

Public Document Pack

Cherwell District Council

Executive

Minutes of a meeting of the Executive held at Bodicote House, Bodicote, Banbury, OX15 4AA, on 7 June 2010 at 6.30 pm

Present: Councillor Barry Wood (Chairman)
Councillor G A Reynolds (Vice-Chairman)

Councillor Ken Atack
Councillor Norman Bolster
Councillor Colin Clarke
Councillor Michael Gibbard
Councillor James Macnamara
Councillor Nigel Morris
Councillor D M Pickford
Councillor Nicholas Turner

Officers: Mary Harpley, Chief Executive and Head of Paid Service
Ian Davies, Strategic Director - Environment and Community
John Hoad, Strategic Director - Planning, Housing and Economy
Liz Howlett, Head of Legal & Democratic Services and Monitoring Officer
Karen Curtin, Head of Finance
Philip Clarke, Head of Planning Policy and Economic Development
Martin Henry, Chief Finance Officer / Section 151 Officer
Richard Hawtin, Team Leader Property and Contracts
Paul Marston-Weston, Head of Recreation & Health
Claire Taylor, Corporate Strategy and Performance Manager
Craig Forsyth, Communications Officer
James Doble, Democratic, Scrutiny and Elections Manager

10 **Declarations of Interest**

Members declared interests in the following agenda items:

6. Banbury Cultural Quarter.

Councillor Norman Bolster, Personal, as a County Councillor due to the County Council interest in the project.

Councillor Michael Gibbard, Personal, as a County Councillor due to the County Council interest in the project.

Councillor G A Reynolds, Personal, as a County Councillor due to the County Council interest in the project.

Councillor Nicholas Turner, Personal, as a County Councillor due to the County Council interest in the project and as a member of The Mill management committee.

7. Homes & Communities Agency (HCA) Single Conversation - Local Investment Plan and Agreement.

Councillor Norman Bolster, Personal, as a County Councillor due to the County Council interest in the project.

Councillor Michael Gibbard, Personal, as a County Councillor due to the County Council interest in the project.

Councillor Nicholas Turner, Personal, as a County Councillor due to the County Council interest in the project.

Councillor G A Reynolds, Personal, as a County Councillor due to the County Council interest in the project.

8. Local Transport Plan 3 (2011-2030) Cherwell District Council Response to Consultation by Oxfordshire County Council.

Councillor Norman Bolster, Personal, as a County Councillor due to the County Council interest in the project.

Councillor Michael Gibbard, Personal, as a County Councillor due to the County Council interest in the project.

Councillor G A Reynolds, Personal, as a County Councillor due to the County Council interest in the project.

Councillor Nicholas Turner, Personal, as a County Councillor due to the County Council interest in the project.

11 Petitions and Requests to Address the Meeting

There were no petitions or requests to address the meeting.

12 Urgent Business

There was no urgent business.

13 Minutes

The minutes of the meeting held on 24 May 2010 were agreed as a correct record and signed by the Chairman.

14 Banbury Cultural Quarter

The Strategic Director Environment and Community submitted a report to consider progress of the Banbury Cultural Quarter and the Council's contribution to it.

Resolved

- (1) That the Council continue to offer its full support to delivering a Banbury Cultural Quarter in conjunction with Oxfordshire County Council and the Mill Management Committee;
- (2) That it be agreed in principle, subject to a funding agreement, to enhance the County Council's new library/Mill project with up to £2m of capital funding;
- (3) That the Strategic Director Environment and Community in consultation with the Head of Finance and the Portfolio Holder for Environment, Recreation and Health be authorised to negotiate and conclude the final terms of the funding agreement.

Reasons

The opening of the new Spiceball Leisure Centre, the ongoing success of the Banbury Museum and the County Council's intention to create a new and vibrant arts and library centre at The Mill will create sufficient collective recreational and cultural activity to form a basis of a Cultural Quarter for the town. Further developments of a complementary nature such as improved car parking and adjacent commercial developments will enhance the Cultural Quarter accessibility and attractiveness. Additional funding for the new library/Mill development is required if it is to achieve its full potential and meet more fully the future needs of local people.

Options

- | | |
|---------------------|--|
| Option One | Not to invest in the new library/Mill development. |
| Option Two | Invest up to £2 m in the new library/Mill development. |
| Option Three | Invest a higher sum in the new library/Mill development. |

15

Homes & Communities Agency (HCA) Single Conversation - Local Investment Plan and Agreement

The Strategic Director Planning, Housing and Economy submitted a report to present the results of partnership work with the Homes & Communities Agency (HCA) on the Oxfordshire Local Investment Plan (LIP) and to recommend entering into a Local Investment Agreement (LIA) based on it.

Resolved

- (1) That the partnership work recently undertaken on the HCA Single Conversation process and the resultant Local Investment Plan (LIP) be noted.

- (2) That it be agreed that the Council enters into the proposed Oxfordshire Local Investment Agreement (LIA) (Draft at Appendix 1 to the Report).
- (3) That the council delegate responsibility for finalisation of the Local Investment Agreement (LIA) wording to the Chief Executive in consultation with the Leader of the Council.

Reasons

The Homes and Communities Agency (HCA) is currently piloting a new approach to its method of planning distribution of funding. This involves what has been termed the 'Single Conversation'. The intent is for HCA to work with local authorities to produce a comprehensive Local Investment Plan (LIP) detailing agreed priorities for government investment that can support local development and infrastructure schemes.

