felt the original proposals did not go far enough to support cycle access, and to a lesser extent, walking access was raised. In particular, they would like formal crossings on all arms of the junction and cycle provision also along Thorney Leys.
- Proposals also included measures to stop vehicles turning right in to the Esso petrol filling station from Station Lane. The access is left-in only. Despite this surveys show drivers carry out this manoeuvre frequently. During the consultation we were contacted by Esso about allowing vehicles to exit their site to the left and right onto Station Lane. These discussions are still on-going.

### **Revised Scheme Design following Consultation**

12. A scheme plan showing a revised design is in Annex 5.

13. Following comments received from the consultation, including TRO, the following changes have been made to the scheme design:

- The Ducklington Lane northbound carriageway (which runs parallel to Colwell Drive) is to remain a single lane highway, with a shortened merge lane located just to the north of the junction/adjacent to the Thames Water pumping station. The existing footway and hedge separating Colwell Drive properties from Ducklington Lane will be unaffected.

- The southern Beechgate vehicle access is to remain open with modifications made so that vehicles can only exit here and travel in the direction of Ducklington Lane south/the A40 on-slip. This is considered necessary in order to prevent an unsafe manoeuvre i.e. vehicles turning right out of the southern access and crossing four lanes of two-way traffic.

In light of this, the advertised TRO is no longer required to implement the revised scheme.

However, before the end of the current calendar year, a new TRO proposing no right turns from the junction and turning into the junction, together with a no motor vehicle (except for access) restriction and traffic calming will be advertised with any objections reported to a Cabinet Member for Environment Decisions Meeting.

14. Other key features of the revised design include:

- Three lanes on all the approaches to the Ducklington Lane / Station Lane / Thorney Leys junction;
- Right-turn manoeuvres at the bottom of the A40 off-slip and at the junction will be unopposed;
- Two northbound lanes on Ducklington Lane (south) between the roundabout to the south of the A40 and the junction with Station Lane / Thorney Leys;
- Signal control at the A40 off-slip / Ducklington Lane junction
- Improved pedestrian/cycle crossing facilities on Ducklington Lane (north) and Station Lane;
- Pedestrian/cycle lanes along the Ducklington Lane corridor, and along Thorney Leys (subject to further consultation);
- Measures to improve the northern Beechgate access include yellow box hatching.

15. In relation to comments about a roundabout being more suitable, initial design work included assessment of a roundabout instead of a signal controlled junction. Technical work indicated that a roundabout would not be able to accommodate the predicted future northbound traffic flows without requiring significant land beyond the highway boundary.

### **Financial and Staff Implications**

16. The estimated total cost of the Ducklington Lane corridor scheme is £2m and will use developer contributions already held by the County Council. A final cost will be obtained at the end of the detailed design stage. Officers will manage the costs of the scheme so that it is delivered within budget.
17. This scheme will be designed and implemented by Atkins through the County Council's existing highways contract.

## Equality and Inclusion

18. The scheme proposals are not considered to have the potential to affect people differently according to their gender, race, religion or belief or sexual orientation.
19. Conversions of informal crossings to signalised pedestrian and cycle crossings will have a positive effect, particularly for people that are blind or partially sighted. Annex 6, the Equality and Inclusion Assessment, provides more detail on this.

## Timetable for Implementation

20. The current timetable to deliver the proposals for the Ducklington Lane corridor are as follows:

<b>Witney Transport Investment Programme: Phase 1 Ducklington Lane Corridor</b>	
<b>Activity</b>	<b>Delivery</b>
Complete detailed design	November 2013
Start onsite	April/May 2014
Works complete	October/November 2014

## RECOMMENDATION

21. **The Cabinet is RECOMMENDED to:**
  - (a) note the responses received as part of the consultation;
  - (b) agree the proposed changes to the scheme reflected in the revised scheme drawing as well as approve the scheme for detailed design and construction; and
  - (c) delegate powers to the Director for Environment & Economy, in consultation with the Cabinet Member for Environment, to make minor amendments to the scheme.

### HUW JONES

Director for Environment & Economy

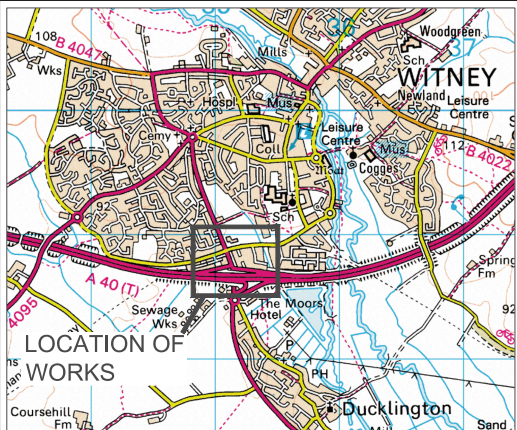
Contact: Martin Tugwell - Deputy Director (Strategy and Infrastructure Planning)  
T: 01865 815113 E: [Martin.Tugwell@Oxfordshire.gov.uk](mailto:Martin.Tugwell@Oxfordshire.gov.uk)

Lisa Michelson - Locality Manager – Witney & Carterton  
T: 01865 815673 E: [Lisa.Michelson@Oxfordshire.gov.uk](mailto:Lisa.Michelson@Oxfordshire.gov.uk)

September 2013

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Project: S-000924-IFI-000-001

Drawn: 0

Extent of works

Coordinates Ducklington Lane

OS GRID REF: 435149E, 208490N

to 434995E, 209076N

Coordinates Thorney Leys

OS GRID REF: 434949E, 208803N

to 435074E, 208853N

Coordinates Station Lane

OS GRID REF: 435093E, 208859N

to 435297E, 208891N

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE  
COUNTY COUNCIL

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Project: DUCKLINGTON LANE CORRIDOR IMPROVEMENTS

Drawing title: LOCATION PLAN

Drawing Date:

Scale 1:500	Drawn by	Checked by	AG	Approved by	AG
NTS	JAC	AG	JULY 13	JULY 13	JULY 13

Drawing No: S-000924

Drawing Title: S-000924-IFI-000-001

Drawn: 0

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# OXFORDSHIRE COUNTY COUNCIL

## OXFORDSHIRE COUNTY COUNCIL (WITNEY, DUCKLINGTON LANE SERVICE ROAD) (PROHIBITION OF MOTOR VEHICLES) ORDER 20\*\*

Notice is hereby given that Oxfordshire County Council proposes to make the above Order under the Road Traffic Regulation Act 1984 and all other enabling powers.

The effect of the order, for road safety reasons is to close the southern access to the Ducklington Lane service road (which leads to Beechgate) north of the A40 eastbound on-slip road. This is part of a wider scheme which includes the signalisation of the T junction of the nearby A40 eastbound off-slip road.

A copy of the proposed Order and detailed documents may be inspected at County Hall, New Road, Oxford OX1 1ND and West Oxfordshire District Council Offices, Woodgreen, Witney OX28 1NB from 9am to 4pm Monday to Friday, and at WODC Town Centre Shop, 3 Welch Way, Witney, OX28 6JH, from 9am to 5.30pm Monday to Thursday, and 9am to 5pm Fridays.

Objections to the proposals and other representations specifying the grounds, on which they are made, may be sent in writing quoting Ref: **Traffic/AMG/Ducklington** to the address below by **9 August 2013**. The Council will consider objections and representations received in response to this Notice. They may be disseminated widely for these purposes and made available to the public.

Huw Jones  
Director for Environment and Economy  
Oxfordshire County Council  
Speedwell House  
Speedwell Street  
Oxford  
OX1 1NE.

**OXFORDSHIRE COUNTY COUNCIL  
(WITNEY, DUCKLINGTON LANE SERVICE ROAD)  
(PROHIBITION OF MOTOR VEHICLES) ORDER 20\*\***

The Oxfordshire County Council ("the Council") in exercise of its powers under Sections 1(1) and 2(1) & (2) of the Road Traffic Regulation Act 1984 ("the Act") and all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of schedule 9 to the Act, make the following Order.

1. This Order may be cited as the Oxfordshire County Council (Witney, Ducklington Lane Service Road) (Prohibition of Motor Vehicles) Order 20\*\* and shall come into force on the ..... day of ..... 20\*\*.
2. (1) Any reference in this Order to any enactment (meaning any act and any subordinate legislation as defined in the Interpretation Act 1978) shall be construed as a reference to that enactment as amended or replaced by any subsequent enactment;  
  
(2) The restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any other enactment.
3. Save as provided in article 4 of this order, no person shall other than under the direction or with the permission of a police constable in uniform, cause or permit any motor vehicle proceeding in the section of road specified in column 1 of the Schedule to this order, to proceed in the section of road specified opposite to it in columns 2 and 3.
4. Nothing in article 3 shall render it unlawful to cause or permit a motor vehicle to proceed:
  - (a) if it is a vehicle being used by the police, fire or ambulance services;
  - (b) if it is necessary to undertake works in relation to the road, traffic signs or lighting, works in relation to a sewer or water main or the supply of gas, electricity, water or communications services.

**GIVEN UNDER** the Common Seal of the Oxfordshire County Council  
this ..... day of ..... 20\*\*.

**SCHEDULE**

<b><i>Column 1</i></b>	<b><i>Column 2</i></b>	<b><i>Column 3 – Prohibited area</i></b>
Service road for Ducklington Lane - south of Beechgate	From a point 75 metres south of Beechgate,	southwards for a distance of 20 Metres, and eastwards from the main carriageway for a distance (width) of approximately 2 metres.

**THE COMMON SEAL OF THE  
OXFORDSHIRE COUNTY COUNCIL**  
was hereunto affixed in the presence of:

County Solicitor / Designated Officer





# OXFORDSHIRE COUNTY COUNCIL

## OXFORDSHIRE COUNTY COUNCIL (WITNEY, DUCKLINGTON LANE SERVICE ROAD) (PROHIBITION OF MOTOR VEHICLES) ORDER 20\*\*

### Statement of Reasons

Beechgate is located off the A415 Ducklington Lane and is accessed either directly as a T junction or to the south via the service road.

A traffic survey found that the southern access is less frequently used by vehicles. It also showed Beechgate and connecting service road is being used as a 'rat run' for vehicles that experience difficulty turning right from the eastbound off-slip from the A40 onto the A415 Ducklington Lane.

The County Council intend to upgrade the highway infrastructure in this area, as shown on the enclosed drawings, towards reducing peak hour congestion and to allow for future traffic growth.

Further proposals include traffic signals at the A40 slip road T junction and the widening of the A415 Ducklington Lane.

Further to statutory duties under Section 122(1) Road Traffic Regulation Act 1984, the Council gives consideration to the expeditious, convenient and safe movement of vehicles and other traffic, and gives regard to the desirability of securing / maintaining reasonable access to property.

To facilitate these improvements it is proposed to as it is considered in the wider scheme that this is in the interests of <sup>1</sup> safety for all road users so as to reduce the risk of accidents, and <sup>2</sup> facilitate the safe passage of traffic and pedestrians.

Detailed particulars of the proposals can be found with this statement.

Date: 10 July 2013

Huw Jones  
Director for Environment and Economy  
Speedwell House  
Speedwell Street  
Oxford, OX1 1NE.

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<sup>1</sup> Section 1(1) (a) Road Traffic Regulation Act, 1984

<sup>2</sup> Section 1(1) (c) Road Traffic Regulation Act, 1984







# **WITNEY TRANSPORT STRATEGY PHASE 1 - DUCKLINGTON LANE CORRIDOR TRANSPORT IMPROVEMENTS – PUBLIC CONSULTATION FEEDBACK & TRO OBJECTIONS JULY / AUGUST 2013**

Comment No.	Comments	Response
Public consultation feedback		
001	<p>1. This road system will have to cope with greater capacity than is currently the case with new developments already agreed being a new hotel, housing at the old Buttercross site and new housing in Carterton and Downs Hill road. Witney is a prosperous town that continues with its free parking attracting HGVs and general traffic from a wide surrounding area.</p> <p>2. Heavy transport is already a problem and will continue to grow for the reasons above.</p> <p>3. Articulated lorries already cut the corners of the existing junctions as the corners are too tight.</p> <p>4. Traffic lights never seem to be the correct solution as they create queues and clog the flow of traffic.</p> <p>Proposed solution: Bearing in mind the above points would appear that a “root and branch” solution is required – not a patch that will not be capable of a more lasting solution.</p> <p>Consequently creating roundabouts – or better a single roundabout that brings together the Station Lane junction with the slip-road from the A40. This Will mean acquiring additional land whether 1 or 2 roundabouts are created but this is entirely possible it is thought.</p> <p>With the demise of the Cogges Link Road it is essential that</p>	<p>The proposals have been designed to cope with future traffic flows brought about by proposed developments, as included in West Oxfordshire District Council’s draft Local Plan.</p> <p>Initial design work did include the assessment of a roundabout instead of a signal controlled junction, however technical work indicates that an improved traffic signal controlled junction is the most appropriate solution. A roundabout design would not be able to accommodate the predicted future northbound traffic flows without requiring significant land beyond the highway boundary. Going beyond the current highway boundary would increase costs significantly above £2m allocated to this scheme.</p>

	this development be carefully thought through if Witney is to continue to prosper and Ducklington village roads do not turn into a “rat run”.	
002	The plans may improve the Ducklington junction but the Shores Green option needs sorting out now to take the traffic out of Witney in the first place and then find out what needs to be done under new traffic condition	<p>The A40 Shores Green Slip Roads are Phase 3 of the Witney Transport Strategy, as set out in the 19 March Cabinet Report (<a href="http://mycouncil.oxfordshire.gov.uk/documents/s20111/CA_MAR1913R23.pdf">http://mycouncil.oxfordshire.gov.uk/documents/s20111/CA_MAR1913R23.pdf</a>).</p> <p>Improvements to Ducklington Lane can be implemented before Shores Green or any measures to improve wider traffic flows are put in place. Shores Green Slips are also linked to any development coming forward in east Witney, which would be expected to fund these improvements.</p>
003	First impressions are a well thought out scheme Traffic signals sequencing is vital to its success. Sequencing needs to be reviewed on a regular basis. Maybe install a temporary cctv monitoring system to assist with re-sequencing. Concerned that traffic entering the Ducklington roundabout with the intention of joining the A40 (w'bound) will still get blocked by traffic on roundabout. The Ducklington roundabout is big enough to accommodate a third inside lane for A40 access. Delighted to hear that your traffic flow figures for this junction review include the Shores Green slip road upgrade.	Linking the traffic signals at the Ducklington Lane/A40 Off-slip with signals at the Ducklington Lane / Station Lane / Thorney Leys junction will help to better coordinate traffic through the whole corridor. This should not only reduce congestion at the junction but will also improve wider traffic movements by reducing the potential for traffic to block back to the Ducklington Lane/A415 roundabout.

		Signal timings will be continually monitored and can be altered fairly quickly if feasible/necessary.
004	Need more than island refuge to access Focus as very difficult to cross road at moment. Improved crossing facilities as Ducklington Lane bus stop are welcome but would prefer bus stop at facility of McDonalds. Perfect time to provide bus layby. Very dangerous to cross A40 slip road as impossible to look both ways at once. Should provide path on both sides of Ducklington Lane.	We have significantly improved pedestrian crossing facilities at the Ducklington Lane / Station Lane / Thorney Leys junction and through the corridor.
005	The proposed pedestrian and cycle routes leading up to the A40 junction are great. As a cyclist and walker and not a car owner who lives up the hill from Lidl I often walk or cycle to B&Q and Countrywide so some provision for pedestrians and cyclists across Ducklington Lane and Thorney Leys to the informal gap in the hedge/ path into B&Q car park would be helpful for me and numerous people who live nearby as well as people who work in B&Q, Countrywide and the Thorney Leys industrial estate to encourage them to cycle or walk to facilities in Witney rather than drive.	Revised scheme proposals include upgrades to the footway along Thorney Leys (north) linking to the industrial area that includes B&Q, via a new pedestrian island.
006	In general a good plan, combined with Shores Green. Not enough facilities for pedestrians and cyclists access safely to Thorney leys industrial park from Ducklington Lane and Station Lane. I drive there because it is so unpleasant to cycle. Is there any plan to improve the cycle lane on Station Lane across the Emma Dyke Bridge (the suicidal bit where cyclists are forced out onto the road). I assume there is something in place as there is a major new housing development at that point.	Proposals significantly improve pedestrian crossing facilities at the Ducklington Lane / Station Lane / Thorney Leys junction and through the corridor. Wider pedestrian and cycle improvements, such as along Station Lane, will be considered as part of a longer term strategy.

007	<p>Good: Splitting of the on ramp to the A40 east with a pedestrian island will make crossing safer. A crossing into Thorney Leys business park will improve safety, but it seems a little out of the way for pedestrians. Improving cycle paths is good, but still unsafe for children cycling to school due to its disjointed design. Bad: Cycle access to B&amp;Q is difficult. The paths and crossing are designed for pedestrian use only. The rat run through the service station will continue unless prevented by signs. Making the road system more difficult for cyclists will encourage more cars. Pedestrian/ cycleway is narrow, faces into headlight, leads only to a dangerous junction and then stops.</p>	<p>Revised scheme proposals include upgrades to provide a shared footway-cycleway along Thorney Leys (north) linking to the industrial area that includes B&amp;Q, via a new island. This is considered to be within a reasonable walking distance of the junction.</p> <p>Proposals include a raised kerb on Station Lane to stop vehicles using the service station area as a 'rat-run'.</p>
008	<p>Station Lane from Sainsbury's direction towards Thorney Leys currently difficult. What is correct position for cyclist to travel. Ducklington Lane aiming for B&amp;Q using current cycle lane. The footpath is not wide enough currently to accommodate cyclist and parent with pram. Actual turning is blind due to vegetation. Consider actual position of traffic light posts.</p>	<p>Areas of particular difficulty for cyclists will be examined where they fall within the scheme extent. The on footway segregated cycle lane on Station Lane in the direction towards Sainsburys is for two-way cyclist use. However at the bridge over Emmas Dyke, due to space constraint it becomes an on carriageway one – way cycle lane over the bridge.</p> <p>A controlled pedestrian crossing will be available on the Ducklington (north) arm of the crossroads, which will link to both the segregated facility along Station Lane and a shared use 2m wide cycleway/footway along Thorney Leys. Vegetation will be cut back at the Thorney Leys/Ducklington Lane north west corner to assist cyclists and people</p>

		pushing prams.
009	It might work! There is a cut through from B&Q will you consider this? I was surprised that a Premier Inn was allowed to go ahead causing more traffic!	<p>Revised scheme proposals include upgrades to provide a shared footway-cycleway along Thorney Leys (north) linking to the industrial area that includes B&amp;Q, via a new pedestrian island.</p> <p>The proposals have been designed to cope with future traffic flows brought about by existing and potential developments.</p>
010	Please widen Station Lane eastwards to provide a middle lane designated for vehicles turning right into Avenue one industrial area. This will prevent such traffic blocking Station Lane eastwards while they wait for a gap in the traffic westwards.	This is beyond the scope of the existing scheme, but a survey could be undertaken to quantify the problem of right turning traffic blocking traffic on the through route. This will be examined as part of the final detailed design stage.
011	The three lanes at the traffic lights at junction of Thorney leys/ Station Lane has to be an improvement to the existing situation. It will improve the right turn onto Ducklington Lane providing the view of oncoming traffic. Existing Station Lane turning left onto Ducklington Lane is also improved.	Noted.
012	Definitely seems to be an improvement on what we have at present - the cycle track from Ducklington will be an improvement. Rather concerned about the traffic lights at the A40 slip road - need to be very much synchronised with main cross road. Good luck with it - it has been very bad for too long.	Noted.

