

CABINET – 21 MARCH 2023

CAPITAL PROGRAMME UPDATE AND MONITORING REPORT

Report by the Director of Finance

Recommendations

1. The Cabinet is RECOMMENDED to:

OCC Capital Programme

- a) Approve the latest capital monitoring position for 2022/23 (Annex 1) and the associated updated capital programme at Annex 2, incorporating the changes set out in this report
- b) To note the approval of the Leader of the Council, in accordance with the Council's Financial Regulations for the revised budget provision of £5.4m for the Ploughley Road/A41 Junction Improvement scheme in Bicester (paragraph 21)

Re-profiling

- c) Agree the in-year re-profiling as identified in the report and (Annex 1 and 2)

Executive Summary

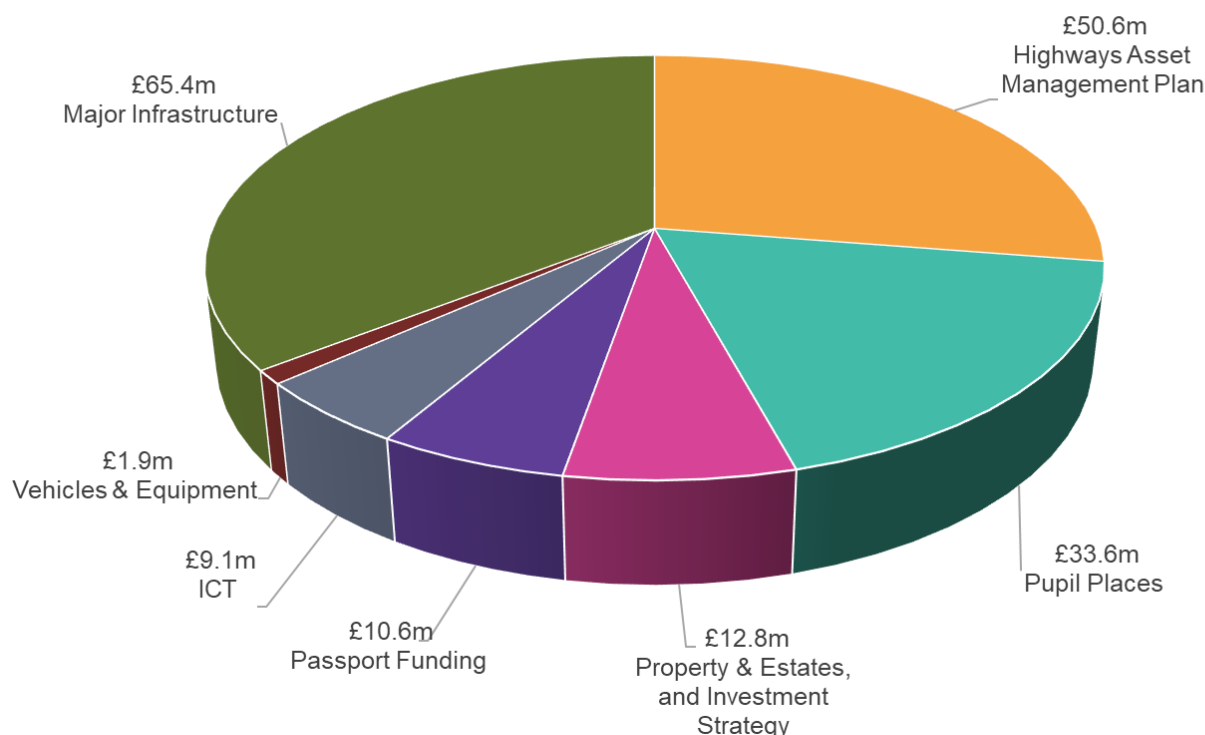
2. The report sets out the monitoring position based on activity to the end of January 2023 and is the fourth update for 2022/23. It also includes an update to the Capital Programme approved by Council in February 2023 taking into account additional funding and new and/or changes to schemes.
3. Forecast programme expenditure for 2022/23 is £184.0m (excluding earmarked reserves). This has decreased by £14.9m compared to the latest approved capital programme (Annex 1) and reflects the spend profile from the latest delivery timeframes as well as the inclusion of new grants received by the Council.
4. Since the Council meeting on 14 February 2023, a small number of funding changes and scheme updates have been included, the total ten-year capital programme (2022/23 to 2032/33) is now £1.394bn (excluding earmarked reserves). This has increased by £0.9m compared to the capital programme approved by Council in February 2023. The updated capital programme summary is set out in Annex 2 and the main variations are set out in this report.
5. As highlighted in previous reports inflationary increases in contract prices are continuing to increase the risk to the deliverability and cost of capital

schemes. This is reflected in several recent business cases that have been approved at the various capital governance platforms. The impact on the capital programme is reflected in the updates in this report.

