

Public Document Pack

To: Members of the Cabinet

Notice of a Meeting of the Cabinet

Tuesday, 17 April 2012 at 2.00 pm

County Hall, Oxford, OX1 1ND



Joanna Simons
Chief Executive

April 2012

Contact Officer:

Sue Whitehead

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Councillors

Membership

Keith R. Mitchell CBE	- <i>Leader of the Council</i>
David Robertson	- <i>Deputy Leader of the Council</i>
Arash Fatemian	- <i>Cabinet Member for Adult Services</i>
Louise Chapman	- <i>Cabinet Member for Children, Education & Families</i>
Jim Couchman	- <i>Cabinet Member for Finance & Property</i>
Lorraine Lindsay-Gale	- <i>Cabinet Member for Growth & Infrastructure</i>
Kieron Mallon	- <i>Cabinet Member for Police & Policy Co-ordination</i>
Mrs J. Heathcoat	- <i>Cabinet Member for Safer & Stronger Communities</i>
Melinda Tilley	- <i>Cabinet Member for Schools Improvement</i>
Rodney Rose	- <i>Cabinet Member for Transport</i>

The Agenda is attached. Decisions taken at the meeting will become effective at the end of the working day on Wednesday 25 April 2012 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: 22 May 2012

Declarations of Interest

This note briefly summarises the position on interests which you must declare at the meeting. Please refer to the Members' Code of Conduct in Part 9.1 of the Constitution for a fuller description.

The duty to declare ...

You must always declare any "personal interest" in a matter under consideration, i.e. where the matter affects (either positively or negatively):

- (i) any of the financial and other interests which you are required to notify for inclusion in the statutory Register of Members' Interests; or
- (ii) your own well-being or financial position or that of any member of your family or any person with whom you have a close association more than it would affect other people in the County.

Whose interests are included ...

"Member of your family" in (ii) above includes spouses and partners and other relatives' spouses and partners, and extends to the employment and investment interests of relatives and friends and their involvement in other bodies of various descriptions. For a full list of what "relative" covers, please see the Code of Conduct.

When and what to declare ...

The best time to make any declaration is under the agenda item "Declarations of Interest". Under the Code you must declare not later than at the start of the item concerned or (if different) as soon as the interest "becomes apparent".

In making a declaration you must state the nature of the interest.

Taking part if you have an interest ...

Having made a declaration you may still take part in the debate and vote on the matter unless your personal interest is also a "prejudicial" interest.

"Prejudicial" interests ...

A prejudicial interest is one which a member of the public knowing the relevant facts would think so significant as to be likely to affect your judgment of the public interest.

What to do if your interest is prejudicial ...

If you have a prejudicial interest in any matter under consideration, you may remain in the room but only for the purpose of making representations, answering questions or giving evidence relating to the matter under consideration, provided that the public are also allowed to attend the meeting for the same purpose, whether under a statutory right or otherwise.

Exceptions ...

There are a few circumstances where you may regard yourself as not having a prejudicial interest or may participate even though you may have one. These, together with other rules about participation in the case of a prejudicial interest, are set out in paragraphs 10 – 12 of the Code.

Seeking Advice ...

It is your responsibility to decide whether any of these provisions apply to you in particular circumstances, but you may wish to seek the advice of the Monitoring Officer before the meeting.

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 - 22)

To approve the minutes of the meetings held on 13 and 23 March 2011 (**CA3(a) and (b)**) 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. 2011/12 Financial Monitoring & Business Strategy Delivery Report - February 2012 (Pages 23 - 54)

Cabinet Member: Finance & Property

Forward Plan Ref: 2011/207

Contact: Kathy Wilcox, Principal Financial Manager Tel: (01865) 323981

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

Monthly financial report on revenue and capital spending against budget allocations,

including virements between budget heads

The Cabinet is RECOMMENDED to:

- a) note the report;***
- b) approve the supplementary estimates as set out in Annex 2e;***
- c) agree the creation of the new reserves as set out in paragraph 44 to 48;***
- d) approve the new capital schemes and budget changes set out in Annex 9c; and***
- e) approve virements for financial year 2012/13 included in Annex 10.***

7. Local Transport Plan 2011-2030 Annual Review 2012 (Pages 55 - 88)

Cabinet Member: Transport

Forward Plan Ref: 2012/032

Contact: Roger O'Neill, Team Leader – Local Transport Plan Tel: (01865) 815659

Report by Deputy Director for Environment & Economy – Highways & Transport (**CA7**).

The Oxfordshire Local Transport Plan 2011-2030 (LTP3) was approved by Cabinet on 15 March 2011 and adopted as Council policy on 5 April 2011. The 20 year timescale of the Plan gives major benefits in terms of providing a transport strategy that covers the period of the district councils' Local Development Frameworks and allows for long term planning of major infrastructure but it does present the risk that the Plan would gradually become less relevant as time passed. A fixed, printed text was therefore rejected for the Plan in favour of a more flexible, internet based document.

To ensure that the Plan was kept up to date it was agreed that LTP3 should be subject to a system of annual review, and also that interim changes could be made by the agreement of the Head of Transport and Cabinet Member for Transport provided that these were presented to County council for approval within 12 months.

This report outlines the changes to LTP3 that have been provisionally agreed during the year together with other suggested changes which have been the result of a review of LTP3 in the light of external events over the last year. This includes updates to the Local Area Strategies and policy changes and clarifications concerning High Speed Rail, the county rail strategy, network classification and lorry routeing, network improvements, electric vehicles and controlled parking zones.

The Cabinet is RECOMMENDED to approve the proposed changes to the Local Transport Plan 2011-2030 and to RECOMMEND to County Council that the revised document is adopted to replace the 2011 version.

8. Big Society Fund - April 2012 (Pages 89 - 114)

Cabinet Member: Police & Policy Co-ordination

Forward Plan Ref: 2012/015

Contact: Alexandra Bailey, Senior Performance & Improvement Manager Tel: (01865) 816384

Report by Assistant Chief Executive & Chief Finance Officer (**CA8**).

The Big Society Fund was launched in February 2011. Applications are being considered in four waves during 2011/2012. The first three waves were considered by Cabinet in July, October 2011 and February 2012. Applications to the fourth wave closed on 29 February 2012.

This paper

1. details the bids we have received including service and councillors' comments
2. asks Cabinet to consider bids to the Big Society Fund and recommends which bids to fund.

The Cabinet is RECOMMENDED to

- (a) ***Approve those bids which meet the assessment criteria***
- (b) ***Agree a standard award of £5,000 for each of the three community cinema bids***

9. Proposed Framework for Spending Supporting Community Transport Grant Funding (Pages 115 - 144)

Cabinet Member: Transport

Forward Plan Ref: 2012/020

Contact: Joy White, Senior Transport Planner Tel: (01865) 815882

Report by Deputy Director for Environment & Economy – Highways & Transport (**CA9**).

Community transport is a key priority for the county council given its importance in supporting the public transport network and enabling access for people who have greater mobility needs, in the context of an ageing population. This paper focuses on proposals for spending the £514,000 one-off funding we have received from central government to support the development of community transport services, within the context of our existing on-going support to the sector from our revenue budget.

The report describes the current community transport provision in Oxfordshire, and sets out a strategic approach, rationale and recommendations for spending the grant money. Cabinet is recommended to approve the spending plan, so that implementation of the proposed measures can begin.

Cabinet is RECOMMENDED to:

- (a) ***agree the allocation of Supporting Community Transport funding according to package A, or other option preferred by Cabinet.***

- (b) *delegate to the Cabinet Member for Transport any amendments considered necessary to the funding proposals according to take-up of funding and need.*
- (c) *review our approach to the future allocation of revenue funding as a consequence of these funding proposals.*

EXEMPT ITEM

It is RECOMMENDED that the public be excluded for the duration of item 10 below 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 below in relation to that item and since it is considered that, in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information on the grounds set out in that item.

MEMBERS AND OFFICERS ARE REMINDED THAT THE REPORT AND EXEMPT INFORMATION MUST NOT BE DIVULGED TO ANY THIRD PARTY.

10. Oxfordshire Fire & Rescue Service Business Continuity Planning (Pages 145 - 156)

Cabinet Member: Safer & Stronger Communities

Forward Plan Ref: 2012/058

Contact: Dave Etheridge, Chief Fire Officer/Colin Thomas, Deputy Chief Fire Officer/Nathan Travis, Assistant Chief Fire Officer Tel: (01865) 855205

Report by Chief Fire Officer (**CA10**).

The information in this report is exempt in that it falls within the following prescribed category:

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

11. Forward Plan and Future Business (Pages 157 - 158)

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 **CA11**. 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.

12. Delegated Powers of the Chief Executive - April 2012

Cabinet Member: Leader

Forward Plan Ref: 2011/208

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

Report by Head of Law & Governance (**CA12**).

To report on a quarterly basis any 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). Item not for scrutiny call in.

<i>Date</i>	<i>Subject</i>	<i>Decision</i>	<i>Reasons for Urgency</i>
<i>22 March 2012</i>	<i>Request for Exemption from Contract procedure rules – Reablement Service</i>	<i>Approved an exemption from the full tendering requirements of the Council's Contract Procedure Rules</i>	<i>To ensure the continuation of the service and to enable the current procurement process to be completed.</i>

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CABINET

MINUTES of the meeting held on Tuesday, 13 March 2012 commencing at 2.00 pm and finishing at 4:40 pm.

Present:

Voting Members:

- Councillor David Robertson – in the Chair
- Councillor Arash Fatemian
- Councillor Louise Chapman
- Councillor Jim Couchman
- Councillor Lorraine Lindsay-Gale
- Councillor Kieron Mallon
- Councillor Mrs J. Heathcoat
- Councillor Melinda Tilley
- Councillor Rodney Rose

Other Members in Attendance:

- Councillor Mathew (Agenda Item 6)
- Councillor Greene (Agenda Item 6)
- Councillor Purse (Agenda Item 6)
- Councillor Pressel (Agenda Item 8)
- Councillor Armitage (Agenda Item 8 and 13)
- Councillor David Turner (Agenda Item 8)
- Councillor Hannaby (Agenda Items 9, 11 and 15)
- Councillor Jean Fooks (Agenda Item 14)

Officers:

Whole of meeting

- Joanna Simons (Chief Executive)
- Deborah Miller (Law & Governance)

Part of Meeting Item	Name
6	M. Tugwell (Deputy Director (Growth & Infrastructure))
7	P. Clark (Head of Law & Governance and B. Threadgold (Strategy & Communications))
8	M. Tugwell (Deputy Director (Growth & Infrastructure))
9	Dr Jonathan McWilliam (Director of Public Health)
10	B. Chillman (Children, Education & Families)
11	R. Noonan (Social & Community Services)
12	S. Collins (Pensions, Insurance & Money Management)
14	A. Bailey (Performance & Review)
15	J. Pearce (Strategic Commissioning)

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.

33/12 APOLOGIES FOR ABSENCE

(Agenda Item. 1)

Apologies were received from Councillor Keith Mitchell.

34/12 DECLARATIONS OF INTEREST

(Agenda Item. 2)

Councillor Lindsay-Gale reported that she had been subject to a number of critical statements by a number of objectors, both in the Press and a formal complaint which had now been fully investigated.

The contention was that she was in some way biased and should not be taking part and voting on the Mineral and Waste Plan due to a claimed membership of the campaign group, Parishes Against Gravel Extraction (PAGE). She stated that she wished to make it explicitly clear that she had never been a member of PAGE, although did know some of the members through her role as Councillor and County Heritage Champion.

Since being appointed as Cabinet Member, she had taken extra care not to be associated with any one particular group and had sought to consider the issues with an open mind and would give due and proper thought when reaching future decisions, in the interest of the whole of the County and not for any particular parish. She therefore believed that there was no legal reason as to why she should not take a full part in the debate at Item 6.

The Chairman thanked Councillor Lindsay-Gale for her statement and referred to a note detailing the electoral division of each Cabinet Member which had been circulated at the Meeting.

35/12 MINUTES

(Agenda Item. 3)

The Minutes of the Meeting held on 14 February 2012 were approved and signed.

The Erratum to the minutes of 20 December 2011, as set out in the Addenda was noted.

36/12 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda Item. 4)

Councillor John Tanner had given notice of the following question to the Cabinet Member for Transport:

“What research, traffic surveying and computer modelling has been done on the likely impact that the proposed changes to Frideswide Square in Oxford will have on general traffic flow, bus and taxi movements, and cycle and pedestrian safety?”

Councillor Rose replied:

“Most of this has been covered in Member briefings, and previous Cabinet Meetings [Delegated on 31 March, 2011, for example]. As the detail is too great to rehearse here, and is not relevant to Agenda Item 8 today, as both schemes under consideration perform equally, I will be happy to facilitate a briefing for Councillor Tanner outside today’s Meeting, should he be interested.”

A Supplementary Question was then asked:

“Councillor Tanner thanked the Cabinet Member for his answer and welcomed Councillor Rose’s offer to facilitate a briefing.”

37/12 PETITIONS AND PUBLIC ADDRESS

(Agenda Item. 5)

The following requests to address the meeting had been agreed:

Item 6 - Councillor Charles Mathew, speaking as Local Member
Mr Chris Hargraves, Senior Planning Officer, West Oxfordshire District Council

Mr Adrian Hatt, Member of CAGE

Mr John Taylor, Member of PAGE

Councillor Patrick Greene, speaking as Local Member

Councillor Lynda Atkins, speaking as Local Member

Councillor Anne Purse, Shadow Cabinet Member for Growth & Infrastructure

Professor John Dowling

Mr Mark Gray, Chairman of Cholsey Parish Council

Item 8 - Councillor Susanna Pressel, speaking as Local Member

Mr Graham Jones, ROX

Councillor Alan Armitage, speaking as Local Member

Ms Gwennyth Pedler, Oxfordshire Unlimited

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

Item 11 - Councillor Jenny Hannaby, Shadow Cabinet Member for Adult Services

Item 13 – Councillor Alan Armitage, Shadow Cabinet Member for Finance & Property

Item 14 – Councillor Jean Fooks, Shadow Cabinet Member for Deputy Leader

Item 15 - Councillor Jenny Hannaby , Shadow Cabinet Member for Adult Services.

38/12 OXFORDSHIRE MINERALS AND WASTE PLAN: MINERALS AND WASTE CORE STRATEGY PROPOSED SUBMISSION DOCUMENT

(Agenda Item. 6)

The Cabinet had before them a report (CA6) which set out the vision, objections, spatial strategy, core policies and implementation framework for the supply on minerals and management of waste in Oxfordshire to 2030.

Councillor Mathew stated that, in his opinion, none of the substantial issues and conflicts had been addressed when preparing the final draft and that the fundamental matters which had been stressed and nauseam were conspicuous by their absence. The matter of gravel miles; the north/south of the Thames dichotomy of the source versus the need, the effect of cumulative excavation, the lack of clarity of mathematics in the document on the calculation of primary and secondary gravel excavation and need, the lack of coordination with neighbouring counties had again been completely ignored. For these reasons, he feared the core strategy remained unsound and in grave danger of being rejected.

Mr Chris Hargreaves, Policy Manager, West Oxfordshire District Council, spoke to express the concerns of that Council to the proposed minerals strategy. He referred to the previously expressed concerns about West Oxfordshire continuing to be the main supplier of sand and gravel within the County but focussed on the likelihood of the minerals strategy being found to be sound by a Planning Inspector expressing concerns that the proposed strategy was neither justified nor effective. In particular he suggested that for the strategy to be justified it must be the 'most appropriate when considered against the reasonable alternatives' and that there were genuine reasonable alternatives that should be explored in more detail before the plan is finalised. In terms of effectiveness of the strategy he stated that the Inspector would be looking at the extent to which the strategy is sufficiently flexible and what contingencies cater for a change in circumstances. He expressed the view that very few contingency measures had been put in place with all the County Council's eggs in one basket and a lack of flexibility which could be provided by considering the alternatives. Finally he questioned the internal coherence of the strategy referring to the stated objective to 'minimise the distance minerals need to be transported by road' as against the proposed locational strategy which continued to separate the areas of working from the main locations of growth.

Mr Adrian Hatt, a solicitor from Hedges in Wallingford, spoke on behalf of the Communities against Gravel Extraction (CAGE) against the proposal to site a new gravel pit between Wallingford and Cholsey. He stated that it was not too late to make sensible changes to what they believed was a flawed strategy. He referred to two emails sent to Cabinet Members and the attachments: the Area of Outstanding Natural Beauty (AONB) map and the matrix produced by Susie Coyne, well-respected minerals consultant aspects of which would be addressed by other speakers. He stated that when looking to site a new gravel pit it was common sense and sound planning to locate it in an area least likely to impact on local people. He argued that there were

several possible alternative sites in South Oxfordshire and queried how Cholsey and been selected. In addition he queried the quality and quantity of gravel at Cholsey and combined with the need to import crushed rock stated that this could blight an unspoilt area for 50 years. He referred to the second email that suggested that the wording in the strategy be extended to refer to areas in South Oxfordshire rather than to Cholsey alone allowing time for a fair comparative assessment to be undertaken. He noted that there was 8 years before the site was needed. He concluded that if it went ahead as it stood then CAGE would continue to protest strongly and would challenge the strategy at public enquiry.

Councillor Patrick Greene, speaking as the local Councillor for Cholsey including Winterbrook spoke in support of the work carried out by CAGE in respect of their third party and even handed investigations by an expert. He noted that Cholsey was singled out at a late stage in deciding on matters of Policy M3. He referred to a number of matters that would be fundamental to the proposed strategy such as – AONB final decisions for both Chilterns and North Wessex Downs, planning matters and views from RAF Benson on bird strike. These matters could all stop extraction at Cholsey with an inspector finding our strategy unjustified and unsound

He expressed concern that if policy M3 went ahead there would be blight on the area of Wallingford and Cholsey. For the next 8 years with property prices falling. He referred to the impact on Wallingford and Cholsey of the proposals and in particular the heavy transport on adjacent roads. He stated that it is many peoples opinion that under these circumstances businesses will not be attracted to the area, and tourists will stay away. He drew attention to other areas for potential gravel extraction in South Oxfordshire which were far more rural and with many less residents close to any one particular site. It can be envisaged that economies in such areas would not effected as badly as would the economy of Wallingford and Cholsey and the knock on effect to Oxfordshire's economy as a whole. He supported the change to the strategy proposed by the previous speaker. He referred to the huge number of objections (some 700 or so) to the siting of gravel extraction in Cholsey and suggested that the Council could increase its credibility in the population's eyes if it gave a little more thought and time to this issue particularly as there is plenty of time to do so before Sutton Courtenay gravel extraction runs out in approximately 8 years time. He urged the Cabinet to use their discretion and take on board the suggested amendment wording to policy M3.

Councillor Lynda Atkins, speaking as a local Councillor for Wallingford indicated that her views were supported by Wallingford Town Council. She focussed on the risks around the identification of Cholsey as a site for mineral extraction and in particular referred to 2 outstanding issues that cast doubt on the deliverability of the Framework. Firstly the views of the AONB's stated on 9 March that expressed concern about the impact on them and secondly the issue of bird strikes on aircraft operating from RAF Benson. The site lay directly below the flight path from one of the runways and so could not be adequately addressed in specific planning applications as suggested. Either issue could result in the site not being delivered and with

the two potentially fatal flaws the framework being considered could not be said to be deliverable.

Mr Mark Gray, spoke as Chair of Cholsey Parish Council and indicated he was also a member of CAGE. He supported the views previously expressed by Mr Hatt and focussed on other sites that could have been short-listed. He questioned the approach used in determining a new site which was not based on finding the areas where sand and gravel are located and then weeding out the most constrained sites. He referred to the arguments from officers that detailed analysis was not needed at this stage and would be for site allocations in the future. However local residents had always known that the proposed area around Cholsey comprised three adjacent sites and not some broader area. He referred to the concerns of CAGE and the Parish Council that had led to the engagement of a minerals specialist to assess the alternative sites in South Oxfordshire. He highlighted that the three Cholsey sites were bottom of the ten sites considered. Those at the top were: land near Drayton St Leonard; Land at Culham; Nuneham Courtenay and Stadhampton. He referred to the matrix circulated to Cabinet Members and suggested that the Cabinet should be asking whether any of those sites that came out on top in the independent report the Parish Council and CAGE had commissioned were constrained by being AONB or nature reserves, were in flood zones, near rivers, bounded by listed buildings or subject to MOD objections and the answer was no. Additionally they generally had no archaeological interest, important amenities or rights of way through them. He accepted that all the sites including Cholsey had good road access but in comparison Cholsey was constrained by the other factors mentioned.

Mr John Taylor, Chairman of PAGE (Parishes Against Gravel Extraction) spoke in support of policy M1 with a target of at least 0.9 million tonnes of secondary and recycled aggregate a year. However, rather than encourage the production and supply of secondary and recycled aggregates, PAGE asked that Oxfordshire County Council should proactively work with appropriate stakeholders to develop an action plan to achieve and surpass this target. He further urged the County Council to adopt a more progressive policy towards the use of secondary and recycled aggregate in order to preserve the Oxfordshire landscape from future land-won minerals working. The establishment of further permanent and temporary sites should be a focus for future planning policy.

PAGE cautiously supported policy M2 with a planned sand and gravel extraction rate of a maximum of 1.26 million tonnes a year.

In relation to policy M3, PAGE supported the policy for the locations of land-won aggregates, particularly as the County had now reviewed the expected locations of economic development growth over the next 15 years with a 50:50 balance between north and south Oxfordshire. PAGE further supported the selection of Cholsey as the south Oxfordshire site to replace Sutton Courtenay as it was nearest to the centres of demand and has limited flood risk.

Councillor Anne Purse, whilst acknowledging that a lot of work and discussion had gone into preparing the strategy, expressed concern that too much weight had been placed on West Oxfordshire to provide gravel which was not in proportion to the level of development in that part of the County. The west of the County had already seen the destruction of meadows that should still be there. She further recognised that safeguarding had been put in place in certain areas, but felt that this meant even more intense extraction in other areas.

In relation to waste, she sought assurance that archaeological and Paleontological finds would be protected should they be found on waste sites

Professor John Dowling expressed reservations about the validity of the core strategy on the basis that the Council was in a period of change and should not be making fundamental decisions which could be opposed by the new Cabinet in May.

Councillor Lorraine Lindsay-Gale, Cabinet Member for Growth & Infrastructure in moving the recommendations asked for approval to submit the revised policies in the Minerals & Waste Core Strategy to full Council on 3 April. She noted that this would mark the end of a very long process which had included two previous consultations. She informed cabinet that in September 2011 the Strategy had gone out for a third Consultation. Responses have been assessed by the Minerals & Waste Working Group and considered by the Growth & Infrastructure Scrutiny Committee on 27th February 2012. Overall this work had not led to any new substantive issues being put forward that call into question the principles on which the draft strategies were prepared. She referred to the huge amount of time officers had spent working on this consultation and she was confident that they had carefully addressed all the concerns and issues raised by local residents, producers and contractors.

She outlined why there was a vital and pressing need to provide clarity and certainty within the county's minerals and waste planning process for all concerned, and hoped that if colleagues agreed the changes today, the Core Strategy could take another decisive step towards official adoption by central government.

Councillor Lindsay-Gale highlighted two issues:

Firstly the robustness of 1.26 mtpa apportionment figure has been criticized for being too low by the producers and too high by those seeking to protect the environment. She had begun calling for a locally derived extraction figure for the county in 2009 so that we could prove to central government that the 2.1 mtpa annual figure passed down to us by SEERA was far too high. The figure of 1.26 already agreed by Cabinet was arrived at on the basis of an average between two figures, one derived from the past 10 year's production and the other from planned population growth. Our officers have re-examined their methodology and are confident that this approach is robust. Indeed there has been no alternative put forward or any challenge made to

the 1.26 from central government. I trust this indicates that they too recognize it as being robust.

In the current uncertain economic climate this figure may look high, but we must hope and indeed plan for an upturn in demand, and provide a landbank of potential reserves over the period of the plan.

Secondly she commented on the inclusion of Cholsey as the preferred option for a site in the south of the county to replace Sutton Courtenay when it runs out in about 8 years time. She stated that the residents had campaigned strongly and Cabinet had listened to their concerns today. However after careful re-examination of their case our officers were confident that Cholsey was the best option in terms of location, lack of constraints, closeness to market and access to good transport links.

In addition to the two issues she refuted the argument that all the proposed development was in the south, and all of the extraction is in the west referring to current growth figures. The strategy provided a positive overall direction of travel. The proposals provided a cap to current levels of production in the west.

With regard to mineral miles Councillor Lindsay-Gale asked for patience – as the County Council were addressing the issue but had to work through existing permissions which meant progress would inevitably be slow. The inclusion of Cholsey demonstrated the ambition to minimize mineral miles as much as we can going forward.

Councillor Lindsay-Gale also referred to the waste proposals that made provision for facilities that would be required for the management of all wastes in Oxfordshire up to 2030. This included not only municipal waste, but also waste that is produced by the private sector, including commercial, industrial, construction, demolition and excavation waste. She outlined the key challenge for this council to provide and enable facilities that will increase recycling and the recovery of materials as an alternative to sending them to landfill. She referred to the successful growth in recycling so far and referred to the aim to build on this success by raising our target to 70% by 2025 which will in turn result in our investment requirements becoming less. We will also work to ensure that our facilities meet Oxfordshire's needs, not others. The Ardley EfW facility was now under construction and would treat at least 95 per cent of Oxfordshire's non-recyclable household waste, diverting it away from landfill, at the same time generating electricity. She commented on work with the National Decommissioning Agency and the local members in the Harwell and Culham areas to ensure that the Council's policies on dealing with legacy radioactive waste reflect requirements at a national level. The waste proposals had been out to consultation and she referred to some changes being proposed in reaction to the responses received as set out in Annexes 1 and 2.

RESOLVED: to: (by 8 votes to 1)

- (a) agree the amended minerals, waste and core policies in Annex 1 and the amended minerals and waste vision and objectives in Annex 2 as the basis of the Minerals and Waste Core Strategy – Proposed Submission Document for approval by the full County Council.
- (b) delegate authority to finalise the Minerals and Waste Core Strategy – Proposed Submission Document, including amendments to the supporting text, to the Cabinet Member for Growth & Infrastructure.

39/12 EQUALITIES POLICY AND OBJECTIVES - EQUALITY POLICY 2012-2017

(Agenda Item. 7)

The Cabinet had before them a report which set out how the County Council was approaching its responsibilities for ensuring that all residents in Oxfordshire have fair access to services and equal life chances and sought approval of an Equality Policy for 2012-2017.

RESOLVED: to approve the Council's judgement on effectiveness and key equality objectives as set out in the Equality Policy 2012/2017 and to RECOMMEND Council to receive the report.

40/12 FRIDESWIDE SQUARE, OXFORD - TRANSPORT AND PUBLIC REALM SCHEME

(Agenda Item. 8)

The Cabinet considered a report which summarised the outcome of design work and stakeholder consultation on two options for the improvement of Frideswide Square, Oxford.

Councillor Susanna Pressel, speaking as local member for West Central Oxford, expressed concern about the methodology used for consultation as local residents had not been consulted. Although she supported the 'boulevard' option she had concerns over some of the safety issues, especially on the part of people with disabilities, unconfident cyclists and elderly pedestrians in relation to that option and warned against carrying out the scheme 'on the cheap'. She referred to the need for: CCTV cameras to keep traffic speeds down to a maximum of about 15 mph at all times; improvements to be carried out under the Railway Bridge for pedestrians and cyclists; improved landscapes; consideration to be given to how to stop cyclist on pavements; loading and unloading and access for emergency vehicles.

She further questioned whether improving the flow would attract more traffic and whether the removal of bus lanes would mean that bus journeys would take longer.

Mr Graham Jones, speaking for ROX welcomed the proposed improvements to Frideswide Square which he hoped would commence within the next two to three years. He expressed the hope that the final design would include reduced speeds in the square to improve conditions for cyclists and pedestrians; an improved access from the Botley Road; a clearway layby to attract new businesses to the area, 'gentle' edges to the bus lanes to enable proper access for buses and the provision of a reserve lane for emergency vehicles.

Councillor Armitage, speaking as local member for West Central Oxford spoke in support of the 'Boulevard' option, whilst raising concern regarding the safety of cyclists, namely the danger of vehicles turning left at roundabouts. He reminded members of the fatal accident to a cyclist close to the railway bridge a few years ago and to other serious injury in the area. He urged the Cabinet to ensure that a design which addressed cyclists' safety concerns was one of the highest priorities during the next stage of the design work, as without it, he believed that the scheme could undermine what the Council was trying to achieve at an important gateway into Oxford.

Ms Gwynneth Pedlar, spoke on behalf of Oxfordshire Unlimited, an organisation supported by the County Council to monitor and advise the Council on issues affecting disabled people. Of the two options presented, Oxfordshire Unlimited was satisfied that the 'Boulevard' design was the one most favoured due to clearer sight lines and dedicated crossings making it clearer. She believed that the safety could however be improved with controlled crossings in several areas. She sought assurance that the removal of traffic lights would not increase the number of pedestrian accidents and that in the event that accidents did increase lights would be restored quicker than the six month period mentioned. She raised further concerns over the lack of provision for cyclists; a loading bay on the south side being directly in line with a pedestrian crossing; delays from the Botley Road, the length of bus bays; no provision of safe crossings in the Rewley Road/Hythe Bridge Street area; the crossing at the Station approach being too close to the corner; entrance/exits for Kwik Fit and Staples and loading and unloading for commercial premises along Park End Street.

Oxfordshire unlimited believed that the disabled section of society living and working in Oxfordshire and not been fully understood and considered and believed that any approval of a carriageway layout without the intrinsic safety consideration of all vulnerable users was unacceptable and that making a decision today premature until more detail was provided.

In moving the recommendations Councillor Rodney Rose, Cabinet Member for Transport reminded those present that the report before members today was to get down to one design to then go forward for proper planning and design. He gave assurances that he would take account of all those passing through the junction and that he would talk to all those affected once the detailed design was available.

Mr Steve Howell gave an assurance that officers would look at the Botley Road and the issue of cyclists passing under the Bridge.

RESOLVED: to approve the “Boulevard” option for Frideswide Square for detailed design and implementation, including the advertisement of any necessary traffic orders.

41/12 HEALTH & WELLBEING AND SOCIAL CARE: NEW ROLES FOR LOCAL AUTHORITIES

(Agenda Item. 9)

The Cabinet considered a report which outlined the changes to health and wellbeing and social care and discussed the future direction for health and healthcare in Oxfordshire.

Jonathan McWilliam, Director of Public Health, delivered a presentation on the opportunities for local government under the proposed reforms to the health system. The presentation covered the new structure of the Health & Wellbeing Board, the implications for the County Council, the Scrutiny function and district councils and the particular opportunities open to Oxfordshire County Council.

Councillor Jenny Hannaby spoke in support of Health & Wellbeing being returned to the County. She urged the Director for Public Health to work closely with districts councils to ensure the well-being of those in rural areas. She expressed hope that Scrutiny and Health Watch would provide a means of monitoring how well the new board was performing and that Oxfordshire could be a flagship for the rest of the Country.

RESOLVED: to approve the direction of travel as set out in the report CA9 and to ask the Director of Public Health to report back on future developments in due course.

42/12 EXTENSION OF AGE RANGE AT WOODEATON MANOR SCHOOL - PROPOSAL FOR ALTERATION OF LOWER AGE LIMIT

(Agenda Item. 10)

The Cabinet had before them a report CA10 which sought approval to extend the age range of pupils at Woodeaton Manor School to include pupils of Key Stage 2 primary school age so that it becomes an age range of 7 to 18.

RESOLVED: to support the Governing Body of Woodeaton Manor School by approving the publication of a statutory notice for the alteration of the lower age limit at Woodeaton Manor School.

43/12 EMBEDDING PERSONALISATION

(Agenda Item. 11)

The Cabinet had before them a report by the Cabinet Member for Adult Services which welcomed the introduction of Personalisation as a policy and

reviewed some of the risks involved in more direct purchasing of social care by individuals. The report further outlined the measures being proposed to Adult Social Care Scrutiny Committee for assuring quality in externally provided care. This included the role of Members in promoting and assuring quality in services which operated in their locality.

Councillor Jenny Hannaby, Shadow Cabinet Member for Adult Services spoke in support of paragraphs 15, 16 and 17 of the report CA11, namely that Members should have a central role in the further development and promotion of personalisation in Oxfordshire and in the Adult Services Scrutiny Committee considering proposals for Members to take a more formal role in assuring service quality across key provision in their local area. She stressed that there would need to be a firm division of officers and member processes.

RESOLVED: to

- (a) to note the current position; and
- (b) to RECOMMEND to Council to receive the report and debate its implications for Members.

44/12 ACADEMIES AND PENSION COSTS

(Agenda Item. 12)

The Cabinet had before them a report which, in response to a letter sent out to all Local Authority Leaders and Chief Executives in England, set out the statutory position regarding Academies and the local Government Pension Scheme.

RESOLVED: not to support the option of allowing academies to be pooled with the County Council for LGPS purposes, and to inform the Pension Fund Committee accordingly.

45/12 2011/12 FINANCIAL MONITORING & BUSINESS STRATEGY DELIVERY REPORT - JANUARY 2012

(Agenda Item. 13)

The Cabinet considered a report which set out the forecast position for each Directorate, including the delivery of the Directorate Business Strategies which were agreed as part of the Service & Resource Planning Process for 2011/12-2015/16. The Cabinet also had before them a supplementary report by the Assistant Chief Executive & Chief finance Officer as set out in the Addenda, which outlined changes made to the credit rating matrix limits set out in the Annual Treasury Management Strategy & Annual Investment Strategy for 2011/12 and 2012/13.