	Expect criticism - roundabouts at Downs Road would be a big bonus - will await the result with anticipation - chaos when being done.	
013	Make sure lights are sequenced better and allow enough vehicles through at a time. Are the lanes big enough? A40 east drop off - will this really work?	The proposals have been designed to cope with future traffic flows brought about by existing and potential developments.
014	Not happy with lights on A415 slip road - too close to cross roads.	Linking the traffic signals at the Ducklington Lane/A40 Off-slip with signals at the Ducklington Lane / Station Lane / Thorney Leys junction will help to better coordinate traffic through the whole corridor. This should not only reduce congestion at the junction but will also improve wider traffic movements by reducing the potential for traffic to block back to the Ducklington Lane/A415 roundabout.
015	Right turns to Tesco please remove. Why waste money making three lanes just put in a right filter. If Downs Road A40 access was sorted out sooner this should decrease the amount of traffic especially the heavy lorries using Thorney Leys Road. Therefore why do you need three lanes? With the development of Coral Springs being approved this is going to increase the amount of cars. noise and pollution and the ever continuous noise of the A40 bypass. So I would think the A40 Downs Road very important. Where it is 30 miles put in slow down signs (on Thorney Leys Road between the first turning and Deer Park roundabout) as cars and lorries do not slow down.	<p>The proposals have been designed to cope with future traffic flows brought about by existing and potential developments. This includes an assessment of the traffic expected to use Ducklington Lane once the west Witney development and the A40 Downs Road junction is in place.</p> <p>The Downs Road junction will be delivered as part of the west Witney</p>

		development.
016	Plans look good from a car users perspective and everyone will welcome relieving congestion in the area. I feel more could be done for cycle users where there is no real areas south of the road. Pedestrian refuges will not accommodate bikes and most users would not want to attempt to cycle such a busy road. I would have hoped for more cycleways so people can access B&Q etc.	Proposals significantly improve pedestrian crossing facilities at the Ducklington Lane / Station Lane / Thorney Leys junction and through the corridor. Revised scheme proposals include upgrades to provide a shared footway-cycleway along Thorney Leys (north) linking to the industrial area that includes B&Q, via a new pedestrian island.
017	I am curious why a roundabout appears not to be appropriate?	Initial design work did include the assessment of a roundabout instead of a signal controlled junction, however technical work indicates that an improved traffic signal controlled junction is the most appropriate solution. A roundabout design would not be able to accommodate the predicted future northbound traffic flows without requiring significant land beyond the highway boundary. Going beyond the current highway boundary would increase costs significantly above £2m allocated to this scheme.
018	I'm supportive. Anything you can do will be an improvement	Noted.
019	Want improved right turns at junction	All right-turn manoeuvres along

		Ducklington Lane (south) and at the Ducklington Lane / Station Lane / Thorney Leys junction will be unopposed.
020	Obsession with traffic lights appears to be the policy at the county council when they have a problem. There are too many. Whilst I appreciate space would be used I would suggest a roundabout is the preferred option. It must cost less. It seems odd that the council want to spend £2million on this yet are attempting to save £340,000 on the school transport budget. Two million does not need to be spent here. Please be more inventive and at last try a temporary roundabout.	Initial design work did include the assessment of a roundabout instead of a signal controlled junction, however technical work indicates that an improved traffic signal controlled junction is the most appropriate solution. A roundabout design would not be able to accommodate the predicted future northbound traffic flows without requiring significant land beyond the highway boundary. Going beyond the current highway boundary would increase costs significantly above £2m allocated to this scheme.
021	Hurry and start. Witney needs better roads! East Witney should be the up most priority though.	Noted.
022	I live in Colwell Drive and my house is very close to Ducklington Lane. I am strongly opposed to narrowing the kerb and the pavement on the side of the road near the houses on Colwell Drive. A dual carriageway will reduce my quality of life and that of my neighbours due to increased noise and air pollution. My house will depreciate in value to the point where it will be difficult to sell and I am concerned about the increase in vibrations from passing lorries and the effect it will have on my house. A 2 metre pavement is insufficient for bicycles and	In light of comments received from residents of Colwell Drive, the Ducklington Lane northbound carriageway (which runs parallel to Colwell Drive) is proposed to remain a single lane highway, with a shortened merge lane located just to the north of the junction/adjacent to the Thames Water pumping station. The existing



	<p>pedestrians and needs to be reconsidered. I suggest you widen the road further on the other side of the road where it is not a residential area. I would like the council to consider mine and my neighbours' situation and ask yourselves if you would support a plan to build a dual carriageway two metres from your own houses.</p>	<p>footway and hedge separating Colwell Drive properties from Ducklington Lane will therefore be unaffected.</p>
023	<p>Are there are any plans to stop vehicles from turning right and entering the service station when approaching the traffic lights from town as this causes further hold ups ?</p>	<p>Yes. Kerbing will be used to stop this manoeuvre.</p>
024	<p>One of the worst current issues with the junction is not shown on the proposal, and ought to be added to ensure it is used to validate the eventual detailed design.</p> <p>The right turn from Thorney Leys to Ducklington Lane frequently has long tailbacks, requiring multiple light changes to traverse, and it is often quicker to use a 'rat run' involving taking the left-hand lane across the lights, U-turning at Avenue One, and returning to take a left turn onto Ducklington Lane. This problem has become worse over recent years due to increased industrial traffic from Range Road, and is likely to be exacerbated by the planned residential expansion between Deer Park Road and Curbridge Road, despite the new A40 link in that development.</p> <p>I realise that right filters are to be included on all sides of the new junction, but would like to see this issue stated explicitly in the plan to ensure that any traffic flows are suitably validated.</p>	<p>The proposed junction provides additional highway capacity and removes opposed right turns like the one from Thorney Leys to Ducklington Lane. Traffic modelling has shown that the proposed design reduces congestion and can cope with existing and future traffic flows.</p>
025	<p>An excellent piece of design. Welcomed the cycle route to complete the route from Ducklington Village to the south into the commercial area of Ducklington Lane and the signal control of traffic using the off slip from the A40 eastbound. As a</p>	<p>Noted.</p>

	resident of Ducklington, the current congestion is a huge inconvenience for the motorist coming from the south. Much better for the cyclist as the current crossing of the on slip A40 East is a nightmare on a bicycle. No negative comment whatsoever.	
026	Although I objected strongly to OCC's Cogges Link Road proposal, equally I am very strongly in favour of this well thought out proposal for the Ducklington Lane/Station Lane/Thorney Leys/A40 junction system. This is a design which, contrary to earlier modelling, now addresses the entire system and which, through the use of intelligent MOVA-controlled signalling - including the Toucan crossings - should provide the best available solution for this area. Removal of the southern Beechgate access will not, in my opinion, inconvenience residents but will certainly enhance safety. This is an excellent plan - if there are awards available for traffic schemes, this should be given one! Very well done, OCC!	Noted.
027	B&Q are concerned about what disruption may occur during the course of the works and how this might impact upon trade and footfall. Please can every effort be made to minimise disruption and to ensure that access to the B&Q site is kept open during trading hours? Another point of concern is as follows, during such works temporary signals are often used. These often do not have the flexibility to respond to changing circumstances and very different traffic movement patterns say on weekends or Bank Holidays. In my experience the use of temporary signals without careful thought of the actual needs of a junction system can result in terrible congestion. Please can every effort be made to avoid this?	The junction will be open during road works, and although there will inevitably be some delay this will be kept to a minimum through appropriate traffic management and advance warning of any works.

	Finally B&Q's key trading period is the spring and early summer. I accept that you have many competing demands to juggle but if the disruptive works near B&Q could be avoided during spring 2014 we would be grateful.	
028	Please can we have safe provision for cyclists. Lots of people will only use bicycles if the cycle paths are joined up and safe. Let's have Witney as a leader in safe cycling in market towns.	Proposals significantly improve pedestrian crossing facilities at the Ducklington Lane / Station Lane / Thorney Leys junction and through the corridor.
029	Make the proposed pedestrian crossing on Thorney Leys Road into a Zebra Crossing with the proposed refuge island. A Zebra Crossing will be safer for pedestrians than an unmarked crossing.	The provision of a zebra crossing could be examined but an uncontrolled facility is appropriate for the demand.
030	My first choice for the Ducklington Lane/Station Road junction would have been a large signal-controlled roundabout. Since lack of space makes that impossible, the traffic light system proposed looks practicable, provided the conflicts of priority at the present junction are avoided. I urge you to implement the phasing pattern in which traffic on three of the four roads is halted and all traffic from the fourth proceeds, whether it is going straight on or turning right or left. I have seen this work extremely well, and it completely eliminates any source of doubt or error.	Noted.
031	I am concerned that the Ducklington Lane proposals do not include enough provision for safe cycling along key routes. Currently the bike journey from my home in Cogges to B&Q is offputtingly scary and I don't see any evidence that the route will be any less frightening under the new proposals. It's great	Proposals significantly improve pedestrian crossing facilities at the Ducklington Lane / Station Lane / Thorney Leys junction and through the corridor.

	<p>to see a segregated cycleway along part of the route, but pockets of safety are not enough. Most people need to be guaranteed a safe route for the whole of their journey before they will consider leaving the car at home and cycling for that journey. It seems to me that you have prioritised speeding up car traffic without thinking of any incentives for people to leave the car at home and walk or cycle.</p> <p>Great to see improved pedestrian crossings but it's obvious you have prioritised the convenience of motorists over the convenience (and, more importantly, safety) of other road users. Please rethink with viable, safe cycling and walking routes in mind.</p>	
032	I support the proposal provided the traffic light phasing is in line with the traffic movements which are time of day dependant.	Noted.
033	There needs to be more consistent provision of access for bicycles. It's good to see some provision, but to encourage everyday cycling in Witney, cyclists need to be able to get all the way to where they're going safely. In these plans, access to Thorney Leys Business Park and Station Lane Avenue One is only by road or footpath. I think these proposals will make car drivers even less tolerant of cyclists using Thorney Leys Road, because there are more cycle paths - but that means that when the cycle path stops suddenly, as these do, the cyclists are tipped out into the road.	Proposals significantly improve pedestrian crossing facilities at the Ducklington Lane / Station Lane / Thorney Leys junction and through the corridor.
034	<p>I use the Ducklington junction as a cyclist sometimes, to get to B&amp;Q. It's a miserable experience; but these proposals are just guaranteed to make it more miserable.</p> <p>Not only is the council incorrect to suggest that no cyclists use the junction, but by these proposals they will worsen this</p>	Proposals significantly improve pedestrian crossing facilities at the Ducklington Lane / Station Lane / Thorney Leys junction and through the corridor.

	<p>undesirable situation, by making it an even more miserable experience!</p> <p>How will I cycle to Thorney Leys Business Park (e.g. B&amp;Q) safely and legally, with only a footpath?</p> <p>How will I cycle to Avenue One businesses (e.g. Screwfix), with only a footpath?</p> <p>Will crossings be toucan (bikes and pedestrians) and not just pelican?</p> <p>Why is there no joined-up cycle route?</p> <p>Currently, it feels like car drivers were considered the priority in this scheme, with cyclists bolted on afterwards. This seems like madness when cyclists are more beneficial both socially and economically to Witney, AND use the junction: it just move us from one unsustainable junction to another!</p> <p>Each cyclist lost is an extra car!</p>	<p>The revised scheme proposals include upgrades to provide a shared footway-cycleway along Thorney Leys (north) linking to the industrial area that includes B&amp;Q, via a new pedestrian island.</p>
035	<p>As a cyclist who use's cycle path's in this area ,the change of use from a segregated/cycle lane to a share facility on the colwell drive side of ducklington lane is a silly idea as the trees and bushes are often left to grow over the path .there doesn't seem to be enough room in the area to fit all the new lanes proposed without make the footpaths really narrow. also the loss of the footpath on the b and q side of thorny leys road will mean that anybody wishing to get to thorny leys industrial park,coming from ducklington or station lane, will have to cross 3 roads, when at the moment they only have to cross 1.also there doesn't seem to be any improvement in the exit from Tesco/mcdonalds/lidl's, why don't these changes include the entrance to the new premier inn.</p>	<p>The existing segregated pedestrian-cycle lane on Ducklington Lane north will be retained.</p> <p>The revised scheme proposals include upgrades to provide a shared footway-cycleway along Thorney Leys (north) linking to the industrial area that includes B&amp;Q, via a new pedestrian refuge island.</p>
036	<p>Generally, the proposals look sensible, although putting traffic lights at the A40 slip-road risks shifting the problem back to the</p>	<p>Linking the traffic signals at the Ducklington Lane/A40 Off-slip with</p>

	<p>Ducklington roundabout, which even now often has a queue around it in the morning rush hour.</p> <p>The key to success must be the phasing of the main lights. Just putting right turn lanes will not help unless right filters are included.</p> <p>One bad aspect is the proposal to narrow the eastbound A40 slip road to a single lane before joining the main carriageway. A common policy nationwide nowadays, this is a recipe for accidents. Many slow HGVs use this access, and they have frequently not reached 40MPH at the top. Forcing other road vehicles to sit behind them in a single lane will hugely reduce the speed they can reach at junction, meaning that more traffic will have to join the main road at well below the speed of the flow - and frustration leads to dangerous manoeuvring joining fast moving traffic.</p>	<p>signals at the Ducklington Lane / Station Lane / Thorney Leys junction will help to better coordinate traffic through the whole corridor. This should not only reduce congestion at the junction but will also improve wider traffic movements by reducing the potential for traffic to block back to the Ducklington Lane/A415 roundabout.</p>
037	<p>I support the proposed improvements to the junctions at Ducklington Lane and the A40.</p> <p>Is it worth investigating if further traffic flow improvements can be made by having peak time signal control access on to the roundabout from the A415 linked to the traffic signals at the Ducklington Lane junction to create further gaps in the traffic or to allow traffic through the roundabout from the A415 quicker if there is little traffic coming onto the junction from the A40 either East or West bound.</p>	<p>Noted.</p> <p>The existing modelling shows that the proposed traffic signal arrangement will operate satisfactorily, but measures such as this can be looked at in future years prior to the design life of the proposals being reached.</p>
038	<p>It has been said that it is too expensive to build 4 slip roads onto the A40 Witney bypass at Downs road and that a roundabout is the cheaper option.</p> <p>It may be cheaper but it will cause chaos during the construction and when it is built. We will have a repeat of the Eynsham roundabout that causes delays every day. Nobody</p>	<p>Comments refer to the proposed Downs Road roundabout junction, which is outside the scope of the Ducklington Lane consultation.</p>

	<p>would dream of putting a roundabout on the A34 dual carriage way so why do it on the Witney bypass?</p> <p>There is a 3rd option that would be cheaper to construct and less disruptive when built. Build just 2 slip roads going to/ from Oxford. The bridge is already there. Traffic may go to &amp; from Burford via the old A40 (B4047) the same as they currently do. I don't think that this has been publicised enough because everyone I have spoken to didn't have a clue about the proposal and are completely against it.</p> <p>The traffic queue that is from Oxford to Witney the majority of the time would be extended to the Downs Road.</p> <p>A roundabout is definitely the wrong decision.</p>	
039	<p>I feel the proposal makes things worse for cyclists and pedestrians and will not encourage more cyclists to cycle all the way around and through Witney. I do not own a car and go everywhere by bike and quite often go to the B&amp;Q store and Countrywide, this is often a time consuming and frightening experience that is only going to get worse with the increased volume of traffic and the little infrastructure there is for cycling being scaled down. There is a proposal to have an island crossing near to the entrance to that industrial estate but I for one do not like the idea of standing in the middle of a busy road waiting for a spot to cross. I was told there wasn't much pedestrian and cycling over to B&amp;Q but I dispute this as there is a well-worn path through the hedgerow on either side contradicting that statement. I was told also at the consultation that compromises need to be made but the only groups compromising are the most vulnerable road users and that is not acceptable.</p>	<p>Proposals significantly improve pedestrian and cycle facilities at the Ducklington Lane / Station Lane / Thorney Leys junction and through the corridor.</p>
040	The proposal for improvements to the Ducklington/Station Lane	A balance must be struck for all users