Introduction

6. Capital expenditure is defined as spending that creates an asset for the Council (e.g. buildings, vehicles and equipment), and spending which meets the definition in regulations specified under the Local Government Act 2003 which includes spend on non-current assets that are not owned by the Council such as academies and the award of capital grants and funding agreements.
7. The capital programme sets out how the council will use capital expenditure to deliver the council's priorities as set out in the Strategic Plan 2022-25. The programme is updated quarterly and fully refreshed annually as part of the Budget and Business Planning Process to ensure that it remains aligned to the latest priorities, reflects the latest cost projections and profile for delivery, and incorporates the current funding position.
8. The capital programme is structured as follows:
 - **Major Infrastructure:** including Growth Deal Infrastructure programme
 - **Highways and structural maintenance:** including street lighting, and bridges
 - **Property Strategy:** including health & safety, maintenance, improvements and the Investment Strategy
 - **Pupil Place Plan:** including basic need (new schools and expansion), maintenance, health and safety and improvements
 - **IT, Digital & Innovation Strategy:** including broadband and End User equipment
 - **Passported Funds:** including Disabled Facilities Grant and Devolved Schools Capital
 - **Vehicles and Equipment:** including fire and rescue vehicles and equipment
9. The detailed investment profile for the 2022/23 Capital Programme is set out below and shows the forecast spend for the year by programme area based on the totals in the table in paragraph 12.

2022/23 Programme - Latest Spend Forecast



10. This is the fourth capital programme update and monitoring report for the year and focuses on the delivery of the 2022/23 capital programme based on projections at the end of January 2023 and new inclusions and changes within the overall ten-year capital programme.
11. Capital Programme for 2023/24 to 2032/23 was agreed as part of the Budget & Business Planning Report to Council on 14 February 2023 ([Budget and Business Planning Section 5.pdf \(oxfordshire.gov.uk\)](#)).

2022/23 Capital Monitoring

12. The capital monitoring position set out in Annex 1, shows the forecast expenditure for 2022/23 of £184.0m (excluding earmarked reserves). This has reduced by £14.9m compared to the latest approved capital programme.

The table below summarises the changes by strategy area:

Strategy Area	Last Approved Monitoring 2022/23 £'m	Last Approved Programme 2022/23 * £'m	Latest Forecast Expenditure 2022/23 £'m	Change £'m
Major Infrastructure	67.3	72.2	65.4	-6.8
Highways Asset Management Plan	51.6	50.3	50.6	+0.3
Property Strategy	15.6	15.1	12.8	-2.3
Pupil Places Plan	39.4	39.6	33.6	-6.0
IT, Digital & Innovation Strategy	8.9	9.2	9.1	-0.1
Passport Funding	10.9	10.6	10.6	0.0
Vehicles & Equipment	2.2	1.9	1.9	0.0
Total Strategy Programmes	195.9	198.9	184.0	-14.9
Earmarked Reserves	0.00	0.00	0.0	0.0
Total Capital Programme	195.9	198.9	184.0	-14.9

* Approved by Council 14 February 2023

13. Actual capital expenditure at the end of January 2023 was £119.5m. The combined spend to date and current forecasted in-year commitments for the Capital Programme is £170.3m or 89% of the revised estimate for the year but the rate of expenditure is expected to increase in the remaining part of the year due to several major infrastructure schemes reaching the construction stage.

