



Cabinet Tuesday, 29 January 2013

ADDENDA

3. Minutes (Pages 1 - 10)

To approve the minutes of the meeting held on 18 December 2012 (**CA3**) and to receive information arising from them.

7. Business Strategy and Service & Resource Planning Report for 2013/14 - 2017/18 - January 2013 (Pages 11 - 22)

The following documents are attached:

- A document forming part of Annex 10b together with the tables that were originally circulated.
- Comments from Scrutiny Committees. Set out below are the additional comments of the Strategy & Partnerships Scrutiny Committee held on 17 January 2013 when they considered the attached document:

“The Strategy & Partnerships Committee has noted the comments from the various scrutiny committees and is broadly supportive of the points agreed and the backing they have given to the budget proposals. However the committee stressed that it regrets the fact that the local government sector has had to bear such significant reductions in its budgets and the difficulty this creates for delivering local services.

The Strategy & Partnerships Committee would particularly like to draw the Cabinet's attention to the feeling of widespread regret expressed by Councillors in relation to the proposal to remove the Area Stewards Fund. This fund is popular with the public and has enabled members to respond to local transport issues. Equally the proposal to remove the Big Society Fund is regrettable. In response to the Localism Act the council is focussing more areas of its work through the Localities and these funds provided a positive catalyst for joint working with parish and town councils. The committee supports the proposal that the council considers reinstating the funds if it receives any one off or unexpected funding from central government.”

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CABINET

MINUTES of the meeting held on Tuesday, 18 December 2012 commencing at 2.00 pm and finishing at 2.50 pm

Present:

Voting Members: Councillor Ian Hudspeth – in the Chair
Councillor Rodney Rose
Councillor Arash Fatemian
Councillor Nick Carter
Councillor Melinda Tilley
Councillor Hilary Hibbert-Biles
Councillor Mrs J. Heathcoat

Other Members in Attendance: Councillor Jean Fooks (Agenda Item)
Councillor Jenny Hannaby (Agenda Item)
Councillor alan Armitage (Agenda Item)

Officers:

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

Part of Meeting Item	Name
6	Kathy Wilcox (Corporate Finance)
7	Lorna Baxter, Deputy Chief Finance Officer; Stephanie Skivington (Corporate Finance)
9	Alison Partridge (Joint Commissioning)
10	Alexandra Bailey, Research & Major Programmes, Unit Manager
12	Huw Jones, Director for Environment & Economy; Andre Pau (Sustainable Development)

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.

133/12 APOLOGIES FOR ABSENCE

(Agenda Item. 1)

Apologies were received from Councillor Chapman and Councillor Mallon.

134/12 MINUTES

(Agenda Item. 3)

The Minutes of the meeting held on 27 November 2012 were approved and signed.

135/12 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda Item. 4)

Councillor Jean Fooks had given notice of the following question to Councillor Rodney Rose:

“Councillor Rose has been quoted recently as saying he would not introduce any more 20mph limits until the police started to enforce them. Nevertheless, people have noticed reductions in speed in residential roads and there is evidence that accidents are down. Were the 20mph limits to be enforced, which is still not happening despite an apparent change of mind by the police, speed would certainly be further reduced and this is almost certain to be accompanied by a reduction in accidents of all kinds. When the 20mph limit was introduced in almost all residential roads in Oxford, the County Council said that if the signs were insufficient on their own to reduce speeds, physical measures would be considered. As many residents, not only in the city but across the county, are keen to have the benefits of lower speeds, would the Cabinet member consider

- encouraging the police to do more enforcement
- consulting with members and residents where new 20mph limits might be introduced when funds are available from whatever source?”

Councillor Rose replied:

“Monitoring at 60 sites in Oxford show that the average reduction in speed following the introduction of the 20mph speed limit in September 2009 was 1mph. Some roads however have seen appreciably greater reductions, of up to 4mph; as would be expected, on minor roads where the speeds were on average already lower than 20mph before the limit was reduced, there has been little change.

We are planning to carry out further surveys in the summer of 2013 to see if there have been any further change - as with other speed limits, it can take time for drivers to adjust their behaviour when a limit is introduced. We very much hope to see increasing compliance which can only help to improve safety especially for pedestrians and cyclists, but until we have more positive evidence of their effectiveness, we are not proposing to introduce any new 20mph limits.