The Cabinet congratulated Ms Baxter on her recent appointment as Deputy Chief Finance Officer.

Councillor Armitage referred to the additional balances in funds, particularly around school intervention projects and early intervention, expressing concern that cuts were maybe being carried out too aggressively. He questioned whether the under spends presented an opportunity to reduce pressure on Managers.

The Cabinet Member for Children, Education & Families pointed out that the savings in early intervention were in middle management and not to the service.

The Cabinet Member for Schools Improvement referred to the million under spend in school intervention projects, stressing that the money was earmarked to raise educational attainment by looking at different ways of working to achieve it.

The Cabinet Member for Finance and Property in moving the recommendations detailed the Directorate positions as set out in the report. In relation to the comments made on the substantial under spends shown, he indicated the £2m of the under spend was due to be spent in next year and that the rest would go into efficiency reserves. He commented that Directorates had worked hard to achieve early savings for 2012/13.

RESOLVED: to

- (a) note the report and approve the virements as set out in Annex 2a;
- (b) agree the creation of the new reserves as set out in paragraph 45 to 48; and
- (c) approve the new capital schemes and budget changes set out in Annex 9c.
- (d) note the changes made to the credit rating matrix limits set out in the Annual Treasury Management Strategy & Annual Investment Strategy for 2011/12 and 2012/13 under delegated powers (per paragraph 2 and 9); and
- (e) RECOMMEND Council to note the changes made to the credit rating matrix limits set out in the Annual Treasury Management Strategy & Annual Investment Strategy for 2011/12 and 2012/13.

46/12 CORPORATE PLAN PERFORMANCE AND RISK MANAGEMENT REPORT FOR THE 3RD QUARTER 2011

(Agenda Item. 14)

The Cabinet considered a report (CA15) which sought agreement to the proposed renewal of the current S75 NHS Act 2006 pooled budget agreement and lead commissioning with Oxfordshire Primary Care Trust from April 2012 – March 2013 for the two pooled arrangements for older people and people with physical disabilities and people with a learning disability.

Councillor Jean Fooks, Shadow Cabinet Member for the Deputy Leader referred to those areas of the report where, she considered, items were not

on track, or there was no evidence yet available, in particular 'tackling transportation priorities', 'breaking the cycle of deprivation' and 'Environment and Climate Change'. Under 'Closer to Communities', she drew attention to the lack of progress in the eight non-priority areas despite the target date of June 2011. She suggested that the report would benefit from specific recommendations where a target had not been achieved.

In relation to 'breaking the cycle of deprivation' targets, The Cabinet Member for Children, Education & Families referred Councillor Fooks to page 177 of the report and the NEETS targets which had been met and had seen a consistent improvement since September last year. She further referred to the success of reducing teenage pregnancies in Oxfordshire.

The Deputy Leader reminded Councillor Fooks that all the targets had associated action plans.

RESOLVED: to note the report.

47/12 RENEWED SECTION 75 AGREEMENT WITH OXFORDSHIRE PCT (Agenda Item. 15)

The Cabinet considered a report which proposed the renewal of the current s75 NHS Act 2006 pooled budget agreement and lead commissioning with Oxfordshire Primary Care Trust from April 2012-March 2013 for the two pooled arrangements for:

- Older people and people with physical disabilities and
- People with a Learning Disability.

and in relation to Joint arrangements with Oxford Health (Provider) to delegate the responsibility to the Director Social and Community Services to enter into a further Mental health pooled Section 75 agreement with Oxford Health. The purpose of this Agreement was to facilitate the provision of integrated services by the partners in the manner and locations specified in this Agreement and to be limited to eligible people within the Council's borders.

Councillor Jenny Hannaby, Shadow Cabinet Member for Adult Services stated that the area for Older people and people with Physical disabilities and People with Learning Disabilities had not historically in some areas preformed as well as she would have liked. She hoped the new agreement, which she noted had a cut off clause, would make a difference including a proper look at the services with more focus on areas needing improvement

She sought assurance that there would be sufficient residential care and respite places available and that supported living support services, which would be funded through personal budgets, received the correct funding and that monitoring took place to make sure the funding is sufficient for their needs.

She welcomed the fact that existing staff arrangements would continue with the new arrangements and that the Oxfordshire clinical group had approved the new arrangements for authority to rest with Director and 151 officers.

The Cabinet Member for Adult Services responded to the points made commenting that he was aware of the concerns that Councillor Hannaby raised and would continue to monitor the situation carefully.

RESOLVED: to:

- (a) endorse the proposals to agree joint agreements with Oxfordshire PCT set out above which have been approved by Oxfordshire Clinical Commissioning Group;
- (b) grant delegated authority to the Director and s151 officer to agree the section 75 partnership agreement with Oxford Health.

48/12 FORWARD PLAN AND FUTURE BUSINESS

(Agenda Item. 16)

(Agenda Item 16)

The Cabinet considered a list of items (CA16) 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

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CABINET

MINUTES of the meeting held on Friday, 23 March 2012 commencing at 10.00 am and finishing at 11.25 am

Present:

Voting Members: Councillor Keith R. Mitchell CBE – in the Chair
Councillor Arash Fatemian
Councillor Louise Chapman
Councillor Jim Couchman
Councillor Lorraine Lindsay-Gale
Councillor Mrs J. Heathcoat
Councillor Melinda Tilley
Councillor Rodney Rose

Officers:

Whole of meeting Chief Executive, Director for Environment & Economy and M. Tugwell, Deputy Director (Growth & Infrastructure), M. Salter, Assistant Head of Property; C. Smith, Legal Services-Contracts; G. Malcolm, Committee Officer

The Committee considered the matters, reports and recommendations contained or referred to in the agenda for the meeting, together with a schedule of addenda 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.

49/12 APOLOGIES FOR ABSENCE

(Agenda Item. 1)

Apologies for absence were received from Councillor David Robertson and Councillor Kieron Mallon.

50/12 PETITIONS AND PUBLIC ADDRESS

(Agenda Item. 4)

The following request to address the meeting had been agreed:

Item 6 - Councillor Jean Fooks, Opposition Deputy Leader.

51/12 APPROVAL OF CONTRACT AWARD DECISION FOR PROPERTY & FACILITIES MANAGEMENT PROCUREMENT OF EXTERNAL SERVICES PROJECT

(Agenda Item. 6)

The Cabinet considered a report (CA6) concerning recommendations for the appointment of Preferred Bidder and award of the contract for the provision of property and facilities management works and services including construction, design, estates and facilities management services. The report reminded members of the history and context leading up to the current position, including the Cabinet decision on 6 February 2012 Cabinet to the inclusion of both Food with Thought and Quest Cleaning & Facilities Service in the final tender.

Councillor Jean Fooks, Opposition Deputy Leader recognised that the process leading to a final decision had been long and thorough and hoped that lessons had been learnt from previous procurement exercises. She reminded members that the Liberal Democrat Group had not supported the Cabinet's decision in February 2012 to include Food with Thought in the final tender, which she would revisit in her address in exempt session. She was however pleased to note the requirements aiming to benefit the local economy.

The Environment & Economy officers then gave part one of a presentation: 'Property and Facilities (Services & Works) Contract Final Tender Briefing' which included an overview & evaluation Summary, bid highlights, ICT, Operational Benefits, Affordability Analysis, and recommendation as set out in the report. They confirmed that references provided by the bidders had been taken up, discussions undertaken and site visits made.

The Cabinet **RESOLVED** that the public be excluded for the consideration of confidential Annex 1 since it was likely that if they were present during that Annex there would be disclosure of exempt information as defined in Part I of Schedule 12A to the Local Government Act 1972 (as amended) and because its discussion in public might lead to the disclosure to members of the public present of information relating to the financial and business affairs of any particular person (including the authority holding that information) as a result of discussions between Oxfordshire County Council and/or other local authorities and organisations and since it was considered that, in all the circumstances of the case, the public interest in maintaining the exemption outweighed the public interest in disclosing the information.

Following discussion (recorded separately in an exempt Minute) on the exempt Annex the Cabinet then resumed in open session.

Members thanked all participating officers, unions and all concerned for their substantial and positive approach and work to reach this point, and staff in Food with Thought in particular for their dedication and work.

RESOLVED: (on a motion by Councillor Jim Couchman, duly seconded and carried unanimously) to award the contract for property and facilities management works and services to Participant A and authorise:

- (a) the Director for Environment and Economy after discussion with the Cabinet Member for Finance and Property, to approve minor amendments to the form of contract, and any subsidiary or related documents, prior to its execution which do not modify substantial aspects of the contract or the commercial agreement with Participant A as outlined in the report; and
- (b) the Director for Environment and Economy to sign any subsidiary or related documents arising from the contract.

..... in the Chair

Date of signing

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

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CABINET – 17 APRIL 2012

2011/12 FINANCIAL MONITORING & BUSINESS STRATEGY DELIVERY REPORT

Report by Assistant Chief Executive & Chief Finance Officer

Introduction

1. This report is the penultimate report for 2011/12 with the Provisional Outturn for 2011/12 being reported to Cabinet in June. Parts 1 and 2 include year end projections for revenue, reserves and balances as at the end of February 2012. The Capital monitoring is included at Part 3.

Summary Position

2. The current in – year Directorate forecast including the Council elements of the Pooled Budgets is a variation of –£6.279m or -1.47% against a budget of £425.951m as shown in the table below. Underspends will in the main be placed in to the Efficiency Reserve to support the implementation of the Business Strategies. Where there is an existing commitment for 2012/13, subject to approval, underspends will either be placed into earmarked reserves or be requested to be carried forward in the Provisional Outturn Report.
3. During the year Directorates worked hard to implement their Business Strategies. There has been a firm focus on cost minimisation resulting in some revenue savings, particularly relating to vacant posts, being achieved early through careful service management. 94% of the £54.6m original saving plan built into 2011/12 budgets are either achieved or will be achieved by year end. Where there are savings that will not be achieved alternative savings have been found.

Original Budget 2011/12 £m		Latest Budget 2011/12 £m	Forecast Outturn 2011/12 £m	Variance Forecast February 2012 £m	Variance Forecast February 2012 %
112.817	Children, Education & Families (CE&F)	111.553	107.852	-3.701	-3.32
219.442	Social & Community Services (S&CS)	220.917	220.239	-0.678	-0.31
75.561	Environment & Economy	84.506	82.231	-2.275	-2.69
7.751	Chief Executive's Office	8.975	8.339	-0.636	-7.09
415.571	In year Directorate total	425.951	418.661	-7.290	-1.71
	Add: Overspend on Council Elements of Pooled Budgets			+1.011 ¹	
	Total Variation including Council Elements of Pooled Budgets			-6.279	-1.47

¹ Mainly relates to Physical Disabilities Pooled Budget

4. The following annexes are attached:

Annex 1	Original and Latest Estimates for 2011/12
Annex 2	Virements & Supplementary Estimates
Annex 3	Redundancy Costs
Annex 4	Forecast Earmarked Reserves
Annex 5	Forecast General Balances
Annex 6	Older People & Physical Disabilities and Learning Disabilities Pooled Budgets
Annex 7	Government Grants 2011/12
Annex 8	Treasury Management Lending List
Annex 9	2012/13 Virements to be approved
Annex 10	Capital Programme Monitoring and changes

Part 1 - Revenue Budget & Business Strategy Savings

5. The forecast revenue outturn by Directorate based on the position to the end of February 2012 is set out below.

Children, Education & Families: -£3.701m in year directorate variation

6. The Directorate is forecasting an in-year variation of -£3.701m. In addition a -£5.530m underspend on services funded from Dedicated Schools Grant (DSG) which will be placed in an earmarked reserve for use in 2012/13.

Early Intervention Hubs

7. An underspend of -£0.930m is forecast an increase of -£0.030m since the last report. This has been achieved through early implementation of the structure and cost minimisation during 2011/12 when part year savings were expected. The full year effect of the savings is already built into the budget for 2012/13.

Children's Social Care

8. An underspend is -£0.269m is forecast for Children's Social Care Management and Central Costs a decrease of +£0.173m since the last report. The change reflects a reduction in the number of vacancies following restructures within the service. The service is in the process of recruiting to the vacant posts.
9. An underspend of -£1.428m is forecast for Placements, a change of -£0.054m since the last report. The position reported allows for £0.055m to be spent on new placements during March 2012 should they be absolutely necessary. The service continues to work toward minimising the use of out of area placements, although some children have significant complex needs that require specialist or secure placements. It is proposed that £0.443m of the underspend is placed into a new reserve to be used to support a two year project involving joint working with Thames Valley Police.
10. An underspend of -£0.671m is forecast for Asylum an increase of -£0.044m since the last report. The variation reflects a reduction in the number of eligible clients using the service. Given the volatile nature of the service the forecast could change again before the year end.

DSG Funded Services

11. An underspend of -£5.530m is forecast on services funded by DSG an increase of -£2.325m. The change reflects the last 2010/11 Standards Fund instalment which has now been received. As previously reported underspend of -£3.953m on the non-schools contingency is ringfenced to be spent within the Schools budget and following Schools Forum on 1 February 2012 will be carried forward to be spent in 2012/13.

Social & Community Services: -£0.678m in year directorate variation

12. The Directorate is forecasting an underspend of -£0.678m. There is also a forecast overspend of +£1.011m on the Council elements of the Pooled Budgets. This mainly relates to adults with physical disabilities.

Adult Social Care

13. An underspend of -£0.499m is forecast for Adult Social Care, a decrease of +£0.049m. This includes one-off rent review arrears income of £1.4m.
14. Income relating to Older People and Physical Disabilities is forecast to be underachieved by +£0.828m an increase of +£0.139m since the last report. This is after transferring £0.534m of client income associated with the additional NHS resources into the Older People Pooled Budget.

Community Safety (including Fire & Rescue)

15. The Fire and Rescue Service is forecasting an underspend of -£0.279m a decrease of +£0.135m since the last report. The change relates to the underspend of -£0.200m on whole time fire-fighter pay which, as previously reported, has been placed in the Vehicle Renewals reserve. The retained duty system (RDS) continue to forecast an underspend of -£0.250m this along with the overspend on fire-fighter ill health retirement budget of +£0.040m are expected to be returned to or drawn from balances at year end.
16. Increased rental income and savings on pay and repair and maintenance mean the Gypsy and Traveller Service is forecasting an underspend of -£0.100m.

Quality & Compliance (Strategy & Transformation)

17. Proposals for a Joint Commissioning service with Children, Education and Families are under consultation with the intention of implementing the new structure in 2012. Due to the delay in starting the consultation process savings of £0.350m are not expected to be achieved this year. The service is however expected to achieve savings of £0.450m in 2012/13.
18. An underspend of -£0.201m is reported for Transforming Adult Social Care. This will be requested to be carried forward to 2012/13 to support projects within Adult Social Care.

Pooled Budgets**Older People, Physical Disabilities and Equipment Pool**

19. As shown in Annex 6 the Older People's and Physical Disabilities Pooled Budget is forecast to overspend by +£3.068m, +£1.850m on the Council's element and +£1.218m on the Primary Care Trust's (PCT) element. This position includes a transfer of a -£4.416m underspend relating to Older People into an earmarked reserve for use in future years.

Older People

20. The County Council's element of the pool is forecast to be underspent by -£4.416m an increase of -£3.007m since the last report.
21. The increased underspend includes the previously reported winter pressures funding £1.419m for adult social care that the Department of Health announced in January 2012. £0.037m will be spent in 2011/12 with the balance of £1.382m to be used in future years. The underspend also includes the £0.816m balance of Winter Pressures funding for 2010/11 which will continue to support for the additional care home and home support clients in 2012/13 and beyond.
22. The remaining -£0.809m variation includes underspends in the Crisis Response Service (-£0.215m), Personal Budget Allocations (-£0.270m) and the re-ablement service of (-£0.0.300m).
23. In accordance with pooled budget arrangements, it is proposed that the underspend is placed in a reserve for use in 2012/13 and beyond. This reserve will be used to continue to fund the additional clients using the winter pressures funding received in 2010/11 and 2011/12, to purchase additional intermediate care beds in 2012/13, and to increase assessment capacity and help providers recruit care workers.

Physical Disabilities

24. The County Council's element is projected to be overspent by +£1.850m a decrease of -£0.123m since the last report. The overspend reflects an increase in the number of people needing care over the last two years and changes to packages of care. Additional funding to reflect the current level of clients and packages, and for future demography was agreed by Council on 10 February 2012 as part of the budget for 2012/13. A supplementary estimate of £1.850m is requested to fund the 2011/12 overspend.

Equipment

25. A breakeven position is forecast on the Council element of the Equipment Pooled Budget, a decrease of -£0.331m since the last report. The change reflects the transfer to this budget of -£0.315m of additional client income associated with the additional £6.196m Department of Health funding.

Learning Disabilities Pool

26. As set out in Annex 6 the Learning Disabilities Pooled Budget is forecasting an underspend of -£1.000m, -£0.839m on the Council's element and -£0.161m on the PCT element. The change of -£0.590m on the Council's element since the last report is due to an underspend on staffing costs and an underspend on personal budgets.

Environment & Economy: -£2.275m in year directorate variation

27. The Directorate is forecasting an underspend of -£2.275m. This forecast position includes the £0.425m to be carried forward and used to support savings in 2012/13 agreed as part of the 2012/13 budget.

Highways & Transport

28. The service is forecasting an underspend of -£0.418m an increase of +£0.147m since the last report. The change reflects a reduction of the share of the Highways contract management fee that will be met by revenue by £0.260m. The share is based on the amount of capital and revenue work taken place during the year.

Growth & Infrastructure

29. The service is forecasting an underspend of -£1.655m, an increase of -£0.204m since the last report. The change relates mainly to lower than anticipated costs of the waste contract procurement and an increased underspend in Business and Skills due to learning contracts spanning academic years.
30. Waste Management continue to forecast an underspend of -£0.523m. Current activity levels for recycling/composting are expected to be 61% recycling/composting. This is a better position than budgeted with less landfill tonnage being the main factor contributing to the increased performance. The remaining Growth and Infrastructure underspend of -£0.928m relate to projects including Minerals and Waste Framework, Broadband and the Strategic Sites Project which have been previously reported.

Property and Facilities

31. The service is forecasting a variation of +£0.169m, a decrease of -£0.254m since the last report. The change reflects lower than expected spend on repairs and maintenance, and prudential borrowing charges.
32. Food with Thought is continuing to forecast a trading surplus of £0.400m. The intention is that this surplus, plus any remaining School Lunch Grant will be reinvested in the service in agreement with Schools. QCS Cleaning is forecasting a trading surplus of £0.042m.

Oxfordshire Customer Services

33. Oxfordshire Customer Services (OCS) continues to forecast an underspend of -£0.314m, an increase of £0.109m since the last report. The change relates to increased underspend in HR staffing costs and the delivery of the Learning and Development Plan. The forecast includes a contribution to the Oxfordshire Customer Services development reserve of £0.165m. As set out in paragraph 37 it is proposed that the Human Resources underspend is used to repay the Adult Learning supplementary estimate of £0.181m which was due to be repaid by 2012/13.

Chief Executive's Office: -£0.636m in year directorate variation

34. The Chief Executive's Office (CEO) is forecasting a variation of -£0.636m a change of -£0.325m since the last report. The change mainly relates to the transfer of the legal costs associated with the Cogges Link Road project to Highways and Transport.

Redundancy Costs

35. As noted in the Annex 3, £6.705m estimated redundancy costs expected in 2011/12 or later years were accounted for in 2010/11. Actual 2011/12 payments made to the end of February 2012 are £6.870m.

Virements and Supplementary Estimates

36. The temporary virements to note are set out in Annex 2d. Previously approved virements in Annex 2b and 2c are available on the Council's website and in the Member's Resource Centre. There are no new virements to be approved this month.
37. The supplementary estimates requested this month are set out in Annex 2e. Supplementary estimates requested this month include the funding of the overspend in the Physical Disabilities Pooled Budget as set out in paragraph 24 and the repayment of the Supplementary Estimate to Adult Learning as set out in paragraph 33.

Grants Monitoring

38. Annex 7 sets out government grants received in 2011/12. Ringfenced grants totalling £423.986m (including £387.003m of Dedicated Schools Grant) are included in Directorate budgets. Changes this month include the last instalment of 2010/11 Standards Fund and a reduction in DSG following the conversion of schools to Academy Status

Bad Debt Write Offs

39. There were 112 general write offs in the financial year to the end of February 2012 totalling £49,885. In addition Client Finance has written off 115 debts totalling £21,406.

Treasury Management

40. During February 2012, the council received a first distribution of £1.471m in relation to outstanding Icelandic deposits. This represents approximately one third of the council's claim. The timing and amounts of further distributions are not currently known.
41. The latest treasury management approved lending list (as at 4 April 2012) is shown in Annex 8. Some lending limits have been revised following consideration of updated guidance received from the Council's advisers – Arlingclose. In relation to UK, Australian and Canadian banks, the Treasury Management Strategy Team (TMST) agreed to remove some temporary lending limit restrictions imposed last autumn during a period of increased market instability. The reinstatement of approved lending limits reflects some improvement in market indicators and more encouraging financial results for some banks. European banks remain temporarily suspended from the approved lending list due to uncertainties in the Eurozone.
42. The average cash balance during February 2012 was £261.567m, whilst the average rate of return was 1.112% against a benchmark of 0.948%

Part 2 – Balance Sheet**Reserves**

43. Annex 4 sets out earmarked reserves brought forward from 2010/11 and the forecast position as at 31 March 2012. Forecast reserves are £99.509m a change £10.305m since the last report. The change reflects the contribution to the Older People Pooled Budget reserve of £4.461m as set out in paragraph

23, the increased underspend on DSG of £2.325m, and the increase in the carry forward reserve due to the increased underspend.

New Reserves

Children, Education and Families

44. It is recommended that two new reserves are created for self-financing services. The Roundabout Daycare (£0.020m) and the Forest School Training service (£0.050m). As these services are self-financing the reserve will be used to hold surplus balances and to meet any deficits in future years
45. It is recommended that a new reserve is created for two year project involving joint working with Thames Valley Police. This reserve will fund a two year project where it is anticipated there will be an increase in referrals and work following the police operation and roll out through the Safeguarding Board of raising awareness and training. In 2011/12 the contribution being made is £0.443m.

Chief Executive's Office

46. It is recommended that a new reserve is created for the remaining unallocated funding from 2011/12 for the Big Society Fund (£0.175m) until bids are considered and agreed by Cabinet.
47. It is recommended that a new reserve is created for the Change Management and New Ways of Working Project (£0.110m) which was originally planned for 2011/12 but will now take place in 2012/13.
48. It is also recommended that a new reserve is created for the Coroner's service to manage the costs of several projects (£0.123m) that were originally due to take place in 2011/12 but have been delayed until 2012/13. Projects include the refurbishment of the Coroner's Court and Office and the new Coroner's Court recording system.

Balances

49. Annex 5 sets out the general balances taking into account known changes. Balances are currently £14.065m.

Part 3 – Capital Monitoring and Programme Update

Capital Monitoring

50. The capital monitoring position set out in Annex 10a, shows the forecast expenditure for 2011/12 is £63.2m (excluding schools local capital). This is £0.8m lower than the latest capital programme approved by Council in February 2012. The table on the next page summarises the variations by directorate.

Directorate	Last Approved Programme * £m	Latest Forecast Expenditure £m	Variation £m
Children, Education & Families	30.9	30.8	-0.1
Social & Community Services	4.1	3.8	-0.3
Environment & Economy - Transport	25.6	24.9	-0.7
Environment & Economy - Other	3.2	3.5	+0.3
Chief Executive's Office	0.2	0.2	0.0
Total Directorate Programmes	64.0	63.2	-0.8
Schools Local Capital	8.1	8.1	0.0
Total Capital Programme	72.1	71.3	-0.8

* Approved by Council 10 February 2012

51. The major in-year spend forecast variations to note for each directorate programme are explained in the following paragraphs and other significant variations are listed in Annex 10b.
52. In the Children, Education & Families programme, £0.200m of the Health & Safety programme has been returned to the capital programme as no further projects have been identified.
53. In the Social & Community Services programme, £0.200m on the Redbridge Hollow scheme has slipped into 2012/13. The delay in the project is from a number of changes to the original scheme, including a revised road layout, the relocation of boilers and oil tank and the installation of a new fence.
54. In the Environment & Economy programme, £0.246m relating to the purchase of Solar PV panels at Matthew Arnold School has been brought forward from 2012/13. In the Transport programme, £0.175m of funding from Phase 1 of the Iffley Road scheme has been transferred to Phase 2 of the scheme.

Actual & Committed Expenditure

55. As at the end of February actual capital expenditure for the year to date (excluding schools local spend) was £46.3m. This is 73% of the total forecast expenditure of £63.2m, which is around 3% above the expected position compared to the profile of expenditure in previous years. Actual and committed spend is 93% of the forecast.

Five Year Capital Programme Update

56. The total forecast 5-year capital programme (2011/12 to 2016/17) is now £436.4m, an increase of £0.5m from the latest capital programme. The new schemes and project/programme budget changes requiring Cabinet approval are set out in Annex 10c. The table on the next page summarises the variations by directorate.

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Directorate	Last Approved Total Programme (2011/12 to 2016/17) *	Latest Forecast Total Programme (2011/12 to 2016/17)	Variation
	£m	£m	£m
Children, Education & Families	169.3	169.6	+0.3
Social & Community Services	29.5	29.5	0.0
Environment & Economy - Transport	129.0	129.3	+0.3
Environment & Economy - Other	33.2	32.9	-0.3
Chief Executive's Office	0.4	0.4	0.0
Total Directorate Programmes	361.4	361.7	+0.3
Schools Local Capital	20.4	20.4	0.0
Earmarked Reserves	54.1	54.3	+0.2
Total Capital Programme	435.9	436.4	+0.5

* Approved by Council 10 February 2012

RECOMMENDATIONS

57. The Cabinet is **RECOMMENDED** to:

- a) note the report;
- b) Approve the supplementary estimates as set out in Annex 2e;
- c) Agree the creation of the new reserves as set out in paragraph 44 to 48;
- d) Approve the new capital schemes and budget changes set out in Annex 10c;
- e) Approve virements for financial year 2012/13 included in Annex 9.

SUE SCANE

Assistant Chief Executive & Chief Finance Officer

Background papers: Directorate Financial Monitoring Reports 29 February 2012

Contact Officers: Kathy Wilcox, Principal Financial Manager
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April 2012

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Annex 1

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Ref	Directorate	BUDGET 2011/12					Outturn Forecast Year end Spend/Income	Projected Year end Variation	Profiled Budget (Net) <i>February</i> 2012	Actual Expenditure (Net) <i>February</i> 2012	Variation to Budget <i>February</i> 2012	Projected Year end Variance Traffic Light
		Original Budget	Brought Forward from 2010/11 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	Children, Education & Families Gross Expenditure Gross Income	540,447	2,705	24,338	351	567,841	564,140	-3,701	523,446	511,634	-11,813	G
		-427,630	0	-28,590	-68	-456,288	-456,288	0	-420,080	-436,772	-16,691	G
		112,817	2,705	-4,252	283	111,553	107,852	-3,701	103,366	74,862	-28,504	A
SCS	Social & Community Services Gross Expenditure Gross Income	260,177	418	-2,129	0	258,466	257,788	-678	246,898	245,913	-985	G
		-40,735	0	3,186	0	-37,549	-37,549	0	-44,389	-47,105	-2,716	G
		219,442	418	1,057	0	220,917	220,239	-678	202,509	198,808	-3,701	G
EE	Environment & Economy Gross Expenditure Gross Income	149,136	5,586	3,789	116	158,627	160,021	1,394	152,937	134,556	-18,381	G
		-73,575	0	-546	0	-74,121	-77,790	-3,669	-75,470	-77,801	-2,331	A
		75,561	5,586	3,243	116	84,506	82,231	-2,275	77,467	56,755	-20,712	A
CEO	Chief Executive's Office Gross Expenditure Gross Income	16,341	912	-189	223	17,287	18,860	1,573	18,660	18,827	167	R
		-8,590	0	278	0	-8,312	-10,521	-2,209	-10,408	-11,858	-1,450	R
		7,751	912	89	223	8,975	8,339	-636	8,252	6,969	-1,283	R
	Less recharges to other directorates	-65,717				-65,717	-65,717	0			0	G
		65,717				65,717	65,717	0			0	G
	Directorate Expenditure Total	900,384	9,621	25,809	690	936,504	935,092	-1,412	941,941	910,929	-31,012	G
	Directorate Income Total	-484,813	0	-25,672	-68	-510,553	-516,431	-5,878	-550,347	-573,536	-23,189	G
	Directorate Total Net	415,571	9,621	137	622	425,951	418,661	-7,290	391,594	337,393	-54,201	G
Add: Pooled Budget Overspend								1,011				
In-Year Directorate Variation								-6,279				

February Financial Monitoring and Business Strategy Delivery Report
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Annex 1

Ref	Directorate	BUDGET 2011/12					Outturn Forecast Year end Spend/Income	Projected Year end Variation	Profiled Budget (Net) <i>February</i> 2012	Actual Expenditure (Net) <i>February</i> 2012	Variation to Budget <i>February</i> 2012 underspend - overspend + £000	Projected Year end Variance Traffic Light
		Original Budget £000 (3)	Brought Forward from 2010/11 Surplus + Deficit - £000 (4)	Virements to Date £000 (5)	Supplementary Estimates to Date £000 (6)	Latest Estimate £000 (7)						
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
	Contributions to (+)/from (-)reserves	1,872	-9,621	873		-6,876	1,664	8,540				
	Contribution to (+)/from(-) balances	1,619			-622	997	997	0				
	Pensions - Past Service Deficit Funding	1,500				1,500	1,500	0				
	Capital Financing	38,400		-1,831		36,569	35,319	-1,250				
	Interest on Balances	-1,826				-1,826	-1,826	0				
	Additional funding to be allocated			2,044		2,044	2,044	0				
	Strategic Measures Budget	41,565	-9,621	1,086	-622	32,408	39,698	7,290				
	Government Grants	-48,520		-1,223		-49,743	-49,743	0				
	Budget Requirement	408,616	0	0	0	408,616	408,616	0				

Total External Financing to meet Budget Requirement

Revenue Support Grant	28,844				28,844	28,844	0
Business rates	93,316				93,316	93,316	0
Council Tax	286,456				286,456	286,456	0
Other grant income					0	0	0
External Financing	408,616	0	0	0	408,616	408,616	0

Consolidated revenue balances position

Forecast County Fund Balance (Annex 5)	15,734
Variation of OCC elements of the OP&PD and LD Pooled Budgets	-1,011
In-year directorate variation to be met from (-) or transferred to (+) Carry Forward Reserve	7,290
	22,013

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

February Financial Monitoring and Business Strategy Delivery Report: Children, Education & Families
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Ref	Directorate	BUDGET 2011/12					Outturn Forecast Year end Spend/Income	Projected Year end Variation	Profiled Budget (Net) <i>February</i> 2012	Actual Expenditure (Net) <i>February</i> 2012	Variation to Budget <i>February</i> 2012	Projected Year end Variance Traffic Light
		Original Budget	Brought Forward from 2010/11 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)
CEF1	Education & Early Intervention											
	Gross Expenditure	93,630	699	-8,388	339	86,280	84,264	-2,016	77,477	71,990	-5,487	A
	Gross Income	-40,488	0	7,526		-32,962	-32,962	0	-29,078	-34,394	-5,317	G
		53,142	699	-862	339	53,318	51,302	-2,016	48,399	37,596	-10,803	A
CEF2	Children's Social Care											
	Gross Expenditure	46,510	111	-427	12	46,206	43,609	-2,597	42,207	37,684	-4,522	R
	Gross Income	-4,563	0	-1,861	-68	-6,492	-6,492	0	-5,793	-5,155	638	G
		41,947	111	-2,288	-56	39,714	37,117	-2,597	36,414	32,529	-3,885	R
CEF3	Quality & Compliance											
	Gross Expenditure	24,342	934	-475	0	24,801	25,713	912	22,723	22,345	-378	A
	Gross Income	-6,593	0	0		-6,593	-6,593	0	-6,044	-6,240	-196	G
		17,749	934	-475	0	18,208	19,120	912	16,679	16,105	-574	R
CEF4	Schools											
	Gross Expenditure	381,092	961	33,628	0	415,681	415,681	0	381,040	379,614	-1,425	G
	Gross Income	-381,113	0	-34,255		-415,368	-415,368	0	-379,166	-390,983	-11,817	G
		-21	961	-627	0	313	313	0	1,874	-11,368	-13,242	G
	Less recharges within directorate	-5,127				-5,127	-5,127	0			0	G
		5,127				5,127	5,127	0			0	G
	Directorate Expenditure Total	540,447	2,705	24,338	351	567,841	564,140	-3,701	523,446	511,634	-11,813	G
	Directorate Income Total	-427,630	0	-28,590	-68	-456,288	-456,288	0	-420,080	-436,772	-16,691	G
	Directorate Total Net	112,817	2,705	-4,252	283	111,553	107,852	-3,701	103,366	74,862	-28,504	A

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MEMORANDUM: DEDICATED SCHOOLS GRANT - DSG Funded Expenditure (Gross)