Major Infrastructure

14. The Major Infrastructure Programme in-year expenditure is forecast to be £65.4m compared to the latest capital programme budget of £72.2m, a reduction of £6.8m. The programme is divided into 6 sub-programme areas as shown in the table below:

Major Infrastructure	Original Budget £'m	Last Approved Budget £'m	Latest Forecast £'m	Variation £'m
Housing Infrastructure Fund 1 (HIF1)	21.2	3.6	3.5	-0.1
A40 Corridor (Incl HIF2)	48.1	22.2	18.7	-3.5
A423 Improvement Programme	5.8	4.0	4.0	0.0
Active Travel P3	0.0	0.6	0.2	-0.4
Housing & Growth Deal (Inc Other schemes)	74.7	31.5	28.3	-3.2
Major Infrastructure Sub-total	149.7	61.9	54.7	-7.2
Countywide & Integrated Transport	1.2	10.3	10.7	+0.4
Major Infrastructure – Total	150.9	72.2	65.4	-6.8

HIF1

15. Forecast expenditure on HIF1 in 2022/23 has reduced by £0.1m. The Compulsory Purchase Orders are all now placed and the process is in the objection period. The procurement for the Design & Build contracts are progressing. The programme as a whole remains on track, financially there are risks around achieving its critical path and the market availability of suppliers and materials.

A40 Corridor (including HIF 2)

16. The A40 Corridor programme forecast expenditure has reduced by £3.5m. This is predominately due to the HIF2 A40 Smart Corridor scheme, where at the time of writing the report, there is still a level of uncertainty around the deliverability of some activity phased for March. The forecast reflects that uncertainty.

A423 Improvements Programme

17. The A423 Improvement Programme forecast expenditure has not changed.

Active Travel Phase 3

18. The Active Travel Phase 3 programme forecast expenditure has been reduced by £0.4m, due predominately to delays in the A41 London Road (Bicester) and Garsington Road improvement schemes.

Housing & Growth Deal & Other Schemes

19. The Department for Levelling Up, Housing and Communities have reviewed the final £30.0m instalment of the housing and growth deal grant funding. Following an update on the availability of the funding received in early December, the implications and risks have been worked through and recommendations put forward to the Future Oxfordshire Partnership, and elsewhere on this Cabinet agenda for the county council's consideration.

Banbury & Bicester

20. Overall, the Banbury and Bicester programme is forecasting a small reduction of £0.1m.
21. The Ploughley Road Scheme in Bicester has a cost pressure resulting from additional drainage works and carriageway resurfacing. These additional construction costs bring the total cost of the scheme to £5.4m. This is an increase of £0.8m from the previous approved budget. The additional funding will be met from additional S106 contributions and an underspend within a previous completed scheme within the Major Infrastructure Capital Programme. As the Gate 2 budget approved at construction phase was £4.1m, the cumulative variation has exceeded £1m.

22. To ensure the scheme can continue through the last phases of construction and avoid any unnecessary delays thus avoiding additional costs, the business case to increase the budget has received delegated approval from the Leader of the Council and Section 151 Officer as per the part 5.2.2 of the Financial Regulations.

Oxford

23. This programme is forecasting a reduction of £1.7m for 2022/23, mainly due to reprofiling on the A44 Corridor Improvement scheme.

South & Vale

24. Forecast expenditure on this programme in 2022/23 has reduced by £1.4m, this is due to a number of schemes predicting less than previously reported.

Countywide and Integrated Transport

25. Forecast expenditure in 2022/23 has increased by £0.4m, with nothing significant to report.
26. The overall ten-year programme for the Major Infrastructure programme has increased by £0.4m since the last update due to additional s106 funding coming into the capital programme.

Highways Asset Management Plan

27. The total in-year capital forecast for 2022/23 is estimated to be £50.6m and has increased by £0.3m. The programme is divided into 4 sub-programme areas.

Highways Asset Management Plan	Latest Capital Programme Budget	Latest Forecast	Variation
	£'m	£'m	£'m
Structural Maintenance Annual Programme	32.1	33.0	+0.9
Improvement Programme	3.4	3.0	-0.4
Structural Maintenance Major Schemes	13.9	13.7	-0.2
Other Programmes	0.9	0.9	0.0
Major Infrastructure – Total	50.3	50.6	+0.3

28. The Structural Maintenance Programme is forecasting to spend £33.0m, an increase of £0.9m. This is due mainly to increases in the delivery of carriageway, surfacing and structural improvement schemes. This includes the £0.5m additional scheme added to this year's programme for the works at Cherwell Drive, Oxford. There is a risk however that the Bridges

programme may slip slightly by year end due to weather conditions and water levels. reflects additional external funding and the reprofiling of future years budgets into the current year. Annex 3 shows the planned key structural maintenance deliverables for 2022/23.

