

**Cabinet
Tuesday, 17 January 2012**

ADDENDA

- 5. Petitions and Public Address (Pages 1 - 2)**
- 8. Business Strategy and Service & Resource Planning Report for 2012/13 - 2016/17 - January 2012 (Pages 3 - 8)**

The following additional information is **attached**:

- Addenda by the Assistant Chief Executive & Chief Finance Officer
- Comments from the Strategy & Partnerships Scrutiny Committee including the comments of the Scrutiny Committees held on 15 December 2011.

- 9. Rail Strategy for Oxfordshire (Pages 9 - 12)**

An addenda containing a statement about HS2 for consideration for inclusion in the Strategy at page 79 under the heading High Speed 2 is **attached**.

- 13. Military Champions**

In addition to the appointments set out in the report:

The Cabinet is RECOMMENDED to appoint Councillor Bill Service as Military Champion for RAF Benson:

- 15. Forward Plan and Future Business (Pages 13 - 14)**

Attached.

This page is intentionally left blank

Agenda Item 5

CABINET – 17 JANUARY 2012 ITEM 5 – PETITIONS AND PUBLIC ADDRESS

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

Item	Speaker
Item 7 – Council Plan	Councillor Roz Smith, Shadow Cabinet Member for Police & Policy Co-ordination
Item 8 – Service & Resource Planning Report for 2012/13 – 2016/17	Councillor Michael Waine, speaking as the Chairman of the Strategic Review Board for Formula Funding (at the invitation of the Leader).
Item 9 – Oxfordshire Rail Strategy	Councillor David Turner, Shadow Cabinet Member for Transport Councillor Mrs Catherine Fulljames speaking as a local member with regard to HS2.
Item 11 – Ridgeway Partnership Merger/Acquisition	Councillor Zoé Patrick, Leader of the Opposition, in the absence of the Shadow Cabinet Member
Item 12 – Renewal of Real Time Information	Councillor David Turner, Shadow Cabinet Member for Transport
Item 13 –Military Champions	Cllr Zoé Patrick, Leader of the Opposition
Item 14 – Independent Admission Appeals – Panel member arrangements	Councillor Jean Fooks, Deputy Leader of the Opposition

This page is intentionally left blank

CABINET – 17 JANUARY 2012

SERVICE AND RESOURCE PLANNING 2012/13 – 2016/17

ADDENDA

by Assistant Chief Executive & Chief Finance Officer

Introduction

1. Further information relevant to the revenue budget for 2012/13 has become available since the report to Cabinet on 17 January 2012 was circulated. This paper sets out that information.

Tax Base

2. Formal confirmation has now been received from all five District Councils in relation to their agreed taxbases for 2012/13. The final taxbase figure is 244,919.5, which is 195.9 higher than the figure in the main report. This final position represents a 0.66% increase from 2011/12. The increase provides £0.233m of additional ongoing funding to the Council in 2012/13 from the position contained in the main report.
3. As the Efficiency Reserve will be used to manage the cashflow implications of the changes to the Medium Term Financial Plan, it is proposed that this additional funding is used to reduce the contribution needed from the reserve.

Sue Scane
Assistant Chief Executive & Chief Finance Officer
11 January 2012

Contact Officer: Lorna Baxter - Acting Head of Corporate Finance
Tel. 01865 323971

This page is intentionally left blank

Service and Resource Planning 2012/13 – 2016 Scrutiny Committee Summary Comments

The Strategy and Partnerships Scrutiny Committee met on 12 January 2012 to consider the comments made by scrutiny committees on the budget proposals at their meetings on 15 December 2011. The committee wishes to forward the comments of the individual committees along with the following additional point set out here for consideration by Cabinet in making budget decisions:

The Committee wishes to flag its concern regarding the potential impact of academies on the capital programme.

Committee	Comments on the Proposals	Other Actions Agreed
Growth and Infrastructure Scrutiny Committee	The Committee broadly supported the Business Strategy.	Officers and Cabinet members explore <ul style="list-style-type: none"> • Ensuring funding for infrastructure projects that will encourage business growth across Oxfordshire is prioritised. • Amalgamating the Natural History Service with the Countryside Service • Amalgamating the Business Skills Bureau with the Connexions Service • Robust monitoring arrangements for road repairs to ensure extra money can be diverted quickly if necessary
Safer and Stronger Communities Scrutiny Committee	The committee agreed to support the proposals made for the services listed above in principle.	In giving their support, members stated that: <ul style="list-style-type: none"> • The committee wished to receive further information about the potential and experience of transferring council run Gypsy and Traveller sites to the private sector • The proposed review of the mobile library service should be brought to scrutiny early next year • The Library Service should continue to remain on the committee's forward plan as proposals are implemented, as will Adult Learning • They asked services to consider, and keep under review, whether there are any opportunities to generate income.
Adult Services Scrutiny Committee	Overall the committee supported the proposals outlined in the directorate Business Strategy and the Capital Plan, accepting them by a	The committee wished to bring the following comments to Cabinet: <ul style="list-style-type: none"> • The possible impact of acceptance of the Dilnot recommendations and the possible impacts on the Social and Healthcare budget. The need for adequate central government funding. • The need for increased Health funding after the planned restructure of Health to reduce pressures on Social and Health care, and the need for an adequate provision