Ref	Directorate	BUDGET 2011/12					Outturn Forecast Year end Spend/Income	Projected Year end Variation
		Original Budget	Brought Forward from 2010/11 Surplus + Deficit - £000	Virements to Date £000	Supplementary Estimates to Date £000	Latest Estimate £000		
(1)	(2)	£000 (3)	£000 (4)	£000 (5)	£000 (6)	£000 (7)	£000 (8)	underspend - overspend + £000 (9)
CEF1	Education & Early Intervention	30,442		-7,978		22,464	20,686	-1,778
CEF2	Children's Social Care	1,771		63		1,834	1,834	0
CEF3	Quality & Compliance	6,500		-153		6,347	6,347	0
CEF4	Schools	348,090		3,772		351,862	348,110	-3,752
	Total Gross	386,803	0	-4,296	0	382,507	376,977	-5,530

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

February Financial Monitoring and Business Strategy Delivery Report: Social & Community Services
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Ref	Directorate	BUDGET 2011/12					Outturn Forecast Year end Spend/Income	Projected Year end Variation	Profiled Budget (Net) <i>February</i> 2012	Actual Expenditure (Net) <i>February</i> 2012	Variation to Budget <i>February</i> 2012	Projected Year end Variance Traffic Light
		Original Budget	Brought Forward from 2010/11 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	Adult Social Care											
	Gross Expenditure	195,429	-1,156	1,152	0	195,425	194,926	-499	179,148	180,142	993	G
	Gross Income	-45,284	0	-79		-45,363	-45,363	0	-41,585	-43,606	-2,022	G
		150,145	-1,156	1,073	0	150,062	149,563	-499	137,564	136,535	-1,028	G
SCS2	Community Safety											
	Gross Expenditure	29,313	364	243	0	29,920	29,513	-407	27,423	25,801	-1,622	G
	Gross Income	-1,477	0	-2		-1,479	-1,479	0	-1,357	-1,469	-112	G
		27,836	364	241	0	28,441	28,034	-407	26,066	24,332	-1,735	G
SCS3	Quality & Compliance											
	Gross Expenditure	34,511	1,029	-3,253	0	32,287	32,575	288	29,597	29,414	-183	G
	Gross Income	-3,754	0	3,438		-316	-316	0	-290	-707	-416	G
		30,757	1,029	185	0	31,971	32,259	288	29,306	28,707	-599	G
SCS4	Community Services											
	Gross Expenditure	11,797	181	-271	0	11,707	11,647	-60	10,730	10,557	-173	G
	Gross Income	-1,093	0	-171		-1,264	-1,264	0	-1,158	-1,323	-165	G
		10,704	181	-442	0	10,443	10,383	-60	9,572	9,234	-339	G
	Less recharges within directorate	-10,873	0			-10,873	-10,873	0			0	G
		10,873	0			10,873	10,873	0			0	G
	Directorate Expenditure Total	260,177	418	-2,129	0	258,466	257,788	-678	246,898	245,913	-985	G
	Directorate Income Total	-40,735	0	3,186	0	-37,549	-37,549	0	-44,389	-47,105	-2,716	G
	Directorate Total Net	219,442	418	1,057	0	220,917	220,239	-678	202,509	198,808	-3,701	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

February Financial Monitoring and Business Strategy Delivery Report: Environment & Economy
CABINET - 17 April 2012
Budget Monitoring

Ref	Directorate	BUDGET 2011/12					Outturn Forecast Year end Spend/Income	Projected Year end Variation	Profiled Budget (Net) <i>February</i> 2012	Actual Expenditure (Net) <i>February</i> 2012	Variation to Budget <i>February</i> 2012	Projected Year end Variance Traffic Light
		Original Budget	Brought Forward from 2010/11 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	Highways & Transport											
	Gross Expenditure	54,889	3,832	77	0	58,798	59,506	708	53,898	44,561	-9,336	G
	Gross Income	-11,521	0	-27		-11,548	-12,674	-1,126	-10,586	-9,010	1,575	R
		43,368	3,832	50	0	47,250	46,832	-418	43,312	35,551	-7,761	G
EE2	Sustainable Development											
	Gross Expenditure	28,330	477	1,506	116	30,429	29,449	-980	27,898	22,380	-5,518	A
	Gross Income	-1,518	0	-266		-1,784	-2,459	-675	-1,635	-2,537	-901	R
		26,812	477	1,240	116	28,645	26,990	-1,655	26,263	19,843	-6,419	R
EE3	Property Asset Management											
	Gross Expenditure	18,651	55	10,024	0	28,730	29,443	713	26,336	25,503	-833	A
	Gross Income	-19,953	0	-7,978		-27,931	-28,475	-544	-25,603	-25,695	-92	G
		-1,302	55	2,046	0	799	968	169	732	-192	-925	R
EE4	Director's Office											
	Gross Expenditure	6,292	10	-155	0	6,147	6,090	-57	5,635	5,518	-116	G
	Gross Income	0	0	0		0	0	0	0	-27	-27	
		6,292	10	-155	0	6,147	6,090	-57	5,635	5,492	-143	G
EE5	Oxfordshire Customer Services											
	Gross Expenditure	49,183	1,212	-7,663	0	42,732	43,742	1,010	39,171	36,594	-2,578	A
	Gross Income	-48,792	0	7,725		-41,067	-42,391	-1,324	-37,646	-40,532	-2,887	A
		391	1,212	62	0	1,665	1,351	-314	1,526	-3,939	-5,464	R
	Less recharges within directorate	-8,209				-8,209	-8,209	0			0	G
		8,209				8,209	8,209	0			0	G
	Directorate Expenditure Total	149,136	5,586	3,789	116	158,627	160,021	1,394	152,937	134,556	-18,381	G
	Directorate Income Total	-73,575	0	-546	0	-74,121	-77,790	-3,669	-75,470	-77,801	-2,331	A
	Directorate Total Net	75,561	5,586	3,243	116	84,506	82,231	-2,275	77,467	56,755	-20,712	A

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

February Financial Monitoring and Business Strategy Delivery Report: Chief Executive's Office
CABINET - 17 April 2012
Budget Monitoring

Ref	Directorate	BUDGET 2011/12					Outturn Forecast Year end Spend/Income	Projected Year end Variation	Profiled Budget (Net) February 2012	Actual Expenditure (Net) February 2012	Variation to Budget February 2012	Projected Year end Variance Traffic Light
		Original Budget	Brought Forward from 2010/11 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)
CEO1	Chief Executive & Business Support	Gross Expenditure	1,837	130	-427	0	1,540	-80	1,412	1,052	-360	R
		Gross Income	-813	0	17	-796	-796	0	-730	-738	-8	G
		1,024	130	-410	0	744	664	-80	683	314	-368	R
CEO2	Human Resources	Gross Expenditure	1,661	303	204	0	2,168	38	1,987	1,604	-384	G
		Gross Income	-1,711	0	-10	-1,721	-1,946	-225	-1,577	-1,781	-204	R
		-50	303	194	0	447	260	-187	410	-177	-587	R
CEO3	Corporate Finance & Internal Audit	Gross Expenditure	2,359	40	244	0	2,933	290	2,423	2,441	19	R
		Gross Income	-2,308	0	16	-2,292	-2,607	-315	-2,101	-2,084	17	R
		51	40	260	0	351	326	-25	322	358	36	R
CEO4	Law & Governance Services	Gross Expenditure	6,735	307	-43	0	8,508	1,509	6,422	7,619	1,197	R
		Gross Income	-4,103	0	27	-4,076	-5,674	-1,598	-3,720	-4,893	-1,173	R
		2,632	307	-16	0	2,923	2,834	-89	2,702	2,726	23	A
CEO5	Strategy & Communications	Gross Expenditure	2,996	132	66	223	3,233	-184	3,131	2,890	-242	R
		Gross Income	-2,488	0	0	-2,488	-2,559	-71	-2,280	-2,363	-83	A
		508	132	66	223	929	674	-255	851	527	-324	R
CEO6	Corporate & Democratic Core	Gross Expenditure	3,814	0	-233	0	3,581	0	3,284	3,221	-63	G
		Gross Income	-228	0	228	0	0	0	0	0	0	G
		3,586	0	-5	0	3,581	3,581	0	3,284	3,221	-63	G
	Less recharges within directorate	-3,061				-3,061	-3,061	0			0	G
		3,061				3,061	3,061	0			0	G
	Directorate Expenditure Total	16,341	912	-189	223	17,287	18,860	1,573	18,660	18,827	167	R
	Directorate Income Total	-8,590	0	278	0	-8,312	-10,521	-2,209	-10,408	-11,858	-1,450	R
	Directorate Total Net	7,751	912	89	223	8,975	8,339	-636	8,252	6,969	-1,283	R

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

NEW VIREMENTS FOR CABINET TO NOTE

Directorate	Month of Cabinet meeting	Narration	Budget book line	Service Area	Permanent / Temporary	Expenditure From / Decrease (-) £000	Expenditure To / Increase (+) £000	Income From / Decrease (+) £000	Income To / Increase (-) £000
EE	April	Natural England additional funding	EE2-52	National Trails Special Projects	T	0.0	15.4	0.0	-15.4
CEF	April	Move Vacancy Factor to central administration cost centre associated with safeguarding administration.	CEF2-1	Management & Central Costs	T	-31.9	0.0	0.0	0.0
			CEF2-4	Safeguarding & Quality Assurance	T	0.0	31.9	0.0	0.0
		Development of Boombox - ICT Project	CEF1-33	Youth, Engagement & Opps	T	0.0	7.0	0.0	0.0
			CEF3-6	Commissioning & Performance	T	-7.0	0.0	0.0	0.0
		Dedicated Schools Grant Budgets relating to Academies	CEF1-41	Educational Transformation & Effectiveness	T	-50.1	0.0	50.1	0.0
			CEF4-3	Devolved Schools Costs	T	0.0	50.1	0.0	-50.1
		Transfer of funding for a one year staffing contract running till December 2012	CEF1-41	Educational Transformation & Effectiveness	T	-10.0	0.0	0.0	0.0
SCS	April		CEF1-51	Early Years Sufficiency & Access	T	0.0	10.0	0.0	0.0
		Funds for Memory Services from Department of Health to be shown as Primary Care Trust contribution to Older People Pooled Budget	SCS1-1E	Pooled Budget Contributions	T	-101.8	0.0	0.0	0.0
			SCS1-1F	Income	T	0.0	0.0	101.8	0.0
		Additional funds for Carer Breaks in Older People Pooled Budget received from the Primary Care Trust	SPB1	Older Peoples Pooled Budget	T	0.0	0.0	101.8	-101.8
			SPB1	Older Peoples Pooled Budget	T	0.0	50.0	0.0	-50.0
		Income/Expenditure budgets for Thames Valley Police income in 11/12 for premises expenditure.	SCS2-1	Fire & Rescue Service	T	0.0	3.0	0.0	-3.0
		Transfer from Mental Health Pooled Budget	SCS1-1C	Social Work & Commissioning	T	0.0	30.0	0.0	0.0
			SCS1-3A	Non-Pool Services	T	-30.0	0.0	0.0	0.0
Inter Directorate	April	Transfer of budget to fund staff time while on study leave	CEF2-32	Family Support	T	0.0	2.5	0.0	0.0
			EE5-4	Human Resources	T	-2.5	0.0	0.0	0.0
Grand Total						-233.3	199.9	253.7	-220.3

Supplementary Estimates

SUPPLEMENTARY ESTIMATES REQUESTED THIS REPORT

Directorate	Month of Cabinet meeting	Narration	Budget book line	Service Area	Permanent / Temporary	Expenditure From / Decrease (-) £000	Expenditure To / Increase (+) £000	Income From / Decrease (+) £000	Income To / Increase (-) £000
Interdirectorate	April	Funding of Physical Disabilities Pooled Budget Overspend	SCS1-1E	Older People, Physical Disabilities and Equipment Pooled Budget Contributions	T		1,850.0		
			SM	Strategic Measures	T	-1,850.0			
		Repayment of Adult Learning Supplementary Estimate	EE5-9	Adult Learning	T	181.0			
			SM	Strategic Measures	T		-181.0		
Grand Total						-1,669.0	1,669.0		

Directorate	Redundancy Costs 2010/11								
	Funded by Directorate				Funded by Efficiency Reserve				Total
	Actual Payments made to individuals in year	Known payments accrued for in year	Estimated Provision	Total	Actual Payments made to individuals in year	Known payments accrued for in year	Estimated Provision	Total	
	£m	£m	£m	£m	£m	£m	£m	£m	£m
Children, Education & Families									
- National Strategies & EDAS		1.255		1.255				0.000	
- Business Strategy			1.958	1.958				0.000	
- Student Support	0.030			0.030				0.000	
- Other		0.093		0.093				0.000	3.336
Social & Community Services									
- Restructure of Adult Social Care				0.000	0.468	0.129	2.917	3.514	
- Cultural & Community Development		0.015		0.015	0.049			0.049	
- Community Safety				0.000	0.067			0.067	3.645
Oxfordshire Customer Services	0.282			0.282	0.287			0.287	0.569
Chief Executive's Office	0.564			0.564				0.000	0.564
Environment & Economy	0.170	0.338		0.508	0.182			0.182	0.690
Total	1.046	1.701	1.958	4.705	1.053	0.129	2.917	4.099	8.804

Directorate	Redundancy Costs 2011/12								
	Funded by Directorate				Funded by Efficiency Reserve				Total
	Actual Funded by Directorate	Actual costs relating to 2010/11 accrual	Actual costs charged against 2010/11 Provision	Total	Actual Payments made to individuals in year	Actual costs relating to 2010/11 accrual	Actual costs charged against 2010/11 Provision	Total Funded	
	£m	£m	£m	£m	£m	£m	£m	£m	£m
Children, Education & Families									
- National Strategies & EDAS		1.036		1.036				0.000	
- Business Strategy				0.000				0.000	
- Student Support				0.000				0.000	
- Other			1.682	1.682				0.000	2.718
Social & Community Services									
- Restructure of Adult Social Care	0.291			0.291	0.110	0.049	2.783	2.941	
- Cultural & Community Development	0.170	0.015		0.185				0.000	
- Community Safety	0.003			0.003				0.000	3.420
Oxfordshire Customer Services	0.124			0.124				0.000	0.124
Chief Executive's Office	0.136			0.136				0.000	0.136
Environment & Economy	0.134	0.338		0.472				0.000	0.472
Total	0.858	1.389	1.682	3.929	0.110	0.049	2.783	2.941	6.870

February Financial Monitoring and Business Strategy Delivery Report
CABINET - 17 April 2012
EARMARKED RESERVES

CA6

Annex 4

Earmarked Reserves	2011/12			January 2012 Balance at 31 March 2012 £000	Change in Closing Balance Forecast £000	Commentary
	Balance at 1 April 2011 £000	Movement Contributions from Reserve £000	Contributions to Reserve £000			
Children, Education & Families						
Primary	12,583			12,583	0	
Secondary	7,698			7,698	0	
Special	1,288			1,288	0	
Sub-total schools' revenue reserves	21,569	0	0	21,569	0	
School Loans	-1,187	-449	311	-1,325	0	
Total schools' reserves	20,382	-449	311	20,244	0	
Schools' Contingency	-14			-14	0	
Schools' Partnerships	290			290	0	
Schools' Insurance	265			265	0	
Youth Management Committee	308	-189	35	154	35	To be used in 2012/13
Supply Cover	260			260	0	
Oxfordshire Rural Children's Centres	18			18	0	
Safeguarding Board	122			122	0	
Early Intervention Service Equipment Reserve (previously called Youth Support Service - computer system)	139	-49	244	334	0	
Residential Centres	95	-7		65	23	
Youth Offending Service	147	-147		0	0	To fund 4.5 FTE members of staff for the year
Joint Use Reserve	171			171	0	
ICT Service			66	66	0	
Governor Services			98	25	73	
Foster Carer Loans			138	138	0	
ICT Projects			1,017	935	82	Includes £474k for Framework-i projects and £24k for Youth Offending Information System (YOIS)
Academies Conversion Support			600	600	0	
School amalgamations			140	140	0	
Staff Training & Development			150	220	-70	
School Intervention Fund			1,649	968	681	
Roundabout Daycare			20		20	Request for new reserve
Joint Working with Police			443		443	Request for new reserve
Forest School Training			50		50	Request for new reserve
Grants and contributions			5,754	3,293	2,461	
CEF Directorate Total	22,183	-841	10,715	28,259	3,798	
Social & Community Services						
Cultural Services General	69	-15	99	128	25	
ICT/Digitisation projects	851		132	983	0	Provision for updating of software/hardware to maintain an effective library management system.
Vehicle Renewals	107		52	159	0	
Donations	25	-1	30	24	30	
Older People Pooled Budget and Learning	1,424	-1,424	4,416	0	4,416	Transfer to reserves of Older People's pool under-spend
Disabilities Pooled Budget Reserve						
OSJ Client Income Reserve	64			64	0	
Personal Budgets	188	-188		188	-188	
S117 Reserve	23			23	0	
Fire & Rescue						
Securing Water Supplies	27			27	0	
Protective Clothing	39		51	90	0	
Breathing Apparatus Equipment	217		10	227	0	
Communications Fund	84		20	104	0	
Vehicles	457	-1,120	1,070	207	200	

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EARMARKED RESERVES

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Annex 4

Earmarked Reserves	Balance at 1 April 2011 £000	2011/12		Balance at 31 March 2012 £000	January 2012 Balance at 31 March 2012 £000	Change in Closing Balance Forecast £000	Commentary
		Movement					
		Contributions from Reserve £000	Contributions to Reserve £000				
IT	160	-130		30	30	0	Works should be completed in 2011/12.
Rescue Equipment	26			26	26	0	
Fire Control	377		201	578	578	0	
Fire Link	139			139	139	0	
New Dimensions	25		25	50	50	0	
<u>Emergency Planning</u>							
Vehicle Renewals	42			42	42	0	
<u>Trading Standards</u>							
Vehicles Replacement Reserve	7			7	7	0	
Trading Standards Reserve	12			12	12	0	
Gypsy & Traveller Services - Site Refurbishment	198	-136		62	62	0	
SCS Directorate Total	4,561	-3,014	6,106	7,653	3,170	4,483	
Environment & Economy							Anticipated to have a net nil movement to/from reserve, but it is dependent on the new charges. We could see a contribution to reserve by the end of the year. Used to fund construction of cell 3K, Dix Pit Used to support the bid & planning costs of the Waste Treatment Project

February Financial Monitoring and Business Strategy Delivery Report
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EARMARKED RESERVES

CA6

Annex 4

Earmarked Reserves	2011/12			January 2012 Balance at 31 March 2012 £000	Change in Closing Balance Forecast £000	Commentary
	Balance at 1 April 2011 £000	Movement Contributions from Reserve £000	Contributions to Reserve £000			
Chief Executive's Office						
Change Fund	869	-636	308	541	0	<p>See paragraph 10 of the CEO report This provides cover for any unbudgeted CIPFA trainee costs - pay costs fluctuate according to the qualification level that the current trainees have reached. This will be used for the 2013 election To be used for school audits To be used for refurbishing the Registration buildings and facilities New Reserve for remaining balance of Big Society Fund 2011/12 to be used in 2012/13. The next wave of bids are being considered by Cabinet elsewhere on the agenda New Reserve to support the project as it continues in 2012/13 New Reserve to support various projects that will be completed in 2012/13</p>
CIPFA Trainees	36	12		36	12	
Council Elections	207		126	333	0	
FMSIS Audit	27	-27		0	0	
Registration Service	180		343	400	123	
Big Society Fund			175		175	
Change Management & New Ways of Working			110		110	
Coroner's Service			123		123	
CEO Directorate Total	1,319	-651	1,185	1,310	543	
Corporate						
Insurance Reserve	6,249	-2,400		3,849	0	
Carry Forward Reserve	9,891	-9,891	7,290	6,318	972	
Capital Reserve	16,579			16,579	0	
Rolling Fund Reserve			491	491	0	
Other Reserves	-1			-1	0	
LABGI Reserve	496			496	0	
Budget Reserve - Agreed 2009	6,107	-6,107	4,361	4,361	0	
Efficiency Reserve	3,776	-589	6,670	9,857	0	
Prudential Borrowing Reserve	3,885		1,250	5,135	0	
Corporate Total	46,982	-18,987	20,062	47,085	972	
Total	84,739	-27,437	42,207	89,204	10,305	

February Financial Monitoring and Business Strategy Delivery Report
CABINET - 17 April 2012
Forecast Revenue Balances

Date	Forecast 2011/12 £m	£m	Budget 2011/12 £m
Provisional outturn 2010/11	14.059		13.056
Local Area Agreement (LAA) Performance Reward Grant	0.678		
County Fund Balance		14.737	13.056
Planned Contribution to Balances		1.619	1.619
Original forecast outturn position 2010/11		16.356	14.675
Additions			
Dec-11 Asylum fortuitous 2010/11 grant income returned to balances	0.068		
Calls on balances deducted		0.068	0.000
Jul-11 Foster Care Loan	-0.012		
Aug-11 Skills LAA Reward Grant	-0.339		
Aug-11 PRG for Broadband project	-0.116		
Aug-11 PRG for OCVA (Oxfordshire Community Voluntary Association) & ORCC (Oxfordshire Rural Community Council)	-0.107		
Aug-11 PRG for District Council Partnerships	-0.116		
Total calls on balances		-0.690	-2.000
Net Forecast Balances		15.734	12.675
Total budget requirement		408.616	408.616
Provisional balances as a % of budget requirement		3.85%	3.10%
Net Forecast Balances		15.734	
Calls on balances agreed but not actioned			
Calls on balances requested in this report			
Physical Disabilities Overspend		0.000	
Repayment of Adult Learning Supplementary Estimate		-1.850	
		0.181	
		0.000	
Revised Forecast Outturn position		14.065	

Pooled Budgets

Older People, Physical Disabilities and Equipment Pool

Original Budget	Latest Budget		Forecast Variance February 2012	Forecast Variance January 2012	Change in Variance
£m	£m		£m	£m	£m
		Council Elements			
		Older People			
48.717	51.693	Care Homes	-0.628	+1.377	-2.005
31.571	27.281	Community Support Purchasing Budget	-3.788	-2.786	-1.002
		Transfer underspend to reserves	+4.416		+4.416
80.288	78.974	Total Older People	0.000	-1.409	1.409
		Physical Disabilities			
2.546	2.546	Care Homes	+0.593	+0.591	+0.002
4.334	4.371	Community Support Purchasing Budget	+1.257	+1.382	-0.125
6.880	6.917	Total Physical Disabilities	+1.850	+1.973	-0.123
0.910	1.085	Equipment	+0.000	+0.331	-0.331
88.078	86.976	Total Council Elements	+1.850	+0.895	+0.955
		PCT Elements			
26.809	25.279	Older People	+1.128	+1.143	-0.015
4.047	6.284	Physical Disabilities	+0.097	+0.005	+0.092
0.312	0.700	Equipment	-0.007	+0.146	-0.153
31.168	32.263	Total PCT Elements	+1.218	+1.294	-0.076
119.246	119.239	Total Older People, Physical Disabilities and Equipment Pool	+3.068	+2.189	+0.879

Learning Disabilities Pool

Original Budget	Latest Budget		Forecast Variance February 2012	Forecast Variance January 2012	Change in Variance
£m	£m		£m	£m	£m
		Council Elements			
52.423	45.559	Personal Budgets	-0.263	-0.040	-0.223
12.190	17.324	Other Services	-0.576	-0.209	-0.367
64.613	62.883	Total Council Elements	-0.839	-0.249	-0.590
11.866	12.284	Total PCT Elements	-0.161	-0.047	-0.114
76.479	75.167	Total Learning Disabilities Pool	-1.000	-0.296	-0.704

Government Grant Details - 2011/12

Directorate	Budget Book	In year Adjustments/ New Allocations previously reported	In year Adjustments/ New Allocations reported this month	Latest Allocation
	£m	£m		£m
<u>Children, Education & Families</u>				
Dedicated Schools Grant				
2011/12 Allocation	386.803	-6.988	-1.193	378.622
2010/11 Standards Fund			1.372	1.372
2010/11 Correction		2.692		2.692
Pupil Premium	3.400	1.217	-0.3	4.317
Young People Learning Agency – Sixth Form Funding	27.608			27.608
Young People Learning Agency – SEN	0.491			0.491
Additional Grant - Phonics, Physical Education, Maths & Science Teachers (MAST) and New Opportunities		0.340		0.340
Music	0.640	0.064		0.704
Youth Justice Board		0.924		0.924
Intensive Interventions Programme (DfE)		0.140		0.140
Intensive Interventions Programme (DfE) Sector Advisors		0.015		0.015
Children's Centres Payment by Results Pilot		0.075		0.075
Asylum (UASC & Post 18)		1.328	0.068	1.396
Total Children, Education & Families	418.942	-0.193	-0.053	418.696
<u>Social & Community Services</u>				
Workstep Grant		0.275		0.275
Total Social & Community Services	0	0.275		0.275
<u>Environment & Economy</u>				
Skills Funding Agency - Adult Education	3.803			3.803
Natural England	0	0.221		0.221
Supporting Community Transport (2nd Tranche)		0.280		0.280
Children's Workforce Development Council - Newly Qualified Social Workers		0.136		0.136
Children's Workforce Development Council - Social Workers		0.543		0.543
Young People's Learning Agency - Young Apprentice		0.033		0.033
Local Sustainability Transport Fund		0.009		0.009
Total Environment & Economy	3.803	1.222	0.000	5.025
<u>Strategic Measures</u>				
Early Intervention Grant	21.329	0.094		21.423
Learning Disabilities & Health Reform Grant	19.224			19.224
Fire Revenue Grant	0.183			0.183
Community Safety Fund	0.563	0.004		0.567
Lead Local Flood Authority	0.158			0.158
Extended Rights to Free Travel		0.630		0.630
New Homes Bonus	0	0.491		0.491
Council Tax Freeze Grant	7.063	0.004		7.067
Total Strategic Measures	48.520	1.223	0	49.743
Total Grants	471.265	1.305	-0.053	473.739

February Financial Monitoring and Business Strategy Delivery Report
CABINET - 17 April 2012
Oxfordshire County Council's Treasury Management Lending List

as at 4 April 2012

Counterparty Name	Lending Limits			
	Standard Limit £	Group Limit £	Group	Period Limit
<u>PENSION FUND Call Accounts / Money Market Funds</u>				
Santander UK plc - PF A/c	50% Pension Fund Portfolio			O/N
Lloyds TSB Bank plc - Callable Deposit A/c (OXFORDCCPEN)	50% Pension Fund Portfolio			3 mths
Royal Bank of Scotland Liquidity Select A/c	50% Pension Fund Portfolio			3 mths
Ignis Sterling Liquidity Fund - (Pension Fund)	50% Pension Fund Portfolio			6 mths
<u>Call Accounts / Money Market Funds</u>				
Santander UK plc - Main A/c	5,000,000	5,000,000	a	O/N
Lloyds TSB Bank plc - Callable Deposit A/c	10,000,000	10,000,000	b	3 mths
Royal Bank of Scotland - Call A/c	10,000,000	10,000,000	c	3 mths
Goldman Sachs Sterling Liquid Reserves Fund	25,000,000			6 mths
Deutsche Managed Sterling Fund	25,000,000			6 mths
Prime Rate	9,000,000			6 mths
Ignis Sterling Liquidity Fund - (County Council)	25,000,000			6 mths
Legal and General Investment Management	25,000,000			6 mths
SWIP Global Liquidity Fund	25,000,000			6 mths
<u>Money Market Deposits</u>				
Santander UK plc Time Deposit Facility	5,000,000	5,000,000	a	O/N
Bank of Montreal	25,000,000			6 mths
Bank of Nova Scotia	25,000,000			6 mths
Barclays Bank Plc	15,000,000			3 mths
Canadian Imperial Bank of Commerce	25,000,000			6 mths
Commonwealth Bank of Australia	25,000,000			6 mths
Debt Management Account Deposit Facility	100% Portfolio			6 mths
English, Welsh and Scottish Local Authorities	25,000,000			3 years
HSBC Bank plc	25,000,000			6 mths
JP Morgan Chase Bank	25,000,000			3 mths
Lloyds TSB Bank plc	10,000,000	10,000,000	b	3 mths
National Australia Bank	25,000,000			6 mths
National Bank of Canada	10,000,000			6 mths
Nationwide Building Society	15,000,000			3 mths
Royal Bank of Canada	25,000,000			6 mths
Royal Bank of Scotland	10,000,000	10,000,000	c	3 mths
Standard Chartered Bank	25,000,000			3 mths
Toronto-Dominion Bank	25,000,000			6 mths

February Financial Monitoring and Business Strategy Delivery Report
CABINET - 17 April 2012

2012/13 Virements

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
CEF	Apr	Contribution towards staffing posts.	CEF2-1	Management & Central Costs (including admin and negotiable recharges)	P	157.0	0.0
			CEF2-3	Social Care	P	-252.0	0.0
			CEF2-4	Safeguarding	P	35.0	0.0
			CEF2-5	Services for Disabled Children	P	60.0	0.0
ID	Apr	Transfer of Community Services from Social and Community Services to Chief Executive's Office	CEO4	Law & Governance Services	P	9,983.4	-1,183.3
			SCS4-1	Library Service	P	-8,080.0	872.0
			SCS4-2	Heritage & Arts Services	P	-1,755.5	312.1
			SCS4-3	Cultural & Community Development	P	-148.8	0.0
Grand Total						-0.9	0.7

Financial Monitoring & Business Strategy Delivery Report February 2012 (Cabinet April 2012)
Capital Programme 2011/12 to 2016/17

Directorate	Latest Approved Capital Programme (Cabinet October 2011)			Latest Forecast			Variation			Current Year Expenditure Monitoring				Performance Compared to Original Programme (Council February 2011)		
	Current Year £'000s	Future Years £'000s	Total £'000s	Current Year £'000s	Future Years £'000s	Total £'000s	Current Year £'000s	Future Years £'000s	Total £'000s	Actual expenditure to date £'000s	Commitments £'000s	Expenditure Realisation Rate %	Actuals & Commitments %	Current Year £'000s	Variation £'000s	Use of Resources Variation %
Children, Education & Families 1 - OCC	30,948	138,331	169,279	30,822	138,788	169,610	-126	457	331	23,691	6,940	77%	99%	34,643	-3,821	-11%
Social & Community Services	4,138	25,393	29,531	3,809	25,712	29,521	-329	319	-10	2,209	1,212	58%	90%	10,521	-6,712	-64%
Environment & Economy 1 - Transport	25,557	103,469	129,026	24,859	104,477	129,336	-698	1,008	310	19,058	4,107	77%	93%	19,261	5,598	29%
Environment & Economy 2 - Other Property Development Programmes	3,201	30,051	33,252	3,540	29,428	32,968	339	-623	-284	1,315	474	37%	51%	6,522	-2,982	-46%
Chief Executive's Office	195	155	350	195	155	350	0	0	0	0	0	0%	0%	90	105	117%
Total Directorate Programmes	64,039	297,399	361,438	63,225	298,560	361,785	-814	1,161	347	46,273	12,733	73%	93%	71,037	-7,812	-11%
Schools Local Capital	8,087	12,303	20,390	8,087	12,303	20,390	0	0	0	6,607	0	82%	82%	6,930	1,157	17%
Earmarked Reserves	0	54,118	54,118	0	54,255	54,255	0	137	137					63	-63	-100%
OVERALL TOTAL	72,126	363,820	435,946	71,312	365,118	436,430	-814	1,298	484	52,880	12,733	74%	92%	78,030	-6,718	-9%

Financial Monitoring & Business Strategy Delivery Report February 2012 (Cabinet April 2012)
Capital Programme 2011/12 to 2016/17

In-year Expenditure Forecast Variations

Project/ Programme Name	Previous 2011/12 Forecast * £'000s	Revised 2011/12 Forecast £'000s	Variation £'000s	Comments
<u>Children, Education & Families</u> Oxford Academy (ED678)	2,339	2,219	-120	Main works completed Feb 2011, external works complete Sept 2011. Projects being developed. Draw down of budget provision for the projects below. Complete Sept 2011.
Existing Demographic Pupil Provision (Basic Needs Programme)	270	150	-120	
Woodstock, - Internal alterations to create additional Classroom (ED780)	45	49	4	
Oxford, St Nicholas - Phase 2 (ED788)	0	80	80	
Woodeaton - Modular Classroom (ED791)	0	10	10	Stage 2 Approval, forecast start July 2012 (pending consultation). Stage 2 Approval, On-site.
West Oxford - Modular & Internals (ED790)	0	90	90	
Yarnton, William Fletcher - Phase 2 (ED799)	0	15	15	Stage 2 Approval, forecast start Mar 2012.
Health & Safety - CE&F	250	50	-200	
Other small changes			115	Programme being delivered within the Schools Structural Maintenance programme from 2013/14. £0.200m returned to capital programme.
CE&F TOTAL IN-YEAR VARIATION			-126	
<u>Social & Community Services</u> Redbridge Hollow Phase 2 (SS106)	1,240	1,040	-200	On-site. Forecast completion June 2012. Forecasted with a 6 to 8 week delay.
Other small changes			-129	
S&CS TOTAL IN-YEAR VARIATION			-329	
<u>Environment & Economy (excluding Transport)</u> Energy Conservation (Prudentially funded)	60	366	306	Transfer of £240k to CEF Schools Energy Reduction Programme and £246k towards Matthew Arnold implemented.
Other small changes			33	
E&E (EXCLUDING TRANSPORT) TOTAL IN-YEAR VARIATION			339	
<u>Highways & Transport</u> Didcot Station Forecourt	593	364	-229	Delay due to protracted negotiations with Network Rail.
A4158 Oxford Iffley Road (Phase 1)	1,569	1,394	-175	
Other small changes			-294	Funds transferred to Phase 2 of the scheme.
HIGHWAYS & TRANSPORT TOTAL IN-YEAR VARIATION			-698	
CAPITAL PROGRAMME TOTAL IN-YEAR VARIATION			-814	

* As approved by Council 10 February 2012

Financial Monitoring & Business Strategy Delivery Report February 2012 (Cabinet April 2012)
Capital Programme 2011/12 to 2016/17

New Schemes & Budget Changes

Project/ Programme Name	Previous Total Budget * £'000s	Revised Total Budget £'000s	Variation £'000s	Comments
Children, Education & Families Existing Demographic Pupil Provision (Basic Needs Programme) Woodstock, - Internal alterations to create additional Classroom (ED780) Oxford, St Nicholas - Phase 2 (ED788)	24,155 46 0	22,870 49 515	-1,285 3 515	Projects being developed. Draw down of budget provision for the projects below. Complete Sept 2011. On site.
Woodcoteon - Modular Classroom (ED791)	0	225	225	
West Oxford - Modular & Internals (ED790)	0	150	150	
Yarnton, William Fletcher - Phase 2 (ED799)	0	540	540	Stage 2 Approval, forecast start Mar 2012. Stage 2 Approval, On-site.
Health & Safety - CE&F	250	80	-170	
Schools Energy Reduction Programme	3,500	3,740	240	
Other small changes			113	
CE&F TOTAL PROGRAMME SIZE VARIATION			331	
Social & Community Services Other small changes			-10	
S&CS TOTAL PROGRAMME SIZE VARIATION			-10	
Environment & Economy (excluding Transport) Energy Conservation (Prudentially funded)	1,410	1,126	-284	Transfer of £240k to CEF Schools Energy Reduction Programme and £246k towards Matthew Arnold implemented.
E&E (EXCLUDING TRANSPORT) TOTAL PROGRAMME SIZE VARIATION			-284	
Highways & Transport Other Small & Completed Oxford Transport Strategy schemes Integrated Transport Future Programme- LTP3 Hinksey Hill Interchange A4158 Oxford Itfley Road (Phase 1) A4158 Oxford Itfley Road (Phase 2) Other small changes	5,950 4,844 250 1,721 785	6,240 4,698 396 1,501 1,005	290 -146 146 -220 220 20	Allocated to schemes through LTP3 (see appendix D of capital programme). Funds transferred to Phase 2 of the scheme.
HIGHWAYS & TRANSPORT TOTAL PROGRAMME SIZE VARIATION			166	
CAPITAL PROGRAMME TOTAL PROGRAMME SIZE VARIATION			203	

* As approved by Council 10 February 2012

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Division(s): All

CABINET - 17 April 2012

OXFORDSHIRE LOCAL TRANSPORT PLAN 2011-2030 ANNUAL REVIEW 2012

**Report by Interim Deputy Director, Environment & Economy (Highways
&Transport)**

Introduction

1. The Local Transport Plan 2011-2030 (LTP3) was approved by Cabinet on 15 March 2011 and adopted as policy by Council on 5 April 2011. The 20 year timescale of the Plan provides a long term transport strategy that covers the period of the district councils' Local Development Frameworks and enables better planning of major infrastructure projects.
2. To mitigate the risk of the plan becoming less relevant as time passes and ensure it is kept up to date, it was agreed that LTP3 should be a more flexible, internet based document, subject to a system of annual review, and that interim changes could be made by the agreement of the Cabinet Member for Transport in consultation with officers.
3. The purpose of this report is to set out for formal approval the changes to LTP3 that have been provisionally agreed during the year (see Annex 1) as well as identify other proposed changes resulting from a review of LTP3 (itself informed by external developments over the last year, see Annex 2). As such, many of the changes proposed are procedural, clarifying the Council's position and reflecting changes which have been considered previously. A copy of the full revised Plan has been placed in the Members' Resource Centre.