29. The annual planned target total surfacing programme (excluding patching) for 2022/23 is calculated at 3% of the network. The expectation is that this would enable the council to maintain the 4,656km of network that it is responsible for in as close as possible to a 'steady state' within the funding available.
30. The annual Improvement Programme in forecast to spend £3.0m, a reduction of £0.4m. This includes 62 road safety and traffic improvements including road markings, cycle provision improvements, pedestrian crossings, footway improvements and speed limit alterations. The programme also includes enhancement to support bus journey time reliability and aiding bus movements.
31. Structural Maintenance Major Schemes are forecast to spend £13.7m. Annex 3 shows the planned key major scheme deliverables for 2022/23.
32. The Street Lighting LED Replacement programme is on target to deliver the agreed increased number of units following previous programme delays, within the £11.9m in-year forecast. There is a small risk that the programme could underspend by the year end due to delivery timescales for materials needed to complete the works. However, there is greater level of certainty that the whole programme will now be delivered by the end of 2023/24, primarily due to the focus of works being with a single supplier.
33. 80% (48,480 out of 60,6000) of the council's total street lighting assets have now been converted to LED.
34. The 20mph speed limit year 1 programme is slightly delayed and consists of 49 schemes for delivery by end of March 2023, with the remaining 29 schemes planned to be delivered in April and May next year.
35. The overall ten-year programme for the Highways Asset Management Plan programme has increased by £0.5m since the last update. This reflects an additional £0.5m coming into the Carriageway Programme to deliver the Cherwell Drive scheme.

Property Strategy

36. The Property Strategy Programme for 2022/23 is forecasting to spend £12.8m and has decreased by £2.3m compared to the previous update. The main changes are listed below.
37. Health & Safety remedial works (forecast underspend of £0.6m) – the Fire Compartmentation survey is completed, and the programme of works has been commissioned to commence in February. The need to roll forward is

due to initial delay in planning, completing the survey and preparing and commissioning the works.

38. Planning Consents Programme (forecast underspend of £0.5m). The original plan to spread the programme over 2 years was paused while the service undertook a restructure and review (refer para 42 and 43 below). This is now complete, and the service has re-profiled the plan to roll forward and spend the remaining Budget (£1.4m) in future years.
39. Office Rationalisation & Co-Location Programme (forecast underspend of £0.5m) the programme had to be delayed whilst the authority reviewed and clarified the requirements for both Union Street and Abbey House. Despite this delay the programme has successfully completed works to Knights Court (early stage of bringing on stream) and first phase of Union Street. Abbey House and Union Street (phase 2) will be rolled forward and completed in 2023/24.
40. Green Homes Sustainable Warmth Grant Fund (Forecast underspend of £0.5m). The programme is wholly Grant funded and permission has been granted to roll forward the outstanding work on both streams of the programme. There is a strong likelihood of some claw back of grant on the 'off gas' property stream of the programme.
41. The Service has now completed a transformation exercise and restructure of the team alongside a review of the Investment and Property Strategy. The restructure has focussed on overhauling the end-to-end governance, resourcing and management planning and control particularly to mobilise and implement programmes and complete within the agreed project plan.
42. The review of Investment strategy has focussed on:
 - (1) Asset Management and Disposal to optimise receipts
 - (2) Property Strategy to rationalise the utilisation of key buildings particularly the Oxford City Centre.
43. Following the completion of the transformation and approval of the Property Strategy by Cabinet in November 2022, the focus is now on the initial implementation of this strategy and establishing the sequencing of the overarching programmes. Central to the strategy is effective planning and resourcing to ensure delivery of programmed works within the plan and budget.
44. There is no impact to the overall ten-year programme.