	<p>junction do not meet the objectives of OCC's Local Transport Plan for Witney. That's a worry. WitneyBUG put a lot of effort into contributing to the LTP which covers the same time period as the design brief for this part of the transport network. How was this project assessed against the LTP?</p> <p>OCC funds annually the Oxfordshire Travel Challenge targeting businesses and the commuting habits of employees in the county. Currently there are no legal, safe, convenient cycle routes to: Thorney Leys Business Park; Avenue One, Station Lane; Countrywide off the Ducklington Roundabout. Why is one part of OCC funding this initiative and another part ignoring a golden opportunity to make cycling a practical travel solution for employees on these sites?</p> <p>I have other specific issues, e.g. proposing a Pelican crossing on a cycle route instead of a Toucan, but only have 1000 characters to respond.</p> <p>Given the constraints, which I imagine I'll have no influence over at this stage, people working and shopping in this area who are being encouraged by OCC and WODC to switch to bikes will need the following as a minimum.</p> <ul style="list-style-type: none"> <li>• A shared use path and a suitable crossing from the northern arm of the DL/SL junction into Thorney Leys Business Park. I think you mentioned 2m was an achievable width.</li> <li>• A toucan crossing across the northern arm of the junction rather than a Pelican. No 'Cyclist Dismount' signs please.</li> <li>• A shared use path from the junction along the southern side of Station Lane to allow access to Avenue One.</li> <li>• A shared use path from one of the cycle paths around Ducklington roundabout to give access to Countrywide.</li> </ul>	<p>within the scope of this scheme. Proposals significantly improve pedestrian and cycle facilities at the Ducklington Lane / Station Lane / Thorney Leys junction and through the corridor – see revised scheme plan at Annex 5.</p> <p>The proposals are in line with the Local Transport Plan objectives for Witney.</p> <p>These suggestions are noted. Some are beyond the scope of the current scheme, some have been considered and ruled out already, and some will be examined as part of the final detailed design stage.</p>
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	<ul style="list-style-type: none"> <li>• Dropped kerbs where appropriate.</li> </ul>	
041	<p>Why persist with traffic lights when a far more user friendly option is a roundabout. traffic lights slow down the movement of traffic considerably. how often have you been held up by traffic lights when there has been no traffic from opposing directions. the introduction of a second set of lights to allow vehicles to exit the A40 will further slow down traffic flow. if a roundabout was introduced at the junction and all traffic exiting the A40 was permitted to turn left only then use the roundabout, which is less than 50 metres away, to turn towards Ducklington. traffic lights permit traffic to cross paths which is an unnecessary hazard. this does not occur with roundabouts. why improve pedestrian crossing facilities on station lane and ducklington north. this access is required also on thorney leys and ducklington lane south. please consider pedestrian crossing at these points also.</p>	<p>Initial design work did include the assessment of a roundabout instead of a signal controlled junction, however technical work indicates that an improved traffic signal controlled junction is the most appropriate solution. A roundabout design would not be able to accommodate the predicted future northbound traffic flows without requiring significant land beyond the highway boundary. Going beyond the current highway boundary would increase costs significantly above £2m allocated to this scheme.</p>
042	<p>I agree with most of the proposals to improve this busy junction for the expected increase in traffic, except for one aspect. The north (off slip) leaving the A40 and joining Ducklington Lane should be closed and repositioned. The logical solution would be to move it further back to merge with Thorny Leighs where the road almost runs parallel to the A40. A roundabout could be made to allow traffic to enter Thorny Leighs in both directions and any traffic wishing to travel into Witney or turn right towards Standlake, can use the new improved junction at Ducklington Lane.</p> <p>Perhaps a simpler and more cost effective solution would be to build an off slip for Witney to merge with the Curbridge Road and use the existing roundabout to enter Thorney Leighs for Witney and Standlake.</p>	<p>This suggestion is beyond the scope of this scheme.</p>

	If traffic lights are installed to allow vehicles leaving the existing slip it will cause more tailbacks for traffic, negating improvements to the wider junction.	
043	What is the fascination with traffic lights in OXON and particularly in Witney. The only queues formed in Witney are caused by the traffic lights, rarely any queues at any of the roundabouts. At the lower end of Deer Park Road there is a roundabout where I rarely have to queue, it is quite busy but the traffic moves freely. Less than half a mile up the road there are traffic lights at Range Road where I regularly queue just to let one vehicle out, its not very busy. The same is said at the top of Deer Park where this meets Burford Road, more traffic lights more queues. To the East of this where Burford Road has a mini-roundabout with Tower Hill, NO queues. The main roundabout at Ducklington Lane copes very well and has NO ongoing maintenance or cost once constructed. Please review your plans to include a roundabout for the westbound carriageway slip roads, there is a large area which can accommodate this. Also a large roundabout at Thorney Leys junction, once built no maintenance.	Initial design work did include the assessment of a roundabout instead of a signal controlled junction, however technical work indicates that an improved traffic signal controlled junction is the most appropriate solution. A roundabout design would not be able to accommodate the predicted future northbound traffic flows without requiring significant land beyond the highway boundary. Going beyond the current highway boundary would increase costs significantly above £2m allocated to this scheme.
044	What is the fascination with traffic lights in OXON and in particular Witney. Lower end of Deer Park Road has a roundabout, very busy, NO QUEUES. Further up at Range Road, traffic lights, regular queues, , Deer Park Road to Burford Road junction more traffic lights more queues. Burford Road to Tower Hill, miniroundabout, NO QUEUES. Once built a roundabout is vitally maintenance free. Traffic Lights need to be powered constantly and with regular maintenance. There is considerable room for a roundabout to serve both the westbound sliproads to the A40. There is also room , with	Initial design work did include the assessment of a roundabout instead of a signal controlled junction, however technical work indicates that an improved traffic signal controlled junction is the most appropriate solution. A roundabout design would not be able to accommodate the predicted future northbound traffic flows without requiring significant land beyond the highway

	<p>imagination to for a roundabout at the Thorney Leys junction. Please start to think outside the confines of traffic lights solve everything, they do not. Let traffic flow, with suitable calming measures and it WILL move without the need for traffic lights.</p>	<p>boundary. Going beyond the current highway boundary would increase costs significantly above £2m allocated to this scheme.</p>
045	<p>As a resident directly affected by your plans to change the road set up in Ducklington Lane, Witney, please find my observations and objections set out below.</p> <p>Your plan to remove the screening at the rear of the resident's properties provided by natural vegetation bringing road traffic closer to our homes will cause the following:</p> <ol style="list-style-type: none"> <li>1. Stacking of traffic will only increase the "fume plume".</li> <li>2. Increased noise from engines and radios.</li> <li>3. Increased dust and rain spray.</li> <li>4. Increased road "vibration" due to the road being moved closer to our homes.</li> <li>5. Loss of privacy as people will be able to see over our fences.</li> <li>6. Loss of natural habitat for wildlife which must be protected.</li> <li>7. Safety issue caused by closer proximity of the road to local gardens which could result in serious injury if vehicles collide with our properties. This has happened previously when the verge was wider.</li> </ol> <p>All of the above WILL occur if you continue with your plans to widen the highway AND remove the natural vegetation screen put up on the advice of Colin Carritt, former Area Engineer at OCC. This was agreed when planning permission was given to build the TESCO Express/petrol station and McDonalds opposite our homes some years ago.</p>	<p>The proposals have been designed to cope with future traffic flows brought about by existing and potential developments.</p> <p>In light of comments received from residents of Colwell Drive, the Ducklington Lane northbound carriageway (which runs parallel to Colwell Drive) is proposed to remain a single lane highway, with a shortened merge lane located just to the north of the junction/adjacent to the Thames Water pumping station. The existing footway and hedge separating Colwell Drive properties from Ducklington Lane will therefore be unaffected.</p>

	<p>It would appear that your plans will now remove that vital protection our community has had from the residue of the traffic to allow you to complete your work. As yet we have had no visits from any of your engineers to ascertain the impact on the community. We feel that our rights are being overlooked to allow you to achieve your plans which you appear determined to force upon the local community.</p> <p>The residents of this community see no benefit of putting an extra lane of traffic behind our homes towards Welch Way as there is never build-up of vehicles going in that direction.</p> <p>We are of the opinion that our homes will be blighted as a result of these "improvements". The values will fall and as yet we have not been offered any compensation, whether this involves window replacement (to cut down on traffic noise), financial recompense or strengthening/heightening of the boundary fences to alleviate the problems we WILL now face.</p> <p>Following conversations with neighbours whose boundary adjacent to the road, there is a general consensus that these changes are not needed and if given the go ahead will be at the detriment of this community. Please accept this letter as a representative view of myself and that [of the] local community.</p>	
046	<p>Your proposals are a terrible idea. As a resident whose property backs on to Ducklington Lane &amp; having resided in Witney for over 45 years I can speak with expert knowledge of this junction. This junction worked perfectly well when there was a roundabout there with no traffic signals. The problems with this junction are: 1) These lights are the most dangerous I have seen anywhere on my travels &amp; I do extensive mileage. If</p>	<p>In light of comments received from residents of Colwell Drive, the Ducklington Lane northbound carriageway (which runs parallel to Colwell Drive) is proposed to remain a single lane highway, with a shortened merge lane located just to the north of</p>

	<p>you are turning right coming from Station Lane or turning right coming from Thorney Leys you are stuck in the middle of the road your view completely obstructed even worse when a large vehicle is waiting to turn you cannot see oncoming traffic which travels at a speed to get through the lights. As a result many head on accidents have occurred. I have also had the frightening experience of being stuck in the middle as an ambulance went though the lights on red &amp; then the lights changed leaving me stranded.</p> <p>2) The air pollution &amp; noise here for residents is intolerable the extra lanes of traffic you wish to create will make matter worse.</p> <p>3) The beet &amp; most sensible solution to this junction would be to keep the traffic constantly moving by putting back a roundabout. There is a roundabout at the other end of Thorney Leys &amp; at the Witney end of Ducklington Lane. There are never any hold ups there the main reason being there are no traffic lights. There is plenty of room for a roundabout to be constructed &amp; it would be far cheaper than your proposal, perhaps you could consult B&amp;Q to see if they would like an entrance from any proposed new roundabout here in which case some of their land adjacent to the junction could be utilised to make the junction bigger. As I previously stated there was a roundabout here before. It was much safer &amp; kept traffic flowing. Your proposals mean same old traffic lights = same old queues, same dangerous blind turning. Extra lanes = more queuing traffic, more noise, from vehicles &amp; drivers stereos. More air pollution created for the long suffering residents. On numerous occasions here when the traffic lights have not been working the traffic has flowed freely. A new roundabout without lights with a pelican crossing in Station Road adjacent to the TESCO garage is the only sensible option re safety &amp; cost.</p>	<p>the junction/adjacent to the Thames Water pumping station. The existing footway and hedge separating Colwell Drive properties from Ducklington Lane will therefore be unaffected.</p> <p>Initial design work did include the assessment of a roundabout instead of a signal controlled junction, however technical work indicates that an improved traffic signal controlled junction is the most appropriate solution. A roundabout design would not be able to accommodate the predicted future northbound traffic flows without requiring significant land beyond the highway boundary. Going beyond the current highway boundary would increase costs significantly above £2m allocated to this scheme.</p>
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047	<p>We act on behalf of the East Witney Consortium, who are promoting land at east Witney for residential development and related supporting community infrastructure. The draft Local Plan (October 2012) proposes about 300 new dwellings at east Witney, alongside upgrading of the A40 Shores Green junction.</p> <p>The East Witney Consortium is concerned about viability of the current Local Plan proposals, with the scale of development proposed by the Council at east Witney, unable to fund the A40 Shores Green junction upgrade and other on and off-site infrastructure requirements.</p> <p>It is our understanding that West Oxfordshire District Council is currently considering the advice of Aspinall Verdi on viability of the Local Plan proposals as a whole, as well as the viability of the strategic development areas. The District Council are also giving consideration to their approach to introducing a Community Infrastructure Levy.</p> <p>It is in the above context that we welcome the form of the proposed improvements to Ducklington Lane. We note that the proposals no longer provide for a new roundabout, with proposals set out in the consultation material a lower cost solution than previously promoted by the County Council. We assume that the County Council has remodelled the traffic flows in the area following demise of the Cogges Link Road and have concluded that the three pieces of proposed infrastructure (Shores Green Slip Roads, Down;s Road Roundabout and Ducklington Lane signals)along with improvements to Bridge Street, will be capable of accommodating the planned new housing development in the town.</p> <p>Indeed, the works proposed to Ducklington Lane are very</p>	<p>The proposals have been designed to cope with future traffic flows brought about by existing and potential developments</p>
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	<p>similar to those put forward by th East Witney Lane Consortium at the CPO Inquiry on the Cogges Link Road (refer document MT2/1).</p> <p>The lower cost of the improvements to Ducklington Lane are supported by the East Witney Land Consortium, as they will help lower the overall cost of infrastructure delivery in Witney. All things being equal, this should assist with ensuring that the West Oxfordshire Local Plan is viable and deliverable, with the money that would have been spent on more costly improvements to Ducklington Lane – now being available for other transport infrastructure in the town.</p>	
048	<p>The creation of 2 lanes northbound on Ducklington Lane will encourage speeding in a 30mph zone, and the first thing to slow them will be the pedestrian crossing from Burwell Farm. This will make the crossing even more dangerous with drivers currently not concentrating due to mobile phones or looking elsewhere or ignoring the lights completely, but now the added hazard of driver speeding to pass those driving at the legal speed and missing the lights altogether.</p> <p>Also the 2 lanes converge whet ether entrance to the new Premier Inn is, creating yet another hazard for drivers turning right into the hotel.</p> <p>So why not converge the lanes closer to the cross road similar to Station Lane, or not have the 2 lanes at all.</p>	<p>The road will now merge closer to the Ducklington junction without the provision of the two lanes. This means the road will be less open in this vicinity and therefore traffic speeds are not likely to exceed the existing situation.</p>
049	<p>I warmly support the proposals. I am a frequent cyclist, driver and walker along Thorney Leys to Ducklington Lane, and onward in each of these directions.</p>	<p>Proposals significantly improve pedestrian and cycle facilities at the Ducklington Lane / Station Lane /</p>

	<p>The provision of filtered lights from Thorney Leys to Ducklington Lane south is important. At present drivers are tempted to cross late on an amber signal to keep the flow going.</p> <p>It would be good to provide officially a cycle track off road from Burwell Meadows to Ducklington Lane. At present many people cycle on what is legally, no doubt, a footpath, for they sense of safety. To provide a reserved cycle lane on this road would probably hinder traffic, and still be dangerous for cyclists, as it is very busy. A separate cycle track would then link up with the cycle/pedestrian lanes on Ducklington Lane going north.</p> <p>I warmly support the making of an island at the entrance to the A40 eastbound on Ducklington Lane. This will be made safer for pedestrians and cyclists as will, as they look out for traffic coming into that entrance from both directions.</p>	<p>Thorney Leys junction and through the corridor.</p> <p>A cycle track from Burwell to Ducklington is beyond the scope of this scheme, but the suggestion is noted.</p>
050	<p>I welcome and support the plans, not least because I use this route frequently, walking and cycling or in a car.</p> <p>I appreciate the proposed R-H turn from Thorney Leys into Ducklington Lane to reduce the potential of accidents, and encouraging drivers to keep the law.</p> <p>I welcome the proposal to make an island at the entrance: a) to the A40 Eastward on Ducklington Lane to help cyclists cross that junction, and vehicles to have clearer picture of what they can do; b) to make access from the A40 on the slip-road onto Ducklington Lane easier (traffic lights).</p> <p>As a cyclists it is uncomfortable now going down Thorney Leys to the traffic lights junction with Ducklington Lane; please can some provision be made to make it safer, as it is on</p>	<p>Proposals significantly improve pedestrian and cycle facilities at the Ducklington Lane / Station Lane / Thorney Leys junction and through the corridor.</p>



	<p>Ducklington Lane going towards the town centre (past McDonalds etc.).</p> <p>Thank you to those who gave up their time for the consultation, as well as preparing the relevant plans.</p> <p>P.s. what is happening to Station Lane, where new building is taking place, and cyclists have to ride against the traffic by Gordon Way, it can be hair-raising, unless you can use the pavement.</p>	
Responses to TRO consultation		
001	<p><b>The 27 signatory petition (copied at the end of this Annex) was submitted alongside this letter.</b></p> <p>I have been a resident at Beechgate for c. 15 years, and, for the past 2 years have provided a single Private Hire Taxi service.</p> <p>I probably use the exit(s) from Beechgate more than any other driver. Having studied your plans, I can honestly say they are seriously flawed.</p> <p>The current exit from Beechgate towards Witney town centre (turning right) can be very difficult during busy periods as you can sit there for several minutes having to rely on drivers on Ducklington Lane to let you in.</p> <p>Sometimes it is necessary to move out across the south facing carriageway, briefly, to take advantage of the short delay between traffic light changes at the Station Lane junction. At peak times, inexperienced drivers may sit at the exit for 5 to 10 minutes! The proposed yellow box will not help at all.</p>	<p>See revised scheme plan for changes to the Beechgate southern access. A new TRO will be consulted on before the end of the calendar year.</p>

	<p>This leads to the 2<sup>nd</sup> problem. There is insufficient room at the exit from Beechgate for two vehicles side-by-side and so any delays for those turning right will hold up anyone turning left towards the A40 even though there would be an opportunity at traffic light changes.</p> <p>Therefore, your plan to block off the “southern junction” is very, very ill thought out! That slip road can provide a way out at busy times.</p> <p>Some vehicles, who maybe have decided to change course, turn around before the traffic lights, and often will turn into the slip road by Beechgate and will use the slip road to exit at the southern end.</p> <p>Creating a signalised junction at the “A40 off-slip” will achieve minimal results to help traffic flow. Yes it will allow a few more vehicles to exit the A40 slip-road but it will seriously reduce flow from/to the existing traffic lights. Maybe during the weekday peak hours only it would let a few vehicles turn right? Or, perhaps, a slightly longer period before current traffic light changes would help? I assume that the black blobs on the map are “speed humps”? The only valid use for them would be from Ducklington roundabout towards Witney; some drivers speed which makes it more difficult for those existing the A40 slip. The many proposed speed bumps on southerly side are not a good idea.</p> <p>The real problem is at the existing traffic lights.</p> <p>The “extra” lanes, approaching that junction occur too late to help cope with peak time traffic. (it is a common theme in this area – Witan Way – and beyond e.g. Wolvercote roundabout from Eynsham).</p>	
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	<p>Turning right from Thorney Leys into Ducklington Lane can be dangerous for those who don't understand the system – probably the main cause of traffic incidents at the junction.</p> <p>Station Lane “ring road” is a joke! It is too narrow; there should be a Right Turn centre facility to ALL Avenues into the business areas not just ONE.</p> <p>With addition of traffic from the new Buttercross housing development added to the new Premier Inn Hotel in Ducklington Lane and traffic flow will be ever worsening.</p> <p>Bluntly speaking, it seems to me that the County Council should appoint a group of local professional drivers to sit in to meetings prior to plans for road layout changes being raised and issued.</p> <p>I am sure that many problems could be ironed out at an early stage.</p> <p>The original roundabout at Station Lane/Ducklington Lane junction was a disaster; too difficult for large delivery lorries to negotiate. Let's not make things worse again.</p>	
002	<p>We park at our property, a long wheel based Ford Transit &amp; a 20 by 9 metre kebab bar. We operate this business in Oxford City under local govt. license – street trading consent consent 13/00651/street. If the southern exit to the A415 is closed we will <u>not</u> be able to get the van &amp; trailer down the service road &amp; around the corner, when rolling out into Ducklington Lane. The van at present needs to pull into the centre of the A415 road to get the trailer round via the south exit of the service road. This would not be possible at the north end of the service road, due to the north bound vehicles on the A415 waiting to turn right into Station Lane.</p>	<p>See revised scheme plan for changes to the Beechgate southern access. A new TRO will be consulted on before the end of the calendar year.</p>