Changes Provisionally Agreed by Cabinet Member for Transport

4. **Science Vale UK.** This concept was being developed at the same time as LTP3 and work on development of the strategy for the area has continued. As a consequence, the adopted Plan does not present the strategy for this area in the most effective form, which could reduce the scope to deliver the investment in infrastructure required to support growth and development. The revised approach presents a single strategy for SVUK rather than a linked set of town strategies and takes into account recent developments such as the designation of an Enterprise Zone for the Science Vale UK area.

Additional Proposed Changes

5. **Oxfordshire Growth Arc.** The concept of the Growth Arc encompassing Bicester, Oxford and Science Vale UK has been developed over the last year and will be a major determinant for our and the Local Enterprise Partnership's future investment strategy to deliver jobs and growth. The text in Annex 2, Appendix A sets out a new strategic context section for LTP3 that reflects this position, identifies the main issues relating to transport and growth in the Arc and includes the impact of recent changes such as devolution of Government funding for major Transport Schemes. An overarching movement strategy for the Growth Arc area is also set out.
6. **Rail Strategy and Delivery Plan.** This was published in draft in January 2012 and, following consultation, a finalised Plan has been put forward for approval. While most of the Strategy was included implicitly in the LTP, it is proposed to update the Plan to reflect the agreed Strategy. Annex 2, Appendix B includes the replacement text for paragraphs 11.41-11.52 of the document and other areas of the Plan will be updated accordingly.
7. **Local Area Strategies.** Science Vale UK has demonstrated the benefits of having named policy objectives in each locality or town. The adopted Plan already has principles before each element of the strategy in each area. These have been re-cast as policies and then numbered to allow these to be more easily referenced in planning appeals, public inquiries etc. This should make LTP3 easier to use and enable the Council and its partners to be more effective in delivering Plan and local area objectives.
8. **Lorry Routes.** LTP3 included a commitment to review the county's lorry route network. An updated network has been developed consistent with (and in consultation with) neighbouring authorities who also have approved networks (West Berkshire, Gloucestershire and Warwickshire), in terms of how cross boundary routes are treated and overall presentation. Consultation also involved community groups and major haulage organisations. A high level network plan is included in the LTP document, with additional text (for Chapter 3) shown in Annex 2, Appendix C. Although not a requirement, it is desirable that the network has the statutory support that being part of the LTP gives, as it should carry greater weight when determining planning applications, negotiating routing agreements etc.
9. **Road Classification.** Management of road numbering and classification is to be devolved from the Department for Transport to local highway authorities for all roads except motorways and trunk roads. The proposed new policies and supporting text for this are outlined in Annex 2, Appendix C. This sets out our aims for managing the network and the criteria we will use to assess whether to support requests for re-classification or re-numbering of routes.
10. **Minor Text Changes.** Typographical or other errors which do not affected the meaning of the Plan have been corrected and are not outlined here.

Programme and Monitoring

11. The adopted LTP has only a high level implementation programme timetable. The intention is to develop a detailed 5-year capital delivery programme to set out investment plans and proposed schemes to be delivered, although it is likely that the later years of this will always remain provisional because of funding uncertainty. The revised text for paragraphs 28.13 – 28.19 of the text, including the revised transport capital programme recently approved by the Council's Capital Investment Board is included in Annex 2, Appendix D.
12. The monitoring programme set out in the LTP is no longer in line with national thinking on monitoring and so a simpler framework is now being put forward, which will also reflect Council priorities, eg reducing congestion.

Future Changes to LTP3

13. With the pace of change likely to increase, LTP3 will require further updating over the coming months, initially to incorporate:
 - Local Investment Plan decisions on schemes and priorities;
 - Updated position on Local Development Frameworks;
 - New or updated locality and/or town based master-planning;
 - Development of an updated Bus Strategy for Oxfordshire;
 - Changes in funding processes and their implications

With the Council needing to adopt changes to keep the Plan relevant and inform future decision making, it is likely that more frequent, possibly half-yearly, updates to the Plan will be put forward, probably starting in Autumn 2012.

Financial and Staff Implications

14. There are no financial or staff implications resulting from this report.

RECOMMENDATION

15. **The Cabinet is RECOMMENDED to approve the proposed changes to the Local Transport Plan 2011-2030 and to RECOMMEND to County Council that the revised document is adopted to replace the 2011 version.**

Mark Kemp
Interim Deputy Director, Environment & Economy (Highways & Transport)

Background papers:
Contact Officer: Roger O'Neill (01865) 815659

April 2012

Agreed Interim Changes to LTP 3 Text

<u>Paragraph/ Figure Number</u>	<u>Change required</u>	<u>Reason for change</u>
2.6	<i>Add:</i> “It is important for Oxfordshire to establish a transport network that supports economic investment and growth.”	To re-enforce the impact transport infrastructure will have on the economy of Oxfordshire.
17.1	<i>Remove:</i> It also sets out the local town strategies for Didcot and Wantage & Grove.	The Chapter no longer sets out a separate strategy for the strategic area and the towns (just one for the whole of SVUK)
Between 17.7 and 17.8	<i>Insert heading:</i> “Transport in SVUK”	This is to keep the layout in line with other Area Strategy chapters.
17.8, 17.9 & 17.30	<i>Move to Area Transport Strategy section</i> (insert above 17.31)	More appropriate in the Transport Strategy section
17.11, 17.23, 17.24 & 17.28	<i>Move to Highway and Traffic Management section</i> (insert above 17.34)	More appropriate in the Highway section
17.12, 17.13 & 17.14	<i>Move to Public Transport section</i> (insert above 17.42)	More appropriate in the Public Transport section
17.31	<i>Amend opening sentence to:</i> The Science Vale UK area transport strategy focuses on achieving containment of trips within the area.	The Chapter no longer sets out a separate strategy for the strategic area and the local areas (just one for the whole of SVUK)
17.34	<i>Amend paragraph to</i> Within Didcot during weekday morning peak times, there are a number of network congestion issues affecting the key routes and further afield including the A34 Milton Interchange, at the entrances to Milton Park, Cow Lane tunnel and the Jubilee Way roundabout.	To highlight the fact this is predominantly a Didcot issue and is therefore easier to identify this as a town specific issue.
17.35	<i>Amend paragraph to</i> The Broadway in Didcot is expected to soon be declared an Air Quality Management Area (AQMA) due to vehicle emissions;	As above
17.36	<i>Amend paragraph to</i> Cow Lane, in Didcot, is a one-way (southbound) tunnel under the railway	As above

	line. There has been local pressure to open this as a two-way link for vehicular traffic.	
17.37	<i>Amend paragraph to</i> Within Wantage during the weekday morning peak, congestion affects key routes mainly within Wantage town centre	As above
17.38	<i>Amend paragraph to</i> Within the residential areas of both Wantage and Grove, there are also pockets of minor congestion, in particular Ham Road and Denchworth Road in Wantage and Main Street, Brereton Drive and Denchworth Road in Grove. This could be attributed to car drivers trying to avoid the most congested areas rat-running through other parts of town.	Reads better and clear it is a Wantage and Grove issue.
Between 17.39 and 17.40 Box	INSERT SVUK 1 (Repeat for subsequent policy boxes)	This allows all policies to be easily seen and would allow all LTP3 policies to be appended for ease of reference. Also keeps in line with other large policy documents such as the Local Development Frameworks.
Box between 17.39 and 17.40	<i>Amend paragraph to</i> To discourage private car trips in and around SVUK where alternative modes of travel are available as well as improving existing and providing new infrastructure to accommodate real travel needs.	The Chapter no longer sets out a separate strategy for the strategic area and the towns, just one for the whole of SVUK Leaving this in means we have no overall strategy statements for the SVUK area as a whole.
Box between 17.45 and 17.46	<i>Amend paragraph to</i> To work with local bus companies and developers to improve bus services on the existing Premium Routes to increase accessibility from the existing and new residential areas to key facilities	The Chapter no longer sets out a separate strategy for the strategic area and the towns, just one for the whole of SVUK. Leaving this in means we have no overall strategy statements for the SVUK area as a whole.
Box between 17.50 and 17.51	<i>Amend paragraph to</i> To improve facilities for all pedestrians (including disabled people) in SVUK through developing good, clear routes from residential areas to the town centres, other services and facilities around the area, together with	The Chapter no longer sets out a separate strategy for the strategic area and the towns, just one for the whole of SVUK, leaving this in means we have no overall strategy statements for the

	ensuring that urban links join up with rights of way	SVUK area as a whole.
Box between 17.54 and 17.55	<i>Amend paragraph to</i> To increase awareness and promote better infrastructure for walking, cycling and public transport.	The Chapter no longer sets out a separate strategy for the strategic area and the towns, just one for the whole of SVUK. Leaving this in means we have no overall strategy statements for the SVUK area as a whole.

Proposed Additional Changes to LTP 3 Text

<u>Paragraph / Policy/ Number</u>	<u>Change required</u>	<u>Reason for change</u>
HIGH SPEED 2		
Policy PT6	<i>Change policy PT6 to read:</i> Oxfordshire County Council is opposed to the High Speed 2 rail proposals on the grounds of the scheme's business case viability and impact on local communities.	In light of change in position as more details of proposals became known
11.52	<i>Replace existing text with:</i> The proposed route for the high speed HS2 line from London to Birmingham crosses a small part of north east Oxfordshire. With no intermediate stations proposed, the line offers few direct benefits to the county. Oxfordshire County Council is unconvinced about the overall business case for HS2. Therefore we are opposed to HS2. Oxfordshire County Council is particularly concerned about the impacts of the current HS2 proposals on the villages of Newton Purcell and Finmere and will keep under review the potential environmental effects on these areas as the design progresses.	To reflect changes in policy PT6
CONTROLLED PARKING ZONES		
5.42	<i>Replace existing text with:</i> Controlled Parking Zones (CPZs) have been introduced in areas of Oxford where there are issues of commuters inappropriately parking in residential streets. Oxfordshire County Council will continue to use CPZs as a reserve mechanism to help reduce these congestion problems. We would expect that CPZs would offset the cost of their operation and enforcement through charging for the issue of parking permits.	To clarify unclear text in original
LORRY ROUTES		
5.52	<i>Replace existing text with:</i> Oxfordshire County Council has produced an Advisory Lorry Routes Map	Updating text following carrying out of task set out as ambition in

	to guide lorry drivers onto suitable freight routes and diversion routes to help remove these trips from unsuitable rural roads and villages. These advisory lorry routes help us to manage the network regarding maintenance of these routes and day to day operation.	original document
5.56	<i>Replace existing text with:</i> As a response to this, the Oxfordshire Freight Quality Partnership produced a lorry routeing map in 2006 showing the major locations of lorry trip generators and the preferred routes to get to each of these. This was updated in 2008 and again in 2012. The latest Oxfordshire Lorry Routes Map is in line with similar maps produced by neighbouring counties. It is likely that over the course of the Plan period there will be opportunities to use new technologies to better publicise and utilise this map. The Department for Transport are currently carrying out research into ways to reduce misdirection of lorries by satnav devices.	As above
10.28	<i>Replace existing text with:</i> The use of unsuitable roads by large lorries is an on-going problem, particularly on rural routes. While weight restrictions can be used to reduce these problems, their use has to be balanced against any costs to the economy and to legitimate needs for access. Weight restrictions are only likely to be acceptable if they do not transfer unwanted traffic onto other similar or lower standard roads. Oxfordshire County Council will use its current Lorry Routes Map when considering whether it is likely to be acceptable to place weight limits on any road.	As above, making our policy on imposing weight restrictions clear
IMPROVEMENTS HIERARCHY		
5.29	<i>Amend second bullet point to:</i> network management – can changes be made to the way the network is operated to realise the full capacity of a road or junction; <i>third bullet point amend to:</i> capacity improvement – can changes be	To make the distinctions between categories more clear in light of alternate interpretations made at Cogges Link Public Inquiry

	made to the layout of the road within the existing highway boundary to allow more people through the local road network;	
5.30	<i>replace</i> “congestion free route” with “congestion free option” <i>replace</i> “alternative routes” with “alternatives, whatever transport mode is used,”	As above, to make it clear that these do not have to be road traffic options
ELECTRIC VEHICLES		
Para 9.27	<p><i>Replace with</i></p> <p>For electric vehicles the impact on carbon emissions depends on the mix of power stations generating the electricity and the amount of use of the vehicles. Given the carbon intensity of producing the battery, it is not until an electric vehicle has been driven around 50,000 miles that a carbon benefit is gained overall (based on a medium-sized petrol vehicle versus an equivalent sized electric vehicle in 2011). Given this, it will be important to encourage considerable use of electric vehicles, rather than only being used for short trips. For this reason, if providing infrastructure, it will be important to work in partnership with other organisations to provide joined-up infrastructure around the county, supporting use on longer trips.</p> <p>To further improve the carbon benefit of electric vehicles, we will encourage the use of renewable resources in charging, and when providing charging infrastructure as a local authority, we will use renewable charging wherever practicable.</p> <p>Electric vehicles are effectively zero emission at point of use, meaning they also bring local air quality benefits. Electric vehicles do, however, have the potential for negative impact on congestion levels; it is also important that new electric vehicle trips are replacing regular car journeys rather than other modes of transport. Incentives and proposals need to be sensitive to these impacts; Oxfordshire</p>	To bring section in line with latest thinking on benefits and costs of electric vehicles.

	County Council is unlikely to support policy changes that will increase congestion and/or reduce incentives to use more sustainable travel modes. There will also need to be a considered approach to charging installations, to ensure increasing electric vehicle usage doesn't lead to more congestion. We will therefore produce a framework policy document to help assess when and where electric vehicles and infrastructure are appropriate.	
ROAD CLASSIFICATION & LORRY ROUTES		
Chapter 3	<i>Add addendum policies and text at start and end of Chapter 3, respectively.</i>	In response to DfT policy document transferring additional responsibilities to local highway authorities, text sets out new policy to guide decisions on road re-numbering, reclassification and restriction.
AREA STRATEGIES		
Para 14.13	<i>Delete 3rd bullet point regarding footway improvements in front of Abingdon County Hall</i>	This scheme is now being implemented by Abingdon Town Council as part of the County Hall improvement.
Para 15.23	<i>Delete 2nd bullet point regarding Connect 2 cycle/pedestrian link</i>	The scheme is no longer being pursued.
Para 15.19	<i>Change example cited to "Hanwell Fields residential are to the Beaumont Industrial Estate"</i>	Former scheme mentioned is no longer being progressed in the same format as imagined last year.
Para 15.26	<i>Add to bullet list:</i> <ul style="list-style-type: none"> * ensuring that a frequent and comprehensive bus service is provided from forthcoming Bankside developments; * working with the bus companies to improve the Oxford to Banbury bus service (especially on the Banbury to Deddington section) and quality of bus, along with equipping vehicles with real-time information equipment; 	To include new/clarified priorities for the town
Para 18.18	<i>Add new bullet point:</i>	To match text in

	* investigate options for providing an interurban cycle route between Carterton and Witney to provide a safe mode choice for commuters and leisure cyclists;	Carterton chapter
Para 18.23	<i>Amend first sentence to read:</i> Witney does not have a rail station and there are no plans or commitments for any form of rail service to extend to Witney, although the draft rail strategy does suggest that the council should investigate the long term re-instatement of the rail link to Oxford and Carterton as part of improving national connectivity to RAF Brize Norton.	To conform with draft Oxfordshire Rail Strategy (if adopted)
19.26 & 24.24	<i>Change text to:</i> <ul style="list-style-type: none"> • To increase awareness and promote better infrastructure for walking, cycling and public transport; • To influence travel choice by encouraging schools, businesses and organisations to make fewer trips by car; • To use more efficient and lower emission vehicles as they become available; • To encourage a greater number of trips by walking, cycling and public transport. 	To align with the wider travel choices objectives of the Plan
Para 20.31	<i>Replace existing text with:</i> Heavy traffic along the A44, particularly lorries, has led to an Air Quality Management Area Action Plan and an Air Quality Management Area (AQMA) being designated along the A44 and Horsefair and extending along Banbury Road. The presence of heavy through traffic detracts from the quality of the town centre as a destination and deters cyclists from using that route. A bypass has been assessed but is not considered to be achievable; traffic management options within the town have been investigated but would not resolve the problem; an HGV ban has been pursued but further investigation has shown that this would be likely to cause air quality problems elsewhere as well as reducing accessibility for HGVs	Proposals have not proved possible to implement to date and are now in conflict with the policies on Lorry Routes and Route Classification set out above.

	to north Oxfordshire. No schemes are currently being pursued but Oxfordshire County Council will continue to monitor the situation with West Oxfordshire District Council.	
Para 20.34	<p><i>Remove first two bullet points:</i></p> <ul style="list-style-type: none"> * delivering relief to the town centre of Chipping Norton from lorries, including HGV restrictions on Horsefair; * removing primary route status on the A44 between Oxford and Moreton-in-Marsh in order to deliver improvements in the AQMA; 	As above
New para after 22.12	<p><i>Insert:</i></p> <p>Through the South Oxfordshire Local Development Framework Henley is set to have around 400 additional homes up to 2027, although the location of these is not yet known. Therefore the transport impact of these developments will need to be investigated and mitigated as they come forward.</p>	Update with LDF progress
23.22	<p><i>Remove bullet point referring to retaining longer term option of a Kidlington rail station</i></p>	No longer being pursued because barriers to delivery remain and Water Eaton will provide a far superior service with measures planned to improve access from Kidlington.
New para following 25.4	<p><i>Insert:</i></p> <p>South Oxfordshire District Council is allocating 555 homes in Wallingford during the plan period. Following the Examination in Public into the LDF Core Strategy the Inspector has asked the District Council to change the strategic site from west of the town to the south. It is currently unclear which will be finally allocated and therefore both are shown in Figure 25.2. Whichever is adopted, the transport impact of the development will need to be investigated and mitigated.</p>	To take into account the latest information on strategic development sites in Wallingford

ANNEX 2 – APPENDIX A

Replace para 1.8 with following text and re-order elements of Chapter 1 to retain flow of argument:

Oxfordshire Growth Arc

The Oxfordshire Growth Arc comprises three priority areas of economic growth, enterprise and housing development in Oxfordshire over the next twenty years. This is an evolution of the County's growth strategy into one that is business and economy led, aligned with aims of the Oxfordshire Local Enterprise Partnership. It has Oxford at the centre of a functionally interdependent City region, complemented by significant economic expansion at Bicester to the north and the Science Vale UK area to the south. The Growth Arc has a particular emphasis on the hi-tech, high skill science-based and research & development sectors that will be the engine of future growth in the UK. A brief overview of the three development areas and the significant growth which is forecast demonstrates this:

Oxford – a world class centre of education, research and innovation with major employment development proposed in the West End of the city, its 'eastern arc' and at the 'northern gateway' of the city – a total of 10,000 jobs planned.

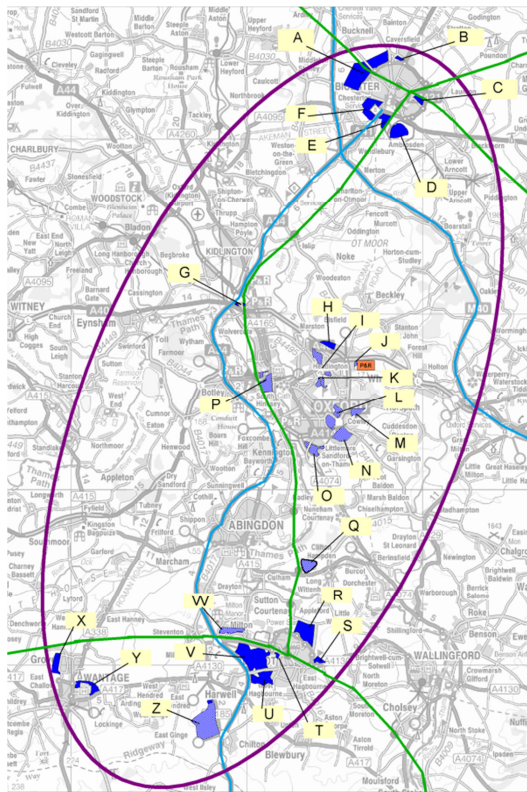
Bicester – a dynamic, fast growing urban centre with significant proposed business growth, focused on quality employment (15-20,000 jobs), supported by retail and housing development (including an eco-town proposal), that could see a doubling of population to 60,000 by the 2030s;

Science Vale UK – an area of national science and innovation including major business parks / research centres at Harwell, Milton Park and Culham, part of which is designated as an Enterprise Zone. Up to 12,000 jobs (and 13,000 homes, principally at Didcot and Wantage/Grove) are to be provided.

The purpose of this strategy is to:

- * Establish a framework to coordinate and promote the connectivity of the growth arc which is critical to its economic success and prosperity.
- * Create a high quality, integrated transport and communications network that attracts businesses to invest in the area, leading to jobs and growth.
- * Set the context and direction for individual movement strategies for the three main areas within the growth arc.

The plan below shows the connectivity and strong relationship between these settlements, underlining the importance of the A34 and strategic rail corridors to Oxfordshire in maintaining and improving high quality links for business.



- A – NW Bicester ecotown (5,000 dwellings + 5,000 jobs)
- B – RAF Bicester (190 dwellings)
- C – Gavray Drive (500 dwellings)
- D – MOD Graven Hill (1,650 dwellings + 2,200 jobs)
- E – Bicester Business Park (up to 3,000 jobs)
- F – SW Bicester (1,600 dwellings)
- G – Northern Gateway (up to 3,700 jobs + 200 dwellings)
- H – Barton (800-1000 dwellings)
- I – Headington Hospitals (improving service delivery and creating employment)
- J – Nielsen House (employment development)
- K – Oxford University Old Road (up to 200 jobs)
- L – Oxford Business Park (employment development)
- M – BMW Plant (creating additional employment)
- N – Blackbird Leys (750-1000 dwellings)
- O – Oxford Science Park (creating additional employment)
- P – West End (mixed development, up to 6,000 jobs +850 dwellings)
- Q – Culham Science Centre (1,000 additional jobs)
- R – NE Didcot (2,000 dwellings)
- S – Ladygrove East (700 dwellings)
- T – Orchard Centre Redevelopment Stage 2 (retail + up to 300 dwellings)
- U – Didcot West (3,300 dwellings)
- V – Didcot Valley Park (2,150 dwellings)
- W – Milton Park (5,400 additional jobs)
- X – Grove Airfield (2,500 dwellings)
- Y – NE Wantage (1,500 dwellings)
- Z – Harwell SIC (6,650 additional jobs + 400 dwellings)

Movement Strategy for the Growth Arc

The movement strategy for the Oxfordshire Growth Arc is to focus on the strategic network to strengthen connectivity and provide high quality access, in particular:

- * To international and national destinations – particularly by rail, the M40 and A34 – to Heathrow, the south coast ports and other international gateways and the Midlands, as well as major cities and development areas (such as the Thames Valley, Milton Keynes and other development areas in the Oxford-Cambridge Arc).
- * Within the growth arc – connecting Bicester, Oxford, Didcot and Wantage/Grove – better linking housing and employment, with a larger share of trips being made by high quality public transport, including innovative new services.

To achieve these aims, the strategy will promote the Oxfordshire Local Transport and Investment Plan priorities for investment in transport schemes. We will do this by:

- * Using the devolution of funding decisions for major schemes to Local Transport Bodies (LTB) to deliver economic growth. The LEP's priorities will play an important role in future decisions, within an approach to scheme prioritisation which meets business needs whilst retaining democratic accountability for decisions.
- * Enhancing the capacity and reliability of the M40 and A34 by working with the Highways Agency to upgrade congested junctions and links, and manage the network better. Priorities include delivering stage 2 of the M40 Junction 9 upgrade and the A34 between Chilton and the M40, benefiting the whole Growth Arc area.
- * Reducing congestion on local roads to and within the Arc including the Oxford ring road and approaches, east-west links in Science Vale UK, and the A41 at Bicester, through targeted scheme delivery, intelligent management and promoting choice.
- * Increasing opportunities for rail travel to and within Oxfordshire by working with Network Rail and train operators to target investment based on the Delivery Plan in the Council's Rail Strategy. Priority schemes include East West Rail, the Chiltern Rail link to London Marylebone via Bicester, through services from Oxford to Didcot and Swindon, and major improvements to Oxford and Didcot Parkway stations.
- * Developing a high-quality bus network by working with operators, in particular linking residential and employment sites, connections into rail hubs and new / extended park & ride provision. A new Bus Strategy for Oxfordshire, to be developed for adoption in Autumn 2012, will set this out.
- * Creating additional local innovative funding mechanisms to deliver infrastructure to support economic growth and enterprise under the guidance of the LEP, as national formula based funding allocations alone will not meet the needs of the Growth Arc.

The key opportunities, challenges and priorities are set out below for each of the three main growth and development areas:

Science Vale UK

Significant catchment area, providing high-end R&D jobs. Enterprise zone status award to parts of two major business parks at Harwell and Milton Park.



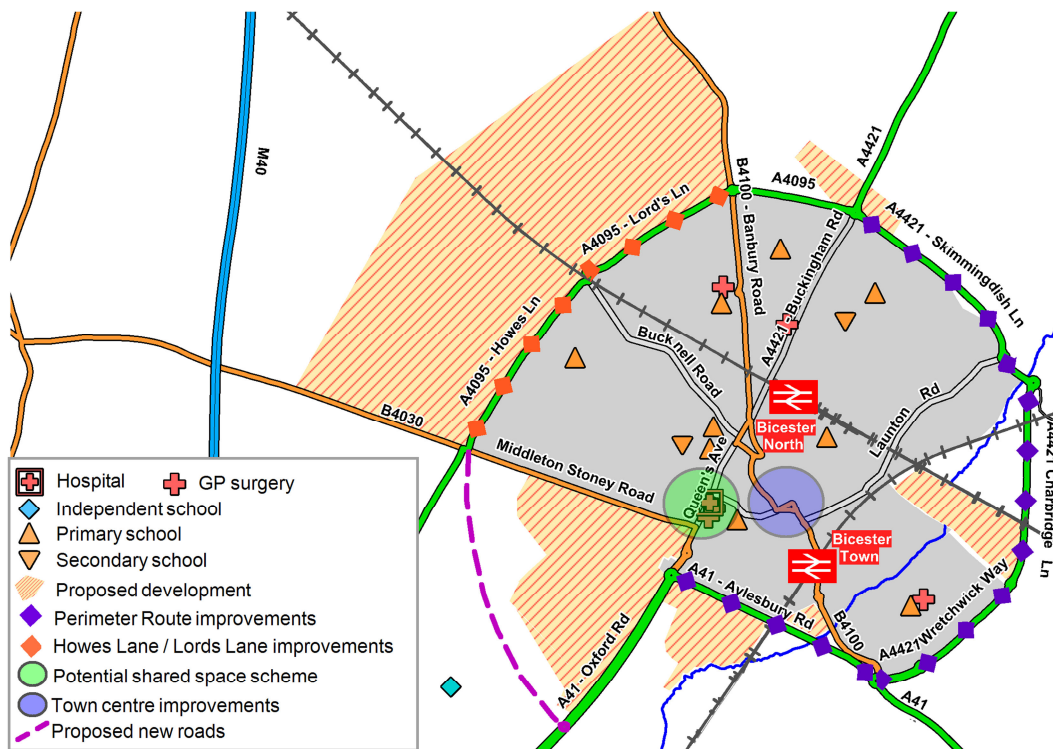
Access to the A34 is an attraction for business due to its connectivity to the motorway network and key national destinations, but access between settlements within SVUK (Didcot, Harwell, Wantage/Grove, Culham), especially for east-west movement, can be a barrier.

- * Further improving rail access through East West Rail and development of Didcot Parkway station, to take pressure off the A34, and developing a business case for a new station at Grove/Wantage in the context of a new rail service and other stations in partnership with neighbouring authorities.
- * Develop a high quality commercial network of bus services linking homes, workplaces and key services and facilities, including rail stations, with better integration of modes to provide a comprehensive and usable network.
- * New and improved roads to reduce congestion / improve journey times and reliability and provide better local business connectivity.

Significant business and residential development will lead to a step change in the size, function and importance of Bicester – 3,000 jobs are proposed for Bicester Business Park alone, a comprehensive redevelopment of the town centre is underway and consolidation of military activity is enabling the redevelopment of the MOD's Graven Hill site.

Bicester has unprecedented connectivity for a settlement of this type – close to the M40 (J9), at a rail “crossroads” of two major strategic routes and with good strategic bus links to central Oxford and elsewhere.

Infrastructure needs to keep pace with and enable development – an overall master plan for the area has been jointly developed by the county and district councils to help deliver this.



The aim is to drive Bicester forward for the next 20 years, during which time it is predicted to become the county's largest town. This is to be achieved by:

- * Unlocking growth through delivery of key infrastructure as part of a strategic traffic network solution, for example stage 2 of the M40 J9 upgrade is required to enable Bicester Business Park to be fully developed.
- * Developing and securing funding for future proposals – for example upgrading the Eastern Perimeter Road and developing a Park & Ride facility.

- * Sustainable growth through development and implementation of connections to enhanced rail network and promote bus travel.