Options

- Option One** Enter into the Local Investment Agreement with HCA and the other Oxfordshire local authorities
- Option Two** Decline to enter into the Local Investment Agreement

16 **Local Transport Plan 3 (2011-2030) Cherwell District Council Response to Consultation by Oxfordshire County Council**

The Head of Planning Policy and Economic Development submitted a report to present information and update the Executive of the consultation on the emerging third Local Transport Plan (LTP3) with a view to making a further representation to the full consultation in late 2010.

Resolved

- (1) That the contents of this report and consultation to date be noted and it be agreed to continue to monitor the preparation of the Local Transport Plan with a view to making a further response to the consultation on the Draft Local Transport Plan in late 2010
- (2) That the proposed responses set out in paragraphs 1.25 to 1.52 of annex 1 to these minutes (as set out in the minute book) be agreed s the basis of the Council's response to the "scenarios" public consultation.
- (3) To comment additionally that:-
 - The scenario-based consultation is not helpful in considering the specific transport needs and issues relating to areas of Cherwell District. There should, therefore be specific consultation on scheme choices relating to specific locations in the county.

- The final LTP should be organised district-by-district and by settlements to create a stronger spatial link with Local Development Frameworks.

Reason

Oxfordshire County Council is currently preparing its third Local Transport Plan (LTP). The LTP sets out a vision for transport in Oxfordshire. It is required to produce an LTP by April 2011 in order to meet the requirements of the Transport Act 2000 (amended by the Local Transport Act 2008). The previous two LTPs cover a 5 year period and the current LTP runs to 2011. The emerging LTP will cover a longer time period of 20 years allowing greater flexibility in its development and sets the long term strategy and transport objectives for the area. This brings it into line with the Oxfordshire Sustainable Communities Strategy ("Oxfordshire 2030") and provides some headroom beyond 2026 which is the timeframe within which LDFs are being prepared.

Options

- | | |
|---------------------|--|
| Option One | To endorse the views expressed in this report as the Council's response to the consultation on scenarios within the LTP3 |
| Option Two | To amend or add to the consultation response as the Executive considers appropriate. |
| Option Three | Not to respond to the consultation |

17

Petitions and E-Petitions

The Head of Legal and Democratic Services submitted a report to enable the council to implement the Local Democracy, Economic Development and Construction Act 2009 which introduced a duty to respond to petitions and the requirement to provide a facility for the electronic submission of petitions on the Council website.

Resolved

- (1) That the Petition Scheme set out at Annex 2, to the minutes (as set out in the minute book) be approved for recommendation to Council on 19 July.
- (2) That the Monitoring Officer be requested to prepare the constitutional amendments required for Council to consider.
- (3) That Officers be requested to begin work on developing the system and guidance regarding e-petitions and that this be reported to the Executive in October 2010 for consideration, prior to approval by Council in October.

Reasons

The Local Democracy, Economic Development and Construction Act 2009 introduced a duty to respond to petitions and the requirement to provide a facility for the electronic submission of petitions on the Council website.

Options

- Option One** To agree the recommendations
- Option Two** Not to agree the recommendations
- Option Three** To amend the recommendations

18 **Sport Centre Modernisation - End of Project Appraisal**

The Strategic Director, Environment and Community submitted a report to provide an end of project report for the Sport Centre Modernisation Programme.

Resolved

- (1) That the end of project report and the positive outcomes that have already been achieved be noted.
- (2) That it be agreed that the capital under spend be returned to reserves.

Reasons

The Executive received a Sport Centre Modernisation report in November 2008 detailing the financial position. This report serves as an end of project report and appraisal and details the outcomes and objectives achieved.

Options

- Option One** To note the report and determine what action should be taken with regard to the capital under spend.
- Option Two** To explore reinvesting some of the under spend in the leisure centres as a means of spend to save and/or improving energy efficiency.

19 **Performance Management Framework 2009/2010 End of Year Performance and Finance Report**

The Head of Finance and the Corporate Strategy and Performance Manager submitted a report covering the Council's performance in 2009/2010, as measured through the Corporate Scorecard, and summarises the Council's provisional Revenue and Capital performance for the financial year 2009/2010. The Leader of the Council requested that a 1 page aide memoire regarding this document be produced for councillors.

Resolved

- (1) That it be noted despite tougher performance targets, the Council has met or made satisfactory progress on 96% of the performance targets in the Corporate Scorecard and met or made satisfactory progress on 97% of the performance targets in the Corporate Plan.
- (2) That it be noted despite tougher performance targets, the Council has met or made satisfactory progress on 98% of the targets in the Corporate Improvement Plan.
- (3) That the progress in delivering the Council's strategic objectives and the many achievements referred to in paragraphs 1.4 and 1.5 be noted.
- (4) That an update on the issues highlighted below be given:
 - The performance for processing new benefits claims and changes in circumstances. Throughout the year monthly performance reports kept a watching brief on the performance of the service and the impact of the new service delivery contract. Performance has shown a steady trend of improvement, in March 2010 the average time to process a new claim was 18.7 days (below the target of 20 days) and the average time to process a change in circumstance was 10.97 against a target of 13. However, the Council recognises that this is an issue that needs to be kept under review and the quarter one performance report for 2010/11 will include a summary of ongoing performance.
 - Planning performance in terms of appeals and major developments. An update will be given in the next quarterly report; this indicator has been kept under review in the light of the impact of the recession.
 - In 2009/10 Banbury Museum and Tourist Information Centre received only 1518 fewer visits than in the previous year despite the changes to opening hours. The target for 2010/11 will be re-profiled, reflecting the Sunday closure and included within the next quarterly performance report.
 - Adult and children's participation in sport and positive activities. County wide surveys indicate a possible drop in performance. We don't yet have the detailed information at a district level but this will be kept under review to identify any impacts for Cherwell.
 - Percentage of invoices paid within 30 days: this target is slightly off track and actions are in place to improve performance. In addition a new target has been added to the performance management framework for 2010/11 which sets tougher targets of 14 days for local suppliers (in line with our sustainable procurement strategy). An update will be brought forward in the next quarterly performance report.