Enforcement of 20mph limits has been a resource and prioritisation issue for the Police but I am aware they are reviewing their approach on a national basis.

I await more certainty on our coming Budget position before supporting use of any funding on anything but Highway maintenance, and would expect this to be on the assumption that all of the County had the same opportunity to gain from any change in focus, not just in our more wealthy areas.”

Supplementary: Councillor Fooks referring to the final sentence of the response pointed out that Summertown and Wolvercote were not entirely wealthy areas. Councillor Rose in response indicated that he would want to see an equality of opportunity. In response to a request from Councillor Fooks for recent accident statistics in areas where the speed limit had been introduced to see the impact of the reduction Councillor Rose undertook to get that information sent to her.

136/12 PETITIONS AND PUBLIC ADDRESS

(Agenda Item. 5)

The following requests to address the meeting had been agreed

Item 6 – Councillor Roz Smith, Shadow Cabinet Member for Finance

Item 7 – Councillor Roz Smith, Shadow Cabinet Member for Finance

Item 9 – Councillor Jenny Hannaby, Shadow Cabinet Member for Adult Services

Item 10 – Councillor Alan Armitage, Opposition Deputy Leader

Item 12 – Councillor Anne Purse, Shadow Cabinet Member for Growth and Infrastructure

Apologies were received from Councillor Anne Purse who was unwell and Councillor Roz Smith.

137/12 2012/13 FINANCIAL MONITORING & BUSINESS STRATEGY DELIVERY REPORT - OCTOBER 2012

(Agenda Item. 6)

Cabinet considered a report that focused on the delivery of the Directorate Business Strategies which were agreed as part of the Service and Resource Planning Process for 2012/13 – 2016/17. Parts 1 and 2 included projections for revenue, reserves and balances as at the end of October 2012. The Capital monitoring was included at Part 3.

The Leader in introducing the report commended the funding of the work to Littlemore Early Intervention Hub; the additional room created would make a difference.

RESOLVED: to:

- (a) note the report;
- (b) approve the use of £0.100m revenue funding towards the capital project at the Littlemore Early Intervention Hub as set out in paragraph 8;
- (c) approve the virement requests over £0.250m set out in Annex 2a;
- (d) agree the creation of new reserves as set out in paragraph 43 and 47 and the proposed changes to reserves set out in paragraph 45 and 46; and
- (e) note the Treasury Management lending list at Annex 7;

138/12SERVICE & RESOURCE PLANNING REPORT 2013/14 - 2017/18 - DECEMBER 2012

(Agenda Item. 7)

Recommendations agreed taking into account the additional report set out in the Addenda.

Cabinet considered the report, which is the second in a series on the Service & Resource Planning process for 2013/14 to 2016/17. It provided councillors with information on budget issues for 2013/14 and the medium term; on budgetary pressures faced by the Council and it gave an update on the changes to the local government funding system. The report also provided an update on government consultations and initiatives and set out the review of charges. Cabinet further considered an addenda that summarised the key announcements in the Chancellor's Autumn Statement on 5 December Statement and set out the implications for the County Council.

Cabinet noted that the provisional local government finance settlement was still awaited and that it was likely that there would be continued uncertainty even after it was announced.

RESOLVED: to:

- (a) note the report and addenda;
- (b) consider, in forming their budget proposals, the council tax referendum threshold announced by the Chancellor;
- (c) consider, in forming their budget proposals, the implications in future years of accepting the Council Tax Freeze Grant in 2013/14;
- (d) consider, in forming their budget proposals, the revised inflation assumptions set out in paragraph 29; and
- (e) in relation to the review of charges:
 - (1) note those charges prescribed by legislation;

- (2) approve those charges where there is local discretion as set out in Annex 3 noting that some of these charges will commence before April 2013.

139/12 WEST OXFORDSHIRE DISTRICT COUNCIL CORE STRATEGY

(Agenda Item. 8)

Cabinet considered a report that set out the County Council's proposed response to the West Oxfordshire Local Plan. The Local Plan sets the framework for development across West Oxfordshire for the period to 2029. Growth is focused primarily at Witney and Carterton and to a lesser extent at Chipping Norton, with more modest growth at Eynsham, Woodstock, Burford, Charlbury and the larger villages.

RESOLVED: to agree the County Council's response to the West Oxfordshire Draft Local Plan for consultation, as specifically outlined in paragraph 1 and described throughout this report.