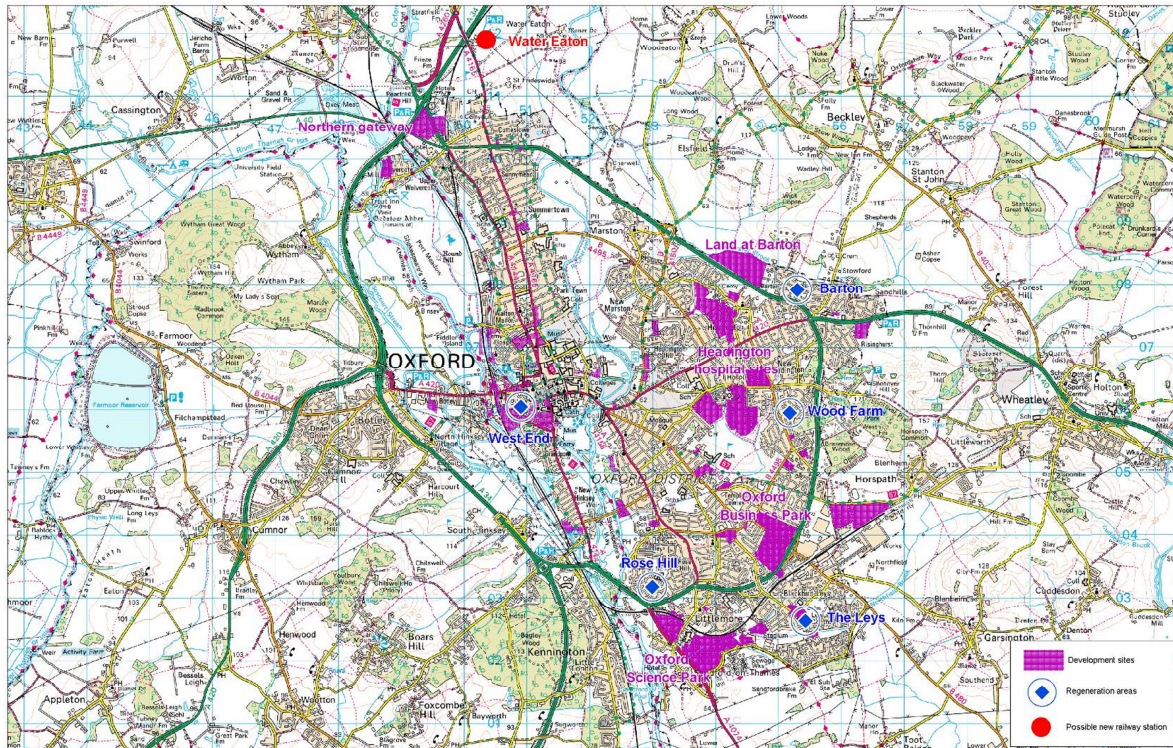
Oxford

Significant major development proposals – the West End of the City (which includes the proposed major expansion of the Westgate shopping centre bringing 6,000 jobs and an enhanced retail offer), the Eastern Arc (including the BMW Plant, major hospital and university research sites in Headington and up to 1,000 new homes at Barton) and the Northern Gateway (new employment and residential development).

High quality bus access will continue to be at the very heart of an integrated transport approach to enabling this development agenda – it makes Oxford work, alongside Park & Ride which is first choice for car access to the city. The profile and importance of rail access needs to match this.

The aim is to restore Oxford's prominence as a first class regional destination for retail, tourism and leisure as well as business access. Priorities to deliver this will include:

- * Refreshing and updating the Oxford Transport Strategy, in context of Westgate and other proposed central area development, to set out a new vision and focus for city centre access and movement over the next twenty years.
- * Ensuring the Oxford Rail Station development is progressed in a co-ordinated manner – reflecting its position as a major gateway to the City, to cater for growth and to deliver a first class facility and passenger offer.
- * Working on a more business and employment led approach by developing transport proposals for the Eastern Arc and citywide measures including potential freight consolidation.



Opportunities for significant public realm enhancement as well as a better integrated transport offer, which will help boost the tourist economy.

Beyond the Arc

Although the Growth Arc will be the major focus for development and investment in Oxfordshire, there will also be significant economic, housing and military development at other locations including Banbury and Witney/Carterton, requiring strategy development and investment planning.

In addition, development and delivery of transport infrastructure at strategic locations within the Arc, for example at Oxford's northern gateway, will benefit the whole County, as well as facilitating growth and development in the immediate area.

The Local Transport Plan and Local Investment Plan for Oxfordshire will provide a comprehensive picture of the transport and other infrastructure (eg high speed broadband) required meeting all of Oxfordshire's aspirations, and providing the basis for prioritisation and decision making.

ANNEX 2 – APPENDIX B

Oxfordshire is strategically located on the national rail network. Five rail corridors pass through the county:

- * The Great Western line linking Oxford and Didcot Parkway to Reading, London (Paddington), Bristol and South Wales, along with the branch line to Henley-on-Thames;
- * the Chiltern Line from London (Marylebone) to Birmingham, serving Banbury and Bicester;
- * the north-south line from the south coast to Birmingham and the north, serving Banbury and Oxford; and
- * the Cotswold Line linking Oxford to Worcester and Hereford; and
- * the line from Oxford to Bicester, which is proposed to be extended to provide direct services to London (Marylebone) with a new Parkway station at Water Eaton and to Milton Keynes as part of the re-opened East West Rail corridor.

Current Situation

Railways are an integral part of the transport network in Oxfordshire. We have worked extensively with the Department for Transport and the Rail industry in recent years to promote and develop the rail network. As a result of forecast increases in demand for travel in the county, Oxfordshire County Council has developed a long-term *Rail Strategy for Oxfordshire* to cover the period up to 2034.

The Strategy sets out how investment in rail will play a key role in supporting Oxfordshire's economic development. There is an opportunity for the railway to establish itself as the backbone of the county's transport network, especially linking the settlements in the Oxfordshire "*Growth Arc*" for passengers and businesses, and in so doing helping to reduce congestion on the A34 and other strategic routes.

Vision & Objectives

The Vision for the Rail Strategy is:

To develop a safe, sustainable, integrated and efficient rail network that meets the access and mobility needs of residents, businesses and visitors, and supports the development of the county's economy.

The specific purposes of the strategy include:

- * explaining how a safe, efficient and easily accessible rail network will help to deliver economic priorities for the county, in particular the creation of new jobs;
- * setting out a coherent, evidence-based and realistic set of investments

that the County Council would like the rail industry to help us plan and deliver; and

- * identifying rail as an integral part of the county, regional and national transport system which provides an alternative to road for passenger and freight movements.

Rail freight

Significant volumes of freight pass through the county. The route between the Port of Southampton and the Midlands and North of England carries a large volume of freight traffic. A £70 million project enabling higher-sided containers to be transported by train instead of lorry is already removing thousands of HGVs off the A34 and other roads.

Although container traffic accounts for the majority of freight activity on the county's railways, other freight uses include:

- * Aggregates for the construction industry.
- * Didcot Power station (imported coal from Avonmouth Docks).
- * Didcot is also a key hub for the Ministry of Defence and trains from there serve various supply and ordnance depots in southern England, including one of the country's largest depots at Bicester.
- * The Cowley BMW plant in Oxford uses rail to transport completed Mini cars to Purfleet and Southampton Docks for export abroad, and household waste.
- * Network Rail has a materials supply depot near Oxford.

Future Challenges

The rail network in Oxfordshire faces a number of challenges over the course of this Local Transport Plan, including:

- * catering for economic growth and maximising benefit, especially for key areas like Science Vale UK;
- * network capacity (track and train) and conflicts for track access such as between long distance high speed and local stopping services and between passenger and freight services;
- * sustaining desirable levels of train service, for instance by encouraging off-peak use; and
- * improving links with adjoining regional and sub-regional centres and international gateways.

There are also more local issues that will need to be considered in improving the rail network, such as access to and from the stations, interchange with other modes (including issues of facilities, timetabling and ticketing) and improving accessibility for disabled people.

Rail Initiatives

There are a number of strategically important projects that are either committed to being delivered within the next 2-3 years or are currently being planned for future delivery. These include:

- * **Didcot Parkway Station Forecourt** – a local authority led project to redevelop the forecourt and car parks to create a modern high quality transport hub (by 2013);
- * **Oxford Station** – a major station redevelopment to increase passenger and freight capacity, improve passenger facilities and create a multi-modal interchange (by 2018);
- * **Evergreen 3** - a new half hourly service from Oxford to London (Marylebone) via Water Eaton Parkway and Bicester following the construction of a new railway chord connecting the Oxford-Bicester and London-Banbury lines and the upgrading of the line between Oxford and Bicester (by 2016);
- * **East West Rail** – new passenger services connecting Oxford and the Oxfordshire Growth Arc with Milton Keynes and Bedford, together with a spur to Aylesbury, following a £270 million investment to reinstate the line between Bicester and Bletchley (by 2019); and
- * **Electrification/Intercity Express Programme** – a major project to fully electrify the network to Didcot and Oxford together with a new fleet of express trains.

Oxfordshire County Council also has aspirations for improved access by rail to Science Vale UK. At present the main point is via Didcot Parkway, which is set to be improved, but we will continue to investigate the potential; for a Grove & Wantage station together with improved connections from Culham station to the Science Centre.

The Rail Strategy also looks at all the rail lines running through Oxfordshire and identifies a number of smaller issues and aspirations at particular stations. These include:

- * **cycle access and parking** - cycle routes to the station need to be planned and implemented to provide a fast and safe means of getting to the station from towns and villages and the Sustrans National Cycle Network;
- * **station improvements** – joint projects and investment to enhance parking and other facilities at key stations;
- * **pedestrian access** – the routes for walking to and from railway stations need to be considered and where appropriate improved, including access for disabled people;
- * **Station Travel Plans** - a station travel plan is a strategy for managing the travel generated by a station with the aim of reducing its environmental

impact, typically involving the promotion of sustainable modes of travel;

- * **bus and train information** - in 2008, Oxfordshire County Council introduced local transport information posters at rail stations along the Cotswold Line and has since rolled them out to every station in Oxfordshire;
- * **through ticketing** - there are already a number of add-on tickets available at some stations, notably *PlusBus*, the national bus-rail ticket which has seen sales grow steadily to some 250,000 tickets in 2008/09; and
- * **marketing and promotion** - Oxfordshire County Council has been successful in forming effective partnerships that have increased rail use since 2002.

High Speed Rail

The proposed route for the high speed HS2 line from London to Birmingham crosses a small part of north east Oxfordshire. With no intermediate stations proposed, the line offers few direct benefits to the county. Oxfordshire County Council is opposed to HS2 on the basis that it is unconvinced about the overall business case for the project.

Oxfordshire County Council is also concerned about the environmental and other impacts of the current HS2 proposals on local communities.

ANNEX 2 – APPENDIX CChapter 3 - ADDENDUM TO POLICIES & TEXT

Policy G8: The County Council will manage the classification and numbering of the roads in its control to direct traffic, and particularly lorry traffic, onto the most suitable roads as far as is practicable.

Policy G9: The County Council will only consider proposals for alterations to road classification and/or numbering if there are significant economic, environmental or routing benefits which clearly outweigh the financial and environmental costs of making the change or where this is desirable or necessary as a result of new development; new environmental weight limits will generally not be supported unless there is a compelling, evidence-based case for them.

Road Classification and Numbering

The management of road classification and numbering, which up until now has been carried out by the Department for Transport, is largely to be devolved to local highway authorities for all roads not managed by the Highways Agency.

The road numbering system should indicate to drivers which is the most suitable road for any type of journey. Although it has been amended several times since then, the core of the road numbering system dates back to the 1920s and anomalies have arisen over the years, particularly as route standard was rarely a condition in determining the original status of routes. However, because route improvements have tended to be focused on higher status roads, expectations of the levels of service which roads of different classes should provide have changed over the years and there is now a general feeling that higher status roads, particularly those which cater for large lorry flows, should be of a high standard and not pass through settlements. More funding is made available to the County Council in respect of highway maintenance for Principal (A-class) roads than for B, C or unnumbered roads.

The roads classification system has been created in parallel with the existing road numbering hierarchy and provides the basis for road signing. It provides a greater level of detail for higher standard roads than is present with road numbers alone (particularly through the designation of the Primary Route Network), but conversely is less detailed for more minor roads. The road numbering and classification systems are generally complimentary but can be a source of confusion on the precise status of a road.

The Primary Route Network (PRN) is a national system which designates routes between major settlements and ports/airports. The Department for Transport maintains a list of primary destinations between which journeys should be able to be made using only roads in the PRN (except at the start and end of trips). In Oxfordshire the primary destinations are Oxford and Banbury, while in adjacent counties the primary destinations to where a Primary Route needs to be defined are: Newbury, Reading, Aylesbury, High Wycombe, Milton Keynes, Cheltenham, Coventry, Rugby, Stratford-upon-Avon and Evesham. The addition or deletion of primary destinations remains a matter for the Department of Transport. Routes may only be removed from the PRN where it can be demonstrated that either direct traffic between the two locations is too low to justify a Primary Route or that a journey of broadly similar convenience is possible through other sections of the PRN.

The following table summarises the classification of roads which will be used as the basis for the management of the road network in Oxfordshire:

STATUS	DEFINITION	CHARACTERISTICS/TREATMENT
Class 1. Motorway	A road suitable for high speed long distance national traffic. <i>Responsibility of the Highways Agency</i>	Dual carriageway with limited access and type-restricted use. No weight restrictions.
Class 2. Primary Routes	A road suitable for longer distance and inter-regional traffic. Main connections between defined primary destinations. Form, with motorways, the national lorry route network. <i>May be either the responsibility of the Highways Agency or county roads.</i>	Able to cater for relatively high levels of traffic. Should aim to be at a standard to allow for free passage of current and expected future traffic. Can be dual- or single carriageway; no restrictions on access. No permanent weight restrictions.
Class 3a. County Principal (A) Classified Roads (major)	A road suitable for important cross- and inter-county traffic where there are relatively large volumes of traffic but not longer distance travel. Major A-roads would cater for more important movements within the county. There would be an expectation that these would be able to cater for all types of vehicles, but this is not a requirement.	Able to carry current flows safely and without excessive delays. Usually good standard single carriageway although some sections might be of a lower standard. Weight restrictions may be considered as a short term measure where there is a suitable alternative of same or better standard available.
Class 3b. County	A road suitable for important cross- and inter-county traffic	Able to carry current flows safely.

Principal (A) Classified Roads (minor)	where there are relatively lower volumes of mostly local traffic. Minor A-roads would serve to link larger settlements with major A-roads and provide missing links.	Predominantly single carriageway. Weight restrictions can be considered where there is a suitable alternate route available.
Class 4. Non-Principal (B/C) Classified Roads	A road suitable for other shorter cross- and inter-county movements where volumes are relatively low and no principal road is available.	Able to carry current flows safely. Weight restrictions can be considered if diversions are not excessive and do not prevent access to properties.
Class 5. Unclassified (UC) Roads	A road suitable for local access traffic only (unnecessary "rat-run" traffic should be discouraged where higher standard roads are available).	Should be able to carry current flows safely. Weight restrictions can be considered providing these do not prevent access to properties.

Oxfordshire County Council's monitoring of the current situation is discussed in the chapters on Tackling Congestion and Road Safety. Within Oxfordshire the major roads can be distributed amongst these classes as follows:

Class 1	M40
Class 2	Highways Agency: A34, A43, Oxfordshire County Council: A40 (west of M40), A41 [#] , A44 (north of A40) [‡] , A420 (west of A34) [#] , A422 (east of A423, Banbury), A423 (Oxford Southern Bypass), A423 (north of A422, Banbury), A4142
Class 3a	A338, A361, A415, A418*, A421, A4074 ⁺ , A4130, A4260
Class 3b	A40 (south of M40), A44 (Oxford), A329, A417, A420 (Oxford), A422, A424, A436, A3400, A4095, A4129, A4144, A4155, A4158, A4165, A4183, A4185, A4421
<p>[#] These roads are in PRN but are signed as "unsuitable for HGVs" because of height restrictions at railway crossings</p> <p>[‡] A44 is in PRN but lorry traffic between Oxford and Evesham is signed via A40/A429/A424 to avoid AQMA in Chipping Norton</p> <p>* A418 is signed as alternative PR between Oxford and Aylesbury to A41 for HGVs</p> <p>+ A4074 is signed as alternative PR between Oxford and Reading to A34/M4 to recognise its attractiveness for general traffic but signed as "unsuitable for HGVs"</p>	

Although the distinction has value for route management, to the driver there may be little visible difference between Class 3a and 3b roads, although it is likely that direction signing on class 3b roads will be limited to more local

destinations. Similarly C-class roads may not be easily distinguishable to the user from unclassified roads, or B-class roads from Class 3b principal roads.

The new government guidelines do not allow roads to change number or classification at highway authority boundaries. Changes to the numbering or classification of these routes can only occur with the agreement of both or all the authorities involved. Oxfordshire County Council will consider any such proposals made by neighbouring authorities on a case-by-case basis. Where neighbouring authorities can not agree on the status of a road then the Department for Transport are proposing to introduce a system of arbitration. The major costs of any reclassification or renumbering scheme come from the replacement of road signs. This is particularly the case for changes between C/UC-class roads and A/B-class roads and between non-Primary and Primary Route status, which would require an extensive re-signing scheme. Consequently any suggested changes of status between these road classes will need to be strongly justified.

It is unlikely that a change to the classification or designation of any road will, on its own, result in any significant change in flow on its own. Usually to effect a change the re-designation would need to be re-enforced by physical measures and/or traffic regulation orders.

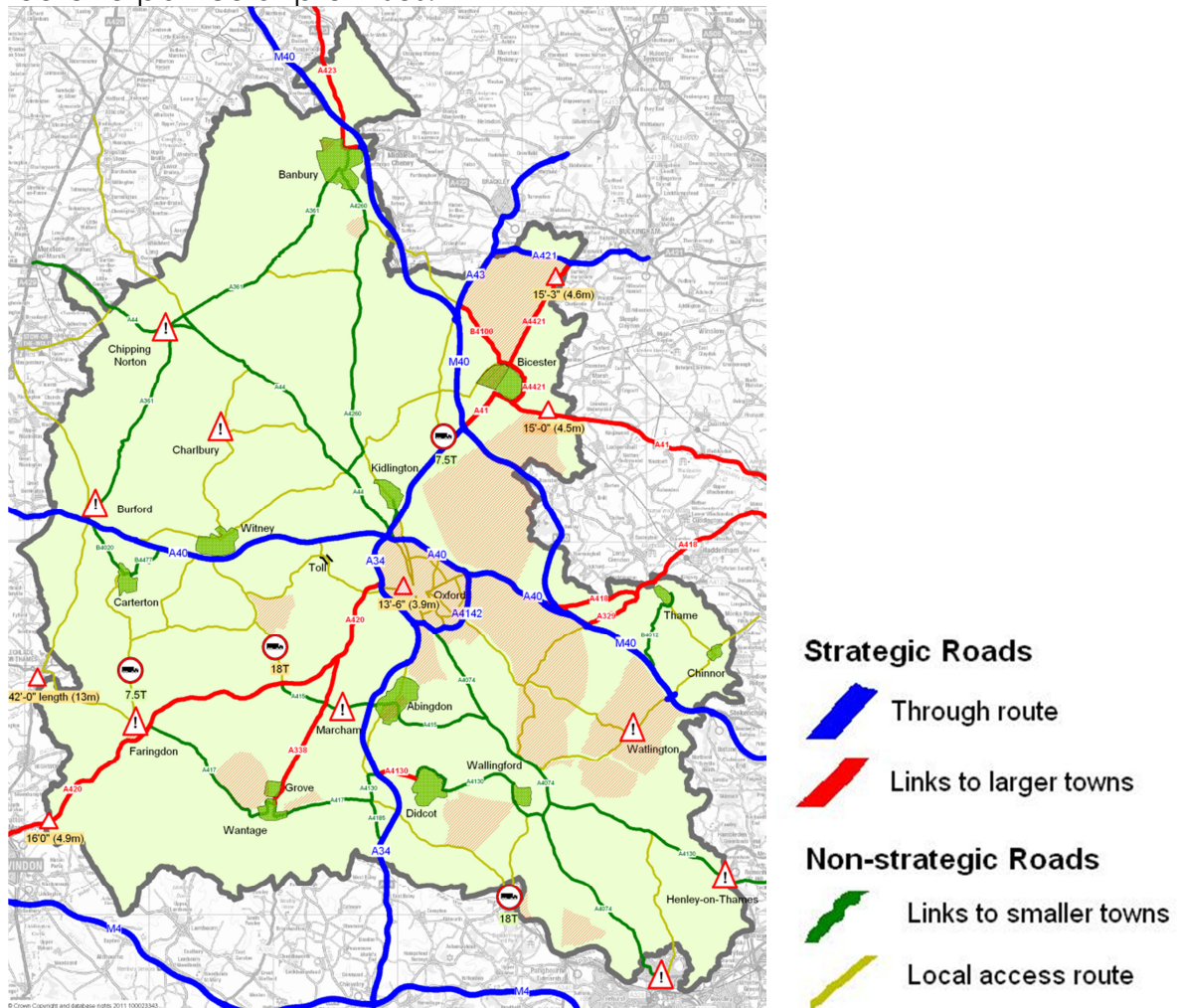
Lorry Routes

The PRN must provide unrestricted access to 40 tonne vehicles. If a weight limit is required to be placed on a section of the PRN for structural or safety reasons then the Council has a duty to remedy this situation as quickly as possible or seek to alter the Primary Route. Weight limits may be placed on other routes in appropriate cases provided that this does not, or is not likely to, transfer larger vehicles onto another route of similar or lower standard or classification and provided that it does not result in an undue inconvenience to the diverted drivers. The classification of a route is only an issue with regard to the imposition of environmental weight limits in respect of Primary Routes. However, a functioning network of roads open to lorry traffic is considered essential to the economic well-being of the county and the widespread use of environmental weight limits can lead to difficulties in lorry operators finding the most suitable routes to make deliveries. This in turn can lead to drivers ignoring restrictions. Consequently there will be a general presumption against the imposition of new limits except where there is a strong case for them on environmental or safety grounds.

The proliferation of restrictions across the county has meant that the road numbering and classification systems are not always a good guide to the most preferred routes for lorries to take in travelling around or through the county. As a result of this the county also publishes a lorry route map which sets out four categories of route:

- * Strategic road – through route
- * Strategic road - link to larger towns
- * Non-strategic road – link to smaller towns
- * Non-strategic road – local access road

Below this are recommended site access routes to particular lorry generating locations and minor roads which provide access to individual premises. Oxfordshire County Council will publish and maintain a map of the most suitable routes for lorries in the county based on this hierarchy. The current county map is reproduced below. Roads not on this map are generally not considered suitable for heavy lorry flows except where they act as the access route to particular premises.



ANNEX 2 – APPENDIX D**Implementation Programme**

The programme has been developed in the light of the Spatial Planning and Infrastructure partnership's strategic objectives to:

- * deliver new housing, including affordable homes
- * support economic growth
- * achieve regeneration and tackle deprivation; and
- * contribute to meeting strategic infrastructure needs.

The programme has also taken into account the proposals included in the Oxfordshire Local Investment Plan (March 2010) which sets out a development programme to meet these objectives. This sets out a list of 36 top priority strategic infrastructure schemes, including 17 transport schemes, with a target for these to be delivered by 2015 (but acknowledged that there may not be enough money available to pay for all these schemes in this time frame).

There is still considerable work to be undertaken to identify a full programme, even for the first five years of this LTP. This is particularly true with regard to minor schemes and developer funded schemes. The intention is that the programme will be rolled forward on at least an annual basis with more frequent revisions should the circumstances require this.

The proposed implementation programme for the first 5 years of this LTP is shown in the table below. It should be noted that the programme is incomplete with regard to developer funded schemes, particularly from 2013/14 onwards, where the timetable for delivery is dependent upon the pace of the development(s) which are supplying the funding. Where developer funding is not sufficient to deliver a project then this will be considered for county council funding, although it would need to justify its inclusion in the county programme in terms of its contribution to meeting the County Council's LTP3 goals and objectives.

PROPOSED IMPLEMENTATION CAPITAL PROGRAMME 2011-2016

£000s	2011/ 2012	2012/ 2013	2013/ 2014	2014/ 2015	2015/ 2016
Carriageway schemes	8,464	4,130	4,051	3,151	2,249
Footway schemes	1,711	1,750	1,350	1,350	1,300
Surface treatments	4,910	4,141	3,874	3,924	2,797

Street Lighting	500	500	500	500	500
Drainage	1,200	1,100	1,100	950	950
Bridges	1,105	1,723	1,010	965	880
Potash Bridge	10	487			
Thames Towpath Emergency Repairs	120	30			
A422 Ruscote Ave, Banbury	126	686	50		
A4157 Iffley Rd Oxford (Ph1)	1,569	45			
A4157 Iffley Rd Oxford (Ph 2)	200	555			
Thames Towpath Reconstruction (Sonning Eye, Goring, Farmoor)	65	350	50		
A4130 Bix dual carriageway		570	3,930	430	
A420 Shrivenham Bypass		200	150	2,728	342
A420/A34 slip road			36	36	564
A415 Clifton Hampden			130		
Public Rights of Way bridges		100	100	100	100
Completed schemes	62				
Total Structural Maintenance Programme	20,602	15,731	16,281	14,134	9,682
Thornhill Park & Ride extension	190	3,080	821		
London Road Bus Lane			1,000		
Kennington Roundabout	50	250	2,200		
Heyford Hill Roundabout	30				
Hinksey Hill Roundabout	96	154			
Speed Limit Review	60	12			
Road Safety Schemes	29				
Fairfax Road/Purcell Road Cycle Link	15	164			
New Headington Transport Imps	470	26			
Fridewide Square	300	125	1,550	1,495	
OTS Schemes	98	64			
Banbury: Hanwell Fields Mineral Railway cycleway	95	40			
Banbury: Higham Way Access Road	24	176			
Banbury: small schemes	5				
Bicester: Roman Road	86	2			
Bicester: small schemes	14				
Witney: Cogges Link	1,798	600	11,380	2,726	
Witney: small schemes	68	48			
SVUK highway schemes project development	185	295			

Small SVUK schemes	44				
Chipping Norton: Oxford road crossings	70	58			
A44 Yarnton crossing	32	313			
Smaller towns schemes	174	33			
Small rural schemes	112				
Didcot Station Forecourt	593	1,940	2,021	555	
SVUK Premium Routes	55	75			
Small Public Transport Schemes	61	5			
Smarter choices	44				
LTP2 Schemes		132			
Future Programme	157	924	1,195	900	900
Total Integrated Transport Programme	4,955	8,384	20,167	4,776	900

A number of major schemes will be worked on during the next two years for future delivery. The funding for these schemes is not yet fully in place and the programme may evolve as more information becomes available in the local area and future funding streams become clearer. These are expected to be funded wholly or in large part from developer contributions and are likely to include:

- * Bicester: Eastern Relief Road, St John's Street/North Street scheme, potential Park & Ride at South West Bicester, M40 Junction 9;
- * Oxford: proposals to support Northern Gateway and West End developments;
- * Science Vale UK: Harwell Link Road, Rowstock Roundabout Improvement, Wantage Eastern Link Road;
- * Banbury: North South Routes and Bridge Street junction Improvements in conjunction with Canalside development;
- * Carterton: access investigations to support RAF Brize Norton expansion.

The longer term programme will be developed to meet the aims of:

- * Supporting the County Council's priorities for economic development focused on the "growth arc" of Bicester-Oxford-Science Vale UK, and fitting with the agreed priorities in the Local Investment Plan;
- * Aligning the programme in a more transparent way with the objectives and strategies of the Local Transport Plan;
- * Making best use of available and likely future developer and other funding opportunities.

The following additional strategic schemes have been identified for potential delivery during the Plan period. Because of the long lead times that are often

involved in scheme development, work on some of these schemes may commence in the short term but implementation may not happen until later in the Plan period:

- * Oxford Rail Station Transfer Deck
- * Oxford Eastern Arc improved access to employment, including public transport enhancement
- * Increased park and ride capacity and infrastructure, including potential remote Park & Ride
- * Strategic Cycle Routes e.g. Witney-Carterton, Eynsham - Oxford
- * A40/Downs Road junction
- * Witney - Oxford corridor capacity improvement

ANNEX 2 – APPENDIX E**Monitoring programme**

Oxfordshire County Council is committed to carrying out a programme of monitoring to ensure that:

- * The agreed programmes are delivered in an efficient and effective manner; and
- * That the schemes are delivering the objectives that they have been included in the programme to achieve.

The first of these criteria will be carried out on a quarterly and annual basis and will compare the programme delivered at the end of each period (or progress against milestones for schemes with a longer term development period) with that which was envisaged at the start of each year. This comparison will focus on whether schemes are on time and on budget. The main purpose of this monitoring is to assess the way that our design and implementation processes are being carried out.

The second criterion requires schemes to set out the impact that they will have and to carry out an assessment of whether these impacts have been achieved following implementation. The form of this assessment will be dependent upon the nature of the scheme and could be either a subjective or objective measure, as appropriate. In some cases the assessment may take a number of years to carry out (such as with road safety schemes where a number of years' data are required before changes in accident numbers can be assessed). The purpose of this monitoring is to provide information on the effectiveness of individual schemes and types of scheme to improve medium and long term programme planning.

The Council will publish a short report each year on the results of each of these assessments.

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Division(s): ALL

CABINET – 17 APRIL 2012

BIG SOCIETY FUND – ALLOCATION OF WAVE 4 FUNDING

Report by Assistant Chief Executive & Chief Finance Officer

Introduction

1. The purpose of this report is to enable Cabinet to make decisions on which bids to fund in the final 'wave' of the Big Society Fund.
2. In February 2011 Oxfordshire County Council launched the Big Society Fund. The Fund of £600,000 in 2011/12 is for communities to bid for start-up funding for community projects that would benefit their areas.
3. Cabinet has already allocated funding in the first three 'waves' of the Fund. £119,213 of the initial £600,000 Fund remains available for allocation, including an award of £16,550 from wave 2 that was not taken up. This is in addition to the £1m set aside for the Fund for 2012/14 by Cabinet in its recent budget.
4. In order to be considered for funding, bidders must demonstrate that they meet the following criteria;
 - the project is innovative and creative
 - the project meets a recognised community need
 - the project has a sustainable business case
 - the local community is involved in the project

Wave 4 Bids to the Big Society Fund

5. Response to the Fund has been positive with 17 bids submitted in this fourth 'wave' of applications. 16 bids were specific to a locality; there was one countywide bid for a brokerage website for older/vulnerable people.
6. An assessment form has been completed for each application. These assessment forms include the project details, an assessment against fund criteria, service-specific officer views (where applicable), as well as the assessment from the Locality Review Groups of local councillors. Assessment forms for all bids are set out in Annexes 1-3.
7. In wave 2 Fringford was awarded £4,956 for setting up a village hall cinema. In this wave three bids for community cinemas have been received (for £5,000 / £7,106 / £8,921). The proposal is to offer a standard grant of £5,000 to each of the three new bids.
8. The assessment forms have been used to categorise bids as follows:

Annex 1 Bids that meet the assessment criteria

Six of bids are considered to have strong potential to contribute to our Big Society vision and meet the Fund criteria.

Annex 2 Bids that presently do not fully meet the assessment criteria, but may with further development

Four bids we have received shows potential to align with the criteria of the Big Society Fund and deliver positive outcomes in communities, but would benefit from further clarification and development.

Annex 3 Bids that do not meet the assessment criteria

Seven bids received do not meet the assessment criteria, do not address the fund criteria or did not have the support of local councillors.

Financial and Staff Implications

9. The total value of bids received in wave 4 is £770,364. One bid is for £600,000 and is for religious purposes; excluding this from the totals leaves 16 bids totalling £170,364.
10. There are no staff implications in these proposals.
11. A grant funding agreement will be in place for all successful projects which will set out financial requirements and monitoring arrangements.

Legal Implications

12. The grant funding agreement outlined above will set out all legal requirements including health and safety and safeguarding policy requirements.

Equality and Inclusion implications

13. An equality impact assessment has been carried out on the Big Society Fund. Potential impacts on equality groups have been considered (the [impact assessment](#) was part of the paper to Cabinet in July 2011).
14. In line with the council's responsibilities for equality the grant funding agreement with successful bidders will set out requirements for equality policies to be in place.

Risk implications

15. There is a risk to the county council that projects are not sustainable and are not able to continue in the future due to a lack of resources. This would have an impact on the viability of a project in a community and may lead to further requests for funding from the county council. To mitigate this, the application form for the Fund requires a business case and on-going costs information.