- (5) That the provisional revenue out-turn position for 2009/2010 detailed in Annex 3 to the minutes (as set out in the minute book) be agreed.
- (6) That agreement be give to the carry forward revenue budgets which have slipped in 2009/2010 being carried forward into the 2010/2011 revenue budget as set out in Annex 4 to the minutes (as set out in the minute book).
- (7) That the continued improvement in accuracy and reliability that the Council has made in projecting the year end position through the embedding of the Corporate Dashboard be noted.
- (8) That the provisional capital out-turn position for 2009/2010 detailed in Annex 5 to the minutes (as set out in the minute book) be noted.
- (9) That the balances on capital schemes which have slipped in 2009/2010 to be carried forward into the 2010/2011 capital programme be agreed as set out in Annex 6 to the minutes (as set out in the minute book).

Reasons

The Council's performance in 2009/10 as measured through the Performance Management Framework and the provisional revenue and capital position. Central to this is the Corporate Scorecard, which is made up of the Council's priority performance targets. The Corporate Scorecard covers seven areas of performance. These are performance against the Local Area Agreement and the Community Strategy, the Corporate Plan promises, National Indicators, priority service indicators, finance, human resource, and customer satisfaction targets.

Options

Option One To review current performance levels and consider any actions arising.

Option Two To approve or reject the recommendations above.

Annual Review of Representation on Outside Bodies

The Head of Legal and Democratic Services submitted a report to present proposals to improve the effectiveness of the support arrangements for member representation on outside bodies prior to the appointment of representatives for 2010/2011 by the Leader of the Council. It was noted that Councillor Clarke would replace Councillor Donaldson on the Mill management committee. The Leader of the Council thanked Councillor Atack for his work on the review.

Resolved

- (1) That the proposals to improve the effectiveness of the support arrangements for member representation on outside bodies be agreed.

- (2) That the proposed changes to the list of outside bodies to which the Leader of the Council will make appointments in 2010/11 be noted.

Reasons

The continued focus at all levels of government on the value and benefits to be derived from working in partnership to achieve shared objectives and common goals reaffirms the importance of this review of the Council's support arrangements for member representation on outside bodies. The introduction of clear processes will allow the Council to build strong and structured relationships with outside organisations across the community.

Options

- Option One** To continue with the present arrangements for outside organisations to which appointments are currently made.
- Option Two** To adopt the proposals to improve the effectiveness of the support arrangements for member representation on outside bodies and to agree the proposed changes to the list of outside bodies to which the Leader of the Council will make appointments in 2010/11.

The meeting ended at 7.57 pm

Chairman:

Date:

Minute Item 16

Executive

Local Transport Plan 3 (2011-2030): Cherwell District Council Response to Consultation by Oxfordshire County Council

7 June 2010

Report of Head of Planning Policy & Economic Development

PURPOSE OF REPORT

To present information and update the Executive of the consultation on the emerging third Local Transport Plan (LTP3) with a view to making a further representation to the full consultation in late 2010.

This report is public

Recommendations

The Executive is recommended:

- (1) To note the contents of this report and consultation to date and to agree to continue to monitor the preparation of the LTP with a view to making a further response to the consultation on the Draft LTP in late 2010
- (2) To agree the proposed responses set out in paragraphs 1.25 to 1.52 as the basis of the Council's response to the "scenarios" public consultation.
- (3) To comment additionally that:-
 - The scenario-based consultation is not helpful in considering the specific transport needs and issues relating to areas of Cherwell District. There should, therefore be specific consultation on scheme choices relating to specific locations in the county.
 - The final LTP should be organised district-by-district and by settlements to create a stronger spatial link with Local Development Frameworks.

Executive Summary

Introduction

- 1.1 Oxfordshire County Council is currently preparing its third Local Transport Plan (LTP). The LTP sets out a vision for transport in Oxfordshire. It is required to produce an LTP by April 2011 in order to meet the requirements of the Transport Act 2000 (amended by the Local Transport Act 2008). The previous two LTPs cover a 5 year period and the current LTP runs to 2011. The emerging LTP will cover a longer time period of 20 years allowing greater flexibility in its development and sets the long term strategy and transport objectives for the area. This brings it into line with the Oxfordshire Sustainable Communities Strategy ("Oxfordshire 2030") and provides some headroom beyond 2026 which is the timeframe within which LDFs are being prepared.
- 1.2 The Plan will focus on the attracting and supporting inward investment and growth whilst delivering transport improvements and the infrastructure required to support the growth. It will also aim to:
- Tackle congestion
 - Improve quality of life
 - Respond to County Council objectives to relating to reducing deprivation tackling congestion, the economy, community and climate change
- 1.3 Reports on progress and preparation of the LTP were presented to the County Council's cabinet on 15 September 2009 and 5 March 2010. The latter report set out the results of consultation on a draft set of objectives and the Strategic Environmental Assessment Scoping Report.