Pupil Places Plan

45. The forecast expenditure for the Pupil Places Programme in 2022/23 has decreased by £6.0m to £33.6m. This reflects the latest anticipated profile of expenditure against the delivery timeframe of projects within the programme.

46. The Basic Need Programme is expected to spend £15.5m in 2022/23 with little change from the previous forecast.
47. Since the previous monitoring report, a further two projects within this programme have been successfully completed and one further project is expected to be completed within 2022/23:
- Gaglebrook – expansion to create 12 additional SEND places delivered by The White Horse Federation via a funding agreement.
 - Wallingford School – expansion to provide an additional 300 primary pupil places delivered by The Merchant Taylors’ Oxfordshire Academy Trust via a funding agreement.
 - Kingfisher Special School, Abingdon – expansion to provide an additional 16 SEN places by Propeller Academy Trust via a funding agreement.
48. A further five projects are in construction:
- 1) Radley CE Primary School – expansion to provide an additional 105 primary pupil places and improved schools hall (part funded by Radley Parish Council).
 - 2) Blessed George Napier, Banbury – expansion to provide an additional 300 secondary pupil places delivered by Pope Francis Catholic Multi Academy via a funding agreement.
 - 3) Lord Williams’s School, Thame – expansion to provide an additional 150 secondary pupil places delivered by Thame Partnership Academy Trust via a funding agreement.
 - 4) Glory Farm Primary School, Bicester – contribution (S106 funding) towards the replacement of 4 temporary classrooms delivered by Bernwode School Trust via a funding agreement.
 - 5) Woodstock Primary School, expansion to provide an additional 105 primary pupil places.
49. There are also a further 8 school expansion projects in the pre-construction phase. Depending on the delivery timeframe, some of these will reach the construction phase next financial year.
50. The Growth Portfolio Programme though has a forecast expenditure of £15.3m, a decrease of £5.4m compared to the last update. The main reason for this is that the contractors expected cash flow forecast for Shrivenham Primary School and Sires Hills Primary School for this financial year has now been accurately reflected on IBC which has resulted in a reduction in spend forecast for this year moving the spend forecast into next year. The overall project cost of both projects remains within the approved budget.
51. In this programme 4 projects are in construction. The first three projects are due to be completed in time for the start of the Academic Term 23/24:

- 1) Graven Hill Primary School, Bicester – a new school to create 420 primary pupil places and 90 nursery places and is being delivered by the housing developer (Graven Hill Village Development Co Ltd).
 - 2) St Johns Academy, Wantage – a new school to create 420 primary pupil places, 60 nursery places and SEND support spaces and is being delivered by the housing developer (Persimmon Homes).
 - 3) Sires Hill PS (NE Didcot) – a new school to create 420 primary pupil places and 90 nursery places.
 - 4) Shrivenham CofE Primary School – a new school to replace the existing school providing 315 primary pupil places and a 75 place nursery.
52. There are a further three projects in the pre-construction phase, two of which are brand new schools.
53. Schools Structural Maintenance (SSM) is part of the schools' annual programme. The 2022/23 programme included 35 projects with a forecasted budget requirement of £6.4m towards the repair and upgrades to school buildings primarily consisting of the replacement of boilers with hybrid low carbon heat pump solutions and flat roof replacement projects.
54. The latest forecast is £2.5m delivered in-year (reduction of £0.5m) with £3.9m planned to be spent in 2023/24. The maintained school condition surveys are on-going. A 2023/24 programme will be compiled using this condition survey information to ensure the most urgent repairs are included in the programme.
55. The overall ten-year programme for the Pupil Places programme has not changed since the last update.

IT, Digital & Innovation Strategy

56. Forecast expenditure for 2022/23 is estimated to be £9.1m and has decreased by £0.1m compared to the previous update. The main changes are detailed below.
57. Delivery under the GigaHubs programme is progressing well and the forecast for 22/23 is £3.14m (increase of £0.6m), of which £0.6m has been reclaimed from the grant sponsor. Payments to date total £0.9m, with the Q3+Q4 payments forecast pending invoicing total £2.2m. The change in the forecast position for 2022/23 reflects the flexible nature of the contract milestones and earlier delivery of some sites by NEOS Networks, but there is a neutral impact to the overall programme as the budget and forecast expenditure for the programme as a whole remains unchanged.
58. The Children Education Systems project to deliver the replacement of the main case management line of business systems (Education & Health Care Plan, Early Years & Education System, and Admissions) spend has been reprofiled by £0.5m into next financial year. A further upgrade to the system is being tested before final payments to the supplier.