	<p>There is not enough time currently between traffic light changes to get out either left or right, from the service road, and drivers currently have very little respect for current yellow cross hatching. This does generally feel to be a proposed improvement, in fact, being a generally retrograde step. With the southern exit closed, it will not be possible to park the vehicle on our property, as the total length makes it not possible to reverse into the drive – it currently turns into the south entrance and reverses along the service road.</p>	
003	<p>Having received your plan of improvements and visited the exhibition, we have the following objections to your proposals:</p> <p>Your proposed closure of the southern entrance into the service road, because you say it is used as a 'rat run' from the slip-road, (although having lived here for over 25 years we have never experienced this), will not be necessary if you are making the slip road a signalised junction.</p> <p>This proposed closure will disadvantage the nine properties that use this junction on a regular basis for entry and exit onto Ducklington Lane. We cannot see how we will be able to turn right towards Witney, out of Beechgate junction. We will be forced to turn left and go round the Ducklington roundabout to go back into Witney.</p> <p>The properties, April Cottage and Willow Lodge have large vehicles using the southern Beechgate junction several times a day and due to the proposed configuration of the service road, they would find it extremely difficult to negotiate the entrance and exit at the northern Beechgate junction.</p>	<p>See revised scheme plan for changes to the Beechgate southern access. A new TRO will be consulted on before the end of the calendar year.</p>

	<p>Another neighbour in Anmar Lodge has a kebab van and trailer; he also would find it difficult to negotiate this entrance and exit. This is his business and he has regular deliveries to his property using this southern entrance.</p> <p>Surely if you abandon the proposed closure of our service road it will save you money and not disadvantage the people who live in the nine properties affected.</p> <p>Finally, we were promised the report of the survey that 'proved' our service road was a 'rat run'. To this data we have not received it.</p>	
004	<p>Covering letter received sent to Beechgate residents:</p> <p>Dear neighbour, We refer to OCC letter dated 3 July 2013, which we assume you have received? Apparently, this plan was approved by OCC (WODC?) on 20 March 2013. To the best of our knowledge, no approach has ever been made to affected residents, prior to approval. Our initial thoughts would be the increased traffic from past the top of the lane serving April Cottage and Willow Lodge, which have high dependency residents, and rely on speedy access for ambulances and other emergency vehicles. The collection of waste by WODC contractors will also be severely impacted, as there will no longer be space for the occupants of the lane to put out their dozen or so bins and large dumpsters. Exiting the lane via the roundabout at Beechgate; already quite difficult, as the filter traffic lights at Station Lane currently barely allow a space in the traffic to exit the service road now; will deteriorate greatly, with only one service road exit.</p>	<p>See revised scheme plan for changes to the Beechgate southern access. A new TRO will be consulted on before the end of the calendar year.</p>

	You may also wish to ensure that your line management at the Camden Society and Ridgeway Partnership are fully appraised, in view of OCC deadline of 9 August.	
005 Thames Valley Police	<p>Documents with plans have been supplied. The proposal will improve safer access to the development away from the A40 slip road. The yellow box feature is noted across the road access on the north side which will be a low priority for enforcement. I have visited the site and noted reasonably good passive compliance with other features and the layout in that vicinity.</p> <p>Thames Valley Police have no further comment or objections to the closure order.</p>	Noted.

## Petition with signatures received alongside response 001 to the TRO consultation:

I wish to concur with Mr Gibbon's objections to the proposed plans:  
Traffic/AMG/Ducklington

NAME	FLAT NO.	SIGNATURE
MR + MRS P. DEAN	39 BEECHGATE	P. Dean
Mr + Dr M. GRAY	43 BEECHGATE	M. Gray
Mr Mrs V. I. HALIZ	14 BEECHGATE	V. I. Haliz
RACHEL WHEELER	6 STONEGABLES	R. Wheeler
DAVID THOMAS	26 BEECHGATE	D. Thomas
DAVID MACFARLANE	32 BEECHGATE	D. MacFarlane
MRS W. PRICE	33 BEECHGATE	W. Price
Mr + Mrs MORRIS	31 BEECHGATE	M. Morris
Mr Worthy	34 Beechgate	T. Worthy
Miss Sophie Rabson	3 Stonegables	S. Rabson
JASON TURNER	8 STONEGABLES	J. Turner
IAN DEWAR	3 Beechgate	I. Dewar
Ann-Marie Quarterman	8 Beechgate	A. Quarterman
Kirsten Curry	4 Beechgate	K. Curry
CELIA CASSIDY	19 BEECHGATE	C. Cassidy
Lristie Bowers-Reading	27 Beechgate	L. Bowers-Reading
MR. N DRAKE	28 BEECHGATE	N. Drake
M. R. Low-Jack	14A Beechgate	M. R. Low-Jack
E. machinewright	29 Beechgate	E. Machinewright
A O'Meara	23 BEECHGATE	A. O'Meara
A BELLO	30 Beechgate	A. Bello
Mr - Mrs Bento	18 Beechgate	M. Bento
M. WOJNOWSKI	37 Beechgate	M. Wojnowski
P. Covel	41 BEECHGATE	P. Covel
LULSA VARRIALE	44 BEECHGATES	L. Varriale
Traffic/AMG/Ducklington		

page 3 of 5.

NAME	FLAT NO	SIGNATURE
CT BURNS	410 BEECHGATE	CR
MARCUS KORLOWSKI	22 BEECHGATE	Marcus Korlowski
TRAFFIC/AMC/Ducklington		



GENERAL REF:

- SIGNALS: KDEL**

SIGNALS KEY:

- \_\_\_\_\_

Rev	Date	Description	By
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\_\_\_\_\_

Mark Kemp  
Deputy Director

1. *Journal of the American Medical Association*, 1997; 277: 1039-1043.

1. *Journal of the American Medical Association*, 2000; 283: 2689-2696.
















DUCKLINGTON LANE SOUTH

## OPTION A4

## GENERAL ARRANGEMENT

(PAGE 1 OF 1)

PRELIMINARY

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## Service and community impact assessment (SCIA)

### **Ducklington Lane/Station Lane, Witney junction improvements**

September 2013

Environment & Economy

#### **Purpose**

The purpose of this document is to assess the potential impact of proposals to introduce a capacity improvement scheme at Ducklington Lane, Witney with particular reference to groups of people who share protected characteristics (as defined in the Equalities Act 2010).

This SCIA focuses on the proposal to proceed with changes to the existing junctions with Station Lane/Thorney Leys, Beechgate, the slip roads with A40 eastbound and the northern approaches to Ducklington Roundabout. This assessment will be kept under review as this scheme is developed through to implementation, and updated as necessary to ensure emerging risks are identified and appropriate mitigating action is taken.

Section 149 of the Equalities Act 2010 ("the 2010 Act") imposes a duty on the Oxfordshire County Council to give due regard to three needs in exercising its functions. This proposal is such a function. The three needs are:

- The need to eliminate any conduct which is prohibited by or under the 2010 Act;
- The need to advance equality of opportunity between persons who share any of the protected characteristics listed in section 149(7); and
- The need to foster good relations between persons who share a relevant protected characteristic and those who do not.

Complying with section 149 may involve treating some people more favourably than others, but only to the extent that that does not amount to conduct which is otherwise unlawful under the new Act.

The need to advance equality of opportunity involves having due regard to the need to:

- Remove or minimise disadvantages which are connected to a relevant protected characteristic and which are suffered by persons who share that characteristic,

- Take steps to meet the needs of persons who share a relevant protected characteristic and which are different from the needs of other people, and encourage those who share a relevant characteristic to take part in public life or in any other activity in which participation by such people is disproportionately low.
- Steps to meet the needs of disabled people which are different from the needs of people who are not disabled include steps to take account of a person's disabilities.

The need to foster good relations between different groups involves having due regard to the need to tackle prejudice and promote understanding.

These protected characteristics are:

- Age (people of different age groups)
- Disability (e.g. physical or sensory impairments, long-term illnesses and conditions, hidden impairments such as a heart condition, frailty, learning disabilities or mental health problems)
- Gender (men/women) and Gender Reassignment
- Ethnicity (including Black, Asian, Minority Ethnic groups, Gypsies & Travellers)
- Religion/belief (different faiths, including people with no religion or belief)
- Sexual orientation
- Marriage/civil partnerships
- Pregnancy & Maternity

## Summary

Currently the Ducklington Lane corridor experiences congestion, which not only affects the corridor but has wider traffic impacts. In particular, long queues of traffic on Ducklington Lane (south) block vehicles trying to leave the A40 off-slip, and can also block vehicles using the A415 / Ducklington Lane roundabout wanting to travel onto Ducklington Lane and the A40.

Current provision for pedestrians and cyclists at the Ducklington Lane / Station Lane / Thorney Leys junction, and along the Ducklington Lane corridor, is limited. Providing better and safer crossing facilities and routes for pedestrians and cyclists will improve access to local jobs and facilities, and improve links with Ducklington village and the country park.

An initial scheme design for the Ducklington Lane corridor went out to public consultation from 8 July to 9 August 2013. This included consultation on a Traffic Regulation Order (TRO) for the closure of Beechgate's southern access. Other elements of the scheme design involved:

- Having three lanes on the approach to the junction on all arms
- Having two exit lanes, merging down to one lane on all arms except Thorney Leys which would have one exit lane
- Two northbound lanes on Ducklington Lane between the roundabout to the south of the A40 and the Station Lane junction
- Improved pedestrian facilities across Station Lane and cycle improvements along Ducklington corridor

The proposal is to improve the Ducklington Lane corridor by increasing highway capacity at the Ducklington Lane / Station Lane / Thorney Leys junction and along Ducklington Lane (south). Better facilities for pedestrians and cyclists at the junction will also be incorporated. This will improve the flow of traffic, reducing congestion and delay, and provide a safer environment for all road users.

Following comments received from the consultation, including TRO, the following changes were made to the scheme design:

- The Ducklington Lane northbound carriageway (which runs parallel to Colwell Drive) is to remain a single lane highway, with a shortened merge lane located just to the north of the junction/adjacent to the Thames Water pumping station. The existing footway and hedge separating Colwell Drive properties from Ducklington Lane will be unaffected.
- The southern Beechgate vehicle access is to remain open with modifications made so that vehicles can only exit here and travel in the direction of Ducklington Lane south/the A40 on-slip. This is considered necessary in order to prevent an unsafe manoeuvre i.e. vehicles turning right out of the southern access and crossing four lanes of two-way traffic.

Other key features of the revised design include:

- Three lanes on all the approaches to the Ducklington Lane / Station Lane / Thorney Leys junction
- Right-turn manoeuvres at the bottom of the A40 off-slip and at the junction will be unopposed
- Two northbound lanes on Ducklington Lane (south) between the roundabout to the south of the A40 and the junction with Station Lane / Thorney Leys
- Signal control at the A40 off-slip / Ducklington Lane junction
- Improved pedestrian/cycle crossing facilities on Ducklington Lane (north) and Station Lane
- Pedestrian/cycle lanes along the Ducklington Lane corridor, and along Thorney Leys (subject to further consultation)
- Measures to improve the northern Beechgate access include yellow box hatching

Initial design work did include the assessment of a roundabout instead of a signal controlled junction, however technical work indicated that an improved traffic signal controlled junction is the most appropriate solution. A roundabout design would not be able to accommodate the predicted future northbound traffic flows without requiring significant land beyond the highway boundary.

## **Impact on customers**

The proposals will help to achieve the county council's overall transport strategy for the town by reducing congestion and journey time delay, enhancing the pedestrian and cycle environment, and supporting the local economy and planned growth.

## Motorised users

The scheme will provide considerable benefits for motorised users in terms of reduced congestion and improved journey reliability through the junction and carriageway widening and realignment. It will also discourage the use of Beechgate as a “rat-run” with the introduction of signals at the bottom of the A40 off-slip and environmental works which will bring benefits to local residents.

## Non Motorised Users (NMU)

The proposals will include a number of improvements to the current arrangements for pedestrians and cyclists in the area:

- New staggered pedestrian crossing island on Ducklington Lane north of Station Lane (This is a controlled crossing – pedestrian stage called on demand at traffic signals location – this reflects desire lines at the junction)
- New staggered toucan crossing at Station Lane. (This is a controlled crossing – pedestrian/cyclist stage called on demand at traffic signals location – this reflects desire lines at the junction)
- New 3m segregated cycle link along Duckington Lane (Station Lane to Beechgate)
- New traffic island to assist cyclists and pedestrians crossing eastbound A40 slip road
- New footway to link with bus stop between Ducklington Roundabout and A40 slip roads
- Formalising of uncontrolled crossing of A40 slip roads at Ducklington Roundabout.

These changes will provide an improved facility for pedestrians and cyclists compared to the current arrangement although there are still some deficiencies in provision (the lack of a footway/cycleway along the western verge of Ducklington Lane, albeit that the proposals do partially extend footway provision along this section) and the proposals do include a pedestrian crossing refuge along Thorney Leys to encourage pedestrians to cross to re-aligned shared footway/cycleway on northern verge.

The new footways to the existing bus stop at the lower section of Ducklington Lane and pedestrian refuge are a considerable improvement on the existing minimal provision. However the operation of this refuge will need to be kept under observation when the scheme is installed in order to determine that it can be used safely and efficiently by all users, particularly older pedestrians and parents with children.

## Age

The proposals will provide full pedestrian crossings at a number of junction arms where there are currently only informal crossings (albeit that some of these are assisted by traffic signals). This should enable slower pedestrians to have more confidence in crossing these roads than at present.

<i>Risks</i>	<i>Mitigation</i>
Potential for conflict between pedestrians	Keep under observation; if this becomes a

and cyclists on areas of shared use footway/cycleways	problem then either consider additional signing in affected areas or alterations to layout to remove conflict
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### **Disability**

The proposals will provide generally wider footways along the length of Ducklington Lane as well as improved crossings which should aid people with both mobility and sensory impairments

### **Pregnancy and maternity**

The improved footways and crossings will provide improved conditions for parents with prams/buggies, although there is some potential for conflict with cyclists on shared use sections.

### **Ethnicity, race, religion or belief, sex and sexual orientation, gender and gender reassignment, marriage and civil partnerships, deprivation**

The proposals will not have a differential impact on service users arising from any of these characteristics.

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Division(s): Shrivenham Also affecting: Faringdon
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## **CABINET – 15 OCTOBER 2013**

### **FINAL REPORT ON RESPONSE TO STATUTORY NOTICE TO EXPAND WATCHFIELD PRIMARY SCHOOL**

#### **Report by Director for Children's Services**

#### **Introduction**

1. At the meeting on 16 July 2013, the Cabinet agreed to the publication of formal proposals to expand Watchfield Primary School from 1.5 form entry to 2 form entry. The report outlining the basis for this decision is available to view on Oxfordshire County Council's website under the Cabinet papers.
2. The statutory notice (attached at Annex 1) was published by the Authority in the Swindon Advertiser on 4 September 2013 and expired following 4 weeks of formal consultation on 2 October 2013. In accordance with legislation the notice was also posted at the school gate and sent to the local library. A copy of the full proposal (attached at Annex 2) and the notices were sent to the governing body and the Secretary of State and additionally made available on the Oxfordshire County Council website.
3. The decision-making power in terms of determining the notice lies with the Cabinet or can be delegated to the Cabinet Member for Schools Improvement (if there have been no objections). In meeting as 'decision-maker' the Cabinet or Cabinet Member must have regard to government guidance and statutory timescales otherwise a decision can be referred to the independent Schools' Adjudicator for reconsideration. The decision must be made within 2 months of the close of the notice period; as a consequence, it is necessary for the Chairman of the Council to determine that the decision cannot be subject to 'call-in' as this would, in most cases, prevent a decision being finalised within the required timescale and mean that the Cabinet's role would be negated by referral to the Schools' Adjudicator.
4. As a final decision on the expansion must be made before the school converts to an Academy in November, this item is going before October's Cabinet meeting. The proposed implementation date for the expansion is 1 September 2014.

#### **The Proposal**

5. The proposal is to increase the formal published admission number from 45 to 60 children, on a permanent basis from September 2014. This will eventually increase the school's total capacity from its current 315 places in Years F1- Y6 to a maximum of 420.

6. Additional classroom and supporting spaces will need to be created at the school to accommodate the increase in pupil numbers and a feasibility study will investigate how these can best be provided.
7. Watchfield Primary School plans to convert to an academy in November 2013, joining a Multi-Academy Trust. The proposal to expand the school has been discussed with the MAT co-ordinator prior to commencement of the consultation process. They are supportive of the proposal.

## **Representations**

8. The formal representation (Statutory Notice) phase was from 4 September 2013 – 2 October 2013 and a Statutory Notice (Annex 1) was publicly displayed at Watchfield Primary School, was also available on the OCC website and was published in The Swindon Advertiser newspaper on 4 September 2013.
9. 2 over all one received in favour of the proposal.
  - One response was in favour of the proposal, from a governor at Faringdon Infant School.
  - Watchfield Parish Council responded and was not opposed in principle but raising some concerns. These were about the lack of finalised plans for the proposed capital scheme as yet, and therefore concerns about the outdoor play area of the school, should it grow.
10. In response to the concerns, the feasibility work on a potential capital scheme is still ongoing, and on reaching an agreed final solution to provision of additional accommodation, should expansion be approved, then the final scheme would be submitted for planning permission in the usual way. At that point all plans can be viewed and commented on by any interested party. It is noted that the Parish Council has offered to work with the county council in thinking about encouraging pedestrian access to the school site.
11. Watchfield Primary School is due to convert to academy status in November 2013. In order to facilitate this process, the decision on whether to implement the expansion proposal is referred to the Cabinet meeting, rather than delegated to the Member for Children, Education & Families. This is in order to achieve a final decision on expansion before the school's conversion date.

## **Legal background**

12. School expansions are subject to statutory procedures, as established by The Education and Inspections Act 2006 (EIA 2006) and The School Organisation (Prescribed Alterations to Maintained Schools)(England) Regulations 2007 (as amended). Local authorities also have a duty to have regard to statutory guidance, in this particular case 'Expanding a Maintained Mainstream School by Enlargement or Adding a Sixth Form', ("the Guidance"). When reaching a

decision, Cabinet Member must have regard to The Guidance. Cabinet Member is referred in particular to pages 19 to 40 of The Guidance.