The role of the Local Transport Plan

- 1.4 The local transport plan is a document which sets out the vision, objectives and outcomes for transport in Oxfordshire. It also includes a programme of investment in new transport schemes and maintenance of the existing network.
- 1.5 There have been two previous LTPs. **LTP1** covered the period 2001-2006. **LTP2** (adopted in April 2006) covers the period 2006-2011. It included a programme for improvements across the County and focussed on five priority areas
- tackling congestion
 - delivering accessibility
 - safer roads
 - better air quality and
 - improving the street environment
- 1.6 **LTP3** will cover the period 2011-2030 and is due to come into effect in 2011. It will focus on attracting and supporting economic investment, growth and delivering transport infrastructure and services to tackle and improve quality

of life. It will respond to the Oxfordshire Sustainable Community Strategy, "Oxfordshire 2030" and help meet the County's strategic objectives of developing a world class economy, healthy and thriving communities, better public services, breaking the cycle of deprivation and managing the environment and climate change.

1.7 More specifically, the Plan will:-

- provide the policy and context for the Access to Oxford project
- enable the County Council to bid for additional Government funding for other major schemes over the next 20 years
- help secure funds from development and ensure these are spent effectively

1.8 The LTP will contain two parts; a long term policy/strategy document and a shorter term delivery programme currently proposed to cover a 3 to 5 year period initially and then rolled forward.

1.9 **Consultation Progress**

1.10 In preparing LTP3 the County Council is undertaking a series of consultations at key stages of the project with a final full consultation taking place in late 2010. A series of newsletters have been produced since the preparation of the LTP3 began in July 2009 and are referred to in the Appendices.

1.11 To date four out of a total of six stages to the consultation have been completed.

- Consultation 1: 27 July – 4 September 2009 (Completed) – Objectives – to agree the objectives to be used to guide the development of LTP3 to decide which improvements are made to the County's transport network and how these are prioritised. A CDC officer response was made to ensure the Council's participation in the following stages of consultation and to be kept informed of progress.
- Consultation 2: 27 July – 21 August 2009 (Completed) – Strategic Environmental Assessment (SEA) Scoping Report – asked a series of questions seeking feedback on the approach to SEA.
- Consultation 3: 23 November – 18 December 2009 (Completed) – Long list of schemes – to propose a list of transport schemes to be included in the Plan. This list, insofar as it relates to Cherwell District, is attached as appendix 2 to this report.
- Consultation 4: 18 January – 19 February 2010 (Completed) Policies – to comment on each of the policies to be developed for inclusion in the plan (see attached list) CDC officer submitted holding comments on 19 February 2010 in response to the consultation.

1.12 A draft set of policies were prepared following the consultation on the LTP objectives. These covered 19 topics, including walking cycling disability bus and rail services.

1.13 The two further periods of consultation that are/will be taking place, as

follows:-

- Consultation 5: 10 May – 20 June 2010 – Scenarios – to comment on alternative strategies for meeting objectives in each settlement type
- Consultation 6: 1 October – 2 January 2010 (to be confirmed) – Draft Local Transport Plan – to comment on the Draft Plan

- 1.14 The fifth round of consultation (“scenarios”) is in progress now. The following section considers this consultation and proposes a response from the District Council.
- 1.15 During this lengthy consultation process, it has been difficult to judge the appropriate stage at which to seek a formal Executive decision. Furthermore, given the number of previous consultations and the amount of time allowed by the County Council for each one, it would not been possible to bring reports before the Executive for every consultation. Officer comments have been made on previous consultations where possible. It has seemed sensible, however, to bring a report before the Executive now, as this provides the opportunity to comment on the County Council’s emerging ideas before a full Draft LTP is produced. A further report will be brought before members at the Draft LTP stage, almost certainly before the end of the year.

Scenario testing

- 1.16 As noted above, Oxfordshire County Council is currently consulting on a number of “scenarios”. A copy of the full consultation paper has been sent electronically to all councillors and is attached as **appendix 1** to this report.
- 1.17 In this consultation, the County Council is asking for views on what overall approaches it should follow for transport in Oxfordshire over the next 20 years. They are calling these “scenarios”. **It should be noted that the County Council says that it is not looking at specific schemes or projects as part of this stage of consultation, but the choice of scenario will influence which schemes are progressed in the future.**
- 1.18 The first comment to make on this approach is that this separation between scenarios and consideration of possible specific schemes seems artificial. Across Oxfordshire, work on LDFs is well advanced and it does not seem particularly helpful to consult with local people on a document that will have a direct bearing on these LDFs without setting out some of the clear transport choices that will influence them. This is particularly the case given that earlier consultation on the LTP did refer to scheme lists and these lists are already influencing work on LDFs and the Spatial Planning & Infrastructure Partnership’s Local Investment Plan / Local Investment Agreement work (see report elsewhere on this agenda). The strategic infrastructure schemes contained within the Local Investment Plan are listed in appendix 3.
- 1.19 The County Council has tested a number of possible scenarios for each of the four settlement types that will form the basis of the LTP. These settlement types are:-
- Oxford
 - the larger towns (including Banbury and Bicester)

- the smaller towns (including Kidlington)
 - the rural areas
- 1.20 From these, three scenarios have been selected for each settlement type. The County Council is asking for views on which of these we think would best deliver the overall objectives of the LTP for each settlement type.
- 1.21 In setting out these scenarios, the County Council wishes to make clear that it is highly likely that the funds available to the Council during the early part of the Plan will be very tight and therefore that only limited progress will be able to be made towards meeting our transport goals in the first five years, or perhaps even longer. In deciding upon preferred scenarios, consultees are asked to remember that the new Local Transport Plan is a long term document and that the preferred strategies will not be able to be delivered overnight.
- 1.22 The development of the scenarios has been guided by earlier work on the LTP which have sought to identify objectives for LTP3. A matrix of these objectives, and the relative importance they have within each of the settlement types, is shown on page 4 of appendix 1.
- 1.23 The following section considers a response from this Council to the scenarios. In doing so, attention is being focussed on those areas which directly affect Cherwell District. The proposed response is being informed by a number of documents prepared either by Cherwell District Council or the Cherwell LSP. These include the Draft Core Strategy, the Cherwell Rural Strategy, the Cherwell Economic Development Strategy and “Our District, Our Future” – the Cherwell Sustainable Community Strategy.
- 1.24 Before giving comments on each of the scenarios, some general comments on the scenarios can be made.