59. The End User programme spend to support the new 'Agile Working' arrangements shows a forecast underspend of £0.3m which is due to completion of the initial phase of the programme to complete a mini refresh of older laptops. The underspent balance is being rolled forward to be incorporated as part of the next phase of the Agile Working and Replacement programme.
60. With an increasing competitive employment market, an improved recruitment experience is seen as crucial to the implementation of the HR Resourcing Strategy (Cabinet September 2022). A provision of £0.310m from the capital IT Strategy development budget has been made available towards the implementation of an Applicant Tracking System to replace the current provision through the Integrated Business Centre provided by Hampshire County Council.
61. Through external Government Bids20 public local authority car parks have had 250 EV chargers installed. From the start of the project to end of Jan 2023 they have sold enough kWh to fuel 1.4million electric miles.
62. Growth in Park and Charge usage has grown to over 90,000 in the year to end of January 2023, most notably park and charge usage in South Oxfordshire has doubled in the past 6 months and trebled in the Vale of White Horse.
63. The overall ten-year programme for the IT, Digital & Innovation Strategy has reduced by £0.1m since the last update.

Passported Funding

64. The total in-year capital forecast for 2022/23 is estimated to be £10.6m, with no change from the previous forecast. £6.7m of the total is Disabled Facilities Grant that is required to be passported to the district councils. A further £2.8m relates to the final elements of the Local Growth Fund and Getting Building Fund where the county council is acting as the accountable body.
65. There is no impact to the overall ten-year programme.

Vehicles and Equipment

66. The total in-year capital forecast for 2022/23 is estimated to be £1.9m with no change from the previous forecast.
67. There is no impact to the overall ten-year programme.

Ten Year Capital Programme Update

68. The total ten-year capital programme (2022/23 to 2032/33) is now £1,394.1m (excluding earmarked reserves), an increase of £0.9m

compared to the latest approved capital programme in February 2023. The main changes have been identified within the report.

Strategy Area	Last Approved Total Programme (2022/23 to 2032/33) * £m	Latest Updated Total Programme (2022/23 to 2032/33) £m	Variation £m
Major Infrastructure	739.7	740.1	+0.4
Highways Asset Management Plan	281.8	282.4	+0.6
Property Strategy	55.4	55.4	0.0
Pupil Places Plan	259.3	259.3	0.0
IT, Digital & Innovation Strategy	22.0	21.9	-0.1
Passport Funding	24.7	24.7	0.0
Vehicles & Equipment	10.3	10.3	0.0
Total Strategy Programmes	1,393.2	1,394.1	+0.9
Earmarked Reserves	115.2	114.8	-0.4
Total Capital Programme	1,508.4	1,508.9	+0.5

* Approved by Council 14 February 2023

Capital Funding Update

Prudential Borrowing

69. The ten-year Capital Programme includes a requirement to fund £290.5m through prudential borrowing. This has increased by £18m through the capital budget and business planning process and is due to the pipeline proposal of the Fleet Replacement Programme, which is self-financing. The latest borrowing requirement for 2022/23 is £41.5m and is expected to be taken as internal borrowing because of the level of cash balances. The majority of this relates to schemes that have already been delivered but have, until now, been funded temporarily by borrowing from other funding sources within the Capital Programme to delay the need to apply the prudential borrowing. The borrowing in 2022/23 is expected to include a further £23m from the £120m agreed in 2018 (£16m relates to additional investment in the Highways Asset Management Plan and £7.0m to the Property defect liability programme). A further £4m (from the £41.7m) borrowing which supports the OxLEP City Deals programme with the remaining £14.5m from other agreed spending plans.
70. The use of prudential borrowing will increase the Council's Capital Financing Requirement. The Council is required under statute to set aside a Minimum Revenue Provision to pay down the Capital Financing Requirement. Prudential borrowing is generally paid over 25 years. The Medium Term Financial Strategy takes account of this cost. As the Capital programme includes the OxLEP City Deal Programme, the borrowing costs relating to this scheme (for which the Council is the Accountable body) will be fully funded through Enterprise Zone 1 retained business rates.