13. In terms of reaching a decision all proposals should be considered on their merits but the following factors should be borne in mind but are not considered to be exhaustive. The Decision Maker should consider the views of all those affected by the proposals. The Member for Education, as Decision Maker, must be satisfied that the statutory consultation has been carried out prior to the publication of the notice. Details of the consultation should be included in the proposals. The Decision Maker must be satisfied that the consultation meets statutory requirements. If the requirements have not been met, the Decision Maker may judge the proposals to be invalid and should consider whether they can make a decision on the proposals. Alternatively the Decision Maker may take into account the sufficiency and quality of the consultation as part of their overall judgement of the proposals as a whole.
14. **The effect on standards, school improvement and diversity.** The government aims to create a dynamic system shaped by parents that delivers excellence and equality, closing weak schools, encouraging new providers and popular schools to expand. Decision Makers should be satisfied that the proposals will contribute to raising local standards of provision and improved attainment and consider the impact on choice and diversity. They should pay particular attention to the effect on groups that tend to under-perform including children from certain ethnic minorities and deprived backgrounds. The decision-maker should consider how the proposals will help deliver the 'Every Child Matters' principles.
15. **School characteristics.** The Decision Maker should consider whether there are any sex, race or disability discrimination issues that arise and whether there is supporting evidence to support the extension and take into account the existence of capacity elsewhere. The Decision Maker needs to consider the accessibility of the provision for disadvantaged groups as the provision should not unduly extend journey times or cost.
16. **Need for places.** The Decision Maker should consider whether there is a need for the expansion and should consider the evidence presented for the expansion. There is a strong presumption that proposals to expand popular and successful schools should be approved. (At its last inspection in December 2012, Ofsted graded Wolvercote Primary School as Good. The school received 52 first preference applications for a Reception (F1) year place for September 2012 with a published Admission Number of 30. It is therefore considered that Wolvercote Primary School should be categorised as a successful and popular school.) If surplus capacity exists in neighbouring schools the Decision Maker should ask how it is planned to tackle any consequences for other schools.
17. **Funding and land.** The Decision Maker should be satisfied that any land, premises and capital required to implement the proposals will be available.

## Financial and Staff Implications

18. The financial implications of this report are linked to the cost of the capital works that will be carried out should the proposal be approved. The scheme is not individually identified but budget provision has been earmarked in the current Capital Programme (Existing Demographic Pupil – Basic Need Allocation). Approved by the County Council in February 2013.
19. In accordance with OCC Capital Governance requirements this will be the subject to a separate Stage 2 – Full Business Case/ Project Approval in due course. At the Initial Business Case stage of reporting, the capital implication of the expansion of the school was estimated at £1.5m approximately.
20. Funding will also be sought from S106 developer contributions from planned housing development in the area.
21. There will also be on-costs to the school for additional staff and for increased maintenance requirements. These will need to be funded from the school's delegated School Budget Share, which will increase in proportion to increases in pupil numbers. Resources for School Budget Shares are provided by government through the Dedicated Schools Grant, which will increase proportionately to increases in overall pupil numbers in Oxfordshire.

## Equality and Inclusion Implications

22. The Equality Impact Assessment of Oxfordshire's Pupil Place Plan (December 2012) identified that increasing school places at the heart of their communities has a positive impact on equalities through promoting social inclusion and minimising barriers to accessing education.

## Decision

23. In considering the proposals for a school expansion, the Decision Maker can decide to:
  - Reject the proposals;
  - Approve the proposals;
  - Approve the proposals with a modification (e.g. the implementation date); or
  - Approve the proposals subject to them meeting a specific condition (see the Guidance).

## RECOMMENDATION

24. **The Cabinet is RECOMMENDED to approve the permanent expansion of Watchfield Primary School with effect from 1 September 2014.**

**JIM LEIVERS**

Director for Children's Services

Annexes:                      Annex 1: Statutory notice  
                                    Annex 2: Statutory proposal

Contact Officer:            Diane Cameron, School Organisation Officer, School  
                                    Organisation & Planning, 01865 816445

October 2013

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**OXFORDSHIRE  
COUNTY COUNCIL**

## **STATUTORY NOTICE**

### **Proposal to expand Watchfield Primary School**

Notice is given in accordance with section 19(1) of the Education and Inspections Act 2006 that Oxfordshire County Council intends to make a prescribed alteration to Watchfield Primary School (Community), North Street, Watchfield, Swindon SN6 8SD from 01 September 2014.

This is a proposal to expand Watchfield Primary School to become 2 form entry with an admission number of 60.

The current capacity of the school is 315 and the proposed capacity will be 420. The current number of pupils registered at the school is 296. The current admission number for the school is 45 and the proposed admission number will be 60.

This Notice is an extract from the complete proposal. Copies of the complete proposal can be obtained from: Diane Cameron, School Organisation & Planning, FREEPOST OXFORDSHIRE COUNTY COUNCIL, or by emailing: **StatWatch2013-manager@myconsultations.oxfordshire.gov.uk**

Within four weeks from the date of publication of these proposals, any person may object to or make comments on the proposal by sending them to Diane Cameron, School Organisation & Planning, FREEPOST OXFORDSHIRE COUNTY COUNCIL or by using the online response questionnaire at **<http://myconsultations.oxfordshire.gov.uk>** or by email to **StatWatch2013-manager@myconsultations.oxfordshire.gov.uk**

Signed: Jim Leivers, Director for Children's Services

Publication Date: 4 September 2013

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## PROPOSALS FOR PRESCRIBED ALTERATIONS OTHER THAN FOUNDATION PROPOSALS: Information to be included in a complete proposal

### **Extract of Part 1 of Schedule 3 and Part 1 of Schedule 5 to The School Organisation (Prescribed Alterations to Maintained Schools)(England) Regulations 2007 (as amended):**

#### **In respect of a Governing Body Proposal: School and governing body's details**

1. The name, address and category of the school for which the governing body are publishing the proposals.

n/a

#### **In respect of an LEA Proposal: School and local education authority details**

1. The name, address and category of the school .

Watchfield Primary School (Community), North Street, Watchfield, Swindon SN6 8SD.

#### **Implementation and any proposed stages for implementation**

2. The date on which the proposals are planned to be implemented, and if they are to be implemented in stages, a description of what is planned for each stage, and the number of stages intended and the dates of each stage.

1 September 2014

#### **Objections and comments**

3. A statement explaining the procedure for making representations, including

- (a) the date prescribed in accordance with paragraph 29 of Schedule 3 (GB proposals)/Schedule 5 (LA proposals) of The School Organisation (Prescribed Alterations to Maintained Schools) (England) Regulations

- 2007 (as amended), by which objections or comments should be sent to the local education authority; and
- (b) the address of the authority to which objections or comments should be sent.

- a) All responses (representations) to the statutory notice should be received by Oxfordshire County Council by 2 October 2013.
- b) All responses (representations) should be sent to Diane Cameron, School Organisation & Planning, County Hall, OXFORDSHIRE COUNTY COUNCIL FREEPOST. Alternatively responses may be emailed to:  
[StatWatch2013-manager@myconsultations.oxfordshire.gov.uk](mailto:StatWatch2013-manager@myconsultations.oxfordshire.gov.uk)  
or may be submitted online using the feedback form on the Oxfordshire County Council website at  
<http://myconsultations.oxfordshire.gov.uk>

#### **Alteration description**

4. A description of the proposed alteration and in the case of special school proposals, a description of the current special needs provision.

The proposal is to expand Watchfield Primary School to 2 forms of entry, with an admission number of 60 on a permanent basis from 1 September 2014.

#### **School capacity**

5.—(1) Where the alteration is an alteration falling within any of paragraphs 1 to 4, 8, 9 and 12-14 of Schedule 2 (GB proposals)/paragraphs 1-4, 7, 8, 18, 19 and 21 of Schedule 4 (LA proposals) to The School Organisation (Prescribed Alterations to Maintained Schools) (England) Regulations 2007 (as amended), the proposals must also include —

- (a) details of the current capacity of the school and, where the proposals will alter the capacity of the school, the proposed capacity of the school after the alteration;

The current capacity of the school is 315. The proposed capacity of the school will be 420 (Reception – Year 6).

- (b) details of the current number of pupils admitted to the school in each relevant age group, and where this number is to change, the proposed

number of pupils to be admitted in each relevant age group in the first school year in which the proposals will have been implemented;

Watchfield Primary School has a current admission number of 45. The proposal is to increase the published admission number to 60 from September 2014.

(c) where it is intended that proposals should be implemented in stages, the number of pupils to be admitted to the school in the first school year in which each stage will have been implemented;

n/a

(d) where the number of pupils in any relevant age group is lower than the indicated admission number for that relevant age group a statement to this effect and details of the indicated admission number in question.

n/a

(2) Where the alteration is an alteration falling within any of paragraphs 1, 2, 9, 12 and 13 of Schedule 2 (GB proposals) /paragraphs 1, 2, 8, 18 and 19 of Schedule 4 (LA proposals) to The School Organisation (Prescribed Alterations to Maintained Schools) (England) Regulations 2007 (as amended), a statement of the number of pupils at the school at the time of the publication of the proposals.

Current number of pupils on roll is 296.

### Implementation

6. Where the proposals relate to a foundation or voluntary controlled school a statement as to whether the proposals are to be implemented by the local education authority or by the governing body, and, if the proposals are to be implemented by both, a statement as to the extent to which they are to be implemented by each body.

n/a

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### **Additional Site**

**7.—**(1) A statement as to whether any new or additional site will be required if proposals are implemented and if so the location of the site if the school is to occupy a split site.

n/a
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(2) Where proposals relate to a foundation or voluntary school a statement as to who will provide any additional site required, together with details of the tenure (freehold or leasehold) on which the site of the school will be held, and if the site is to be held on a lease, details of the proposed lease.

n/a
-----

### **Changes in boarding arrangements**

**8.—**(1) Where the proposals are for the introduction or removal of boarding provision, or the alteration of existing boarding provision such as is mentioned in paragraph 8 or 21 of Schedule 2 (GB proposals)/7 or 14 of Schedule 4 to The School Organisation (Prescribed Alterations to Maintained Schools) (England) Regulations 2007 (as amended) —

- (a) the number of pupils for whom it is intended that boarding provision will be made if the proposals are approved;

n/a
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- (b) the arrangements for safeguarding the welfare of children at the school;

n/a
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- (c) the current number of pupils for whom boarding provision can be made and a description of the boarding provision; and

n/a

- (d) except where the proposals are to introduce boarding provision, a description of the existing boarding provision.

n/a

(2) Where the proposals are for the removal of boarding provisions or an alteration to reduce boarding provision such as is mentioned in paragraph 8 or 21 of Schedule 2 (GB proposals)/7 or 14 of Schedule 4 (LA proposals) to The School Organisation (Prescribed Alterations to Maintained Schools) (England) Regulations 2007 (as amended) —

- (a) the number of pupils for whom boarding provision will be removed if the proposals are approved; and

n/a

- (b) a statement as to the use to which the former boarding accommodation will be put if the proposals are approved.

n/a

### **Transfer to new site**

**9.** Where the proposals are to transfer a school to a new site the following information—

- (a) the location of the proposed site (including details of whether the school is to occupy a single or split site), and including where appropriate the postal address;

n/a

- (b) the distance between the proposed and current site;

n/a

(c) the reason for the choice of proposed site;

n/a

(d) the accessibility of the proposed site or sites;

n/a

(e) the proposed arrangements for transport of pupils to the school on its new site; and

n/a

(f) a statement about other sustainable transport alternatives where pupils are not using transport provided, and how car use in the school area will be discouraged.

n/a

## Objectives

**10.** The objectives of the proposals.

The objective of expansion of Watchfield Primary School is to help Oxfordshire County Council in meeting its statutory duty to provide pupil places to children of school age. The proposal is due to an increase in Basic Need demand for school places, and proposed new housing developments in the area.

## Consultation

**11.** Evidence of the consultation before the proposals were published including—

- (a) a list of persons who were consulted;
  - (b) minutes of all public consultation meetings;
  - (c) the views of the persons consulted;
  - (d) a statement to the effect that all applicable statutory requirements in relation to the proposals to consult were complied with; and
  - (e) copies of all consultation documents and a statement on how these documents were made available.
- a) Persons consulted:
- The governing body of the school
  - Families of pupils, teachers and other staff at the school.
  - The governing bodies, teachers and other staff of other schools in the Partnership (via online consultation and email alerts to the Headteachers)
  - Families of any pupils at any other school that may be affected (as above)
  - Trade unions who represent staff at the school; and representatives of any trade union of any other staff at schools who may be affected by the proposals.
  - MP whose constituency includes the school.
  - The local district / parish council.
  - Any other interested party, for example, childcare providers, LA teams, School Organisation Stakeholder Group.
  - The Defence Academy in Watchfield.
- b) A parents' drop-in session was held at Watchfield Primary School on 16 May 2013. No families chose to attend.

18 responses to the consultation were received:

- 9 respondents supported the proposal in principle,
- 9 respondents were opposed to the proposal.

The reasons given for supporting the proposal were:

- Clear need for additional pupil places in the area.
- It is a good and popular school, and that therefore more children should have the opportunity to attend it, if parents prefer it.

The reasons given for opposing the proposal were:

- Traffic and parking concerns

- Concern over impact on outdoor play areas
  - No plans of proposed new buildings available
- a) All applicable statutory requirements in relation to the proposals to consult were complied with.
- b) Consultation documents are available to view online at <http://myconsultations.oxfordshire.gov.uk> and the subsequent report to OCC Cabinet is available to view on the Oxfordshire County Council public website by searching under Meeting Papers.

### **Project costs**

**12.** A statement of the estimated total capital cost of the proposals and the breakdown of the costs that are to be met by the governing body, the local education authority, and any other party.

The County Council are currently working with the Headteacher and Governors to identify the most effective way to provide the necessary additional accommodation at the school to support the move to 2FE. Detailed proposals will be developed with the Headteacher and governors, the cost of providing any new accommodation will be met by S106 housing developer contributions and possibly with the county council using resources within the Capital Programme.

**13.** A copy of confirmation from the Secretary of State, local education authority and the Learning and Skills Council for England (as the case may be) that funds will be made available (including costs to cover any necessary site purchase).

The need to provide additional pupil places at Watchfield Primary School was an identified "Basic Need" priority considered as part of the council's Service & Resource Planning Process in October 2012. Additional resources of £13m were approved by the council in February 2013 as part of the 2013/14 to 2016/17 requirement to meet additional pupil provision.

### **Age range**

**14.** Where the proposals relate to a change in age range, the current age range for the school.

n/a



### Early years provision

**15.** Where the proposals are to alter the lower age limit of a mainstream school so that it provides for pupils aged between 2 and 5—

- (a) details of the early years provision, including the number of full-time and part-time pupils, the number and length of sessions in each week, and the services for disabled children that will be offered;

n/a

- (b) how the school will integrate the early years provision with childcare services and how the proposals are consistent with the integration of early years provision for childcare;

n/a

- (c) evidence of parental demand for additional provision of early years provision;

n/a

- (d) assessment of capacity, quality and sustainability of provision in schools and in establishments other than schools who deliver the Early Years Foundation Stage within 3 miles of the school; and

n/a

- (e) reasons why such schools and establishments who have spare capacity cannot make provision for any forecast increase in the number of such provision.

n/a

### Changes to sixth form provision

**16.** (a) Where the proposals are to alter the upper age limit of the school so that the school provides sixth form education or additional sixth form education, a statement of how the proposals will—

- (i) improve the educational or training achievements;
- (ii) increase participation in education or training; and
- (iii) expand the range of educational or training opportunities for 16-19 year olds in the area;

n/a

(b) A statement as to how the new places will fit within the 16-19 organisation in an area;

n/a

(c) Evidence —

- (i) of the local collaboration in drawing up the proposals; and
- (ii) that the proposals are likely to lead to higher standards and better progression at the school;

n/a

(d) The proposed number of sixth form places to be provided.

n/a

**17.** Where the proposals are to alter the upper age limit of the school so that the school ceases to provide sixth form education, a statement of the effect on the supply of 16-19 places in the area.

n/a

### Special educational needs

18. Where the proposals are to establish or change provision for special educational needs—

- (a) a description of the proposed types of learning difficulties in respect of which education will be provided and, where provision for special educational needs already exists, the current type of provision;

n/a

- (b) any additional specialist features will be provided;

n/a

- (c) the proposed numbers of pupils for which the provision is to be made;

n/a

- (d) details of how the provision will be funded;

n/a

- (e) a statement as to whether the education will be provided for children with special educational needs who are not registered pupils at the school to which the proposals relate;

n/a

- (f) a statement as to whether the expenses of the provision will be met from the school's delegated budget;

n/a

- (g) the location of the provision if it is not to be established on the existing site of the school;

n/a

- (h) where the provision will replace existing educational provision for children with special educational needs, a statement as to how the local education authority believes that the new provision is likely to lead to improvement in the standard, quality and range of the educational provision for such children; and

n/a

- (i) the number of places reserved for children with special educational needs, and where this number is to change, the proposed number of such places.

n/a

**19. Where the proposals are to discontinue provision for special educational needs—**

- (a) details of alternative provision for pupils for whom the provision is currently made;

n/a

- (b) details of the number of pupils for whom provision is made that is recognised by the local education authority as reserved for children with special educational needs during each of the 4 school years preceding the current school year;

n/a

- (c) details of provision made outside the area of the local education authority for pupils whose needs will not be able to be met in the area of the authority as a result of the discontinuance of the provision; and

n/a

- (d) a statement as to how the proposer believes that the proposals are likely to lead to improvement in the standard, quality and range of the educational provision for such children.

n/a

**20.** Where the proposals will lead to alternative provision for children with special educational needs, as a result of the establishment, alteration or discontinuance of existing provision, the specific educational benefits that will flow from the proposals in terms of—

- (a) improved access to education and associated services including the curriculum, wider school activities, facilities and equipment with reference to the local education authority's Accessibility Strategy;
- (b) improved access to specialist staff, both educational and other professionals, including any external support and outreach services;
- (c) improved access to suitable accommodation; and
- (d) improved supply of suitable places.

n/a

### **Sex of pupils**

**21.** Where the proposals are to make an alteration to provide that a school which was an establishment which admitted pupils of one sex only becomes an establishment which admits pupils of both sexes—

- (a) details of the likely effect which the alteration will have on the balance of the provision of single sex-education in the area;

n/a

(b) evidence of local demand for single-sex education; and

n/a

(c) details of any transitional period which the body making the proposals wishes specified in a transitional exemption order (within the meaning of section 27 of the Sex Discrimination Act 1975).

n/a

**22.** Where the proposals are to make an alteration to a school to provide that a school which was an establishment which admitted pupils of both sexes becomes an establishment which admits pupils of one sex only—

(a) details of the likely effect which the alteration will have on the balance of the provision of single-sex education in the area; and

n/a

(b) evidence of local demand for single-sex education.

n/a

### **Extended services**

**23.** If the proposed alterations affect the provision of the school's extended services, details of the current extended services the school is offering and details of any proposed change as a result of the alterations.

n/a

### **Need or demand for additional places**

**24.** If the proposals involve adding places—

(a) a statement and supporting evidence of the need or demand for the particular places in the area;

Watchfield Primary School serves the Defence Academy families, and experiences significant volatility of pupil numbers as a result. This proposal is in response to an increased existing demand for school places and local housing development both in Watchfield and in Shrivenham, should this exceed the capacity of Shrivenham Primary School (which is on a constrained site). Watchfield Primary School is operating at capacity in most year groups.