	<p>majority of 8 votes to 2.</p> <p>A minority opinion was expressed, which did not endorse moves towards increased commissioning of services. The possible fragmentation of the system and the difficulties in reliably monitoring providers were given as the main reasons for these reservations.</p>	<p>of funds for Continuing Healthcare.</p> <ul style="list-style-type: none"> • The need to understand the origin and impacts of the increased demand for Health and Social Care. • The reliance on reducing the costs of care through private providers, and the possible impact on the quality of care. • The risk of private providers experiencing financial difficulties and the potential impact on service users. • The capacity of management within the directorate to adequately deal with service changes and new providers whilst undergoing significant internal restructuring. • The current capacity of ICT infrastructure and the need for upgrades in the near future. • The long term funding and potential overspends on Physical Disabilities support services. • The provision of transport for those who wish to use day services.
Children's Services Scrutiny Committee	<p>Overall the committee:</p> <p>Had no further comments regarding the Capital Plan pending a further discussion in January,</p> <p>Felt that frontline services were protected and accepted the proposals.</p>	<p>From the discussion the committee decided:</p> <ul style="list-style-type: none"> • To ensure that the effectiveness of the HUB model for service delivery remain a priority on the work programme. • That the committee receive information regarding outdoor learning centres which is scheduled to be considered by Cabinet in January at its meeting in February. • That the committee would engage in the upcoming review on children's centres as part of the work programme. <p>The committee also decided to return to the capital discussion as part of their meeting scheduled for the 20th of January with the updated papers.</p> <p>The committee had a further point which was 'We recognise that there are still large potential pressures in regards to government announcements such as the academy programme, and request that we are kept updated as the figures and situation become clearer, and fully consulted on any major changes that they may include.'</p>
Strategy and Partnerships Scrutiny	<p>The Committee broadly supported the Chief Executive's Office</p>	<p>From their discussion the committee decided:</p> <ul style="list-style-type: none"> • To add an item on changes to staffing in the Chief Executive's Office to be added to the future work plan. This will specifically explore how restructuring has affected staff

Committee	Business Strategy. After some discussion they also supported the Business Strategy for Property, OCS and IT. Capital Strategy Members supported the capital strategy as set out in Annex 7b.	stress levels and the support provided to staff to adopt new ways of working.
------------------	--	---

This page is intentionally left blank

High Speed 2

In 2009 the Government published a report *Britain's Transport Infrastructure: High Speed Two*, and established a company, High Speed Two (HS2) Limited, to consider a new line between London and the West Midlands as the first phase of a high speed rail network in Britain. They also looked at broad corridors for a subsequent extension of the high speed network to serve Greater Manchester, West Yorkshire, the North East, and Scotland, and with linking HS2 with the existing high speed line (HS1) to mainland Europe.

HS2 Limited presented their findings to the Secretary of State for Transport in December 2009, and in March 2010, the Secretary of State published a Command Paper *High Speed Rail*, including a preferred route for the high speed line between London and the West Midlands. The route was 'optimised' during 2010, and in Oxfordshire it was moved away from the village of Mixbury and placed in a cutting to reduce its impact.

The preferred route enters the county to the north of Godington on a 650m long viaduct, about 3½ metres above ground level. If the old Great Central Railway embankment is retained it will shield the village of Godington. The route then leaves the county before re-entering just to the east of Newton Purcell in a cutting between 3-5 metres deep following the old embankment which appears to be removed. The A4421 is diverted over the new railway and the tracks enter a deeper cutting past Finmere Quarry and under the A421.

The line then deviates north eastwards from the old Great Central Railway in a deep cutting up to 9m deep. To the north-east of Mixbury the line comes out of the cutting and passes over a 35m long viaduct over a floodplain before re-entering a 7m deep cutting. It then rises onto an embankment and over a 10m high viaduct over the River Great Ouse to leave the county.

The map (right) shows HS2 Limited's preferred route of HS2 in dark blue, and their 'next best route' in light blue. The proposed route passes through 3.4 miles of Oxfordshire, considerably less than the 11.7 miles that would be affected had the 'next best route' been selected. The County Council has quantified the number of affected properties. A total of 375 properties will be affected by the proposed route (falling within 2000 metres each side of the line) whilst the 'next best route' would have affected 1,926 properties.

The County Council has a strong preference for the chosen route as it is shorter and will have less environmental impact on the county. An alternative route suggested by the Shadow Transport Secretary in October 2011 to serve



Heathrow directly (rather than by an interchange station) would have meant HS2 following the light blue route line alongside the Chiltern Main Line. **The County Council would strongly oppose any proposal to alter the route as that would blight more areas of the county and would worsen the impact of the line on our local communities.**

Although there are few, if any, direct benefits from HS2 passing through the county, there are some indirect benefits. The Old Oak Common interchange station, outside London Paddington, will be served by HS2, Crossrail and existing long distance and Outer Thames Valley suburban services on the Great Western Main Line. In future it will be possible to travel from Oxfordshire to mainland Europe with just a single change of train at this station. Improving international access is good for business development and economic growth.