General comments on the scenarios

- 1.25 It is recognised that putting together a Local Transport Plan for any area is a complex task, and Oxfordshire County Council is to be commended for seeking to present some of the myriad of potential policy choices in an illustrative fashion.
- 1.26 That said, the general nature of the consultation, which explicitly and deliberately does not refer to specific schemes, makes it harder for consultees to make meaningful comments from a local perspective. This can be seen in several ways.
- There is no differentiation within any section (except, by definition, that for Oxford) between different locations. For example, scenarios are put forward for the “larger towns” en bloc, and this does not recognise that these towns vary in significantly, both in size and in the unique combination of land use and transportation issues they face. There is a very real danger that drawing too many conclusions from a “one size fits all” policy approach may not fully reflect these differences, and may therefore not do justice to the differing needs of different areas.
 - The way that the scenarios are presented may suggest that some types of schemes are unique to a particular scenario. For example, in “larger towns”, schemes to manage lorry movements are only included within the “supporting economic growth” scenario. In reality, schemes to manage

lorry movements could potentially appear as part of any of the “larger town” scenarios.

- The lack of any mention of specific schemes makes it difficult to judge the potential effectiveness and relevance of any given scenario in a given situation. For example, two specific road schemes for Banbury were included in the “long list” of schemes which was drawn up towards the end of 2009 (see appendix 2). These schemes are not, however, specifically mentioned as part of any scenario for the larger towns. The only mention of road improvement schemes comes as a general reference in the “supporting economic growth” scenario. Since the County Council has already identified these schemes (whilst not, it should be made clear, having expressed a view on them), it would be possible to include them as specific options within any scenario testing for (in this case) Banbury. As this has not been done, it is difficult to take a view on what the “supporting economic growth” scenario means for Banbury.

- 1.27 Although the County Council does not identify specific schemes within the “scenarios” consultation, it has done so in other documents. In the Oxfordshire Local Investment Plan prepared by the Spatial Planning & Infrastructure Partnership (LIP) in March 2010, a number of schemes are identified as “strategic infrastructure schemes to deliver top-priority growth schemes in the short term 2010-15”. Whilst some of these are known commitments (for example the SW Bicester perimeter road) there is reference to the “*Banbury priority north-south vehicular corridor*”. This refers to a package of measures to support the LDF which could include improvements along Concorde Avenue / Upper Windsor Street and/or Oxford Road / Southam Road. If this is clearly a County Council commitment in the LIP then it should have been included within the current scenarios consultation for the LTP.
- 1.28 It is therefore considered that the scenarios consultation has a number of shortcomings which will make it difficult for local people to meaningfully engage with the consultation process. All of the various consultations (both this one and the previous stages of the LTP) will only be brought together when the Draft LTP is produced for consultation later this year. This will be the first time that people will be able to understand the implications of the approach being taken by the County Council in its LTP, and the fear is that by that stage, it will be less easy for the LTP to change strategy if local people are unhappy with it.
- 1.29 It should be noted that the County Council is aware of these limitations, and recognises in its consultation document that in practice, it is likely that the programme of schemes within the LTP will not be as clear cut as the scenarios might suggest. The County Council also suggests that just because a particular type of scheme is not included within a scenario does not necessarily mean that it would not be able to be delivered. It would, however, be less likely to come forward compared to scheme types that are included within any scenario. What the scenarios try to indicate is what the overall balance of the County Council’s programme would be likely to be.
- 1.30 Overall, it is considered that the final LTP should be presented on a geographically specific basis with sections covering individual districts and settlements. This has been the format of previous plans and it creates a better relationship with the work of local planning authorities on LDFs at a

district level.

- 1.31 Having made these general comments, the following section considers the scenarios as they have been presented for consultation.

Comments on the detailed scenarios

1) Options for Oxford

- 1.32 This report does not propose a detailed response to the scenarios for Oxford, except where these impact upon Cherwell District. The scenarios for Oxford focus on the impacts and transport choices as they relate to the city, but clearly these will have wider implications. Of particular relevance to Cherwell District are the impacts of strategies to manage traffic arriving at the city from the north, including through the use of rail and Park & Ride facilities.
- 1.33 Members will be well aware of the proposals for a new rail station beside the Water Eaton Park & Ride which are being promoted as part of Chiltern Railways Evergreen 3 proposal. The Council has previously supported this proposal, whilst recognising its sensitive location in the Green Belt.
- 1.34 Clearly, any measures which seek to reduce congestion and promote transport choice within Oxford can be supported, provided these do not have an adverse impact on surrounding areas. Scenario A focuses on promoting walking and cycling, however says little about how vehicle movements will be managed. Scenarios 2 (increasing transport choice) and 3 (promoting public transport) both address vehicle movements more explicitly, recognising the role of Park & Rise and rail services.
- 1.35 It is suggested that the Council does not express a particular support for any one scenario, however maintains its support for the use of both bus based Park & Rise and rail services provided that:-
- these are managed in such a way as to not increase congestion on local roads, and
 - they at all times respect their sensitive location (insofar as they relate to land within Cherwell District) in the Green Belt. In considering any proposal to expand existing sites within Green Belt areas, the County Council would be expected to clearly demonstrate the “very special circumstances” that exist which would justify the development in a Green Belt location in accordance with Government Green Belt guidance.