- (b) where the school has a religious character, a statement and supporting evidence of the demand in the area for education in accordance with the tenets of the religion or religious denomination;

n/a

- (c) where the school adheres to a particular philosophy, evidence of the demand for education in accordance with the philosophy in question and any associated change to the admission arrangements for the school.

n/a

**25. If the proposals involve removing places—**

- (a) a statement and supporting evidence of the reasons for the removal, including an assessment of the impact on parental choice; and

n/a

- (b) a statement on the local capacity to accommodate displaced pupils.

n/a

**Expansion of successful and popular schools**

**25A.** (1) Proposals must include a statement of whether the proposer considers

that the presumption for the expansion of successful and popular schools should apply, and where the governing body consider the presumption applies, evidence to support this.

(2) Sub-paragraph (1) applies to expansion proposals in respect of primary and secondary schools, (except for grammar schools), i.e. falling within:

(a) (for proposals published by the governing body) paragraph 1 of Part 1 to Schedule 2 or paragraph 12 of Part 2 to Schedule 2;

(b) (for proposals published by the LA) paragraph 1 of Part 1 to Schedule 4 or 18 of Part 4 to Schedule 4

of the School Organisation (Prescribed Alterations to Maintained Schools) (England) Regulations 2007 (as amended).

Watchfield Primary School is rated as Good by Ofsted (3 November 2010). Since 2009, the percentage of pupils at the school achieving Level 4 and above in both English and Mathematics has risen from 73% to 96% (against a national average of 79%). The school is operating at capacity. Therefore the county council considers that the presumption for the expansion of successful and popular schools should apply.



Division(s): All
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**CABINET – 15 OCTOBER 2013****Financial Contribution towards the University Technical College  
Project in Didcot****Report by Director for Children, Education & Families****Introduction**

1. Didcot is planned to grow by 9,000 homes over the next 20 to 25 years. As a result, Didcot's population is forecast to increase from 15,000 in 1981 to over 30,000 residents by 2016, with continued growth in the longer term. The number of extra children needing school places will depend on the size, type and timing of the houses, but it is estimated that by 2016 there could be 500-600 more primary aged children and 300 more secondary aged children in the town. Once all of the housing is complete, this is expected to rise to approximately 2000 extra primary-aged children and a similar number of secondary aged children.
2. This growing population will need new schools: each of the major developments is expected to provide two new primary schools, and there is also a new school proposed as part of the Ladygrove East development. There will also be at least one new secondary school.

**University Technical College**

3. The Department for Education (DfE) has approved a proposal to create a University Technical College (UTC) specialising in life sciences, physical sciences and engineering, to serve Didcot and surrounding areas. The lead sponsor is Oxford & Cherwell Valley College, supported by Reading University and Royal Holloway College, London and major local/national employers. A public consultation about the establishment of the UTC is currently underway. (Annex 1)
4. The Council has a stated policy of supporting all types of academy, including UTCs (Cabinet, February 2012). The Cabinet member and the Director for Children, Education & Families provided the DfE with a letter of support specifically in respect of the Didcot UTC proposal. (Annex 2) Reference was made to the contribution that the UTC could make towards:
  - a) addressing the sufficiency of school places necessary to meet significant housing growth within the town; and
  - b) meeting the skills and qualification needs of the student population and local employers.

5. The letter stated that "Provided a University Technical College in Didcot were consistent with the above the County Council could support its delivery through making a contribution towards its capital costs from the c.£17 million of developer contributions already secured towards additional secondary school places (11 - 18 years), and the provision of a site as part of the proposed facilities located within the Great Western Park residential development."
6. The Didcot UTC will provide 150 places in each of Years 10 - 13 (total 600), of which 30% (based upon the UTC's admissions rules) and 50% (based on other already open UTCs) are predicted to be taken up by children living in Didcot and surrounding villages i.e.180 - 300. Its proposed opening date of September 2015 and the additional school places it provides will delay the need for a third secondary school and reduce the required capacity. Due to the additional post-16 (sixth form) provision created by the UTC and the extant successful shared sixth form in Didcot, it will not be necessary for the additional school to have its own sixth form. The additional places for Year 10 and Year 11 also make it possible to reduce the overall capacity from c.1500 places to nearer 1200.
7. The Council has secured, as part of the Section 106 agreement with the developer of the Great Western Park development, a c.10 hectare site for a secondary school and financial contributions of c.£18 million. The site is of sufficient size to accommodate both the UTC and an 11-16 school as the UTC has a lesser need for outdoor play areas and there is the possibility of sharing some facilities, obviating the need for duplication. The details of any joint use arrangements will be for the sponsors of the UTC and 11 - 16 school to agree and manage.
8. Both the UTC and the 11- 16 school will be academies (a preferred sponsor for the latter is currently subject to a robust selection process) and it is proposed that the Council leases c.2 hectares to the UTC sponsor and c.8 hectares to the 11 - 16 school; the leases would be on the standard academy terms of 125 years at a peppercorn.

### **Financial and Staff Implications**

9. Current DfE funding rates for brand new schools amount to c.£12,000 per school place so a 1500 place school would require the full £18 million secured. The UTC funding will come directly from the DfE, and although at a slightly higher per pupil rate to reflect the additional cost of specialist equipment, excludes funding for a number of features one would expect a secondary school to have access to e.g. an all-weather pitch; full size rugby/football pitches. The overall funding also does not fully take account of the significantly higher infrastructure costs that the UTC's specialisms generate (closely matching the assessed needs of current and planned employment growth within the 'Science Vale UK' area) nor accommodation and furniture & fittings that provision for 68 local apprentices will require.

10. As well as providing the UTC with access to enhanced sports facilities, a direct financial contribution towards the construction costs is appropriate. A contribution of £2 million would represent good value for money to the Council. At standard DfE build rates a £2million contribution would be more than offset by the cost saving associated with reducing the overall school capacity from 1500 to 1200 i.e. 300 places at £12,000 per place = £3.6 million.
11. The DfE has confirmed that its funding allocation will not be reduced to reflect any contribution from the Council and therefore the Didcot UTC will be of a higher specification than would otherwise be the case, the benefits of which will be experienced by local children and employers. It will make a significant contribution towards the economic success of the area, and Oxfordshire in general.
12. The UTC's construction is contingent upon the Secretary of State entering into a Funding Agreement with its sponsors; this is expected to be signed in January 2014. No resources will be transferred to the UTC sponsor until such time as there is certainty about the UTC project in order that the Council is able to retain both site and S.106 contributions sufficient to ensure the provision of sufficient school places. In the event that the Secretary of State declines to sign a Funding Agreement, the Council will need to reconsider its specification for secondary school education on the Great Western park site, including reverting to the original assessment of a need for 1500 places including post-16 education.

## **RECOMMENDATIONS**

13. **The Cabinet is RECOMMENDED to:**
  - (a) **approve the leasing of 2 hectares to the University Technology College trust; and**
  - (b) **make a contribution of up to £2 million towards the construction costs of the University Technology College.**

### **JIM LEIVERS**

Director for Children, Education & Families

Background papers: None

Contact Officer: Roy Leach, School Organisation & Planning Manager

[Roy.leach@oxfordshire.gov.uk](mailto:Roy.leach@oxfordshire.gov.uk)

01865 - 816458

October 2013

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# PUBLIC CONSULTATION FOR UTC OXFORDSHIRE



# THE UTC OXFORDSHIRE PROPOSAL

## 10 KEY FACTS

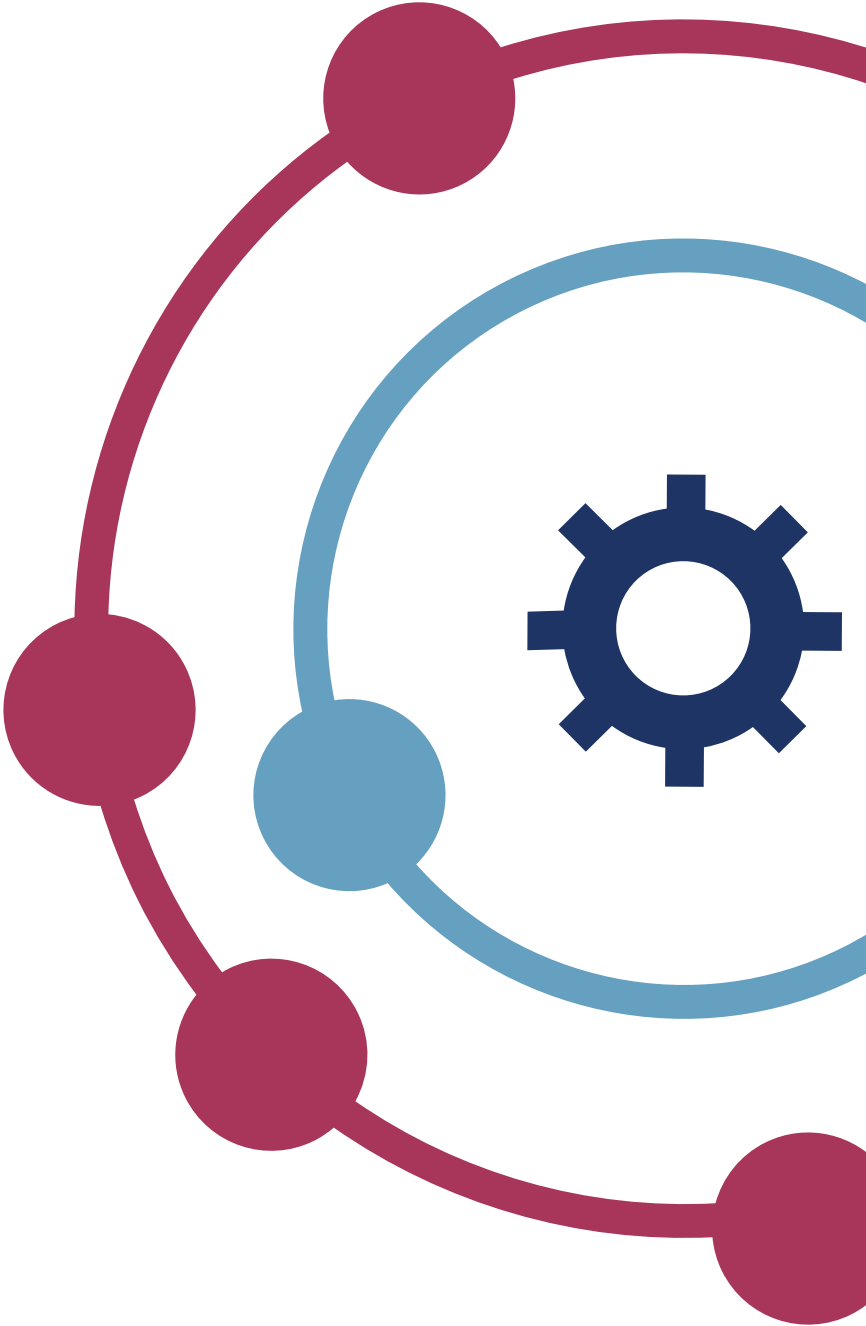
- 1. Opening in Didcot in September 2015
- 2. 140 places for boys and girls in Year 10 and Year 12
- 3. Will eventually grow to 600 students aged 14 to 19
- 4. No fees
- 5. No entrance tests for Year 10
- 6. 15 mile catchment area including Oxfordshire, Newbury, Reading, Aylesbury and West Wycombe
- 7. Supported by leading local employers to offer specialist learning and employer accreditation
- 8. Key Stage 4 curriculum - core GCSEs and options to include additional GCSEs and BTEC qualifications
- 9. Key Stage 5 options - A-levels, BTEC qualifications, specialist learning and a strong emphasis on leadership and employability skills
- 10. Clear progression for all students into higher education, further education, employment and apprenticeships

## PURPOSE OF THIS CONSULTATION

- To raise awareness and increase interest in the proposed UTC Oxfordshire
- » To formally consult with the public on the proposal, particularly relating to the catchment area and admissions policy
  - » To enable stakeholders to shape the UTC and help with decisions that have not been made or finalised

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## WHAT IS A UNIVERSITY TECHNICAL COLLEGE?

UTC stands for University Technical College and is an innovative new approach to learning for 14-19 year olds that offers specialist programmes alongside a core curriculum.

A UTC is different from an average school because it has support and backing from the local business community and has high profile industry partners involved in the development of the curriculum. One or more universities are involved to make sure that the UTC really can offer students the best of both worlds.

This means students can take advantage of real-world based study of a UTC's specialist subjects while still taking the GCSEs and A-levels that they would at school. This way they benefit from the opportunity to specialise and at the same time keep their options open.

UTCs are for students aged 14 to 19 as this is the age when they'll have a better idea of what they are really interested in and whether they would enjoy learning in high-tech surroundings. At 14 students are likely to be ready to study in a real-world environment, where they can gain the practical experience and develop the skills that would lead them into work or university.

UTC Oxfordshire is associated with The Baker Dearing Educational Trust which promotes this new model of technical schooling. The work of technicians and other highly skilled vocationally qualified people is vital to our economy. This journey starts with the high level practical and technical education which UTCs offer.

This programme has the support of the government and has commitment from universities and employers who are working in 45 locations across the country to open UTCs, with more UTCs such as UTC Oxfordshire planned to open.





## UTC OXFORDSHIRE

### Proposal

We propose to open a University Technical College in Didcot in 2015 that would admit up to 600 boys and girls aged 14 to 19 living in the catchment area. The UTC will specialise in life sciences, physical sciences and engineering, alongside a broad and balanced curriculum. It would benefit from the support of local employers and two leading universities.

Our aspiration is for UTC Oxfordshire to provide scientifically focused and high technology education for a broad catchment area. Our science and engineering specialisms will also draw in young people from further afield, creating a regional centre of excellence.

### Pledge

Free and non-selective, UTC Oxfordshire would give students a real chance of employment in the high-tech economy of Oxfordshire and would equip them to take their place in the global science and engineering sectors.

We would aim to provide every student who successfully completes their studies at UTC Oxfordshire with the opportunity to progress to one of the following:

- » further education
- » higher education
- » an apprenticeship
- » a relevant employment opportunity



### Location and building

The site proposed for UTC Oxfordshire is Great Western Park, OX11 7TG, Great Western Park is a major housing development to the west and south west of Didcot. Didcot is immediately adjacent to the three science parks of Science Vale UK and has excellent transport connections by both rail and bus to Oxford, Abingdon, Wantage, Grove and other regional areas. This makes it an ideal centre to establish this science and technology focused UTC.

UTC Oxfordshire would provide advanced facilities for its science and engineering specialisms. The Department for Education has pledged funding to invest in the UTC's buildings, giving students an environment that would feel more like a company than a school, helping prepare them for employment.

### Governance

Membership of the Board of Governors for UTC Oxfordshire would be drawn from the lead sponsors and the academic and industry partners in accordance with national requirements. This industry involvement would bring a valuable breadth and depth of experience to the provision of education and the efficient running of the UTC.

### Teaching and support staff

To achieve the best results for students we would need excellent teaching and support staff to include:

- » academic teachers, outstanding in their field
- » former industry professionals who bring context to learning
- » support for students with special educational needs
- » mentors from the UTC's industry and academic mentors

Our teachers would spend time working in local companies to keep their specialist skills and knowledge current and to maintain the freshness and relevance of their lessons.





## OUR ETHOS AND VALUES

UTC Oxfordshire would pioneer an industry-linked approach to science and technology education which would be inspirational and forward-looking.

The integration of advanced

engineering and computing with science learning would extend the vision and capacity of our students. By promoting and supporting these approaches with its feeder primary and secondary schools, the UTC would aim to substantially enhance science and technology education across its catchment area.

Our vision is to develop resilient students who can be responsive to changing markets and evolving technological and scientific environments. Our students would develop interests, energy and passion in science and technology through industry placements and projects, students would become highly employable with a breadth of organisational relationship skills and commercial nous coupled with depth in technical expertise

The ethos of the UTC would be inclusive, enabling and non-hierarchical. Our expectations would be very high. Every student and member of staff would be encouraged and expected to continuously strive for improvement, setting themselves goals that are both personally challenging and constructive for the community as a whole.

**We shall achieve this by:**

- » Drawing on the expertise and resources of our academic and industrial sponsors: **Activate Learning** (the new name for the Oxford & Cherwell Valley College group from November 2013), **University of Reading, Royal Holloway, University of London, Culham Centre for Fusion Energy, RM Education, MINI Plant Oxford, IBM, Unipart, Rutherford Appleton Laboratory, Oxford Instruments and Oxfordshire Bioscience Network, International Satellite Applications Catapult.**

- » Building a technical curriculum that provides specialisms at Key Stage 4 and progression pathways at Key Stage 5 in:
  - life sciences (biotechnology and medical)
  - physical sciences (chemical, materials, cryogenics, nuclear)
  - advanced engineering (precision manufacture, control systems, high vacuum and include computer science as a core curriculum subject at Key Stage 4 alongside sciences, mathematics and English.

- » Creating a learning environment and timetable that reflects the flexibility of industrial and research work by emphasising both independent work time and group projects with industry focus and challenge.

- » Building, with our academic and employer partners, clear career progression pathways which will include apprenticeships, higher apprenticeships and full-time honours degrees leading to graduate traineeships.

- » Embracing the educational vision for University Technical Colleges, promoted by the Baker Dearing Trust, that provides:

- a technical vocational choice for young people at 14+
- learning delivered through practical work-related projects that foster both collaboration skills and independence
- continuing sponsorship and guidance from university and industry partners

## AN EXCITING CURRICULUM, A NEW WAY TO LEARN

### Curriculum

The curriculum would prepare students for a career in science and engineering sectors while keeping other career routes open. It would aim to develop well-rounded and well-educated leaders, professionals and entrepreneurs of the future.

Students would study GCSEs and A-levels alongside vocational qualifications and have the opportunity to gain industry standard employer qualifications. They would be able to make the most of their talents and move on successfully to higher education, apprenticeships and employment.

Formal learning would be enhanced by a variety of enrichment activities in sports, arts and leadership building activities such as Young Enterprise and Duke of Edinburgh Award.