140/12 PROCUREMENT OF HEALTHWATCH OXFORDSHIRE

(Agenda Item. 9)

Under the Health and Social Care Act 2012, all (top tier) Local Authorities are responsible for commissioning a Local Healthwatch by April 2013. Local Healthwatch will be the new independent consumer champion for people of all ages using social care, and patients using health services. It replaces the Local Involvement Network (LINKs) and will have a number of extended and statutory functions. A member of Healthwatch Oxfordshire will have a seat on the Health and Wellbeing Board. Cabinet considered a report that set out the procurement and commissioning process for approval.

Councillor Jenny Hannaby, Shadow Cabinet Member for Adult Services commented that it was essential that Healthwatch be in place by April 2013. She would welcome the input they could provide the Health & Wellbeing Board, which currently often seemed to be a repetition of Scrutiny discussions. She thanked officers for the excellent work undertaken. She raised the issue of funding which was a concern as it would not be ring fenced. Councillor Hannaby suggested that the final decision should be taken by Cabinet.

During discussion Cabinet commented on the extensive consultation and engagement process that had taken place. They noted that the scoring process for the contract was weighted for various factors and not just based on price.

RESOLVED: to delegate decision-making for the contract award and funding allocation John Jackson, Director for Social and Community Services in consultation with Councillor Arash Fatemian, Cabinet Member for Adult Services

141/12 CORPORATE PLAN PERFORMANCE AND RISK MANAGEMENT REPORT FOR THE 2ND QUARTER 2012

(Agenda Item. 10)

Cabinet considered a quarterly performance monitoring report against the Corporate Plan priorities for Quarter 2.

Councillor Alan Armitage, Opposition Deputy Leader, commented that there was still little in the report on risk management and it would be better to take the wording out of the heading if information was not provided. He queried why a reported decrease in participation by 16-19 year olds in education, employment in training or training from 40.8% in September 2011 to 26.9% in September 2012 had not triggered a red warning. He further queried the reported figures in relation to the Customer Service Centre.

Cabinet noted that risk management was considered primarily by the Audit & Governance Committee and that this report contained exception reporting only. It was explained that each RAG rating covered a number of targets and it was necessary to look behind the rating to the detail. Often an amber rating indicated that most targets within a group were on track or that remedial action was in place.

RESOLVED: to note the report.

142/12 FORWARD PLAN AND FUTURE BUSINESS

(Agenda Item. 11)

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.

143/12 EXEMPT ITEM

RESOLVED: that the public be excluded for the duration of item 12 in the Agenda since it is likely that if they were present during that item there would be disclosure of exempt information as defined in Part I of Schedule 12A to the Local Government Act 1972 (as amended) and specified in relation to that item in the Agenda and it is considered that, in all the circumstances of each case, the public interest in exemption outweighs the public interest in disclosing the information.

PUBLIC SUMMARY OF PROCEEDINGS FOLLOWING THE WITHDRAWAL OF THE PRESS AND PUBLIC

144/12 OXFORDSHIRE RESIDUAL MUNICIPAL WASTE BULKING AND HAULAGE PROCUREMENT

(Agenda Item. 12)

The information contained in Annex 1 is exempt in that it falls within the following prescribed category:

3 – information relating to the financial or business affairs of any particular person (including the authority holding that information)

It is considered that in this case the public interest in maintaining the exemption outweighs the public interest in disclosing the information, in that such disclosure would distort the proper process of the transaction and the Council’s standing generally in relation to such transactions in future, to the detriment of the Council’s ability properly to discharge its fiduciary and other duties as a public authority.

Oxfordshire County Council as a Waste Disposal Authority (WDA) has a responsibility to dispose of residual waste collected by the Waste Collection Authorities (WCAs) and residual waste delivered to Household Waste Recycling Centres (HWRCs). The Council currently manages approximately 300,000 tonnes of municipal waste per year.

Cabinet considered a report that sought authorisation to award contracts for municipal waste bulking and haulage services.

RESOLVED: to note the outcome of the evaluation and endorse the award of contracts for the provision of residual municipal waste bulking and haulage services as follows;

- (a) Lot 1 northern part of Cherwell to Tenderer 2 on the basis of their variant 2 tender ;
- (b) Lot 2 South Oxfordshire and Lot 3 Vale of White Horse to Tenderer 1 on the basis of their variant 2 tender; and
- (c) Lot 4 West Oxfordshire to Tenderer 1 on the basis of their compliant tender.