16. It is proposed that funding will only be paid to successful bidders with a robust business case in place.

RECOMMENDATION

17. The Cabinet is **RECOMMENDED** to

- (a) **Approve those bids which meet the assessment criteria;
and**
- (b) **Agree a standard award of £5,000 for each of the three
community cinema bids.**

Sue Scane

Assistant Chief Executive & Chief Finance Officer

Background papers:

Contact Officer: Alexandra Bailey, Senior Policy Manager

January 2012

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Annex 1 Bids that meet the assessment criteria

Banbury Locality

Easington Sports and Social Football Club

Section 1 – Project Overview

From the Website submission

Project Name: Improving Clubhouse Provisions
Project Aims: To provide equipment to enable wider use of the clubhouse
Amount: £1,700.00 – total cost
Project Location and Locality: Banbury
Sponsoring Councillor: Cllr Kieron Mallon

Section 2 – BID Criteria Assessment

Qualitative assessment

<p>Community Benefits (meets identified need)</p> <p>The project is to widen the use of the existing facility, allowing different usage by the sports club that currently use it and enabling other local groups to access it. Project incorporates new activities for the disabled and youth teams, dance group, film nights and OAP provision to meet wider community needs.</p>
<p>Innovation and Creativity</p> <p>This is an example of the creative use of a community space to accommodate and integrate other users from the community targeting the men's football teams, schools and local groups, including elderly and younger members of the community.</p>
<p>Sustainable Business Case</p> <p>The plans are for the equipment to help generate on-going income/funding.</p>
<p>Community Involvement</p> <p>The group are engaging with local schools, parents, dance school, another football team, film club and University of the Third age. Engagement with local OAPs is mentioned without further detail about specific groups contacted.</p>

Section 3 – Service Officer View

Where applicable

<p>Good range of use for relatively small amount of grant funding. Suggest the group check suitability of equipment for the intended use and any missing costs in respect of insurance, licencing and advertising. Partnership working with schools would very much be encouraged.</p>
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Section 4 – Locality Review Group Assessment

<p>Councillors supported the Easington Sports Clubhouse project.</p>
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North Newington Village Improvement Group

Section 1 – Project Overview

From the Website submission

Project Name: Film For All – North Newington Village Improvement Group
Project Main Aims: To install an audio-visual system in North Newington's Bishop Carpenter school hall.
Amount bid for: £7,106.40 of £7,761.40
Project Location and Locality (<i>could be countywide</i>): Banbury
Sponsoring Councillor: Cllr George Reynolds

Section 2 – BID Criteria Assessment

Qualitative assessment

<p>Community Benefits (meets identified need) Community need evidenced in parish plan although no numbers are given. The project will help the school develop its film-making offer to pupils and enable use of the hall for the local community.</p>
<p>Innovation and Creativity This is a new sustainable community cinema that will integrate different parts of the community. Using the school hall to house cinema equipment is an innovative way of extending use of the facility to local residents.</p>
<p>Sustainable Business Case Project will be self-sustaining through membership fees and box office, though annual income projected looks low at £96 for each film. Revenue will be spent on on-going costs and will be supplemented by fund raising.</p>
<p>Community Involvement The bid is from North Newington Village Improvement Group; the project will be based in school hall. The Headmaster and Governors of Bishop Carpenter school and parish councillors have been involved with the proposals.</p>

Section 3 – Service Officer View

Where applicable

<p>Villages are often poorly equipped to provide activities for children, young people and their families. Encouragement should be given to provide access to positive opportunities without the need to travel. We would support this service development as it offers very local provision and is a good example of efficient use of building based resources.</p> <p>As the group have not developed a business plan, it is suggested they check costs and income to ensure best use of funds. Consideration could also be given to costs of storage / insurance for equipment, any advertising or administrative costs and confirmation if the Bishop Carpenter school hall can be used at no charge on a sustainable basis.</p>
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Section 4 – Locality Review Group Assessment

Councillors supported the project for North Newington.
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Carterton - Burford Locality

Asthall Leigh Memorial Hall

Section 1 – Project Overview

From the Website submission

Project Name: Film Nights - Asthall Leigh Memorial Hall
Project Aims: To enable monthly film nights in village hall, including shows for children.
Amount bid for: £5,000.00 of £6,386
Project Location and Locality (<i>could be countywide</i>): Carterton - Burford
Sponsoring Councillor: Cllr Jim Couchman

Section 2 – BID Criteria Assessment

Qualitative assessment

<p>Community Benefits (meets identified need)</p> <p>There are no community film group or commercial cinema facilities in any adjacent parish. Special afternoon shows to be provided for children.</p>
<p>Innovation and Creativity</p> <p>This is an innovative community project in Asthall Leigh providing new social events for villagers to meet.</p>
<p>Sustainable Business Case</p> <p>Costs are start-up for capital equipment, film hire and licence. Projected that group will break even provided 50% full, assuming an audience of approximately 23 for each of the ten films to be shown a year.</p>
<p>Community Involvement</p> <p>Trial first screening was 80% full, at a capacity of 45.</p>

Section 3 – Service Officer View

Where applicable

<p>The target group is the whole village. No specific mention of older people and people with a disability. None the less this is a very rural part of the County and such provision will go a long way to complement services for older/vulnerable people.</p>

Section 4 – Locality Review Group Assessment

<p>Members in the locality unanimously support the bid for film nights in Asthall Leigh. They note that the project would benefit several villages along the Windrush Valley with a positive community activity and are keen to support it.</p>

Kidlington Locality

Kirtlington Film Club

Section 1 – Project Overview

From the Website submission

Project Name: Kirtlington Film Club
Project Main Aims: To install high quality audio visual equipment suitable for screening films in Village Hall.
Amount bid for: £8,921.20 of £10,921
Project Location and Locality (<i>could be countywide</i>): Kidlington
Sponsoring Councillor: Cllr Timothy Hallchurch

Section 2 – BID Criteria Assessment

Qualitative assessment

<p>Community Benefits (meets identified need) Equipment will be available to a wide range of local groups, such as youth club and seniors club. Test screenings and member recruitment (100) show broad community benefit.</p>
<p>Innovation and Creativity Using the village hall to house cinema equipment is an innovative way of maximising use of the facility, bringing a new service to local residents. A community cinema will help integrate members of the community.</p>
<p>Sustainable Business Case The bid is for capital equipment costs. Income through membership fees and box office should cover running costs, making the project self-sustaining.</p>
<p>Community Involvement Proven community need through village plan, with 38% of respondents to a village plan questionnaire published in September 2011 asking for a film society in the village. Nine community volunteers have helped with advertising and providing refreshments at the test screenings.</p>

Section 3 – Service Officer View

Where applicable

<p>This is a very rural part of Oxfordshire and we would support local service provision that encourages alleviation of social isolation. Some older people may struggle to get to the venue; the group could offer local transport for them. We are supportive of this development.</p>
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Section 4 – Locality Review Group Assessment

<p>Councillors supported this bid. The nearest cinema to Kirtlington is Oxford but there is no public transport to Oxford in the evenings that returns late. The film club pilot gets a full house and also provides food and drink. A worthwhile project for a small village that is also being supported by surrounding villages.</p>

Oxford Locality

Blackbird Leys Adventure Playground

Section 1 – Project Overview

From the Website submission

Project Name: Re-opening of Blackbird Leys Adventure Playground – Summer Play Scheme
Project Main Aims: To fund a play scheme this summer for 80 8-13 year olds.
Amount bid for: £10,000.00 out of £25,000
Project Location and Locality (<i>could be countywide</i>): Oxford
Sponsoring Councillor: Cllr Richard Stevens

Section 2 – BID Criteria Assessment

Qualitative assessment

<p>Community Benefits (meets identified need)</p> <p>This project was considered to have potential to meet the criteria in wave 1 if the group clarified the service to be provided. This bid is now for a Summer Play Scheme in response to local demand, offering 80 young people activities such as den building, cycle repairing and Olympic themed activities. The Leys is a regeneration area and the project involves local volunteers training for qualifications.</p>
<p>Innovation and Creativity</p> <p>The project has been run in the past with paid workers sponsored by the City Council. The group now aim to work mostly with volunteers from the community; 12 are already training with Oxfordshire Play Association for a level 1 certificate in Play with more to train before the summer.</p>
<p>Sustainable Business Case</p> <p>Total projected year 1 costs of £26,040 include training, expenses for paid leaders and local volunteers as well as costs for refurbishing facilities previously used by this club but in poor condition, utilities, inspection costs and contingency. The majority of these are already secured from other funding sources and projected session fees; the group state that after school club provision is funded for year 1 but not the summer play scheme. The group acknowledge they will have to access significant funds (e.g. from the Lottery) to sustain the scheme in future years, in addition to local subscriptions and fundraising.</p>
<p>Community Involvement</p> <p>The committee of ten are made up mostly from the estates; a number of donations and offers of help have been received from local shops and firms. The Parish Council has contributed funding and the Leys News features articles about the project.</p>

Section 3 – Service Officer View

Where applicable

<p>The project would greatly benefit the children/young people of the area and not duplicate any provision by the Littlemore Early Intervention Hub. The Hub would be happy to join the management committee to ensure integrated working.</p>
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The project is currently based at a property on land owned by the County Council. The City Council undertook to act as guarantor for the group's obligations under the original term of the contract (1983 - 1988) which still holds; they are understood to be reviewing their position which may affect the sustainability of the service delivered within the existing building. A visit by County Council staff last year suggested that the condition of the premises is poor and this was communicated to the group. If a Big Society grant is awarded, it is suggested that there will be an inspection of the premises to ensure the play scheme can be delivered safely this summer.

Further discussions about the longer term requirements are to take place with the group and City Council within the context of the wider regeneration of the Blackbird Leys area.

Section 4 – Locality Review Group Assessment

Members at the locality review meeting supported the project, recognising strong local support and involvement by the community. They noted the element of training local volunteers, which increased project costs but made the service more sustainable for the future. They suggested the group could link with both universities to identify student volunteers. Members also noted the need for a sustainable site to continue providing the service.

Wantage Locality

Wantage Independent Advice Centre

Section 1 – Project Overview

From the Website submission

Project Name: Day centre transportation project – Independent Advice Centre
Project Main Aims: To enable the Advice Centre to provide Day Centre access
Amount bid for: £1,990.00 of £10,490
Project Location and Locality (<i>could be countywide</i>): Wantage
Sponsoring Councillor: Cllr Jenny Hannaby

Section 2 – BID Criteria Assessment

Qualitative assessment

<p>Community Benefits (meets identified need)</p> <p>This project was considered to have potential to meet the criteria in wave 1 if the group clarified the demand for the service. Proposals are to provide regular access to two local day centres for 5-10 local vulnerable and older people each day. Scheme is to offer regular drivers who are able to build relationships; clients will receive best value by offering car sharing and scaled charges.</p>
<p>Innovation and Creativity</p> <p>This project is innovative in providing a community solution for a service was previously provided directly by the County Council.</p>
<p>Sustainable Business Case</p> <p>Costs relate to recruiting and setting up management of volunteer drivers for daily transport to day centres. Wantage Day Centre is also contributing £8,500 to help start up this service.</p> <p>On-going sustainability depends on a combination of the county council continuing to award an annual transport grant to the project, fares charged to clients and contributions from day centres.</p>
<p>Community Involvement</p> <p>Support for a secure and affordable scheme is recognised by all local Parish Councils, and Town, District and County Councillors are aware of the need. Synergy with the volunteer transport scheme for one-off journeys also run by the Advice Centre, with 40 local volunteers at present.</p>

Section 3 – Service Officer View

Where applicable

<p>We have helped advise the Independent Advice Centre on their bid and their transport operation. This is exactly the type of Community Transport Scheme we wish to see develop around the County and should the bid succeed we would like to promote this to other advice centres as a good model.</p> <p>The bid is for funding the start up costs for this operation with close partnership work and other funding coming from the Wantage Day Centre. It is also planned, as stated in the bid, that this service will provide transport opportunities not only for day service users but for other requirements and</p>

covering a wider area than just Wantage itself.

Section 4 – Locality Review Group Assessment

Councillors supported this resubmitted bid as there is now more detailed information. The project has requested the balance from Big Society Fund to help with the setting up of new voluntary transport scheme for our local Day Centres. This new service has been supported by user groups and local county councillors, Wantage Town Council, Grove Parish Council, and many Village parishes. The Advice Centre serves a wide area and is very much valued by the communities it serves. With transport to day centres an important issue at the moment, this will help the area. Wantage IAC gives good service to the wider community.

Annex 2 Bids that presently do not fully meet the assessment criteria, but may with further development

Countywide

Up2Us brokerage website

Section 1 – Project Overview

From the Website submission

Project Name: Up2Us brokerage website
Project Main Aims: To fund an online partnership project by My Life My Choice providing older people/people with disabilities with a moderated and secure community network.
Amount bid for: £10,000 of £66,425
Project Location and Locality (<i>could be countywide</i>): countywide
Sponsoring Councillor: None

Section 2 – BID Criteria Assessment

Qualitative assessment

<p>Community Benefits (meets identified need)</p> <p>The bid states that there are 3,000 disabled people in rural areas and 3,000 people of pensionable age living below the poverty line in Oxfordshire who would benefit from this resource. As a web based project it can be duplicated and tailored for use in different regions; an element of costs relates to developing the site to fit local needs.</p>
<p>Innovation and Creativity</p> <p>The issue Up2Us hope to address has arisen from the introduction of the Government's personalisation agenda. By presenting an online facility compiling approved providers, individuals will be able to make informed decisions over the allocation of their care budget. The site will also offer information on activities, events, classes and community activities by location and put service users in touch with each other.</p>
<p>Sustainable Business Case</p> <p>County Council has already provided £6,000. Large proportion of costs relate to project manager and all costs sought will be on-going. Group plan to generate substantial income from fees from service providers with additional grants required to make project sustainable.</p>
<p>Community Involvement</p> <p>My Life My Choice is a small Oxfordshire charity run by and for people with learning difficulties with experience in delivering successful services to benefit its clients.</p>

Section 3 – Service Officer View

Where applicable

<p>This kind of initiative is of interest to the Department of Health with other councils looking to develop similar user-led models of information sharing about services. It fits well with the personalisation agenda and brings added value in connecting people; people with learning disabilities have limited social connections based mostly on family and people they share services</p>

with.

My Life My Choice have a good track record of bringing in funding for innovative projects and an improving track record of managing them well. It was awarded a Big Society Fund grant for its StingRadio project in a previous wave. For this project, there is concern about the projected provider income and would want to see some evidence on how this might be obtained (the site carrying adverts/ subscriptions), that is a business plan for this specific aspect. Evidence of intended beneficiaries successfully using the site would also be helpful.

Section 4 – Locality Review Group Assessment

n/a (countywide)

Henley - Goring Locality

South Stoke Community Shop Ltd

Section 1 – Project Overview

From the Website submission

Project Name: South Stoke Community Shop
Project Main Aims: To start a community owned village shop
Amount bid for: £31,203.00 of £48,303
Project Location and Locality (<i>could be countywide</i>): Henley
Sponsoring Councillor: Cllr Dave Sexon

Section 2 – BID Criteria Assessment

Qualitative assessment

<p>Community Benefits (meets identified need) Particular beneficiaries are the young, elderly and other people without transport. The shop should generate regular and voluntary employment opportunities. In the Village Plan 88% of the community of about 470 residents identified a village shop as their top priority.</p>
<p>Innovation and Creativity The community shop is an entirely new project and will aim to support local businesses by supplying local products. There will also be a volunteer courier service two afternoons a week to deliver to housebound residents.</p>
<p>Sustainable Business Case This project was considered to have potential to meet the criteria in wave 3 if concerns about the sustainability of our project could be addressed. The group has added a five year trading projection, based on professional advice and benchmark data from three small village shops in operation. Total requested has been reduced, e.g. by scrutinizing capital expenditure. £17,100 has secured from the district and parish councils. The majority of costs are for fixed capital including porta-cabins and retail equipment. The South Stoke business plan has an exit strategy if the project were to fail, reinvesting funds into the community.</p>
<p>Community Involvement The shop will be staffed by a part time manager and offers volunteering opportunities for residents; 56 have pledged their time. The project has the support of the district council, local MP and specialist organisations advising community shops.</p>

Section 3 – Service Officer View

Where applicable

<p>Villages and rural areas of Oxfordshire clearly suffer from low levels of accessibility (see Indices of Multiple Deprivation: access to services dimension). Although very prosperous the population of these areas is declining and ageing. The need for these older people will increase as their ability to drive declines but at the same time a) the spend of this older population will tend to decline as they get out less and b) the absolute population of the villages tends to decline. These factors, combined with the national trend towards internet shopping, could make the commercial business model of the village shop more challenging at the same time as it</p>
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makes the shop even more important as a social institution both to help overcome isolation and to provide a retail service that is coming more difficult for part of the population to access. To summarise therefore there is a need for this service, but it is a social and community need not a business need. This model of community social enterprise has proved itself valuable because that value is social as well as economic.

In terms of the service view, some concerns remain about turnover projections relative to the size of the village. One service that the shop should seek to provide on a paying basis is the receipt of items bought over the internet that working families find difficult to have delivered because they are not at home at the time of the delivery. If the internet is generally undermining the high street perhaps it can also create a new market opportunity.

Section 4 – Locality Review Group Assessment

All four councillors for this locality support this bid.

Oxford Locality

SEAP: Older People Community Link

Section 1 – Project Overview

From the Website submission

Project Name: Older People Community Link - SEAP
Project Main Aims: To provide an advocacy initiative to help older people with severe and enduring mental health problems in care homes in Oxford.
Amount bid for: £7,447.40 (total cost)
Project Location and Locality (<i>could be countywide</i>): Oxford
Sponsoring Councillor: Cllr Val Smith

Section 2 – BID Criteria Assessment

Qualitative assessment

<p>Community Benefits (meets identified need)</p> <p>The project is targeted at a specific group, older people with severe and enduring mental health problems in care homes. It will be delivered by training 5 new volunteers, targeting 75 residents in 30 care homes within a 5 mile radius of Oxford.</p>
<p>Innovation and Creativity</p> <p>Advocacy service and training already exist; the group suggest there is an unmet need for advocacy in these care homes. The proposed service goes beyond support around care and treatment to advocacy for every aspect of an older person's life with a focus on reconnecting people with their community.</p>
<p>Sustainable Business Case</p> <p>Funding sought includes training and organisational overheads. Future sustainability depends on care homes to be approached to fund the project. Organisation already under contract to Oxfordshire PCT to deliver advocacy to qualifying patients.</p>
<p>Community Involvement</p> <p>Community involvement limited to volunteers.</p>

Section 3 – Service Officer View

Where applicable

<p>The bid does not include a description of any of the other existing work on advocacy, such as through dignity champions, which indicates a lack of local knowledge. The project requires clarification in terms of how it relates to the core commissioned service and its proposed future sustainability. A local advocacy partner is already contracted to deliver services in this sector, as required under provisions in the Mental Health Act and Mental Capacity Act. Assurance would have to be sought from this provider that they could effectively partner with a new provider and that the new proposal would not divert efforts away from, or add in confusion to, current contracted provision.</p>
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Section 4 – Locality Review Group Assessment

<p>Members at the locality review agreed that residents in care homes with mental health problems may have their basic needs met but still be isolated.</p>

CA8

This could be a good project. Members queried how the target group would be chosen and whether it would be more appropriate to start in a few homes; any confusion with existing providers of this kind of service should be avoided.

Wallingford - Benson - Berinsfield

Coffee Plus and Lunch Plus

Section 1 – Project Overview

From the Website submission

Project Name: Coffee Plus and Lunch Plus - Stadhampton
Project Main Aims: To support socially isolated and potentially vulnerable people in the village by adapting the church facility.
Amount bid for: £50,000.00 of £325,000 (of which £63,423 relates to provision of services for older people and children)
Project Location and Locality (<i>could be countywide</i>): Wallingford - Benson - Berinsfield
Sponsoring Councillor: Cllr Lorraine Lindsay-Gale

Section 2 – BID Criteria Assessment

Qualitative assessment

<p>Community Benefits (meets identified need)</p> <p>There are no services for the 132 people over the age of 65 within the village. The only existing support for parents of the 77 children between the ages of 0-4 years is the monthly visit of the Mobile Children's Library. Bid proposes introducing weekly Lunch Plus sessions for 10-20 older people and Coffee Plus for 10-15 parents with young children.</p>
<p>Innovation and Creativity</p> <p>This is a new initiative to provide for isolated residents of the community, turning the church facility into a community centre. By adding a kitchen, toilet facilities and utilities the facility will also be able to provide new and specific services for elderly people and young children.</p>
<p>Sustainable Business Case</p> <p>The bid is for capital funding for installation of a kitchen to support the transition of the facility from a church to a functioning community centre. £80,000 funding secured to date. Once up and running, the project seems sustainable based on revenue from hire charges.</p>
<p>Community Involvement</p> <p>Questionnaires, interviews and meetings have been conducted to include the wider community in the development of this plan. Eight volunteers are committed to this project.</p>

Section 3 – Service Officer View

Where applicable

<p>We would support the project in terms of service provision as it is a good example of intergenerational project and will complement our day opportunity services for older/vulnerable people. Good needs analysis submitted. However, usage/scope of benefit appears low compared to size of bid, raising the question if this is good value for money.</p>
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Section 4 – Locality Review Group Assessment

<p>The county councillor for the area supports the bid and no comments have been received from the locality group.</p>
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Annex 3 Bids that do not meet the criteria

Abingdon Locality

Appleton with Eaton Parish Council

Section 1 – Project Overview

From the Website submission

Project Name: Appleton Community Park - Appleton with Eaton Parish Council
Project Aims: To create a new community park for all ages with a play area and other shared spaces.
Amount bid for: £12,452.00 of £123,650.72
Project Location and Locality (<i>could be countywide</i>): Abingdon
Sponsoring Councillor: Cllr Anthony Gearing

Section 2 – BID Criteria Assessment

Qualitative assessment

<p>Community Benefits (meets identified need)</p> <p>To develop a play area for over 260 children was identified as a top priority in the community plan by 83% of residents, including young people.</p>
<p>Innovation and Creativity</p> <p>Creating a play area is not innovative. The bid mentions activities to be run by local groups, such as gardening workshops, outdoor summer performances, parent run after school sports clubs, nature walks, family barbecues, team sports, but lacks detail.</p>
<p>Sustainable Business Case</p> <p>Majority of costs relate to professional fees outside the scope of the Fund. Majority of funding required in place; Parish Council will cover insurance and maintenance to be undertaken by volunteers.</p>
<p>Community Involvement</p> <p>Community involvement in developing this bid includes local acting group, Brownies/Beavers, Woodland Group, Gardening Club and a Preschool/toddler group.</p>

Section 3 – Service Officer View

Where applicable

There is no doubt that effective outdoor 'play' provision is essential for children's development. However, funding play facilities is not within the scope of the Fund.
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Section 4 – Locality Review Group Assessment

Councillors supported this Big Society Fund project for Appleton. It has been well organised with a large team, in a community that does come together to get things done (look at its Community Plan). It would also serve a village that suffers somewhat from being isolated - the local children cannot very easily go to neighbouring areas.

Banbury Locality

GYFTID - Global Youth for Talent in Diversity

Section 1 – Project Overview

From the Website submission

Project Name: Making a Difference in the Community - Global Youth For Talent In Diversity (GYFTID)
Project Main Aims: To lease/purchase a building owned by NHS Ambulance Trust and for training, equipment and on-going costs (inc. salaries, utilities).
Amount bid for: £600,000.00 of £743,000
Project Location and Locality (<i>could be countywide</i>): Banbury
Sponsoring Councillor: Cllr Alyas Ahmed

Section 2 – BID Criteria Assessment

Qualitative assessment

<p>Community Benefits (meets identified need) This bid is aimed at the African Caribbean community in Banbury. It does not provide evidence of actual need, numbers of intended beneficiaries or how needs will be met by this project.</p>
<p>Innovation and Creativity This project is not sufficiently detailed to enable assessment of services to be provided from the building.</p>
<p>Sustainable Business Case Bid is to purchase the ambulance station but appears premature as there does not seem to be any commitment from the NHS (Ambulance Trust) to sell it to GYFTID. No purchase price is stated in the bid. Bid also includes on-going costs and professional fees which are outside the remit of the fund. No detail provided about source of grants of £140,000 in year 1, including the status of any applications. Sustainability for future years unclear with very significant funding shortfalls forecast for years 2/3. No information provided as to how this will be sustained.</p>
<p>Community Involvement This bid is explicitly for religious purposes and does therefore not fit within the criteria of the fund.</p>

Section 3 – Service Officer View

Where applicable

It is not clear what works GYFTID wish to do to the building; therefore it is not possible to comment on how appropriate a sum of £400k for purchase/ repairs might be. On-going property and maintenance costs (other than utilities) for future years are not explicitly set out in the cost breakdown for future years. We are also concerned about the wording in this proposal, suggesting that young people should fear god in order to behave appropriately.

Section 4 – Locality Review Group Assessment

Members expressed some support for the project.

Let's Play Banbury

Section 1 – Project Overview

From the Website submission

Project Name: Let's Play Youth Workers
Project Main Aims: To fund 10 Disability awareness training days for volunteer youth workers at New Futures Hub and Let's Play Project.
Amount bid for: £6,249.00 of £7,186.00
Project Location and Locality (<i>could be countywide</i>): Banbury
Sponsoring Councillor: Cllr Ann Bonner, Cllr Alyas Ahmed

Section 2 – BID Criteria Assessment

Qualitative assessment

<p>Community Benefits (meets identified need)</p> <p>The project is to train 20 volunteers to support youth work with 20+ young disabled people in Banbury. Group bidding canvassed parents/carers at their AGM, who stated a need for help with provision for 11+ young people and support for the whole family. The bid refers to discussions with Banbury Early Intervention Hub to support development work with young disabled adults.</p>
<p>Innovation and Creativity</p> <p>The bid is to train volunteers, which is not a new activity as the group specialises in providing trained play workers to work with disabled young people accessing play and leisure opportunities.</p>
<p>Sustainable Business Case</p> <p>Funding sought for training including organisational overheads. Reliance on a "local trust fund" for on-going support in year 2 and 3. The group is receiving county council funding for holiday provision and tendering for other services.</p>
<p>Community Involvement</p> <p>Community involvement is focused on young people and volunteers working with them.</p>

Section 3 – Service Officer View

Where applicable

<p>There are other providers of similar services in the area, for example Mencap and Banbury PHAB/ Gateway. Banbury Young Homeless Project can support around mental health and substance abuse issues. Hanwell Fields Youth Club is inclusive, and riding for the Disabled is available locally. Clubs and open access sessions at Banbury Early Intervention Hub are inclusive. There are alternative possibilities to train volunteers and the Banbury Hub would be happy to consider partnership working in this regard.</p>
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Section 4 – Locality Review Group Assessment

Members supported the project.

Bicester Locality

Bicester Widows Club

Section 1 – Project Overview

From the Website submission

Project Name: Improvement to Lives - Bicester Widows Club
Project Main Aims: To subsidise outings, lunches, speakers.
Amount bid for: £500.00 – total cost
Project Location and Locality (<i>could be countywide</i>): Bicester
Sponsoring Councillor: none contacted

Section 2 – BID Criteria Assessment*

Qualitative assessment

Community Benefits (meets identified need) Funding requested so the Club does not have to increase annual fees for its 39 members. There is no clear wider community benefit.
Innovation and Creativity Seeking funding not for a new but on-going set of activities for existing group.
Sustainable Business Case Reliant on continued grant funding for activities in future years. The Fund is not intended to cover on-going costs and in previous rounds similar bids have not been recommended. No fundraising or other funding is identified.
Community Involvement Involvement is limited to club membership.

Section 3 – Service Officer View

Where applicable

There is very little support for widows. Issues such as depression and illness post bereavement are well known. While we support this service development, a grant would help to provide unspecified activities effectively subsidising the cost to 39 members.

Section 4 – Locality Review Group Assessment

No member comments received.

Oxford Locality

Studio 47

Section 1 – Project Overview

From the Website submission

Project Name: Chowder Bar – Studio 47
Project Main Aims: To deliver a prototype 'pop up' kitchen on a bicycle trailer.
Amount bid for: £500.00 of £787.60
Project Location and Locality (<i>could be countywide</i>): Oxford
Sponsoring Councillor: None

Section 2 – BID Criteria Assessment

Qualitative assessment

<p>Community Benefits (meets identified need) The bid does not include a business plan or outline of which communities will be targeted, numbers of beneficiaries expected or clearer outcomes.</p>
<p>Innovation and Creativity The plan is to encourage communities to interact with one another through eating and occupying unconventional spaces. Similar projects have been successful in parts of Oxford in the past.</p>
<p>Sustainable Business Case The first 'pop up' kitchen has already been held and it is uncertain if a start-up grant is still required.</p>
<p>Community Involvement There is no clear evidence of wider community support for this project.</p>

Section 3 – Service Officer View

Where applicable

There is potential for this to benefit communities in the City. However greater clarity about the proposals is required before benefits can be assessed.
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Section 4 – Locality Review Group Assessment

Members felt that a pop-up kitchen could be a good project but further details would need to be provided.

Thame - Wheatley - Chalgrove - Watlington Locality

Cuddesdon and Denton Parish Council

Section 1 – Project Overview

From the Website submission

Project Name: Play Area Surface Upgrade - Cuddesdon and Denton Parish Council
Project Main Aims: Capital project to replace an old play area surface.
Amount bid for: £14,295.00 of £15,295
Project Location and Locality (<i>could be countywide</i>): Thame - Wheatley - Chalgrove - Watlington
Sponsoring Councillor: Cllr David Turner

Section 2 – BID Criteria Assessment

Qualitative assessment

<p>Community Benefits (meets identified need) Replacement of old surface with a new type that requires less maintenance will significantly reduce the maintenance burden on the Parish Council. Parish plan shows majority of young people using the play equipment.</p>
<p>Innovation and Creativity This bid is for the continuation of an existing activity. In previous rounds, playground improvements have not been funded as the BSF is not intended to fund facilities in their own right.</p>
<p>Sustainable Business Case Bid suggest that the new equipment will remove future maintenance and that there will be no on-going costs. The Parish Council is contributing £1,000.</p>
<p>Community Involvement The Parish Council is fully supportive and a Parish Plan survey suggests that the wider community is behind the project. No evidence of community fundraising.</p>

Section 3 – Service Officer View

Where applicable

There is no doubt that effective outdoor 'play' provision is essential for children's development. However, funding play facilities is not the within the scope of the Fund.
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Section 4 – Locality Review Group Assessment

The local member supports the project.
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Witney Locality

Standlake Parish Council

Section 1 – Project Overview

From the Website submission

Project Name: Windy Way Play Area
Project Main Aims: Creation of a safe play area in Windrush Way, Standlake
Amount bid for: £3,000.00 of £35,523
Project Location and Locality (<i>could be countywide</i>): Witney-Eynsham
Sponsoring Councillor: Cllr Charles Mathew

Section 2 – BID Criteria Assessment

Qualitative assessment

<p>Community Benefits (meets identified need) 30-40 young children in the area would benefit from the project.</p>
<p>Innovation and Creativity Setting up a play area is not innovative and similar bids have not been approved previously.</p>
<p>Sustainable Business Case The majority of funding required has been allocated from other sources. Parish Council are undertaking to maintain the play area in future.</p>
<p>Community Involvement The project was established through a community survey of local residents. It has support from the Parish Council, Oxfordshire Playing Fields Association, District Council, the Community Police and the Housing Association leasing an old car park.</p>

Section 3 – Service Officer View

Where applicable

There is no doubt that effective outdoor 'play' provision is essential for children's development. However, funding play facilities is not the within the scope of the Fund.
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Section 4 – Locality Review Group Assessment

Councillors supported this bid for funds for the Windy Way Playground and believed that other funding should be forthcoming to finance the majority. This playground will service the locality, where there are a predominance of young families at the NW of and over a mile from the centre of Standlake and the main village recreation area.
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Division(s):

CABINET – 17 APRIL 2012

SUPPORTING COMMUNITY TRANSPORT GRANT – PROPOSALS TO UTILISE FUNDING

Report by Interim Deputy Director for Environment & Economy (Highways & Transport)

Introduction

1. Community transport is a key priority for the county council given its importance in supporting the public transport network and enabling access for people who have greater mobility needs. This paper focuses on the proposals for spending the £514,000 one-off funding that we have received from central government to support the development of community transport services, within the context of our existing on-going support to the sector from our revenue budget.

Background

2. Public transport provision in Oxfordshire is widely considered to be good, with a strong rural bus network. Subsidised services have not been subject to the level of cuts experienced in other counties. However, public transport services are not accessible or appropriate to everyone and the council considers it important to enable as many people to access the services they need.
3. There is a range of local car and minibuses operating in communities supported by funding from the county council but as a whole the sector is less developed than other areas. The county council currently supports community transport in a number of ways; direct grant funding available to schemes (from Highways and Transport and the Big Society Fund); support and advice to schemes provided by Oxfordshire Rural Community Council (ORCC) under a service level agreement and; funding for Dial a Ride door-to-door services. Annex 1 sets out the detail of current council support to the sector and funding.
4. The addition of one-off funding from central government provides us the opportunity to stand back and consider more strategically how to maximise community transport provision and value for money from this funding at a time when we know that demand is increasing.
5. A cross-directorate scrutiny members' working group was set up, and meetings with this group have assisted officers in developing our strategic approach and formulating the proposals in this paper. A question and answer session on community transport was held at a meeting of the Growth and Infrastructure Scrutiny Committee, where members were able to question a panel of local stakeholders and officers from other local authorities.

6. Officers also discussed our general approach to community transport with a range of stakeholders; this work is outlined in Annex 1. Feedback from stakeholders on the proposals in this paper is presented in Annex 5.
7. As part of this work an evidence base has been developed, and a summary is provided at Annex 2. The full evidence base is available on request and a copy has been placed in the Members' resource centre.