2) Options for the larger towns

- 1.36 Within Cherwell District these include Banbury and Bicester. More information can be found on pages 10 – 14 of appendix 1.
- 1.37 The different scenarios for the larger towns can be summarised as follows.

	Scenario	What would this mean?	Possible types of schemes?
A	Promoting lower emissions	Delivering major improvements to walking and cycling reinforced by marketing and publicity	<ul style="list-style-type: none"> • Cycle networks • Better facilities for pedestrians • Encouraging people to make fewer trips by car
B	Promoting transport choice	Spreading investment over different types of transport schemes such as measures for drivers, bus users, cyclists and pedestrians.	<ul style="list-style-type: none"> • Better facilities for buses • Park & Ride • Improving traffic management • Better facilities for pedestrians • Cycle networks
C	Supporting economic growth	Direct improvements to the road and rail network and better bus services	<ul style="list-style-type: none"> • Selected road improvement schemes • Rail improvements • Better bus services • Cycling and walking network • Managing lorry movements

Options for larger towns: Comments

- 1.38 Previous work on the LTP has indicated that the top priority objectives for the larger towns are (1) reducing congestion, (2) increasing the quality and use of public transport and (3) increasing cycling and walking.
- 1.39 Within Cherwell's Draft Core Strategy our own vision statement (which mirrors much within the Cherwell Sustainable Community Strategy) aims, amongst other things, to:-
- protect our natural resources and reduce the impact of development on the natural environment
 - foster a growing economy with good transport links
 - reduce dependence on the private car by improving road, rail and public transport links and increasing access to services for those that need them. There will be a focus on measures aimed to manage road congestion, improving public transport, and improving access to town centres and other shops and services.
- 1.40 When considered against these aims, the scenario that has the "best fit" would be **scenario B: promoting transport choice**. This has a focus on improving facilities for public transport, traffic management (tackling congestion), improving facilities for pedestrians (including to town centres) and developing the cycle network. This scenario is not, however, an ideal fit for the following reasons:-
- It focuses spending on "park and ride" to cater for trips to the larger towns. This is not something which is generally being promoted within either Banbury or Bicester in the LDF or the Sustainable Community Strategy. Indeed, there are serious doubts about the economic viability and transport or environmental benefits of Park & Ride in towns of this size.
 - It does not recognise the possible need for selected road improvement schemes that may be a necessary consequence of the major growth that

our larger towns will need to accommodate under the housing targets that Cherwell needs to deliver up to 2026. In particular, as a consequence of the eco-development at North West Bicester, a number of selected road improvements may be needed.

- It does not mention “managing lorry movements” which only appears in scenario C. Schemes which help manage lorry movements may be an important part of an overall traffic solution, particularly where this helps relieve congestion and support the vitality of historic town centres such as Banbury.

3) Options for the smaller towns

1.41 Within Cherwell District this only applies to Kidlington. (NB: Although it is a village, Kidlington has been included in the “smaller towns” category in view of its size.) More information can be found on pages 15 – 19 of appendix 1.

1.42 The different scenarios for the smaller towns can be summarised as follows:-

	Scenario	What would this mean?	Possible types of schemes?
A	Promoting lower emissions	Investment on means of transport that have low or no emissions backed by education and publicity.	<ul style="list-style-type: none"> • Cycle networks • Better facilities for pedestrians • Encouraging people to make fewer trips by car
B	Promoting transport choice	Spreading investment over a wide range of different types of transport schemes.	<ul style="list-style-type: none"> • Better facilities for buses • Improving traffic management • Better facilities for pedestrians • Cycle networks
C	Supporting economic growth	Improvements to the road networks, particularly where new development puts these under pressure.	<ul style="list-style-type: none"> • Selected road improvement schemes • Improved traffic management

Options for smaller towns: Comments

1.43 Previous work on the LTP has indicated that the top priority objectives for the smaller towns are (1) improving the conditions of local roads, footways and carriageways, (2) reducing congestion and (3) increasing cycling and walking for local journeys.

1.44 Within Cherwell District, in setting a vision and spatial strategy for our villages and rural areas, the Draft Core Strategy recognised the unique role of Kidlington. Within the Draft Core Strategy and the Sustainable Community Strategy, it was recognised that for Kidlington we need to:-

- Ensure sufficient access to services
- Ensure stronger links between industrial areas, the airport and local residents and the village centre
- Position Kidlington in economic terms in view of its unique place on account of the airport, Begbroke Science Park and its proximity to Oxford and promote the sustainable commercial and recreational potential of the canal and airport.
- Continue to explore the potential for a new station
- Address the issue of the main road bisecting the village and traffic

management.

1.45 When considered against these aims, the scenario that has the “best fit” would be **scenario B: promoting transport choice**. As with the larger towns above, this has a focus on improving facilities for public transport, traffic management (tackling congestion), improving facilities for pedestrians (including to town centres) and developing the cycle network. Again, however, this scenario is not an ideal fit for the following reasons:-

- It does not address Kidlington’s unique relationship with Oxford and its public transport links.
- It does not address the aspiration within Kidlington to explore the potential for a new station.
- Although it supports better facilities for pedestrians, it does not go as far as scenario A which refers explicitly to creating “*pedestrianised areas (where appropriate), wider footways, more pedestrian crossings and higher standard links for new development*”. All of these would be worth considering in view of particular issues affecting Kidlington relating to the impact of the A4260 Oxford Road on the village, and the particular issues created by the need to secure good access to employment opportunities in Kidlington.