..... in the Chair

Date of signing

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By virtue of paragraph(s) 1, 2, 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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TRANSPORT ASSET MANAGEMENT PLAN & PROGRAMME 2013/14 – 2014/15

Introduction

1. Oxfordshire County Council's Transport Asset Management Plan (TAMP) was approved by Cabinet in March 2008. The TAMP will be refreshed during 2013/14 with a view to being more asset lead and targeted and a consultative approach with members will be undertaken to set out the prioritisation for investment.
2. This report provides the 2-year rolling programme for all highway maintenance activities and all types of highway infrastructure including roads, footways, bridges, street lighting and drainage in accordance with the current TAMP. The 2013/14 schemes (in Annex B) were presented in draft at the locality meetings held in October 2012, as part of the visualised two year programme (2012/14). Comments were taken from the meetings and the schemes were developed in accordance with feedback and condition assessments.
3. Annex A provides the Structural Maintenance Annual Programmes funding allocation for the medium term and the funding for major schemes and other activity. The detailed 2-year Structural Maintenance Programme is provided in Annex B.

Asset consideration and prioritisation

4. Each asset type has differing levels of deterioration and requires specific assessments to ensure that condition is maintained and risk is not increased which might lead to claims or the need for major investment. Each is discussed in turn below:

Carriageways & Footways

5. Carriageway structural maintenance activities include carriageway resurfacing and reconstruction, structural patching, surface dressing and specialist safety surfacing treatments.
6. Schemes are prioritised using a well-established rating system called HAMP (Highways Assessment Maintenance Priority). This produces relative need factors that effectively score roads and footways according to the level of deterioration present. However, this can sometimes result in relatively minor routes (low use) being promoted for treatment. In recognition of this issue, the Council has progressively applied a value-engineering approach to the assessment, prioritisation and design of carriageway maintenance schemes. This means that schemes can cost more initially (but not always) but with the benefit of savings later on. However, the timing of the work is also very important so that interventions ideally take place before the onset of more serious and costly deterioration.

7. Scheme appraisals include assessments of the importance of the route in the network hierarchy and the effects on through traffic and the local community. Whilst funding remains at a premium, maintenance schemes on higher category routes will take precedence over lower category routes, unless there are particular circumstances or significant cost benefits that would override this precedent. This approach does not detract from the Council's duty to maintain the network in a safe condition. Defects identified through highway inspections or reported by the public will be investigated and repaired if there is an implication for safety.
8. The County's highway network is particularly susceptible to the effects of the external environment and climate change such as harsh winters, excessive heat and flooding, the latter of which has caused the Embankment slip at Bagley Wood (see paragraph 31). Water and ice entering the road construction are the main factors that cause widespread damage, with the prospect of massive repair costs and increased claims. To help address this, additional funds have been directed to surface dressing and similar treatments in the forward programme that economically seal road surfaces from water ingress. Effective targeting of these treatments and increased coverage should go some way to protecting vulnerable roads and footways.

Drainage

9. Poor drainage is a major cause of early carriageway failure. More revenue funds will be directed in future to addressing local drainage issues such as grip and ditch clearing in an effort to keep road formations drier. Formal drainage investigations are now included in early feasibility work for schemes in the carriageways forward programme with costs built into the annual site investigation and works allocations.
10. The Flood and Water Management Act 2010 places a Duty on the Lead Flood Authority (Oxfordshire County Council) to manage and record all surface water flooding within the County, and to ensure a publically accessible register of flood structures. The Act also puts a requirement on the Authority for the improvement of the quality of water flowing through our drainage systems. A GIS application has been developed as part of a surface water pilot project that allows the mapping of drainage assets and the critical infrastructure. This in turn enables work to be directed to flood prone areas.