HS2 will also help to create much needed capacity on the existing rail network if long-distance intercity journeys are transferred to HS2 (assuming there is no fare premium). In turn this will allow an even greater shift of freight from road to rail, as capacity will be made available on the West Coast Main Line. With the completion of the East-West Rail project, this could remove a significant number of lorry movements from the M40 and A34. This released capacity will also facilitate additional passenger trains serving the growth areas of Milton Keynes and Northampton.

A public consultation in early-2011 generated 55,000 responses and led to refinements to the route, although none in Oxfordshire. There is a 50% increase in tunnels (22.5 miles), and 56½ of the 140 miles will now be in cuttings. Just over 1½ miles of the railway will now be visible in the Chilterns Area of Outstanding Natural Beauty (AONB).

In January 2012, the Government announced its intention to proceed with plans to build a high speed rail line between London and the West Midlands, and on to Manchester and Leeds. A Hybrid Bill will now be introduced to Parliament by the end of 2013 to obtain the powers to construct and operate the high speed line.

The County Council is currently an associate, non-funding, member of 51M – a group of 18 councils that have come together to oppose HS2 on the basis that they have concerns over the evidence and business case. However, the County Council will not be involved in any decisions or legal action that may be taken by 51M following this Government announcement. The County Council will expect the funding for HS2, thought to be around £17 billion for the initial route between London and Birmingham, to be over and above the funding needed in the short to medium term on other prioritised transport schemes that are necessary for economic development and prosperity in Oxfordshire and the South East.

Inevitably there will be considerable disruption during construction of the line with a need for extensive groundwork to excavate and build the cuttings, embankments and tunnels. However, the information provided by HS2 Limited so far lacks clarity and it is not possible to fully appreciate the impact on specific areas.

The County Council will work with HS2 Limited to ensure the impact of the new rail line, during its construction and in use, is minimised and in particular, the highway diversions at Newton Purcell and protection of the Public Rights of Way, including footpaths and bridleways.

Future Engagement

HS2 Limited has proposed a number of mechanisms for local engagement:

- **Community forums:** These will allow representatives from the community to work with HS2 Limited to identify the most significant impacts in their area and advise on the mitigation measures acceptable to them. Membership could include parish and district councils, individual residents, local action groups, businesses, farmers and landowners. The scope will include:
 - informing the local community about HS2 proposals and consultations;
 - highlighting local priorities for mitigating the environmental impacts of the route; and
 - discussing potential mitigation options put forward by the planning forum, such as landscaping and screening the railway, managing noise and the reinstatement of highways.

The County Council is suggesting two groups in Oxfordshire: Godington & Newton Purcell and Finmere & Mixbury.

- **Planning forums:** These will be the main focus of engagement with the highway and planning authorities (i.e. the County and District Councils), meeting every two months complemented with bi-lateral discussions on specific issues. It is intended they will discuss design issues, planning and construction issues, environmental impacts and mitigation principles:
 - Design development, including highway diversion;
 - Location specific constraints, design and impacts, including construction;
 - Spatial planning considerations;
 - Rights of Way – temporary closure, diversion and reinstatement; and
 - Environmental Impact Assessment – method, progress and reporting.

The County Council would participate in the Oxfordshire & Northamptonshire Forum that has been proposed by HS2 Limited, and will ensure officers are able to fully participate in the meetings.

- **Environment forum:** This will comprise national representatives of environmental consultancies and government departments, and will help to develop environmental policy for the development stage of HS2.

Although not in the county, the Infrastructure Maintenance Depot at Claydon (Bucks) will be a generator of traffic on rural country roads. **The County Council will work with HS2 Limited to identify preferred access routes that minimise traffic passing through our villages.**

Subject to approval from Cabinet, this draft text will be inserted into the Rail Strategy for Oxfordshire Draft for Consultation, Page 79.
--

This page is intentionally left blank

CABINET – 19 APRIL 2010

ITEM 12 – FORWARD PLAN AND FUTURE BUSINESS

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

Amendments to items in the present Plan

Portfolio	Topic (Ref)/Decision	Present Timing	Change
<p><i>Safer & Stronger Communities</i></p> <p>Cabinet Member</p>	<p>Integrated Risk Management Plan (IRMP) Fire & Rescue – Project (Ref: 2011/175)</p> <p>To approve the project to be delivered in the 2012-13 IRMP action plan.</p>	<p>Cabinet Member for Safer & Stronger Communities on 13 February 2012</p>	<p>Error on report should have been under Cabinet on 14 February 2012</p>
<p><i>Children, Education & Families/ Schools Improvement</i></p> <p>Cabinet</p>	<p>Amendments Required in Fair Funding Formula for Schools from 1 April 2012 (Ref: 2011/166)</p> <p>To seek approval of the proposed changes to the Fair Funding Formula for Oxfordshire's schools from 1 April 2012.</p>	<p>Cabinet on 14 February 2012</p>	<p>Deferred to Cabinet Member for Schools Improvement on 8 February 2012</p>

This page is intentionally left blank