4) Options for Rural Oxfordshire

1.46 Within Cherwell District, this relates to everywhere outside of Banbury, Bicester and Kidlington. More information can be found on pages 20 – 24 of appendix 1.

1.47 The different scenarios for the smaller towns can be summarised as follows:-

	Scenario	What would this mean?	Possible types of schemes?
A	Promoting lower emissions	Investment on means of transport that have low or no emissions backed by education and publicity.	<ul style="list-style-type: none"> • Cycle networks • Improved connections from villages to footpaths and other rights of way • Encouraging people to make fewer trips by car • Speed reduction measures
B	Managing movements	Encouraging more efficient transport of goods around the county with the aim of reducing the number of lorries on rural roads.	<ul style="list-style-type: none"> • Transferring freight onto the railway • Improving the road network • Efficient movement of freight • Traffic management on rural roads
C	Promoting transport choice	Spreading investment over a wide range of different types of transport schemes.	<ul style="list-style-type: none"> • Improved cycle links • Better connections to rights of way from villages • Better links to rail stations • Improved bus services • Speed reduction measures where there are accident problems.

Options for rural Oxfordshire: Comments

1.48 Previous work on the LTP has indicated that the top priority objectives for

rural Oxfordshire are (1) improving the conditions of local roads, footways and carriageways, (2) improving accessibility to work, education and services and (3) increasing cycling and walking for local journeys.

- 1.49 Within Cherwell District, the Draft Core Strategy, the Sustainable Community Strategy and the Rural Strategy aim, amongst other matters, to:-
- Protect, maintain and improve local services (and, by inference, access to local services) wherever possible
 - Support a sustainable rural economy that offers local employment
 - Identify where traffic control is both desirable and beneficial
 - Improving road safety particularly arising from speeding vehicles and dangerous driving
 - Invest in community-based and alternative transport solutions
 - Improve links between villages for walkers, cyclists and equestrians
- 1.50 When considered against these aims, the scenario that has the “best fit” would be **scenario C: promoting transport choice**. This seeks to support a range of transport measures which would improve accessibility as well as reducing speed in rural areas. A shortcoming of this scenario (and indeed of this scenario in all of the settlement types) is that because investment is being spread over a range of types of schemes (bus, rail, cycle, speed reduction, rights of way) inevitably less can be done in any one specific area. In some ways, the local objectives for the rural areas are best met by scenario A (promoting lower emissions) however whilst this scenario would allow for relatively significant levels of investment, it would not focus spending on public transport improvements that would benefit real areas.

Comments on the list of schemes

- 1.51 In view of the evident difficulty in commenting sensibly on the scenarios, it is important for the Council’s consultation response to refer to the emerging schemes listed in appendix 2 and offer comments on Cherwell’s needs. This should be done with reference to the work done on the LDF Core Strategy. The Council should support inclusion of the following schemes in the LTP.
- Banbury priority north-south vehicular corridor
 - Bicester Park & Ride
 - M40 junction 9 improvements
 - Transport improvements at and around Bicester
- 1.52 This list corresponds with the recently agreed LIP. However, additional schemes will need to be considered to reflect:-
- The emerging proposals for the eco-development at North West Bicester
 - Measures to address traffic problems in the vicinity of Bicester Village
 - Strategic housing and employment allocations in Banbury and Bicester

made in the Core Strategy

- Measures to promote access to, and use of, rail stations including those arising from Evergreen 3. This will include access by all modes to the new railway station at Water Eaton Parkway.
- The need for footpath and cycleway improvements across the whole district, including in rural areas
- The need to reduce traffic speeds, including in rural areas.

Conclusion

- 1.53 The preparation of the LTP is ongoing with further consultation to take place in May and June before the publication of a Final Draft LTP3 in late 2010. Six stages of consultation are taking place with consultations one to four completed. The consultation process will culminate in a full consultation between October 2010 and January 2011. It is recommended that a further report is presented to the Executive to consider the Council's full response.
- 1.54 For now, it is recommended that the responses set out in paragraphs 1.25 to 1.52 above form the basis of the Council's response to the current "scenarios" consultation.

Background Information

- 2.1 This is the first time the Executive has considered LTP3. The Plan consultation process was reported to Oxfordshire County Council Cabinet on 15 September 2009 and subsequently on 5 March 2010. A series of newsletters have been published to support the consultation process.

Key Issues for Consideration/Reasons for Decision and Options

- 3.1 The Executive is invited to consider the contents of this report and the information contained in the supporting documents which provides further detail on the LTP3 contents and consultation process.

The following options have been identified. The approach in the recommendations is believed to be the best way forward

Option One	To endorse the views expressed in this report as the Council's response to the consultation on scenarios within the LTP3
Option Two	To amend or add to the consultation response as the Executive considers appropriate.
Option Three	Not to respond to the consultation

Consultations

Councillor Gibbard	None
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Implications

Financial: There are no direct financial implications of making a consultation response. However there may be financial implications when specific transport schemes have been identified in terms of how they will be funded through planning obligations and developer contributions for example, through a community infrastructure levy.

Comments checked by Eric Meadows, Service Accountant, 01295 221552.

Legal: There are no legal implications from this report.

Comments checked by Nigel Bell, Solicitor, 01295 221687

Risk Management: There are no risks to the Council in participating in the consultation on the emerging LTP3 at this stage. Further consideration of risk will be set out in a subsequent report when the Draft LTP3 is published for consultation.