Bridges

11. The overall condition of OCC's bridge stock is declining following the reduction in capital funding as resources and funding have been diverted to support other priority assets like carriageways. Therefore, the bridge stock is currently being managed in a more reactive rather than proactive way. The Council is reviewing the Bridges Maintenance Programme to ensure that future bridge maintenance schemes still provide value for money in terms of whole life costs, and is investing one off money to survey key structures to support this activity.
12. Significant flood events such as that experienced in July 2007 and the more recent events in 2012 required emergency scour inspections (detailed

underwater inspections) to be undertaken and then works to address any significant scour issues identified to be completed. Extreme winters require higher volumes of salt to be spread on the highway which is detrimental to the durability of steel and reinforced concrete bridges. Climate change does lead to more frequent extreme flood events, hotter summers and colder winters which can only accelerate the rate of deterioration of OCC's bridge stock.

Street Lighting

13. A simple system is used to assess the structural safety of lighting columns that provides an indication of the lighting column condition, which then forms the basis of a series of road lighting condition indicators. The interim report published in June 2002 proposed that the road lighting condition indicator should initially be based on the age of the lighting columns and any indicators of residual life that can be determined, whilst also considering environmental factors and other elements, such as luminaires and cable networks.
14. With an average life expectancy of 30 years it would be necessary to renew an average of 1460 lighting columns per year in order to keep pace with natural deterioration in the condition of Oxfordshire's lighting stock. However, the current budget allocation allows a programme of work to replace approximately 900 columns a year which have reached the end of their expected life. There are over 58,000 lighting columns in the county.

Structural Maintenance Programme 2013/14 & 2014/15

15. Annex B contains the programmes for structural maintenance for 2013/14 and 2014/15. They are presented in Asset type and schemes for each have been identified and the locality identified for further communication and clarity.
16. The main carriageway and footway schemes have been developed in advance where possible by allocating funding for advanced design and coring. This process allows for specific and appropriate treatments to be chosen, risk of Coal Tar to be identified and costed and therefore better cost estimates to be provided enabling more effective use of available budgets. Specific allocations of funding have been set aside within each year to ensure that this advanced work continues into future years to ensure that delivery can be assured and that the supply chain can be exploited for economy of scale and associated efficiencies.
17. Combined safety schemes are where there is low skid resistance and accident date recorded on particular roads. Schemes are evaluated by a combined assessment panel involving Asset management, Thames Valley Police and the council's Road Safety Advisor. This assessment is carried out late in the year to ensure that the sites of most importance are dealt with as soon as the new funding is approved to reduce the likelihood of accidents and minimise the risk of insurance claims. Year 2 has an indicative allocation and schemes will be decided in the last quarter of the year for 14/15.

18. Routine surface dressing sites can only be presented for the first year of the programme as they are subject to pre-patching work a year in advance. All work is carried out within the summer months due to temperature sensitivities.
19. Pre-patching sites cannot be practically identified as a programme as these are iterative from condition assessments carried out within the same year. It is possible that some sites can be identified but they are subject to change dependent on the findings from the inspections. This work will determine the surface dressing programme for the 14/15 programme as highlighted above.
20. Footways are identified for both 2013/14 & 2014/15 and all 2013/14 schemes have been advanced designed to eliminate risk, confirm the treatment and obtain accurate budget estimates as per carriageway schemes.
21. Drainage schemes are identified for 2013/14 & 2014/15. Advanced design and investigation has not been undertaken for the 2013/14 programme, however, there is an allocation in 2013/14 & 2014/15 so that this is carried out in advance for the 2014/15 programme and beyond to eliminate risk, confirm the design/intervention works and obtain accurate budget estimates as per carriageway schemes. In addition, a third of the budget has been assigned to a "reactive works fund". This is due to the nature of the works as they are not readily visible and due to the flooding issues this year, flexibility to react must be maintained to manage the asset. There is also an allocation made for lining and contributions to schemes which is based on previous years' experience.
22. Bridges schemes are identified for 2013/14 & 2014/15. It is not possible to have advanced design in the majority of cases as the engineers have to dig up the road to enable decisions to be made on site in many cases. The costs for traffic management and advanced design in these cases would not be value for money and therefore the schemes are presented with a higher contingency within the budget figure. In addition, a reactive works fund is established based on experience of retaining walls works required within year and to deal with problems arising from underwater scour inspections. The bridge management system is integral to the asset management of bridges stock and this year it is necessary to assign some funding to secure a new one that can provide valuation information. The Commercial Leadership have recognised the risk of not having a robust system and have proposed that an entry be made for the programme.
23. Network Rail Electrification – A resource for the design of betterment associated with bridge decks being replaced or renewed has been assigned. This design resource is essential to ensure that the Network Rail programme is managed appropriately and that design considerations to facilitate the highways are implemented where appropriate.
24. Street Lighting column replacements and essential pole bracket replacements are identified for 2013/14. Previously this has been presented as a single line item but as the programme is known for 2013/14 this work can be visualised for all concerned. The 2014/15 programme has yet to be developed but this

will move into a 2-year programme in next year's structural maintenance programme.