Strategic Approach

8. Our analysis of existing community transport provision in the county and the cost of the various types of service provided (see Annex 1) has demonstrated that voluntary and community sector run schemes provide a valuable personalised service providing door-to-door transport. Furthermore voluntary and community sector schemes provide excellent value for money due to their not-for-profit status and use of volunteers: a relatively small investment in a scheme can provide a very high level of return in terms of the value of service it can offer.
9. Such schemes offer a high level of support for vulnerable people, which goes beyond transport, with many drivers carrying out tasks such as carrying in and putting away shopping, or accompanying people to their hospital appointments.
10. However, whilst voluntary and community sector schemes can be extremely flexible and responsive to local need, it is recognised that there is a continuing need for a service to cover trips that they cannot meet, because of factors such as lack of volunteer drivers, the absence of a scheme covering a particular locality, or a lack of suitably adapted vehicles for wheelchair users.
11. The new Dial-a-Ride service will provide this basic level of service to those who qualify on the basis of disability or mobility impairment. However, for those that cannot use public bus services, we would primarily want to encourage the use of community schemes wherever possible, because of their value for money and low cost per journey compared with Dial-a-Ride services. It should be noted that transport for eligible Social & Community Services clients to and from Day Centres will continue to be provided by the County Council's in house fleet transport.

12. The diagram below sets out how we propose to prioritise our development of community transport in Oxfordshire.

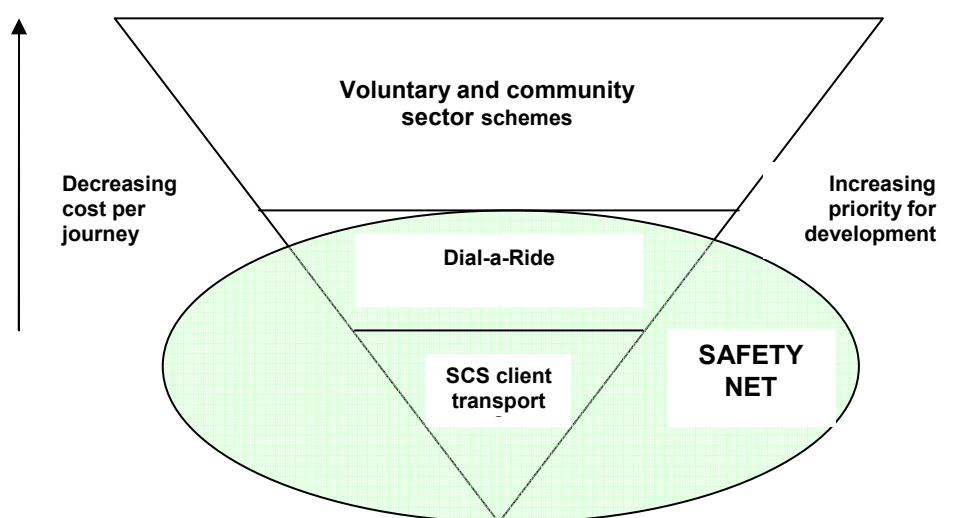



Figure 1: Value for money and priority for development

Funding proposals

13. **It is recommended that members should support Option A** set out in Table 1 below. Alternative options are also possible, provided the total excluding the £110,000 already agreed for dial-a-ride does not exceed £404,000.

Table 1 – Options for spending Supporting Community Transport Funding

		Package Option A	Package Option B	Package Option C	Package Option D
	Top-up for countywide dial-a-ride service (agreed by Cabinet 6 February 2012)	110,000	110,000	110,000	110,000
1	Reserve to top up dial-a-ride service in 2013/14	110,000	59,000	0	Members choose package, not to exceed £404,000.
2	Community engagement/business development role (split over 2 years) to stimulate bids	100,000	100,000	100,000	
3	Marketing and awareness campaign	35,000	50,000	70,000	
4	Surveys of need	10,000	10,000	10,000	
5	Grants to existing and new community transport organisations bidding under 'Big Society' framework	140,000	180,000	220,000	
6	Community car share pilot	6,000	4,800	0	
	TOTAL	511,000	513,800	510,000	


 Less support for dial-a-ride, more for community transport

Rationale for Funding Recommendations:

Dial-a-Ride

14. It was agreed by Cabinet on 6 February that £110,000 of this funding would be put towards topping up the new dial-a-ride service in 2012/13 to ensure that minibuses are available in each district Monday to Friday from 9:00am to 17:00. There is an option to reserve more of this funding to be put towards dial-a-ride in 2013/14 (row 1 Option A in table above) to provide a service equivalent to that in 2012/13. Without it, the service may drop to a 3-day per week, 10:00 to 15:00 service. Option B in Table 1 suggests a sum of £59,000 to support dial-a-ride. Based on current prices, this would enable either a 3-day per week 9:00 to 17:00 service or a 5-day per week 10:00-15:00 service to be provided across the county. However, this would be a reduction over the current level of service which may not be acceptable if community schemes have not yet increased their capacity sufficiently.

Increasing the capacity of the community transport sector

15. It is proposed that the remaining funding is spent primarily on developing the community transport sector to help meet the growing demand. It is unlikely that the required increase in capacity can come from existing schemes alone: a strong programme of community engagement and business development is needed to stimulate the development of new schemes, particularly in areas where there is currently none.
16. Bids would be invited from, and grants awarded to community transport organisations through the Big Society grant funding process, and a sum would be transferred from the Supporting Community Transport fund into the Big Society fund for this purpose (row 5, Table 1). It is recommended that awards would be over a two year period. In line with the criteria for Big Society grants, a business case would be required to show that the additional service made possible by the grant is sustainable without further funding from the county council.
17. To support new schemes to come forward a new, two year, role is proposed which will stimulate new transport schemes in communities particularly in those localities where there is little or no community transport currently (see row 2, Table 1). The post holder will work closely with communities and town and parish councils to develop plans and support them in accessing funding for their projects. Annex 3 provides a description of this proposed role. This role would complement but not overlap with, the ORCC Community Transport Advisor role which the council will continue to fund in 2012/13 (based on recommendations to the Transport Cabinet Member Decisions meeting in Feb 2012). The ORCC role is more focussed on providing practical advice to existing schemes and supporting communities to undertake transport needs analysis. The level of funding proposed for this fixed term post is comparable to the funding we provide to ORCC for the Community Transport Advisor. It will also be important to work closely with Social and Community Services and the voluntary sector organisations they contract with as the day opportunities strategy is developed and the transport implications of this are known.

18. Increasing awareness of community transport and enabling people to access it, stimulating interest from communities to develop new schemes, and attracting volunteers are key to growing the sector. £35,000 is proposed for a marketing and awareness campaign, to be commissioned and overseen by the community engagement/business development role (row 3 in Table1). This will strengthen the Oxtail information line, and build on relationships we already have with the community transport sector. The programme will include website improvements to provide location specific information based on post-code details, linked with information about a range of transport options. In addition, we would seek to work with stakeholders to raise the profile and need for community Transport schemes. Age UK for example, is keen to work with us to promote ways of meeting the transport needs of older people.
19. Community transport scheme coverage has been mapped (see Annex A), and factors likely to contribute to the need for a scheme, have been mapped across the county. This information, backed up by surveys of need, will be used to help target development where it is most needed. It is recommended that a sum is reserved to fund needs survey work (row 4, Table 1). Some of this could be made available to community transport schemes and prospective schemes to carry out needs surveys to support Big Society bids.
20. It is not possible to predict how many bids will come forward. Despite our best efforts, the response may be limited, and it may be necessary to redirect resources in order to meet needs in a different way. Therefore, this report recommends that there is a degree of flexibility in the funding arrangements and that money transferred into the Big Society fund could be redirected if insufficient bids are forthcoming. Cabinet are asked to delegate authority to the Cabinet Member for Transport to implement changes to the funding arrangements in response to this situation should it arise (see Recommendation B).

Community car share

21. Building on the success of Oxfordshire Carshare, the free-to-use database which links people together to share car journeys, and is part of the national Liftshare network, it is recommended to reserve some funding for piloting community carshare schemes. These would be based on community focused websites, using the Liftshare database, offering people the option of sharing car journeys only with individuals in their own community, or more widely within Oxfordshire or beyond, if they prefer. It could be used for regular or one-off trips, by people offering or seeking lifts, and could be very valuable for people without access to a car or public transport. In particular, it could help some older people make their own arrangements and reduce the burden on volunteer schemes or dial-a-ride.
22. Community car share schemes are shortly to be piloted by Liftshare in Somerset, and would cost about £400 per community scheme to set up, with a £400 ongoing licence fee. If a pilot was successful, this may be something that parish councils would choose to fund. It is proposed to fund the set up charges, plus two years' licence fees, and could be piloted in two or more localities.

Links to existing revenue funding for Community Transport and opportunities for future funding

23. It is important that this additional funding is not allocated in isolation from existing revenue funding for community transport. Currently a number of community schemes receive grant funding to support on-going revenue costs, which is allocated in line with the Bus Strategy. It is proposed that alongside the work to stimulate development of the sector we review our approach and criteria for providing on-going revenue support to community transport schemes to ensure that we are consistent.
24. In addition to the proposals set out in this report work is beginning to scope a wider project to ensure that council provided transport (and potential for work with partners) best meets local needs and delivers best value. This project aims to look at all transport provided in an area, and is expected to generate efficiencies which could be reinvested in community transport.

Views of stakeholders

25. An outline of these proposals (without a recommended breakdown of sums against each element as has been provided in this report) was sent to the following groups for comment: Oxfordshire Rural Community Council, representatives from all Oxfordshire district councils, Oxfordshire Association of Local Councils, Age UK Oxfordshire, Oxfordshire Unlimited, My Life My Choice, Oxfordshire PCT, South Central Ambulance Service, Oxfordshire Community and Voluntary Action, and Volunteer-Link Up. All comments received are listed in Annex 5, together with an officer response.

Financial and staff implications

26. The funding options presented have been developed in the knowledge that the funding available is one-off and therefore do not present any on-going financial obligations for the council. However it is likely that as a result of the additional funding the number of community transport schemes in the county will increase demanding a consistent and transparent approach to the allocation of the community transport revenue budget.
27. The task of securing and managing the community engagement and business development role, as well as managing the process of reviewing bids and awarding grants, can be covered from existing staffing resources.

Legal Implications

28. All successful bids for funding will be subject to a funding agreement and new schemes will be offered support and guidance in establishing themselves to ensure that all legal and insurance requirements are complied with.
29. Any work that is commissioned to another organisation will have appropriate funding/commissioning arrangements in place.

Equality and inclusion implications

30. These proposals have been designed to maximise and sustain additional support to those groups which find it difficult to access public and private transport options. The detailed assessment of how these proposals will impact on specific groups in the community and mitigating actions are set out in the accompanying impact assessment.
31. Overall it is considered that this additional one-off funding will enable the Council to positively impact on several vulnerable groups.

Risk implications

32. The main risk associated with these proposals is that new schemes that are developed are not sustainable. The mitigation for this is the support and guidance proposed through the 'business development' role and the requirement for bids to be accompanied by a business case setting out council funding requirements for a period not exceeding 2 years.

RECOMMENDATIONS

33. Cabinet is RECOMMENDED to:

- (a) agree the allocation of Supporting Community Transport funding according to package A, or other option preferred by Cabinet.**
- (b) delegate to the Cabinet Member for Transport any amendments considered necessary to the funding proposals according to take-up of funding and need.**
- (c) review our approach to the future allocation of revenue funding as a consequence of these funding proposals.**

MARK KEMP

Interim Deputy Director for Environment and Economy – Highways and Transport

Annexes

Annex 1: The current picture of community transport in Oxfordshire

Annex 2: Evidence of growing demand/need for Community Transport in Oxfordshire

Annex 3: Community Transport: Community Engagement and Business Development Role Description

Annex 4: Service and Community Impact Assessment

Annex 5: Comments from stakeholders

Background Papers

Community Transport Evidence Base March 2012

Contact Officers:

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March 2012

The current picture of community transport in Oxfordshire

Dial a ride

34. Community Transport is transport provision which is undertaken by locally-organised, very often volunteer-led associations, acting for the good of their local community, and usually without a view to making a profit. In Oxfordshire, community transport is also taken to cover Dial-a-Ride services, which are wholly funded by the county and district councils, employing paid staff. These are bookable, demand-responsive minibus services for disabled and mobility-impaired registered members who cannot use, or who find it difficult to use public transport. There are currently approximately 2,800 registered users, making a total of 65,000 journeys a year. The service is not available for hospital appointments: 50% of journeys are for shopping, 15% for 'visiting', 4% for sightseeing, 2% for education, 1% for work, and 28% for medical or 'other' reasons.
35. While dial-a-ride coverage is currently uneven, with most provision in Cherwell, and none at all in South Oxfordshire, under new arrangements from 1 April (which in 2012/13 will be funded in part from £110,00 taken from the Supporting Community Transport funding), the service will be evenly spread across the county in terms of the number of buses per district council area operating Monday to Friday from 9:00 to 17:00, unless individual district councils choose to top-up the service in their area.

Minibus schemes

36. In addition to the council funded dial-a-ride service, there are some 13 community transport minibus schemes operating in Oxfordshire. These are limited in extent and not evenly spread, and generally provide bookable travel for their members to fixed destinations on certain days of the week - i.e. they are not taxi services available to take people to a range of individual destinations. A few minibus schemes provide timetabled local public bus services. They receive funding from a variety of sources, including local fundraising and fares.

Volunteer car schemes

37. There are also over 60 volunteer car schemes in Oxfordshire. These offer flexible, individual transport, often providing companionship and elements of care as well; for example, drivers will frequently accompany people to their hospital appointments or in some cases put shopping away. Their scope depends very much on the individual scheme: some exist only to provide trips to healthcare appointments, some only provide trips for residents of a particular parish, and some are more flexible than others about which clients are eligible. They also vary in scale, with some providing many more trips than others. Coverage of the county is therefore uneven and incomplete. Annex 2 includes the location and scope of car schemes (Figures 5 and 6). Funding arrangements vary, but most schemes charge or ask for drivers' expenses of up to 45 pence per mile.
38. With all car schemes dependent on volunteers, the ability to meet an individual booking depends on the availability and willingness of a volunteer to provide the particular trip requirement. Many schemes report difficulty in recruiting new

volunteers. The majority of schemes say they are able to meet demand, although it is not known how widely some of the schemes are publicised.

39. Information on community transport schemes is maintained by ORCC and published in a directory. This information is used by the county council's travel advice line, OXTAIL, which is promoted by healthcare and social services professionals. The county council also funds a Community Transport Adviser based at ORCC to provide an information, advice and support service for community transport services, and communities wishing to establish a new community transport service.
40. County council revenue spending on Community Transport breaks down as shown in Table 2 below.

Table 2 – county council revenue funding for community transport

ORCC Community Transport Advisor post*	£26,290 OCC £18,195 Contribution from districts	To provide an information, advice and support service for community transport schemes, and to rural communities wishing to establish a new scheme.
Dial a Ride**	£268,954 OCC includes £110,000 from Supporting Community Transport grant funding + districts' top-up where applicable	Provision of one bus per day Monday to Friday per district area, between 9:00 and 17:00 + districts' top-up where applicable
Grants to community minibus schemes 2011/12	£2,721.34	Watlington CIC
<i>From Community Transport budget</i>	£5,665.73	Swindon Dial a Ride (Watchfield Shopperbus service)
	£1,500.00	Swyncombe Life Line
	£1,249.18	Readibus
<i>From Bus Subsidy budget</i>	£10,000	Faringdon Community Bus
	£5,800	Stanford in the Vale Community Bus
	£10,000	Villager (West Oxon rural bus services)
Grants to community car schemes 2011/12	£6015.42	Wantage Independent Advice Centre
	£2608.00	West Oxon Volunteer Link Up
	£1000.00	Cholsey Car Scheme
	£2000.00	Didcot Car Scheme
Support for Unlimited	£2000	As part of its remit, Unlimited provides 'Travel with Confidence' training (supported by Oxford Bus Company) to help disabled people to use public transport.

*Based on recommendations to Cabinet Member Decisions Feb 2012

** Based on recommendations to Cabinet Feb 2012

41. This Council's funding includes modest grants to some of the community transport organisations to support their ongoing costs. It is proposed to continue the current arrangement of making these small grants available. They are designed to enable wider participation in social, recreational and community activities. Particular beneficiaries of such schemes are elderly and young people who have no access to alternative means of transport. CT schemes are typically

able to deliver such mobility benefits very cost-effectively, and the Council sees value in supporting such community-led initiatives. These grants are approved individually by the Cabinet Member for Transport. It is also proposed to continue to support Unlimited, whose 'Travel with Confidence' programme helps disabled people to use public buses rather than becoming dependent on door-to-door transport for all trips. The travel advice line 'Oxtail' is provided within Social and Community Services, and we propose that this continues.

Stakeholder engagement

42. We have had discussions with stakeholders about community transport generally and these funding proposals. Officers held meetings with Age UK, representing older people, Unlimited representing physically disabled people including those with age related disabilities, and My Life My Choice, representing people with learning disabilities. These are the groups of people who are the main users of community transport.
43. The views of internal colleagues with an interest in community transport were also sought via the community transport strategy project team, which included membership from Social and Community Services, and Children, Education and Families. An outline of the approach proposed in this paper has been presented to, and was well received by, senior leadership teams from all directorates.
44. As part of the re-tendering exercise for Dial-a-Ride services, a survey of all registered members of the schemes was carried out. While this was specifically about Dial-a-Ride rather than community transport generally, it provided useful information about journey patterns and preferences among a group reliant on door-to-door transport. Feedback from this survey was reported to Cabinet on 6 February 2012.
45. To support this project, a survey of all community transport schemes in Oxfordshire was carried out, to get up-to-date information about their scope and scale, the demand for their services, and the support they needed. We attended a seminar run by ORCC for scheme coordinators, and met with ORCC's Community Transport Advisor and representatives from community transport schemes including West Oxfordshire Volunteer Link-up, Wantage Independent Advice Centre, and FISH Sonning Common. We are very grateful to these representatives for giving their valuable time to advise us. An extended meeting of the Oxfordshire Community Transport and Accessibility Transport was held specifically to discuss community transport strategy. This included district council representatives, ORCC, Oxfordshire Association of Local Councils, Oxfordshire PCT and South Central Ambulance Service, Community Transport Association, and Oxfordshire Community and Voluntary Action.
46. These discussions have proved informative in gaining a better understanding of the CT sector in the county but specifically in formulating the funding proposals in this report.

Evidence of growing demand/need for Community Transport in Oxfordshire

The ageing population

47. There is likely to be almost 2,000 more people aged 85 years and over in Oxfordshire by 2016. Almost half of this increase will be in rural areas. If recent demographic trends continue, the number of older people in Oxfordshire will increase substantially over the next 25 years, with the most significant increase in the number of people aged 85 and over. This age group is projected to more than double, from 14,200 in 2008 to 37,600 in 2033 – see Figure 2.

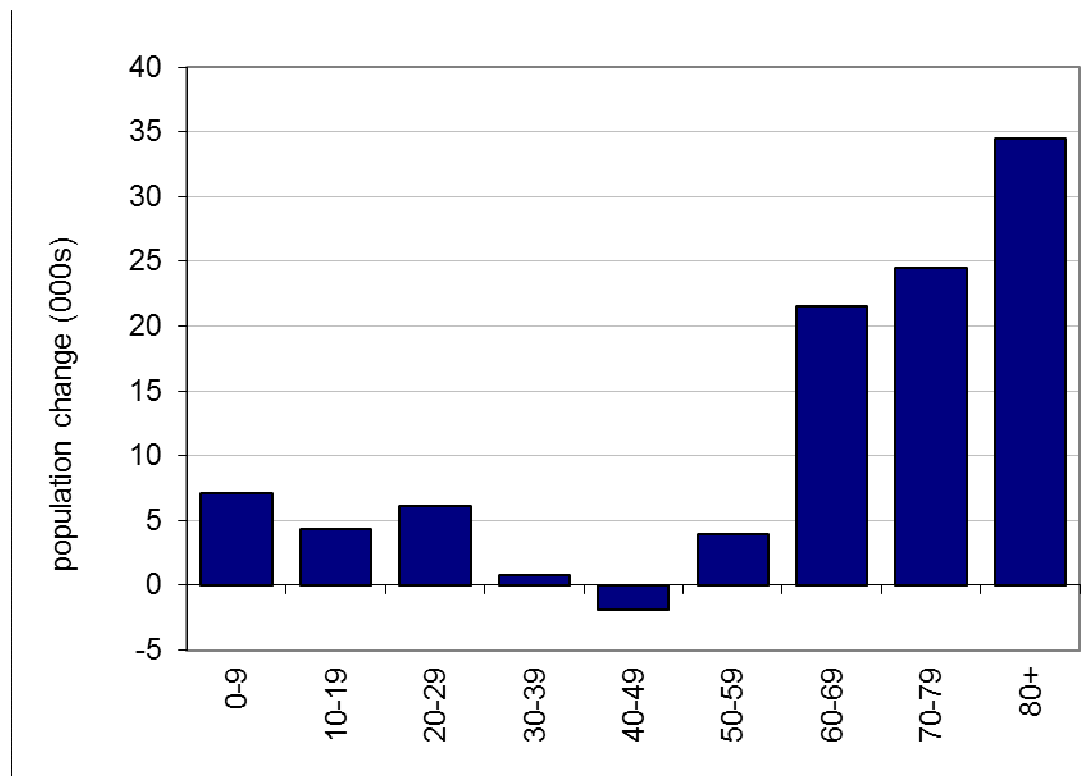


Figure 2: Oxfordshire's population change by age, 2008 to 2033

48. Older people, and the 85+ age group in particular, are more likely to be dependent than younger people on vehicular transport all the way from their door to their destination. This may be due to age related disability and ill health, walking difficulties, difficulty carrying shopping, fears about falling, or about personal security. Car ownership among the older population is much lower than in the population generally: 31.6% of pensioner households in the county do not have a car compared to 18% of all households (based on Census Survey 2001). By the age of 85 many people will have given up driving because of health problems or loss of confidence. For older people unable to drive, getting a lift can be more difficult as their circle of friends and family with cars gets smaller.
49. Even for those able to walk to a bus stop, people in the 85+ age group are more likely to be affected by lack of seating or shelters at bus stops, fear of falling while finding a seat on a moving bus, and fears about personal security.

50. This is not to deny that there are difficulties for able bodied younger people without access to a car, but they are more likely to be able to walk or cycle to their destination or to access public transport.

People with disabilities

51. Over 19,000 people in Oxfordshire claim Disability Living Allowance, which is available to people under the age of 65. More than 9,000 of these receive the higher rate of mobility award for the most severe mobility problems. In consultation we have done, groups representing disabled people said that they would prefer to keep their independence by using public transport, but many find this difficult. Disability covers a wide range of conditions, but people within this group are more likely to be dependent on door-to-door transport.
52. People over the age of 65 who need someone to help look after them because of physical or mental disability can claim Attendance Allowance: in May 2011 there were 14,625 people in Oxfordshire claiming this benefit, though this will not necessarily include all those who are dependent on door-to-door transport.

Access to services

53. Oxfordshire is the most rural county in the South East Region, and whilst it has a good network of public transport compared to many rural counties, some areas of the county score poorly on distance to services, according to the 2010 Indices of Deprivation. Access to hospitals is a particular problem, with more than half the county's wards containing households over 60 minutes away from a hospital by public transport. Long public transport journeys may not be feasible for older and disabled people (who would be able to make shorter journeys) due to changes, timetable limitations, and lack of toilet facilities.
54. Figures 3 and 4 give a picture of accessibility by public transport across the county, in terms of the number of residences more than 500m from a defined level of bus service.¹ Figure 3 shows ward areas, coloured according to the

¹ The level of service being tested for at each residential address is defined as follows:

- The address has one or more bus stops within 500m (straight-line distance);
- At least one of these stops has buses calling in three or more of the 5 following time slots:
 - Early morning (0600 to 0830)
 - Mid morning (0830 to 1059)
 - Lunchtime (1100 to 1529)
 - Afternoon (1530 to 1800)
 - Evening (1800 to 2200)

Bus services are only included in the analysis where the service runs each weekday (on Mondays, Tuesdays, Wednesdays, Thursdays and Fridays) and the service runs all year around (not only in or out of school term-time).

This excludes some bus services, but it is indicative of a service that allows a degree of flexibility and is useful for meeting a variety of appointments and other requirements.

Note that some wards may have good bus services running through them but have a high number of properties more than 500m from bus stops: this will result in them showing as having poor accessibility in this mapping.

percentage of individual residential addresses within that ward that have the level of bus accessibility tested for. Figure 4 is based on the same data, but shows numbers instead of percentages. Dark areas of both maps indicate areas where fewer addresses have the level of bus accessibility being tested for (where accessibility is poorer). Note that this mapping shows some surprising results in urban areas: some of these may be as a result of higher density of residences just outside the 500m range, but nevertheless it is indicative of the potential number of people who might be unable to access a bus service, particularly where these areas coincide with high numbers of elderly people.

55. The ability to continue using public transport, or to start using it when they cease driving, will depend on where a person lives: in general access is poorer in rural areas but there are also some pockets of poor accessibility in urban areas.
56. People attending hospital outpatient clinics may qualify for non-emergency patient transport (NEPT), provided by South Central Ambulance Service on behalf of Oxfordshire PCT, if they meet certain medical criteria. During the course of 2012, the PCT will be moving to a more strict enforcement of their medical criteria. This means that there will be a growing number of people needing to find an alternative way of getting to hospital. An estimated 8,000-9,000 patient journeys per month are provided free of charge by the PCT, of which a little over 40% are thought to be 'walking patients' who may no longer qualify. Some of these will be unable to get a lift from friend or family and unable to use public transport, and will therefore be looking to voluntary car schemes.
57. The County Council's Integrated Transport Unit provides free transport to day centres for eligible Social and Community Services clients. Most of this is in specially adapted minibuses, but some of the trips are provided by taxi. There are currently about 1,200 eligible people, with around 4,100 trips being provided per month. With the proposed changes to council funded day opportunities and the increase in personal budgets, social care clients may instead choose to spend their personal budgets on individual activities of their choice, and many are likely to rely on bookable door-to-door transport to access them. Some may need specialist transport and staff trained to deal with particular disabilities.

Reducing social isolation

58. According to Age UK, transport is at the top of the list of concerns raised by older people. Being able to get about is vital to maintaining the ability to live independently. If older people are able to live independently and play a part in their community, it is not only a benefit to themselves and their families but to society generally. The need to get about is not just about accessing services: social activity, which includes shopping, is important in combating social isolation, which has been shown to cause mental health problems.

Figure 3: Public bus service accessibility based on % of addresses

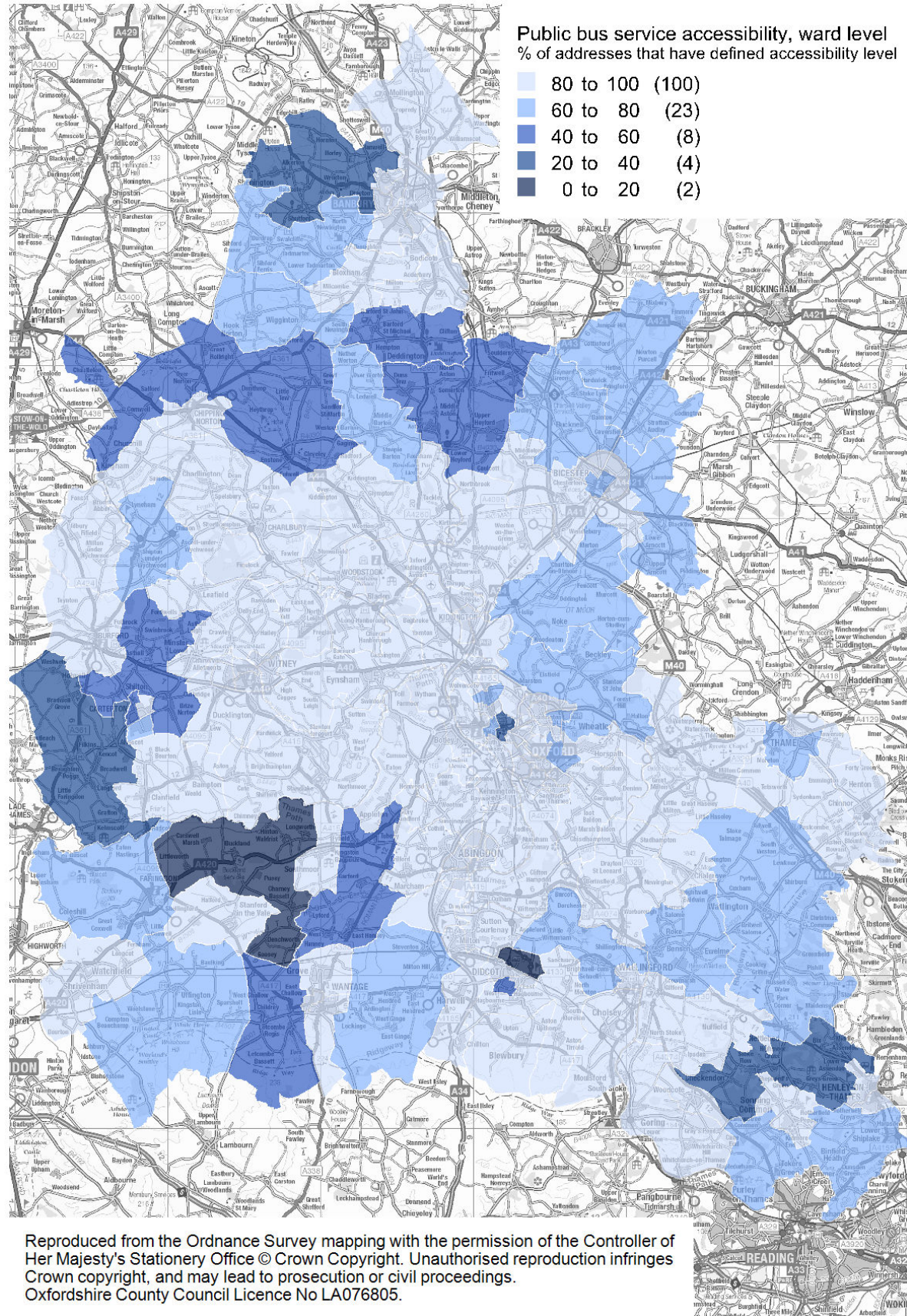


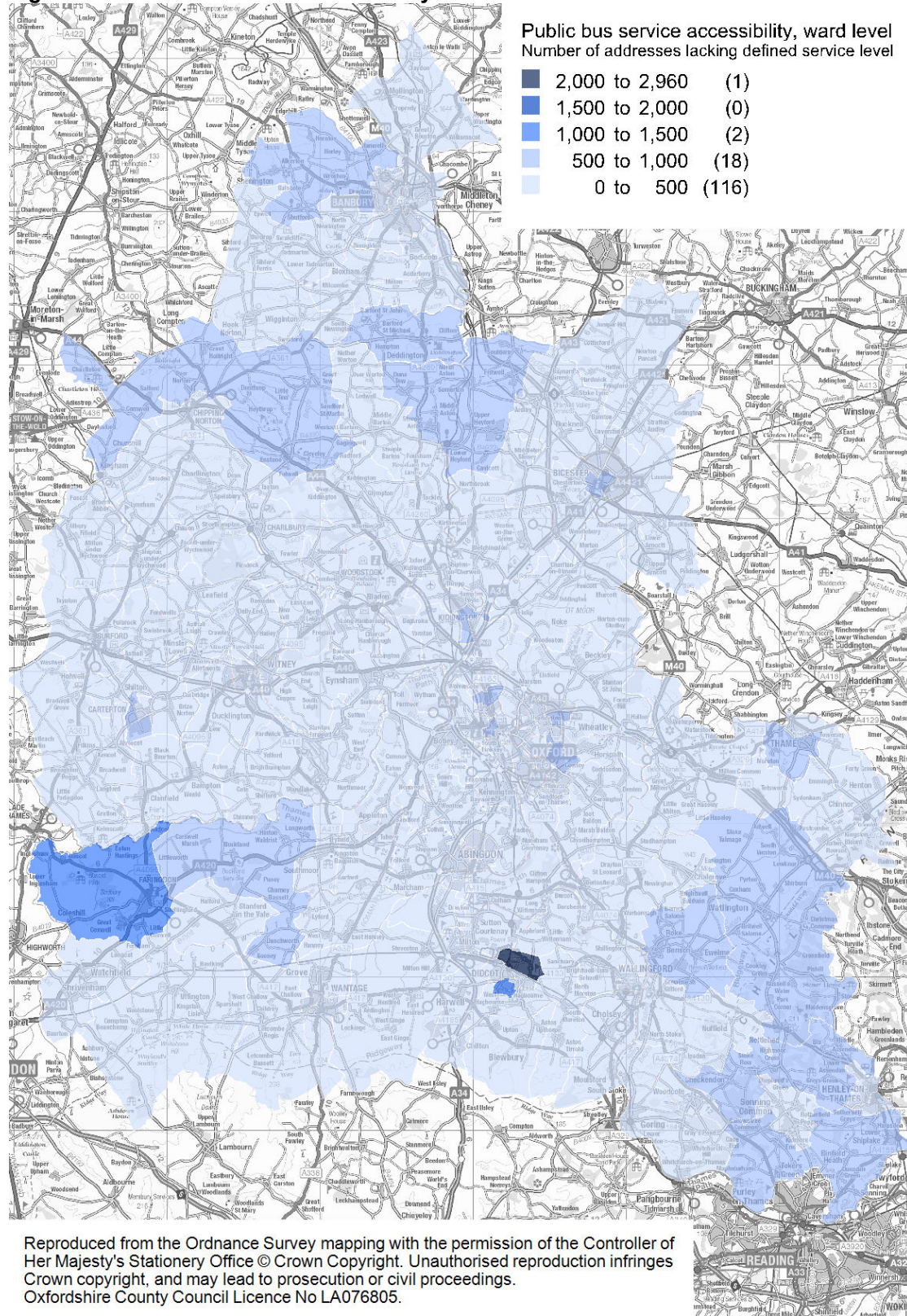
Figure 4: Public bus service accessibility based on number of addresses