### Learning experience

By blending different forms of learning, students would develop a wide set of transferable skills and be empowered to take charge of their learning.

Students would be coached by tutors and mentored by industry and academic partners. Projects would typically be multidisciplinary, drawing in knowledge and skills from several different subjects. Students from across the UTC would work together on projects to practise different job roles, preparing them for employment.

Where a student who has Special Education Needs (SEN) is being educated at the UTC, we would ensure that special educational provision for the student is secured so that the student engages in the activities of the UTC together with students who do not have SEN.

### Learning environment

When our students leave the UTC and enter employment, they need to feel confident to work both independently and collaboratively in a professional environment. We therefore want them to spend a substantial proportion of their working week at the UTC experiencing and gaining skills in a similar context. Group project and independent assignment work would therefore be scheduled not in traditional classrooms, but in environments that reflect the layout and norms of modern corporate offices and workspaces.

The working day will be longer than a traditional school with learning starting at 8.30am and ending at 5pm each day. Equipment and facilities would be industry standard as specified by our industry partners.



**CCFE NEEDS TO DELIVER NEW TECHNOLOGY AND CHALLENGING PROJECTS TO MEET THE DEMANDS OF FUSION RESEARCH. THE UTC HELPS US TO SOLVE THE SKILLS SHORTAGE BY PROVIDING YOUNG APPRENTICES, TECHNICIANS AND ENGINEERS TO KEEP CCFE AT THE FOREFRONT OF FUSION TECHNOLOGY AND ENGINEERING EXCELLENCE.**



**David Martin, Operations Director,**  
Culham Centre for Fusion Energy

## THE KEY STAGE 4 PROGRAMME

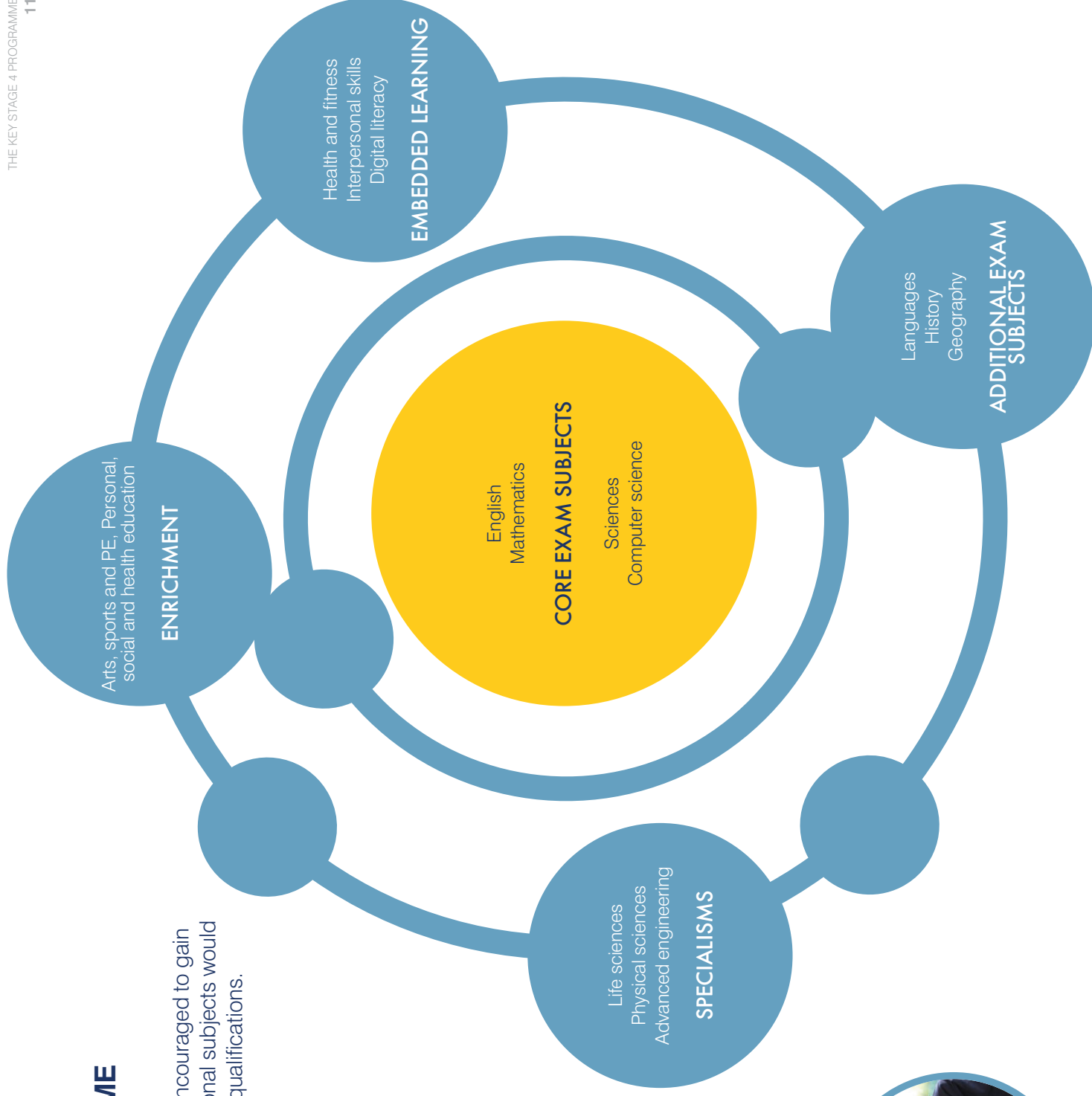
Students would study core subjects and be encouraged to gain a minimum of five GCSEs grade A\* - C. Optional subjects would include additional GCSE subjects and BTEC qualifications.

### All students would choose one of three specialisms:

- » life sciences (biotechnology and medical)
- » physical sciences (chemical, materials, cryogenics, nuclear)
- » advanced engineering (precision manufacture, control systems, high vacuum)

### All Key Stage 4 students would:

- » learn predominately through tutor-led seminars
- » develop effective individual learning techniques
- » experience working life with our employer sponsors
- » be encouraged to set ambitious career goals
- » practice what they have learnt on real-life projects



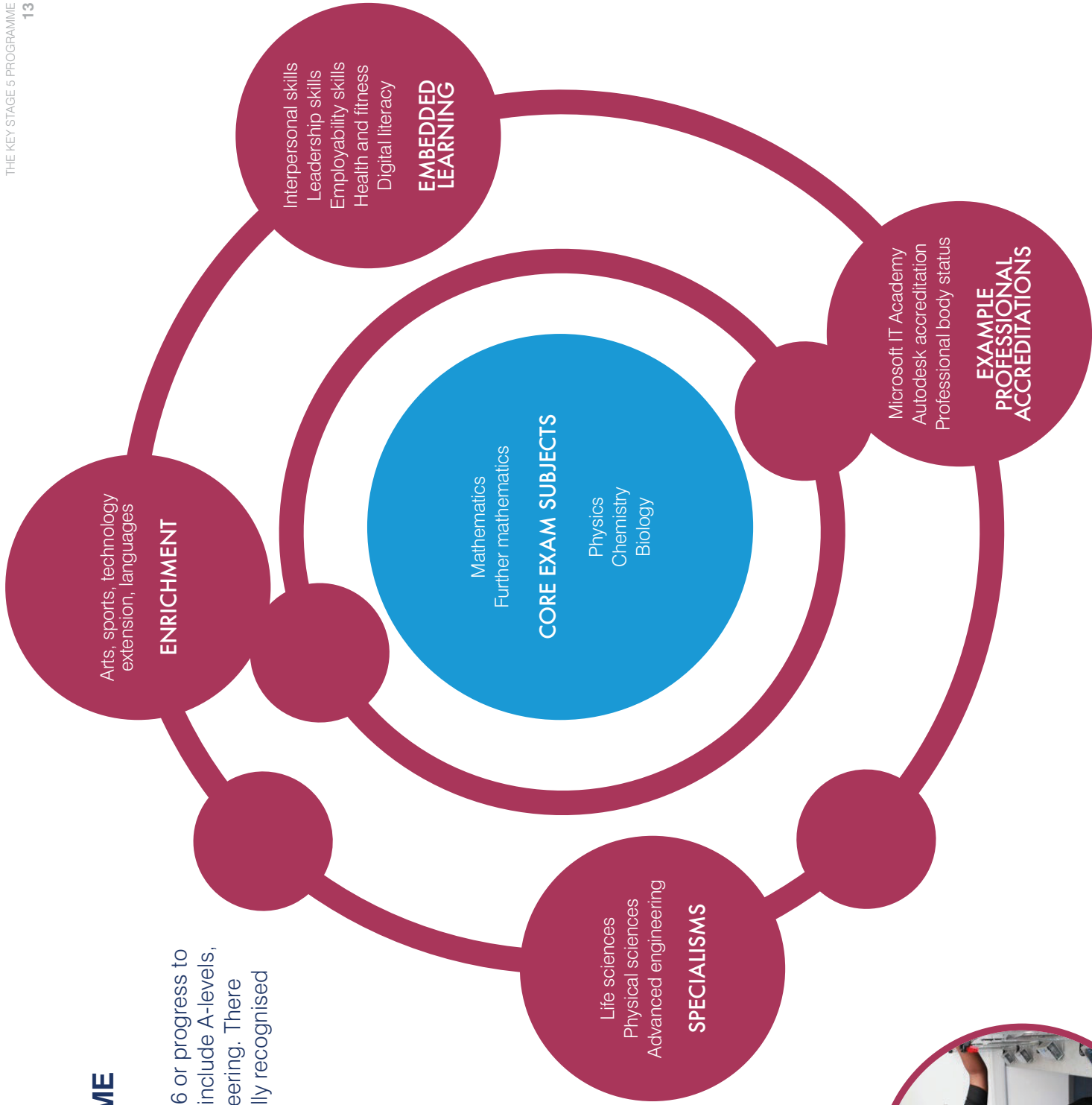
## THE KEY STAGE 5 PROGRAMME

Students would be able to join the UTC at 16 or progress to this stage from Key Stage 4. Core subjects include A-levels, BTEC diplomas in applied science or engineering. There would also be the opportunity to take globally recognised employer accreditations.

The embedded learning and enrichment activities at this stage would be specifically targeted towards developing the skills and attitudes that make students employable.

### At Key Stage 5 students would:

- » study through increased project-based work and individual learning
- » participate in highly relevant onsite work experience
- » expand enrichment activities, including community work
- » develop self-supervising skills



## THE OPPORTUNITY TO SPECIALISE

Alongside the core curriculum, students would have the opportunity to specialise in an area of specific interest:

Specialism	Assisted by industry partners
<b>Life sciences</b>	Oxford Instruments OBN (formerly Oxfordshire Bioscience Network)
<b>Physical sciences</b>	Culham Centre for Fusion Energy RM Education IBM Rutherford Appleton Laboratory Satellite Applications Catapult
<b>Engineering</b>	Culham Centre for Fusion Energy MINI Plant Oxford Unipart

All specialisms are designed to enhance skills and knowledge as well as increase the opportunity for success in the core subjects, GCSEs, A-levels and BTEC qualifications. Specialist study would provide a valuable differentiator for students when they are applying for higher education or employment. Focusing on a particular specialism would not reduce a student's options in the future. As well as sciences and engineering, the courses available at UTC Oxfordshire would enable students to access a variety of science, engineering and even humanities subjects at university and offer multiple pathways to employment.

**Specialisms will be delivered through:**

- » a blended combination of instructor led seminars
- » project-based learning
- » employer expert input, either onsite, via video conferencing or through mentors visiting the UTC
- » independent learning assignments

The project-based approach will allow students to progress at a pace that challenges and engages them.





## SPONSORS, PARTNERS AND STAKEHOLDERS

### Sponsors

#### Activate Learning (lead sponsors)

The Oxford & Cherwell Valley College group is re-launching as Activate Learning. The group brings together secondary, further and higher education, training and management consultancy, commercial businesses and social enterprise throughout Oxfordshire and Berkshire. It is the lead sponsor of UTC Reading which opened in September 2013. Its mission is to transform lives through learning.

#### Industry and academic partners

##### Our academic partners are:

###### » University of Reading

Royal Holloway University of London  
We are working with the sponsors to ensure that all necessary arrangements are in place for the creation of an exemplary science and engineering specialist UTC that is ready to open in September 2015.

##### The key industry partners are:

- » Culham Centre for Fusion Energy
- » RM Education
- » MINI Plant Oxford
- » IBM

We are liaising with these industry partners to confirm their involvement in the operation of the UTC in a number of ways:

- » consultancy and advice on curriculum design and content
- » employer accreditations
- » employer-led projects and challenges
- » coaching and mentoring
- » work experience opportunities
- » product donations

Industry partners would enable students to study specialisms and gain globally accepted professional qualifications.

For further details of our industry and academic partners, please visit [ADD URL](#).



University of  
**Reading**

**RM**  
Education



**CCFE**  
CULHAM CENTRE FOR  
FUSION ENERGY

**MINI**  
Plant Oxford



**SOUTH OXFORD AND VALE OF WHITE HORSE DISTRICT COUNCILS ARE WORKING TOGETHER WITH OTHER PARTNERS TO REALISE THE FULL POTENTIAL OF THE SCIENCE VALE UK ENTERPRISE ZONE. THIS AREA OF SOUTHERN OXFORDSHIRE HAS THE UK'S LARGEST CLUSTER OF SCIENCE AND TECHNOLOGY COMPANIES AND ORGANISATIONS. A SKILLED WORKFORCE IS CRITICAL TO A SUCCESSFUL FUTURE FOR SCIENCE VALE UK. THE COUNCILS STRONGLY SUPPORT THE UTC BECAUSE IT WILL PLAY A VITAL ROLE IN PROVIDING THAT WORKFORCE.**

**Catherine Scotting,**  
South Oxfordshire District Council



### Supporters

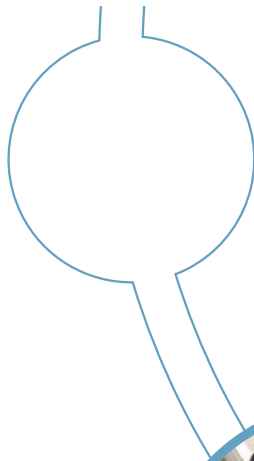
The local authority, Oxfordshire County Council and the two district councils, South Oxfordshire and Vale of the White Horse have been strongly involved in the planning group for the UTC and are active supporters of the project.

### Stakeholders

Our links with local schools would be very important and developing these would be a key focus of UTC Oxfordshire. It would be important that opportunities are available for school pupils to try out the UTC while at Key Stage 3 and that the transition into the UTC for Year 10 pupils is well managed.

##### Other stakeholders that we wish to include are:

- » other local authorities represented in our catchment area
- » professional bodies that represent employers
- » local community groups
- » parents and carers



## BENEFITS

### Benefits to students and parents

Students at UTC Oxfordshire would benefit from:

- » the option to keep career and study routes open while growing and developing an interest in science or engineering
- » a small, nurturing environment where learning is personalised and students are supported to aim high and achieve their best
- » a strong focus on developing the whole person so that each student becomes a well-rounded young person with the values, attributes and attitude that will distinguish them from their peers
- » contact and collaboration with leading employers to learn the habits and professional standards that are required to succeed in the workplace

### Benefits to the community

UTC Oxfordshire represents a huge investment in the education of young people in Oxfordshire. The UTC sponsors are committed to making facilities available to the local community and intend to work in partnership with local community groups to support their activities.

### Benefits to the economy

University Technical Colleges have been introduced to train highly skilled and vocationally qualified professionals to close the skills gap that exists in the UK.

The supply of work ready, talented, skilled young people would enable the UK to become a key player in the high-tech science and engineering industry and remain competitive in an increasingly global and fast-moving business environment.

UTC Oxfordshire offers a unique opportunity for education and business to join forces in Oxfordshire and develop the skills that would be needed by leading companies, both today and in the future.



## ADMISSIONS

In line with is vision, we propose that UTC Oxfordshire would recruit a balanced intake of students across the ability range in each year of entry. In 2015, there would be 60 places for students in Year 10 and 80 places for students in Year 12.

The proposed catchment area would cover an area within a 15 mile radius of Didcot. Grouped postcode areas would be used to ensure a geographical spread. A set proportion of places would be allocated to young people living in each postcode area. This means that applicants living anywhere in the catchment area would be given equal consideration regardless of the proximity of their home address to the UTC.

Where the number of applicants for admission is greater than the published admissions number, applications would be considered against the criteria set out below. After the admission of pupils with statements of Special Educational Needs where UTC Oxfordshire is named on the statement, the criteria would be applied in this order:

- » looked after children
- » siblings of students in attendance at the UTC in Years 10 to 12
- » 30% of places to applications within catchment area one, which includes all postcodes in OX10, OX11 and OX14
- » 30% of places to applications within catchment area two, which includes all postcodes in OX1, OX4, OX12, OX13, OX44, OX49, RG14, RG18 and RG20
- » 30% of places to applications within catchment area three, which includes all postcodes in OX2, OX3, OX9, OX18, OX28, OX29, OX33, RG4, RG8, RG9, RG17, RG31 and SN7

The remaining 10% of places would be allocated to pupils living outside of the postcodes listed above, with those living closest to the front gates of the UTC (straight line distance) being admitted.