25. Oxford City's Section 42 allocation is based on a combination of capital and revenue maintenance activities. The City's qualifying capital schemes for carriageways and footways are included within the programme and the budget allocation is made to the city council for the delivery of these schemes. The City's surface dressing allocation is based on a proportional split of the County's surface dressing budget (capital). The City also receives a revenue allocation which is based on a proportion of the County's allocations for relevant routine maintenance activities.

Systems & Inventory

26. The Council's highway network comprises over one million individual items of apparatus. A detailed knowledge of the location, type and condition of the highway inventory is vital to the establishment of appropriate service standards and efficient maintenance regimes. The Council has also a statutory duty in accordance with the new Flood & Water Management Act to publish a register of flood structures for interrogation by the public during 2011.
27. Bridge Management System is identified in the bridges programme to ensure that the control of work is improved and a full inventory can be maintained with confidence.
28. The Council has a framework of inventory and attributes visible on GIS that can be easily updated. It is a main objective of the current Transport Services Contract to update the inventory as part of the routine day to day business to ensure data is current and easily interrogated. There is also a pressing business need to digitise our large stock of highway records and plans.

Additional Pressures

29. Asset Management are currently assessing the implications of new guidance relating to the exposure, treatment and disposal of coal tar and derivatives. These substances are found in many existing road constructions and are classified as hazardous waste. It is now known that coal tar will be identified at many locations on our network, however, the financial implications of dealing with the problem will only become clearer after further site investigation work and research has been carried out on each location. Where its presence is detected we may have to recycle material on site, or remove it to special treatment facilities or to the approved disposal sites. As a result of this there are some "donor" schemes identified within the forward programme that have "treated" ex-situ recycled material used to avoid costly hazardous waste disposal costs.
30. In the absence of further advice from government agencies, our approach to dealing with this problem is to undertake early site coring and testing and to design maintenance treatments to limit disturbance of the coal tar as far as possible or, where feasible, to utilise suitable on-site recycling methods that

should help reduce disposal costs. Consequently, dealing with the coal tar will add significant costs in addition to the extra cost of increased coring and testing if recycling options and donor schemes cannot be found and the resultant material has to be disposed of as hazardous waste.

31. Embankment Stabilisation – A new entry to the programme has been made for the Embankment slippage at Bagley Wood funded from efficiencies in the current year programme and supplementary estimate. There are a further 7 sites of strategic network importance that are currently being monitored which would need to be addressed without delay if slippage is imminent, a provisional budget allocation has been included within the earmarked reserves of the capital programme for this purpose.

Report by
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Annex A : Approved Resources Requirement for the next 4 years

Table 1 - Structural Maintenance Budget Allocations - Annual Programmes (details shown in annex B) (£m)					
	2013/14	2014/15	2015/16	2016/17	Total
Assessed Carriageway Schemes (inc Value Engineered and Advanced Site Investigation)	3.224	3.666	1.959	3.180	12.029
Safety Schemes	1.023	1.393	0.849	1.050	4.315
Routine Surface Dressing	1.800	1.950	1.281	1.515	6.546
Surface Dressing Pre-Patching	0.900	0.850	0.750	0.800	3.300
Total Carriageways	6.947	7.859	4.839	6.545	26.190
Footways	1.350	1.350	1.140	1.140	4.980
Bridges	1.410	0.965	0.780	0.700	3.855
Street Lighting	0.500	0.500	0.440	0.440	1.880
Drainage	1.100	0.950	0.845	0.754	3.649
Total	11.307	11.624	8.044	9.579	40.554

Table 2- Structural Maintenance Budget Allocations (Major Schemes) (£m)					
Financial Period	2013/14	2014/15	2015/16	2016/17	Total
A4130 Bix Duals	4.320	0.430			4.750
A420 Shrivenham Bypass	0.195	2.728	0.362		3.285
A420/A34 Botley Road Jnctn & Cumnor Bypass	0.036	0.036	0.564	0.514	1.150
A415 Clifton Hampden	0.130				0.130
Thames Towpath	0.207				0.207
PROW Footbridges	0.100	0.100	0.100	0.100	0.400
Oxford Road, Bagley Wood Reconstruction	0.720	0.090			0.810
Total	5.708	3.384	1.026	0.614	10.732