Figure 5 Volunteer car schemes providing trips for medical and healthcare purposes only

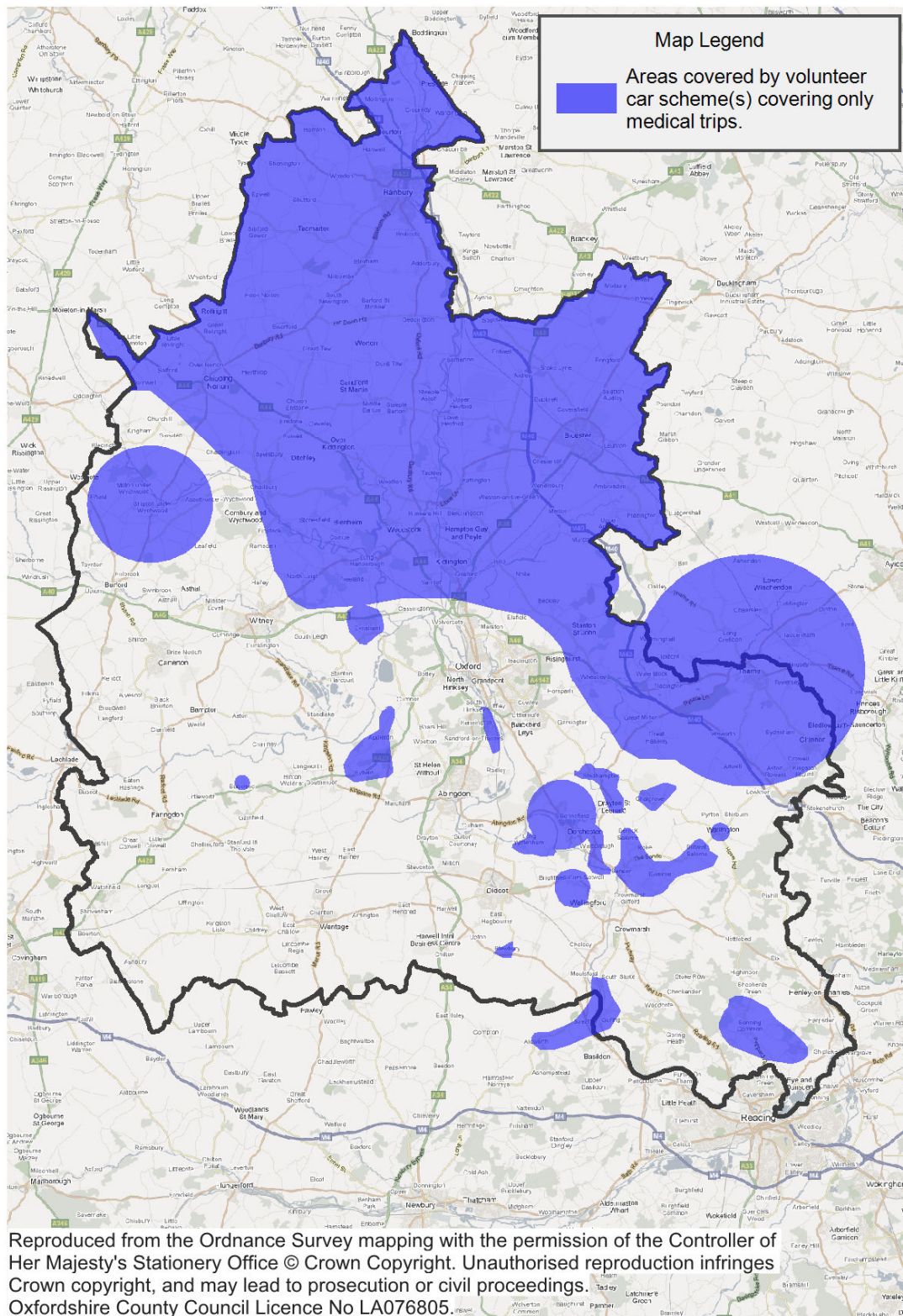
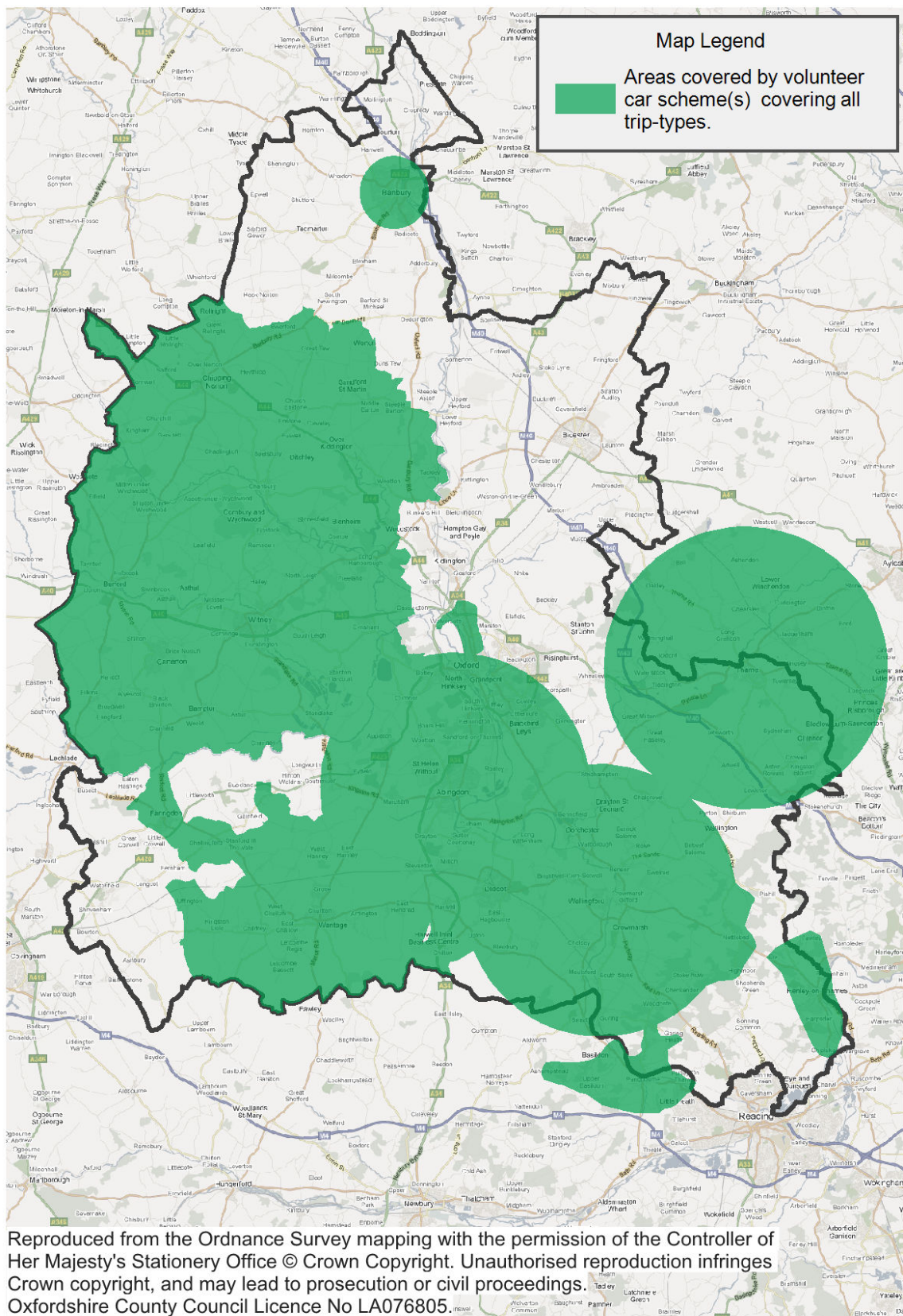


Figure 6 Volunteer car schemes providing trips for any purpose



Community Transport: Community Engagement and Business Development Role Description**MAIN OBJECTIVE:**

To develop and grow the community transport sector in Oxfordshire, by encouraging and supporting the growth of existing community transport schemes and the development of new schemes.

OUTCOME:

A greater number of community transport trips of a high quality standard, to a greater number and range of customers (including those with disabilities), across a greater area of the county and to a wider range of destinations.

TASKS:

- To work with existing community transport schemes to explore ways in which they can expand their service in terms of capacity, coverage, and provision for people with a range of disabilities.
- To support schemes wishing to expand, including helping them to develop bids for the county council's Big Society Funding, as well as seeking funding from other sources.
- To develop and implement a programme of community engagement in areas where there is a need for new community transport schemes, stimulating interest in communities and supporting them in developing new schemes. This will include helping them to develop bids for Big Society Funding.
- To develop and implement marketing activities to promote awareness of and involvement in community transport, and encourage take-up of new schemes.
- To work closely and coordinate activities with the Community Transport Advisor (currently based within Oxfordshire Rural Community Council), and coordinate community engagement activities closely with the wider work of county, district, town and parish councils, keeping local county councillors informed of activities in their area.
- To coordinate activities with other organisations with an interest in community transport, developing partnerships where possible to help deliver growth in community transport capacity.
- To carry out surveys or assist communities to carry out surveys to establish the need for community transport in targeted areas.
- To work closely with the council's volunteering infrastructure provider to encourage volunteering for community transport.

The postholder will be expected to work closely with the Assistant Public Transport Officer and other colleagues at Oxfordshire County Council, including Social and Community Services. They will also work closely with the Community Transport Advisor, who is currently based at Oxfordshire Rural Community Council, and whose role is described below.

Community Transport Advisor (currently based within ORCC)

The Community Transport Advisor's role will be primarily focused on supporting and working directly with parish councils and community transport scheme coordinators.

Their main activities will be to:

- Provide an on-going information, advice and support service for community transport schemes including information, advice and training on:
 - Opportunities to benefit from new and existing funding or other support initiatives, e.g. the Octabadge scheme.
 - New legislation or other policy developments affecting CT operations.

- Effective community transport operational practice.
- Recruitment and support of volunteers.
- Produce a Community Transport Directory providing information about CT and appropriate other services available within the county including vehicles available to other groups ('Brokerage').
- Investigate and document local needs including facilitation and analysis of local transport needs surveys.

They will also provide support to and work closely with the Community Engagement and Business Development Role, to:

- Promote the concept and possibility of community transport provision particularly in villages where an existing transport service is threatened or withdrawn.
- Provide advice and community project development support to rural communities wishing to establish a new community transport service in response to an identified need.
- Liaise effectively and work in partnership with local authorities and transport operators.

Service and Community Impact Assessment

COMMUNITY TRANSPORT – STRATEGIC APPROACH AND FUNDING PROPOSALS

Lead Officer: Joy White

Purpose of the Assessment: This document is an equality assessment of the impact of the proposed spending of £0.5 million of one-off government grant for supporting community transport on the communities of Oxfordshire, with particular reference to groups of people who share protected characteristics.

Section 149 of the Equalities Act 2010 (“the 2010 Act”) imposes a duty on the 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 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: This proposal aims to use one-off government funding to improve the availability of transport particularly for those people who do not have access to a car and cannot use public transport, walk or cycle to their destination. The people most likely to fall into this category are older people, in particular in the higher age groups, and people with disabilities.

Some of the funding would be put into supporting the new county-wide dial-a-ride service, while a larger amount would be put into developing and stimulating the community transport sector, which includes community minibus and volunteer car schemes, to provide more trips. Community engagement activity would be targeted at improving capacity in localities where there is considered to be most need, based on existing scheme availability, as well as demographic and other factors, backed up by surveys of need. This would seek to prevent people from being disadvantaged as a result of their location of residence.

These proposals have been designed to maximise and sustain additional support to those people who find it difficult to access public and private transport options. Overall it is considered that this additional one-off funding will enable us to positively impact on several vulnerable groups.

Consultation

Public consultation has not been carried out on these proposals, because they are merely about spending one-off grant funding and have no foreseeable negative impacts. However, the strategic approach on which the proposals are based, has been influenced by discussions with stakeholders and surveys of dial-a-ride users and community transport scheme coordinators. Further details on stakeholder engagement are provided in Annex 1.

Risks

The main risk associated with this proposal is that it will not have the desired result: any additional capacity may be insufficient to meet increasing demand, and may not be financially sustainable. If this is the case, then an increasing number of elderly and disabled people may find themselves without transport in future years. However, this would not be worse than a 'do nothing' option of maintaining the status quo (based on the 2012/13 dial-a-ride level of provision). Mitigations for this risk are as follows:

Risk:	Mitigations
Proposals fail to increase and sustain the increase in capacity to provide transport for people who do not have access to a car and cannot walk, cycle or use public transport to their destination (mainly older and disabled people).	<ul style="list-style-type: none"> • The proposals are designed to maximise possible supply of new schemes and volunteers, including a new Community Engagement and Business Development role to grow the community transport sector in Oxfordshire (new and existing schemes) and support for piloting community carshare schemes to build on the success of Oxfordshire Carshare. • The process of assessing bids and the support provided as part of the proposals will ensure that enhancements to existing schemes, and new schemes, are planned to be financially sustainable. • Recommendations include money to be set aside to help support dial-a-

	<p>ride in 2013/14 as community transport capacity is unlikely to significantly increase before then.</p> <ul style="list-style-type: none"> • We will seek to ensure that future reviews of council provided transport take needs into account, and that efficiency savings arising from reviews are targeted, in part, to improving accessibility for older and disabled people. This includes allocating money to surveying needs, to use as a basis for targeting development where it is most needed (along with needs analysis work planned as part of monitoring new proposals for dial-a-ride). • Our wider transport policies and strategy will seek to ensure that as many people as possible can walk, cycle or use public transport to their destination for as long as possible, thus delaying the time when they become dependent on community transport or dial-a-ride.
People may not be aware of the range of transport options available to them, or feel confident enough to use them	<ul style="list-style-type: none"> • A marketing and awareness campaign is proposed to increase awareness of community transport and how to access it. • Work is also planned with stakeholders (including Age UK) to raise the profile of community transport schemes. • For people who feel they could (with some experience) use a standard easy access low floor bus, 'Travel with Confidence' training is offered via OCC's specialist travel planning service called OxTAIL.

Alternative approaches

The following alternative approaches or areas of spend could have been recommended, but were not, for the reasons given.

Alternative approach	Reasons why not recommended
More spending on Dial-a-Ride	Dial-a-ride has a high cost per journey and more trips can be provided for less money by the community transport sector. In the current financial climate, and in the face of increasing demand, it is important to maximise capacity with the available funding.
Implementing a central booking system for	Based on advice from ORCC's Community

community transport across the whole county.	Transport Advisor, Many of the community transport schemes in Oxfordshire are unlikely to want to be organised in this way and would prefer to remain locally focussed. It is also not clear how a central booking service would be funded in the future.
Developing schemes aimed more at younger people in rural areas with limited transport options, e.g. jobseekers, young people, people on low incomes.	There is a less pressing need among these groups – the ageing population is of greater concern in terms of numbers, and it is felt that younger, able bodied people generally have more transport options available to them: even though their options may be limited and difficult, they are more likely to be possible.

Impact on customers:

The policy has an impact related to age and disability, gender, pregnancy and maternity, and religion or belief. These are discussed below:

Age and disability:

Dial-a-ride and most community transport schemes provide door-to-door transport which many people with disabilities or mobility impairment, including those with age-related disability and mobility impairment, need to get about. While these proposals would not increase the capacity of council provided dial-a-ride services, they are aimed at increasing the capacity for door-to-door services provided by the community transport sector. If successful, this is a positive discriminatory use of the funding towards older people and disabled people of all ages.

However, while the dial-a-ride service uses special vehicles, enabling passengers who cannot transfer from wheelchairs to use the service, most of the volunteer car schemes and some of the community transport minibus schemes do not have suitably adapted vehicles. This means that as the number of people who are unable to transfer from wheelchairs increases over time (which it will, assuming they remain the same or greater as a proportion of the general population of Oxfordshire), and assuming dial-a-ride capacity does not increase, there may be a greater number of such people without access to transport.

The dial-a-ride service also uses drivers specially trained in a variety of mobility and disability needs, whereas many volunteers may lack training, experience or confidence to provide the level of support needed to some customers.

The proposals will not have a negative effect on younger people without disabilities, because they do not involve a reduction in any other services. Some existing community transport schemes are not restricted to older or disabled people, and the award of funding to community transport schemes would not be contingent on restrictive eligibility criteria being in place.

Risks	Mitigation
More people requiring wheelchair accessible door-to-door transport unable to travel.	<p>Enhancements to existing community transport schemes and the development of new schemes that provide wheelchair accessible transport, would be encouraged through the community engagement/business development role. Bids which include the provision of wheelchair accessible transport would be considered favourably.</p> <p>Dial-a-Ride service will be monitored to note unmet demand. This information will be shared with district and county officers via a cross authority working group. All local</p>

	<p>authorities will have the potential to increase resources via the dial-a-ride contract.</p> <p>For people who feel they could (with some experience) use a standard, easy access, low floor bus, 'Travel with Confidence' training is offered via OCC's specialist travel planning service called OXTAIL.</p> <p>Our wider transport policies and strategy will seek to ensure that as many people as possible can walk, cycle or use public transport to reach their destination for as long as possible, thus delaying the time when they become dependent on community transport or dial-a-ride</p>
Potential drop in level of support to people with complex mobility needs or particular disabilities due to unavailability of trained staff.	MIDAS industry-standard training will be available to community transport schemes through the Integrated Transport Unit in 2012/13. Training is also available commercially and schemes would be encouraged through the bidding process to ensure that volunteers and any paid staff were fully trained.

Gender, Pregnancy and maternity:

Since the proposals do not involve a reduction in public transport there is unlikely to be a significant impact on pregnant women and people with young children. However, since these people may qualify temporarily for dial-a-ride services, and would not qualify for some existing community transport schemes, there may be a slight reduction in availability of door-to-door transport for them as the balance shifts away from dial-a-ride provision towards community transport schemes.

All services would be required to operate without gender discrimination. However, it could be argued that the risks highlighted under Age and Disability disproportionately affect women, as there are more women than men in Oxfordshire, particularly among older age groups and fewer older women drive cars.

Risks	Mitigation
Women may be more disadvantaged by changes in service provision	There is no bias in the provision of this service. It is booked on a first come first served principle.
Women may feel uncomfortable using the service if all the drivers are male and/or they have specific support requirements	Staff managing and delivering this service will be of either sex allowing flexibility All staff will be provided with training in supporting individuals with particular needs.
It is possible that pregnant women and people with small children would find it harder to access door to door transport in future.	Community transport schemes would be encouraged to apply flexible eligibility criteria that cover temporary difficulties in using public transport.

Religion or belief:

Current dial-a-ride services are focussed on Monday-to-Friday provision, as are most community transport schemes. It is possible that people whose faith and beliefs require them to participate in religious observance on such days could use these services to access places of communal worship, whereas people who have such a requirement on Saturdays or Sundays could not.

Some volunteer-led car schemes may be able to meet needs for journeys to places of worship at weekends, and it is believed that many faith communities will be likely themselves to have in place arrangements to bring disabled or mobility-impaired worshippers to such weekend gatherings.

Risks	Mitigation
Absence of a DaR service or community transport at weekends and evenings could prevent people practicing some faiths or beliefs whilst others have a service.	Consultation with existing Dial-a-Ride users shows little demand for service to religious observance beyond core days for services. It is possible however that enhancements District Councils might choose to make could extend Dial-a-Ride services in to evenings and weekends. Volunteer led community car schemes and local networks- accessed via OxTAIL travel advice line - can advise alternate solutions.
DaR staff and volunteers may not be sensitive to perceived barriers/ or may not understand belief behaviours.	Dial-a-Ride staff will receive equality & diversity based training, and community transport schemes would be encouraged to ensure that volunteers and any paid staff were similarly trained.

Other protected groups

It is not believed that this policy has any impact on gender re-assignment, race, marriage and civil partnership or sexual orientation.

Impact on providers:

The proposals in this paper would impact positively on the not-for-profit community transport sector, allowing existing schemes the possibility of expanding, and enabling new schemes to start up. As there is strong and growing demand for community transport, it is unlikely that this expansion will lead to a reduction in demand for the services of any existing schemes.

Comments received from stakeholders

ANNEX 5

Comments	Officer response and clarification
Comments from Oxfordshire Community Transport and Accessibility Partnership	
A comprehensive over-arching holistic countywide “connecting people to services” strategy is urgently needed as a context within which any County Council strategy should sit.	This will be developed as part of a further project to review all the transport provided by the county council.
The OCC funding strategy has omitted health related journeys, yet these are the type of journeys that most car schemes concentrate their services on. It was felt strongly that the involvement of the PCT and the coverage of health related journeys should be included in the proposals. In addition transport to day centres, which is a growing problem, should also be included.	Developing the community transport sector will improve the availability of transport for a range of purposes, including transport to healthcare appointments and to day centres. The wider review of transport will include consideration of healthcare related transport.
The Partnership endorsed the proposal to seek to promote new CT schemes or expand existing provision to meet identified unmet needs. The establishment of a new source of start-up funding via the OCC Big Society Fund was welcomed.	We are pleased that this is endorsed.
It would be helpful to have: <ul style="list-style-type: none"> a breakdown of the total funding available against the project proposals put forward. All the proposed uses of the “just over £0.5 million” need to be explained. further details of the criteria for grants available for CT e.g. who can apply and maximum and minimum grants available 	<p>The cabinet report contains a table of options with proposed sums against each element.</p> <p>It is proposed that the grants are awarded through the Big Society fund. The overall criteria will be the same as for other Big Society bids. Bids must have the support of local Members.</p>
If the appointment of a Community Engagement and Business Development Officer was agreed by the OCC Cabinet, this should be located within ORCC, given that the officer will need to work in close co-operation with ORCC’s Community Transport Adviser (CTA).	The person engaged to carry out this function will be largely based in the community and will be required to travel around the county. We have still to consider the options for this post but will ensure they work closely with the Community Transport Advisor based in ORCC, and that they are managed effectively, wherever their base is located, to ensure best use of their time and the delivery of their objectives.
Comments from Oxfordshire Rural Communities Council	
We welcome and endorse the view of the OCTAP that a comprehensive over-arching holistic countywide “connecting people to services” strategy is urgently needed as a context within which any County Council strategy should sit. The draft strategy prepared by the OCTAPO for discussion in May 2011 should be re-visited in the light of the useful work that has recently been carried out within OCC. This should be done in close consultation with the members of the OCTAP and other key stakeholders. We would be pleased to be involved in facilitating the process.	Comments noted. See above.
We welcome the proposal to seek to promote	Comment noted and welcomed.

<p>new CT schemes or expand existing provision to meet identified unmet needs, by means of the following:</p> <ul style="list-style-type: none"> • the establishment of a new source of start-up funding via the Big Society Fund • the funding of a Community Engagement and Business Development Officer (CEBDO). 	
<p>ORCC's long-standing community development experience has shown that the effectiveness of offering financial incentives for new initiatives is significantly diminished without the support of a development worker to encourage and guide local community organisations on how to develop good quality provision and to access grants available.</p>	<p>Agreed.</p>
<p>Any CEBDO should be located within ORCC in order to complement and expand our existing community support service, which is held in high regard by local community groups and by partner agencies. There would be no practical sense in locating such a similarly focussed post in another organisation. Close partnership working and productive synergy with the activities and policies of the County Council need not be impaired by out-sourcing.</p>	<p>Comment noted, but given the challenge to increase the capacity of community transport, it is vital that we select the person/provider with the best potential to deliver results, which means we need to consider a range of people/providers. Whoever we appoint, they will be required to work closely with the Community Transport Advisor currently based within ORCC.</p>
<p>We note the statement that in connection with applications to the Big Society Fund "schemes must show that they are sustainable without future additional funding from the county council". This could be detrimental if a community scheme were to wish to tender for the provision of a subsidised bus service.</p>	<p>As we cannot currently commit to additional revenue funding for community transport, we should not be awarding one-off grants for improvements that depend on <u>additional</u> future revenue funding. This does not mean to say that schemes that currently receive grants from revenue budgets should be disqualified for Big Society grants to improve or expand their provision, or that schemes which receive Big Society grants will be prevented from receiving any future grants from revenue funding that the council may decide to award or bid to provide contracted services.</p>
<p>We support the statement that "The over-riding principle is to focus our efforts on developing sustainable voluntary and community sector car and minibus schemes" so long as the word "financially" is omitted – this is too specific and is covered by "sustainable" along with a number of other aspects of sustainability which are just as important.</p>	<p>Agreed that 'sustainable' should cover other aspects of sustainability besides financial sustainability.</p>
<p>We support the statement that "resources should be put both into support for existing schemes, and into community engagement to develop new schemes in areas where they are needed." But would add to this the following: "Alternatively drivers need to be found in a wider area than current schemes recruit. This leads to the formation of hubs where remote drivers serve their community under the 'hub scheme'."</p>	<p>Agreed that recruitment of volunteer drivers is vitally important to achieving increased capacity. The proposed community engagement and marketing campaign will seek to increase volunteering across a wider area, and expansion of existing schemes will be encouraged where possible.</p>

We endorse OCTAP's view that the involvement of the PCT and the coverage of health related journeys and transport to day centres should be included in the OCC proposals.	Noted. See above.
While we commend the wish to see the piloting of community lift share schemes, these schemes are aimed at addressing some additional issues and agendas which are different from those being addressed by the CT strategy. We need to be clear as to whether and how these elements can usefully fit together.	Community lift share schemes have real potential to develop informal lift giving, linking people up who might not otherwise come into contact, and making informal lifts more widely available for some types of trip, e.g. weekly shopping. They are also likely to benefit a wide range of people in the community, thus complementing volunteer car schemes which tend to be focussed mainly on helping elderly clients. A community liftshare website could potentially be used to publicise community transport and help recruit volunteer drivers in a community.
<u>Comments from Oxfordshire Association of Local Councils</u>	
Paragraph 3 should make it clear that the actual amount now available for grants is £140,000, not £0.5 million, as the remainder is committed to supporting the Dial a Ride scheme in the county, and also to fund the post referred to in paragraph 9.	The briefing note does go on to list all the elements of spending from the total amount, although it does not give figures for each – this is because we are giving members more than one option of how to divide up the money between the elements.
It is not clear whether bids to provide transport to health facilities is included or not; this could be significant, as quite a large proportion of such transport is used for these purposes, rather than just 'getting about'.	Developing the community transport sector will improve the availability of transport for a range of purposes, including transport to healthcare appointments. Most of the existing car schemes provide the majority of their trips for people attending healthcare appointments, and we will be encouraging these schemes to grow. The forthcoming wider review of transport will include consideration of healthcare related transport.
In paragraph 9, I would like to see specific mention of parish councils, as they will clearly be involved, not least in publicising any schemes, and have some powers in relation to community transport, resources permitting.	Liaison with parish councils will be a key part of engaging with communities and where parish councils are keen to be involved and help with publicity etc., we will ensure that we work with them.
<u>Comments from West Oxfordshire Volunteer Link-up</u>	
I think it would be naïve of the County Council to think that voluntary transport schemes can be completely financially sustainable, especially as you say there is a growing demand for door-to-door transport, which requires bespoke services that take time and cost a significant amount in telephone costs, etc. I do feel that there will always be a need for some financial support from the county council to enable organisations to function, that cannot be passed on to the client.	As schemes grow beyond a certain size, it is likely that there will be some increase in their ongoing costs. While the council cannot currently commit to an increase in revenue funding for community transport schemes, there are no plans to reduce the amount of revenue funding for community transport. The wider review of transport will look at possible ways in which additional funding could be made available from savings made elsewhere. Schemes will also be encouraged to seek funding from other sources.
I think that the development of 'Good Neighbour Schemes' could be used to help new community transport to develop, particularly in rural communities, where the need is great.	This has been a useful way of getting car schemes started in some communities, and will be explored as part of the community engagement work.
<u>Comments received from Oxfordshire</u>	

Unlimited	
The positive point is the topping up of the Dial-a-Ride Scheme.	Noted.
The lack of detail makes it difficult to assess the benefits of the proposals particularly in the amount each would cost.	Noted. Detailed implementation will be drawn up for the various elements of spending.
Previous experience with a similar scheme with TFA failed. People showed no interest in attending meetings in some areas and very little in others. There was no outcome.	The full time community engagement post, and a professional marketing campaign will help to raise awareness and interest.
The assumption that there are many volunteers in the community waiting for this opportunity to come their way is not taking into account the outcry about libraries where many small communities were expressing concern about the lack of volunteers.	Volunteering for driving is not directly comparable with volunteering to help in libraries, and is likely to appeal to a wider range of people, as driving is something most people are already familiar with. Also it is likely to be more flexible for the volunteer – drivers are able to fit their volunteer work around other commitments, whereas helping to run a library might well involve commitment at fixed times.
Existing successful schemes have expressed difficulties in recruiting volunteers. Expansion to these schemes seems unlikely.	See above. The marketing campaign and community engagement will reach a wide range of potential volunteers, including those who are not normally targeted. The proposals focus on volunteer led schemes as these are seen to be more sustainable and have the potential to facilitate a greater total number of journeys than directly funded provision could.
The Big Society has not captured the imagination of the general public.	Intensive community engagement is needed, to make people aware of what community transport is, why it is so important, and how they can help. Our proposals include this.
More people are abandoning their cars and using buses because of the price of fuel so are unlikely to use their cars to take strangers to the shops.	Particularly in rural areas, car ownership is not likely to diminish significantly, though drivers may well reduce their mileage in response to increasing fuel costs. Volunteer drivers can be reimbursed for vehicle expenses incurred in providing trips, up to the maximum set by Revenue and Customs, which is currently 45 pence per mile. Almost all car schemes reimburse drivers for expenses.
Sustainability is an unknown factor and cannot be guaranteed in the present climate of rising costs.	This is a fair comment, but alternatives which do not make use of volunteers freely giving time are likely to be affected more severely by rising costs.
None of these proposals make definite provision for wheelchair users. This is a section of society whose needs are often neglected.	Bids will be encouraged from schemes wanting to expand their range of passengers, e.g. through vehicle adaptations which allow them to carry passengers who need to travel in their wheelchair.
People are retiring at a later age (the source from which you expect to draw your volunteers) to combat the effect of rising prices and to maintain their standard of life.	The number of people aged 65+ who are economically active in Oxfordshire is increasing and is higher than the average in the South East. However, nationally, Disability Free Life Expectancy has increased, as has the proportion of life spent free from a limiting chronic illness. This suggests that even though retirement age is moving later, the 'window' in which retired people

	are likely to be able to volunteer may be correspondingly moving later.
We feel that the money should have been used for keeping the present Dial-a-Ride service at the maximum level possible with the funds available.	Community transport is more likely to meet the growth in demand than a council provided Dial-a-Ride service, due to the much lower cost per journey. Putting money into growing the Community Transport sector and making more people aware of it, is considered to be an investment for the future, helping to ensure that more of the increasing population of older people in Oxfordshire are able to get about. Also, the grant money is one-off so any increased capacity that is gained from spending it on Dial-a-Ride cannot necessarily be provided in future years.

By virtue of paragraph(s) 3, 4 of Part 1 of Schedule 12A of the Local Government Act 1972.

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Division(s): N/A

CABINET – 17 APRIL 2012

FORWARD PLAN AND FUTURE BUSINESS

Items identified from the Forward Plan for Forthcoming Decision

Topic/Decision

Portfolio/Ref

Cabinet, 22 May 2012

- **Establishment Review - May 2012** Cabinet, 2011/219
 Quarterly staffing report, with analysis of main changes since the previous report and including a progress report on the Establishment Review.
- **Progress Report on CLA and Leaving Care** Cabinet, 2011/220
 To note progress and issues in relation to the Children and Young People in the Council's care.
- **Proposal to Move the Organisation Oxfordshire's Outdoor Centres to a Trust Model** Cabinet, 2011/216
 To seek permission to consult on these proposals.
- **Expansion of Orchard Meadow Primary School, Oxford** Cabinet, 2012/051
 If objections are received, final decision on proposal to expand the school.
- **Alteration to Lower Age Limit at Woodeaton Manor School** Cabinet, 2012/053
 If objections are received, final decision on proposal to alter the lower age limit at the school to admit Key Stage 2 age children.
- **New Academies in Oxfordshire - Creating New Schools to Meet Housing Growth Post Education Act 2011** Cabinet, 2012/057
 To approve a decision, making process to identify future academy providers for new schools.

Cabinet Member for Children, Education & Families, 14 May 2012

- **Chill Out Fund 2012/13 - May 2012** Cabinet Member for Children, Education & Families, 2012/017
 To consider applications received (if any) from the Chill Out Fund.

Cabinet Member for Schools Improvement, 14 May 2012

- **Expansion of Orchard Meadow Primary School, Oxford** Cabinet Member for Schools Improvement, 2012/052
- If no objections are received, final decision on proposal to expand the school.

Cabinet Member for Safer & Stronger Communities, 21 May 2012

- **Proposal to Implement a Joint Trading Standards Service with Buckinghamshire County Council** Cabinet Member for Safer & Stronger Communities, 2012/047
- To seek approval to enter into an arrangement with Buckinghamshire County Council to operate joint Trading Standards Service on an interim basis whilst proposals for a full joint service are prepared.