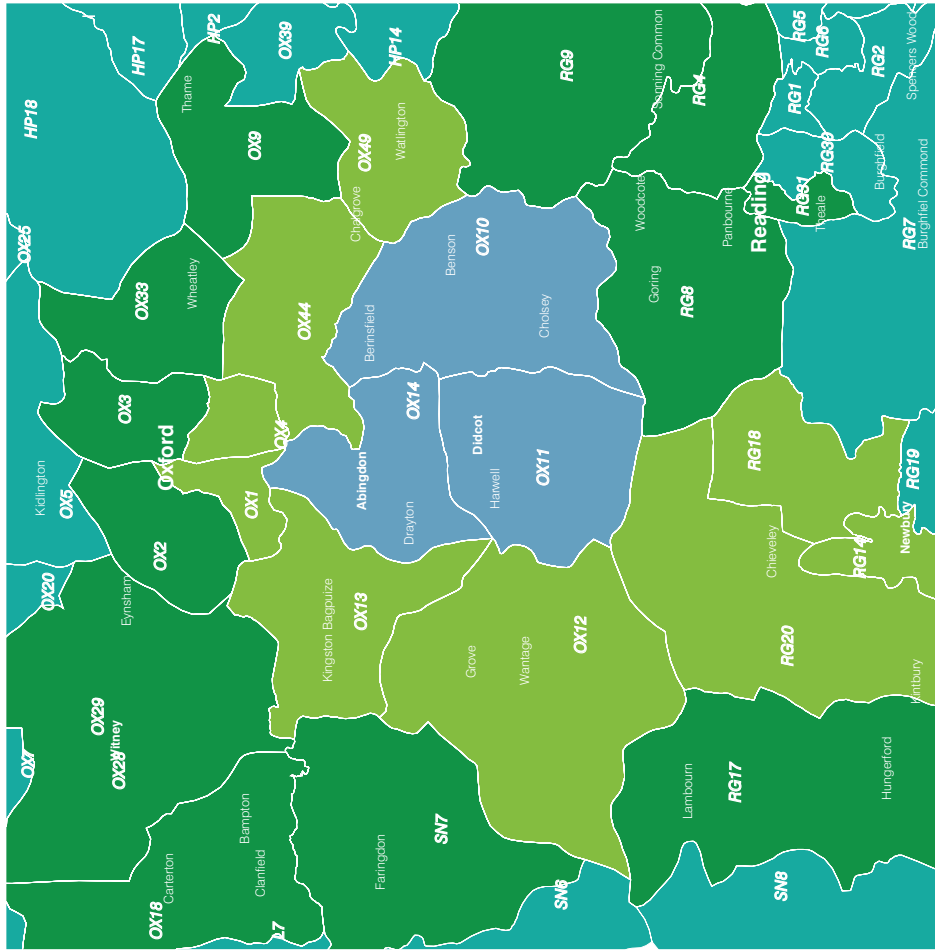
If any of the areas are undersubscribed, the places from such areas would be randomly allocated to applicants in oversubscribed area/s.

UTC Oxfordshire would operate a Sixth Form of 300 students.

Students would be able to progress from Year 11 at UTC Oxfordshire to a suitable programme of study within the Sixth Form of the UTC. In the event of places becoming available for external candidates in Year 12, these candidates would be expected to meet specific entry requirements appropriate to their intended programme of study

## ELIGIBLE LOCATIONS

- Area one:**  
OX10, OX11 and OX14
- Area two:**  
OX1, OX4, OX12, OX13, OX44, OX49, RG14, RG18 and RG20
- Area three:**  
OX2, OX3, OX9, OX18, OX28, OX29, OX33, RG4, RG8, RG9, RG17, RG31 and SN7



# UTC OXFORDSHIRE CONSULTATION QUESTIONNAIRE (TEAR-OFF SLIP)

We want to hear your views about these proposals.

## Public consultation events

### Consultation meeting

Monday 14 October 2013, 5.30-6.30pm

Didcot Civic Hall

Britwell Rd

Didcot OX11 7JN

### Consultation meeting

Wednesday 23 October 2013, 6.30-7.30pm

North Oxford Association Community Centre

Diamond Place

Summertown

Oxford OX2 7DP

### Public drop-in session

Thursday 14 November 2013, 3-7pm

Didcot Civic Hall

Britwell Rd

Didcot OX11 7JN

Consultation meetings will be arranged with specific groups of stakeholders. Public consultation meetings and a consultation drop-in session will take place during October and November 2013.

At these meetings sponsors and partners will be available to discuss the developing proposals for UTC Oxfordshire and answer any questions.

### How to have your say

- » attend one of the public consultation events complete and return the consultation questionnaire in this brochure
- » complete and submit the consultation questionnaire online at ADD URL

The consultation period closes on 29 November 2013.

ADD ADDRESS AND EMAIL

Activate Learning (the new name for the Oxford & Chelwell Valley College group), together with its academic and industry partners is proposing to open a University Technical Academy in Didcot in 2015. We are carrying out a public consultation on the proposal.

The consultation consists of this questionnaire and a range of public meetings. The findings of the consultation will be used to develop the policies and practices of the UTC.

We value your views and look forward to receiving your completed questionnaire. Please fill out this tear-off slip and send it to us by 29 November 2013. This questionnaire can also be completed online at ADD URL.

### About you

My postcode is:

I am: (Please tick only one box)

- ☐ a pupil/student
- ☐ an employer
- ☐ a parent/carer
- ☐ a member of the local community
- ☐ an education professional
- ☐ other, please state:

If you fall into more than one group please choose the group you wish your views to be recorded against.

### Ethos and curriculum

1. Do you support the idea of developing UTC Oxfordshire as a way of broadening choice and improving success of local 14-19 students?

☐ Yes ☐ No

Comments:

2. Do you agree that the Department for Education should enter into a funding agreement to enable UTC Oxfordshire to open in 2015?

☐ Yes ☐ No

Comments:

3. Do you agree that life sciences, physical sciences and engineering are the right vocational areas for this UTC?

☐ Yes ☐ No

Comments:

4. Do you like the concept of the proposed vision and ethos of UTC Oxfordshire? Please put any comments below:

☐ Yes ☐ No

Comments:

### Admissions

5. Do you agree with the proposed admissions arrangements?

a) Have the postcodes been placed in the correct areas?

☐ Yes ☐ No

Comments:

- b) Are there additional postcodes which should be included?

☐ Yes ☐ No

Comments:

- c) Are there postcodes which should be taken out of a catchment area?

☐ Yes ☐ No

Comments:

6. Have the appropriate weightings been given within the oversubscription areas?

☐ Yes ☐ No

Comments:

7. What is the general view on the use of postcodes to set the oversubscription criteria compared to applying a distance based criteria?

8. Do you have any other comments on the proposed UTC Oxfordshire?

9. How interested are you in attending / sending your child to UTC Oxfordshire?

☐ very much ☐ to some extent ☐ not very much  
☐ not at all ☐ don't know

- ☐ I would like to be kept informed of development with UTC Oxfordshire

Email:

Postal address:

Thank you for completing the questionnaire.





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UTC Oxfordshire  
Oxford & Cherwell Valley College  
Oxpens Road  
Oxford  
OX1 1SA



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County Hall  
New Road  
Oxford  
OX1 1ND

Jim Leivers  
Director for Children, Education &  
Families

Tel: 01865 815122

Baker Dearing Educational Trust  
4 Millbank  
London  
SW1P 3JA

My ref:

Your ref:

Date: 13 November 2012

This matter is being dealt with by: Roy Leach  
Email: roy.leach@oxfordshire.gov.uk

**Statement in support of a proposed University Technical College located in Didcot.**

The County Council has publicly stated its support for all forms of academies, including University Technical Colleges (Cabinet, February 2012), and was a strong supporter of the UTC proposal for South West Bicester. The County Council believes that a University Technical College could make a significant contribution towards enhancing the educational provision in and around Didcot provided that it were part of a coherent approach to:

- addressing the sufficiency of school places necessary to meet significant housing growth within the town; and
- meeting the skills and qualification needs of the student population and local employers.

Provided a University Technical College in Didcot were consistent with the above the County Council could support its delivery through making a contribution towards its capital costs from the c.£17 million of developer contributions already secured towards additional secondary school places (11-18 years), and the provision of a site as part of the proposed facilities located within the Great Western Park residential development.

Yours sincerely

Jim Leivers  
Director for Children Education and Families

Councillor Melinda Tilley  
Cabinet Member for Education

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Division(s): N/A
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## **CABINET – 15 OCTOBER 2013**

### **BUSINESS MANAGEMENT AND MONITORING REPORT QUARTER 1 2013-14**

**Report by Assistant Chief Executive and Chief Finance Officer, Sue Scane**

#### **Introduction**

1. This paper provides details of performance for quarter one for Cabinet to consider. Performance dashboards are included at **Annex 1** for information and discussion.
2. Cabinet is able to explore the performance of all Council services, including commissioned services. To distinguish indicators that pertain to a commissioned service, they are presented in italics.

#### **Performance Scrutiny Committee**

3. The information contained within this report was considered by the Performance Scrutiny Committee on 26<sup>th</sup> September 2013. Discussions between the committee and Deputy Directors were focused on exploring the escalated issues.
4. The committee recognised that improving delayed transfers of care required a multi-agency response and that the Health and Overview Scrutiny Committee (HOSC) were undertaking a detailed review in December, which would be reported back to the Performance Scrutiny Committee in January.
5. The Performance Scrutiny Committee also asked to consider the Annual Adult Safeguarding Board Report, which provides assurance around the quality of service provision across adult social services.
6. In their examination of the performance of Children, Education and Families Directorate, the committee agreed to use a future meeting to examine the pathway through children's social care in more detail, in order to more closely review the relationship between social care and early help services particularly with reference to the escalated issue of referrals that lead to no further action.

#### **Summary of Performance**

7. Overall, Oxfordshire County Council is achieving well against the full suite of performance measures. Performance rated green indicates that the target is being achieved or exceeded. A target is rated red if the level of performance is not achieved it and significantly below that expected and amber if performance is within an acceptable range. There are a number of indicators

where performance is rated red or amber, but the direction of travel is an improving trend. This offers an encouraging sign that performance can be expected to move into the green rating over subsequent quarters.

8. Whilst we acknowledge performance achievements, it is important to focus effort to improve those areas where performance does not meet expectations. To this end, several issues are escalated for consideration. These issues reflect areas of performance that are below the expected level or significantly worsening and are of most significance to effective service delivery.

## **Exploring Escalated Issues**

### **Social and Community Services**

9. *Reablement Service*  
The number of people in receipt of the reablement service continues to increase month on month, but remains 17% below target for this quarter. A range of actions have been implemented to bring performance in line with target. These include: improvements to transfer of cases between hospitals and the reablement service; social workers making more appropriate referrals to reablement; increasing the profile of the service with GP's and measures to improve demand prediction and scheduling.
10. *Delayed Transfers of Care and Care Home Placements*  
There continue to be substantial delays of the transfer of care of individuals waiting to leave hospitals. Across the quarter there has been a 25% reduction in the delays, but we remain in the bottom quartile nationally. Additionally a large proportion of people affected are placed in short term assessment beds in care homes, which has led to an increase in permanent care home placements. This quarter, 14% more people were placed in care homes than were placed, on average, in each quarter last year. Actions to address this are managed by the multi-agency Chief Operating Officers Group and include the improvements to case transfers to the reablement service; decommissioning of assessment beds, re-commissioning of intermediate care beds (in community hospitals); re-commissioning of the home care service. However the risks associated with these areas should be acknowledged and expectations of a short-term improvement in performance managed.

### **Children, Education & Families**

11. *Keeping Children Safe*  
A current performance issue is around the referral process where 36.7% of all referrals result in no further action at the point of referral and 83.8% of all referrals result in no further action when the initial assessment is carried out. This means that out of 1399 children referred to Children's Social Care this quarter only 226 are now in receipt of any service. These levels are congruent, even when the reporting origin is a professional partner e.g. police, education, health services and other local authority colleagues. Our current data does not reveal how many of these become re-referrals or how many of the no further action decisions are referred onto Early Intervention Hubs for preventative action. However, it is safe to assume that the high level of no further action decisions reveals a high level of wasted effort by our staff and

partners and creates a risk that opportunities to reduce the likelihood of children requiring social care are missed. Work to address this issue has already started with the development of an integrated pathway, where cases can be stepped up and down between Early Intervention and Social Care. Additionally officers are looking at ways to improve the understanding of the thresholds applied to referrals with our various partners.

12. *Raising Attainment*

An important factor influencing the overall educational attainment of children is whether they are taught in schools judged as inadequate. Although there are still 11 schools judged inadequate in Oxfordshire, which is the same number as last year, there has been a significant improvement in numbers of children taught in schools which are judged to be good or outstanding: 6300 more children in primary schools, and almost 3000 in secondary schools compared with last year.

13. *Narrowing the Gap*

The data reported at quarter one in relation to persistent absence remains provisional due to technical problems experienced during the recent migration of school information management systems. Overall, absence in secondary schools remains high and above target. Absence in primary schools has improved but is still over target. An attendance strategy is being launched in the autumn term, which is expected to address this continuing issue. All absence of looked after children is now reported daily to both the virtual school and the child's social worker. This allows the reason for absence to be verified and action taken to ensure a swift return to school. This initiative is expected to further improve our performance in relation to managing absence.

### **Economy and Environment**

14. *Highways Defects*

The current rate for reported faults requiring repair is around double expected for this quarter. This is mainly due to adverse weather conditions over the 2012/13 winter period, which has caused deterioration of the road surface. Specialist suppliers are being used to clear the repairs and budgets are being adjusted in response to this unpredicted demand. The backlog in reported defect repairs should be cleared by quarter two. The results of the NHT Public Satisfaction Survey will be available in quarter 2. Last year we achieved a 48.59% satisfaction rate for Highways Maintenance, placing the Council in the second quartile nationally. The 2013 results will allow the Council to assess the public perception of our recent performance in relation to highway defects more accurately.

15. *Customer Service Centre*

The majority of indicators show good performance across the Customer Service Centre. However, only 52% of blue badge applications are processed within 20 working days. The process has now been redesigned and improvement is expected to be realised in the second quarter. Increased demands on staff within the Customer Service Centre have also led to only 72% of concessionary fare applications being processed within 10 working

days. An action plan is in place to reduce the number of applications waiting and to generally improve the efficiency of the service.

### **RECOMMENDATION**

16. **The Cabinet is RECOMMENDED to note and discuss the performance reported in the dashboards and to make any comments necessary for performance improvements to be made.**

### **SUE SCANE**

ASSISTANT CHIEF EXECUTIVE & CHIEF FINANCE OFFICER

Contact Officer: Maggie Scott, Interim Head of Policy (Ox) 816081

September 2013



Division(s): N/A

## CABINET – 15 OCTOBER 2013

### FORWARD PLAN AND FUTURE BUSINESS

#### Items identified from the Forward Plan for Forthcoming Decision

Topic/Decision	Portfolio/Ref
<b>Cabinet, 26 November 2013</b>	
<ul style="list-style-type: none"> <li>▪ <b>Staffing Report - Quarter 2 - 2013</b> Quarterly staffing report providing details of key people numbers and analysis of main changes since the previous report.</li> </ul>	Cabinet, Deputy Leader 2013/095
<ul style="list-style-type: none"> <li>▪ <b>Multi Agency Safeguarding Hub (MASH)</b> To agree proposals for establishment of a MASH in Oxfordshire.</li> </ul>	Cabinet, Children, Education & Families 2013/135
<ul style="list-style-type: none"> <li>▪ <b>Final Decision on Expansion of Queensway Primary School to 2 Forms of Entry (2fe)</b> If objections received to consider final decision on expansion.</li> </ul>	Cabinet, Children, Education & Families 2013/116
<ul style="list-style-type: none"> <li>▪ <b>Children's Sexual Exploitation in Oxfordshire</b> To note the work of Oxfordshire County Council and its partners.</li> </ul>	Cabinet, Children, Education & Families 2013/150
<ul style="list-style-type: none"> <li>▪ <b>Strategy for Expanding Primary and Secondary School Provision in the Grove and Wantage Area</b> To approve the strategy, following public consultation.</li> </ul>	Cabinet, Children, Education & Families 2013/106
<ul style="list-style-type: none"> <li>▪ <b>Oxfordshire Minerals and Waste Development Scheme 2013</b> To seek approval for the Oxfordshire Minerals and Waste Development Scheme 2013, setting out the scope of and timetable for preparation of the revised Oxfordshire Minerals and Waste Plan Core Strategy, and for the date for the Scheme to be brought into effect and published.</li> </ul>	Cabinet, Environment 2013/130
<ul style="list-style-type: none"> <li>▪ <b>Oxfordshire Local Aggregate Assessment 2013</b> To seek approval for the Oxfordshire Local Aggregate Assessment 2013, setting out the Council's assessment of the demand for and supply of aggregates (sand &amp; gravel, crushed rock and secondary &amp; recycled aggregate) in Oxfordshire, to be used to establish the provision for mineral supply that needs to be made in the revised Oxfordshire Minerals and Waste Plan Core Strategy and the landbanks of minerals that need to be provided for in Oxfordshire through planning permissions.</li> </ul>	Cabinet, Environment 2013/131

- **Treasury Management Mid Term Review (2012/13)** Cabinet, Finance  
 To provide a mid term review of Treasury Management activity in 2013/097  
 2012/13 in accordance with the CIPFA code of practice.
- **Coroner's Rule 43 Notice - Retro-Fitting of Water Suppression Systems (Sprinklers) to High Rise Properties in Oxfordshire** Cabinet, Policy  
 Co-ordination  
 2013/143  
 To request Cabinet, as fire authority, to make a formal decision on its position regarding sprinklers.

### **Cabinet Member for Adult Social Care, 26 November 2013**

- **Healthwatch Oxfordshire** Cabinet Member  
 To seek to agree contract award and funding allocation for for Adult Social  
 Healthwatch Oxfordshire. Care,  
 2013/112

### **Cabinet Member for Children, Education & Families, 4 November 2013**

- **Strategy for Expanding Primary and Secondary School Provision in the Grove and Wantage Area** Cabinet Member  
 To approve the strategy, following public consultation. for Children,  
 Education &  
 Families,  
 2013/151

### **Cabinet Member for Environment, 21 November 2013**

- **Consideration of Objections to Experimental Traffic Regulation Order - Banned Turns on A40 Risinghurst** Cabinet Member  
 To seek approval to proceed. for Environment,  
 2013/069
- **Consideration of Objections to Experimental Traffic Regulation Order - Parking in Shiplake** Cabinet Member  
 To seek approval to proceed. for Environment,  
 2013/068
- **Pre-Consultation Draft Rights of Way Improvement Plan** Cabinet Member  
 To seek approval before consultation. for Environment,  
 2013/119
- **Proposed Parking Restrictions - Burford Road/Moor Avenue, Witney** Cabinet Member  
 To seek approval to proceed. for Environment,  
 2013/070

- **Proposed Parking Restrictions - Limborough Road, Wantage**  
To seek approval to proceed.

Cabinet Member for Environment, 2013/072
- **Proposed Parking Restrictions - Various Locations in Littlemore and Iffley Turn, Oxford**  
To consider objections received.

Cabinet Member for Environment, 2013/137
- **Banbury: Ermont Cycle Infrastructure**  
To report on results of public consultation and seek approval to proceed.

Cabinet Member for Environment, 2013/146
- **Charges for Landowner Statements and Declarations (public rights of way & village greens)**  
To seek approval for a charge to administer applications made under the Commons (Registration of Town and Village Greens) and Dedicated Highways (Landowner Statements and Declarations) Regulation 2013.

Cabinet Member for Environment, 2013/153

## **Cabinet Member for Public Health & the Voluntary Sector, 27 November 2013**

- **Chill Out Fund 2013/14 - November 2013**  
To consider applications received (if any) from the Chill Out Fund.

Cabinet Member for Public Health & the Voluntary Sector, 2013/098

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