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Service & Resource Planning 2013/14-2016/17 - Scrutiny Committees comments

Scrutiny Committee	Comments on the proposals	Other Actions agreed
Adults' Services	<p>The committee AGREED the proposals outlined in the paper, and made the additional recommendation that:</p> <ul style="list-style-type: none"> - The pressure included in error (Increase in Care Home Fees - 14SCS11) should be removed from the papers with the savings absorbed in the older people's pool (14SCS5). 	<p>The committee expressed concerns over:</p> <ul style="list-style-type: none"> • The recent increase in demand and the fact that the reasons are not fully understood. • The assumption that the trend of increasing demand for care home placements will be reversed. • The difficulties in quantifying the impact of preventative services. <p>The committee applauded:</p> <ul style="list-style-type: none"> • The aspiration to increase the use of preventative services and early interventions. • The fact that the eligibility criteria for services will remain at substantial/critical. • The actions in place to alleviate demand-led pressures, including the Discharge to Assess programme. • The move towards a mixed provision of residential care, with greater emphasis on Extra Care Housing. • The aspiration to produce a robust model to estimate future demand. • The aspiration to better understand the impact of preventative services.
Children's Services	<p>Overall, the committee accepts the proposals.</p>	<p>From the discussion in the meeting the committee decided that:</p> <ul style="list-style-type: none"> • The committee will monitor the progress towards the introduction of the extra social workers as part of its

Scrutiny Committee	Comments on the proposals	Other Actions agreed
		<p>on-going programme of work for 2013/14.</p> <ul style="list-style-type: none"> • The committee would play an active role in the upcoming review of Children's Centres, given the shaping of the membership, principles and terms of reference of the member-led group. • The reduction in the School Improvement Service and its re-shaping in response to more schools becoming academies will be considered as a future item for the work programme. • Budget changes relating to national policy would be continually monitored, especially with regard to the Southwark Judgement and All Rights Exhausted. • The capital discussion will take place as part of the next full committee meeting scheduled for 28th February.
<p>Growth & Infrastructure</p>	<p>The committee broadly supported the budget proposals for the services within its remit.</p>	<p>Further matters of note included:</p> <ul style="list-style-type: none"> • Some committee members expressed regret at the refocusing and subsequent removal of the Area Stewards fund, whilst acknowledging that reductions in funding necessitated that resources were focused on maintenance of the council's existing highways assets. • It was agreed that the service and community impact assessment for the introduction of day time parking charges at the county council park and ride locations would be modified to incorporate the impact of the proposals on rural residents who use the council's park and ride locations when travelling to and from the city. • The committee noted the administration's

Scrutiny Committee	Comments on the proposals	Other Actions agreed
		<p>aspiration to employ smart phone technology as a means of accessing all public travel methods across the county.</p> <ul style="list-style-type: none"> • It was noted that proposals for park and ride charges would be subject to full public consultation. • Members applauded the work undertaken by officers to generate income through its services rendered to developers, and requested that further opportunities for income generation be explored.
Safer & Stronger Communities	<p>The committee AGREED to support the business strategies, savings proposals and pressures for the relevant service areas taking account of the Service and Community Impact Assessments.</p>	<p>In giving their support, members stated they wished to note the difficulty of working to make decisions without being in full receipt of all information from Central Government, regarding available funding.</p> <p>The committee recognised that planned savings are being delivered, and although there are challenges ahead Officers are confident that the services are well placed to address them.</p>
Strategy & Partnerships	<p>The committee were happy to support the proposed pressures and savings. They noted that, in the main, the savings proposed were on the basis of the reduced size of the council overall.</p>	<p>The committee were disappointed at the loss of the Big Society Fund base budget and urge Cabinet to reinstate this funding on a one-off basis if additional funding becomes available.</p> <p>They discussed a number of items and were keen to follow up on these as proposals are further developed;</p> <ul style="list-style-type: none"> • Development of the Customer Service Centre • Externalisation of customer services (support services not customer service centre) • Organisational development