Earmarked Reserves

71. The level of earmarked reserves (£58.8m) has reduced by £0.4m from the previous reported position to Council, primarily due to the Highways Asset Management Plan having drawn down £0.5m towards the new scheme included within the annual structural maintenance programme. A further £56m is held towards pipeline schemes as identified through the capital budget and business planning process.

Capital Reserves

72. The current level of capital reserves (including capital receipts and capital grants reserves) is approximately £184.4m. This is forecasted to reduce to £50m by the end of 2025/26 based on current spending and funding plans. The reduction is mainly due to the delivery of the Housing & Growth Deal Programme and the A423 Improvements Programme. Reserves can be used to temporarily fund schemes to delay the need for prudential borrowing or to help manage timing difference between the delivery of schemes and the receipt of Section 106 funding. The level of reserves impacts on the cashflow of the capital programme and the overall Council Balances and is already factored into the funding of the overall capital programme.

Risk Management

73. As explained in previous reports, there are a number of factors continuing to impact on the deliverability and cost of capital schemes. The combined impact of these factors has affected delivery across three key areas:
- Workforce – both skilled and unskilled
 - Availability of materials
 - Contract price (value and ability to maintain an agreed price)
74. These risks are continuing to be managed at both project and programme level and up to the Strategic Capital Board and where necessary action is being taken to adjust scheme deliverables and to use value engineering to maintain spend within the available funding.
75. There are two strategic risks being managed to mitigate impacts on the major infrastructure (Core Schemes and Major Infrastructure Programme more broadly). These are reported in the Business Management Monitoring Report, as part of the Strategic Risk Register.
76. As noted above at paragraph 19, the Department for Levelling Up, Housing and Communities have reviewed the final £30.0m instalment of the housing and growth deal grant funding. Following an update on the availability of the funding received by the council in early December, the implications and risks have been worked through and recommendations put to the Future Oxfordshire Partnership (and elsewhere on today's agenda for Cabinet).

Financial Implications

77. The paragraphs above set out the planned investment and available funding for the ten-year Capital programme including the risks associated with the delivery of the programme.
78. The following risks are inherent within the funding of the capital programme:
- Certainty over the timing and value of future capital receipts and Section 106 Contributions
 - Certainty of the value of future grant funding
79. If capital receipts or Section 106 contributions are not received within the planned timeframe it may be necessary for the Council to temporarily fund capital expenditure through Prudential Borrowing. The Council has a Prudential Borrowing reserve to help manage the revenue impact of additional prudential borrowing.
80. Where additional funding is required to fund schemes on a permanent basis this will need to be addressed by reducing investment elsewhere within the programme (reprioritisation) or by permanently funding through prudential borrowing. This would require the identification of long term revenue funding as the Prudential Borrowing is usually repaid over 25 years through the Minimum Revenue Provision.

Comments checked by:

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Staff Implications

81. There are no staffing implications arising directly from the report.

Equality & Inclusion Implications

82. There are no equality and inclusion implications arising directly from this report.

Legal Implications

83. In year changes to the capital programme must be approved by Cabinet in accordance with the councils Financial Regulations and in particular paragraph 5.1.1(IV) where the total estimated resource allocation is above £1,000,000, then Cabinet can agree its inclusion into the Capital Programme, via the periodic Capital Report to Cabinet, based on the

recommendations by Capital Programme Board and the Section 151 Officer.

84. In relation to paragraph 2 above, then paragraph 5.2.2 (v) of the councils Financial Regulations state that '*The Leader of the Council may, in conjunction with the Section 151 Officer, approve any proposed change to the Capital Programme in advance of a report to Cabinet where Cabinet approval is required. In these cases, funding must be agreed by the Section 151 Officer and reported to Cabinet in due course.*'

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LORNA BAXTER

Director of Finance

Annexes: Annex 1 – Capital Programme Monitoring
 Annex 2 – Updated Capital Programme 2022/23 to 2032/33
 Annex 3 – Planned Annual Structure Maintenance Programme deliverables 2022/23

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February 2023