Comments checked by Rosemary Watts, Risk

Wards Affected

All

Corporate Plan Themes

Theme 4 Promote a prosperous and sustainable economy
Theme 6 Protect and enhance the local environment
Theme 8 Rural focus

Executive Portfolio

Councillor Gibbard
Portfolio Holder for Planning, Housing and Economy

Document Information

Appendix No	Title
Appendix 1	Consultation 5 – Scenarios (produced by Oxfordshire County Council)
Appendix 2	“Long list” of schemes for consideration in LTP3
Appendix 3	Table of strategic infrastructure schemes included in Local Investment Plan.
Background Papers	
Oxfordshire Local Transport Plan 2011-2030, Discussion Note 1: Agreeing the Objectives, July 2009, Oxfordshire County Council Strategic Environmental Assessment of Oxfordshire Local Transport Plan 3, Scoping Response Summary, September 2009, Halcrow Group Limited Local Transport Plan 3 Newsletter Issue 1, July 2009 Local Transport Plan 3 Newsletter Issue 2, November 2009 Local Transport Plan 3 Newsletter Issue 3, March 2010 LOCAL TRANSPORT PLAN 3 (2011-2030) Cherwell District Committee/Oxfordshire County Council Bilateral Meeting 5 March 2010 Local Transport Plan 3: Consultation on Draft Policies, Background Document Oxfordshire County Council Cabinet Report, Local Transport Plan 3, Objectives and Strategic Environmental Assessment, 15 September 2009	
Report Author	Andrew Bowe, Implementation Officer Philip Clarke, Head of Planning Policy & Economic Development
Contact Information	01295 221842 andrew.bowe@cherwell-dc.gov.uk

Minute Item 17

Cherwell District Council Petitions Scheme

Cherwell District Council welcomes petitions and recognises that petitions are one way in which people can let us know their concerns or the strength of public feeling. All petitions sent or presented to the council will receive an acknowledgement from the council within 10 working days of receipt. This acknowledgement will set out what we plan to do with the petition. We will treat something as a petition if it is identified as being a petition, or if it seems to us that it is intended to be a petition.

Paper petitions can be sent to:

Democratic Services
Bodicote House
Bodicote
Banbury
OX15 4AA

Petitions can also be presented to a meeting of the council, except planning, licensing and Standards Committees. These meeting dates and times can be found at www.cherwell.gov.uk If you would like to present your petition, or would like your councillor or someone else to present it on your behalf, please contact Democratic Services democracy@cherwell-dc.gov.uk or 01295 221587 at least 10 working days before the meeting and they will talk you through the process. If your petition has received 1500 signatures or more it will also be scheduled for a council debate and if this is the case we will let you know whether this will happen at the same meeting or a later meeting of the council.

What are the guidelines for submitting a petition?

Petitions submitted to the council must include:

- a clear and concise statement covering the subject of the petition. It should state what action the petitioners wish the council to take
- the name and address and signature of any person supporting the petition.

Petitions should be accompanied by contact details, including an address, for the petition organiser. This is the person we will contact to explain how we will respond to the petition. The contact details of the petition organiser will not be placed on the website. If the petition does not identify a petition organiser, we will contact signatories to the petition to agree who should act as the petition organiser.

Petitions which are considered to be vexatious, abusive or otherwise inappropriate will not be accepted. In the period immediately before an election or referendum we may need to deal with your petition differently – if this is the case we will explain the reasons and discuss the revised timescale which will apply. If a petition does not follow the guidelines set out above, the council may decide not to do anything further with it. In that case, we will write to the petition organiser to explain the reasons.

What will the council do when it receives my petition?

An acknowledgement will be sent to the petition organiser within 10 working days of receiving the petition. It will let them know what we plan to do with the petition and when they can expect to hear from us again. The Council may decide to verify the authenticity of the petition by performing a check (where possible) to ensure that those who have signed the petition are real signatories. The petition will also be published on our website.

If we can do what your petition asks for, the acknowledgement may confirm that we have taken the action requested and the petition will be closed. If the petition has enough signatures to trigger a council debate, or a senior officer giving evidence, then the acknowledgment will confirm this and tell you when and where the meeting will take place. If the petition needs more investigation, we will tell you the steps we plan to take.

If the petition applies to a planning or licensing application, is a statutory petition (for example requesting a referendum on having an elected mayor), or on a matter where there is already an existing right of appeal, such as council tax banding and non-domestic rates, other procedures apply. Please contact us for more information.

We will not take action on any petition which we consider to be vexatious, abusive or otherwise inappropriate and will explain the reasons for this in our acknowledgement of the petition.

To ensure that people know what we are doing in response to the petitions we receive the details of all petitions submitted to us will be published on our website, except in cases where this would be inappropriate. Whenever possible we will also publish all correspondence relating to the petition (all personal details will be removed). When you sign an e-petition you can elect to receive this information by email. We will not send you anything which is not relevant to the e-petition you have signed, unless you choose to receive other emails from us.

How will the council respond to petitions?

Our response to a petition will depend on what a petition asks for and how many people have signed it, but may include one or more of the following:

- taking the action requested in the petition
- considering the petition at a council meeting
- holding an inquiry into the matter
- undertaking research into the matter
- holding a public meeting
- holding a consultation
- holding a meeting with petitioners
- referring the petition for consideration by the council's overview and scrutiny committee*
- calling a referendum
- writing to the petition organiser setting out our views about the request in the petition

In addition to these steps, the council will consider all the specific actions it can potentially take on the issues highlighted in a petition.

*Overview and scrutiny committees are committees of councillors who are responsible for scrutinising the work of the council – in other words, the overview and scrutiny committee has the power to hold the council's decision makers to account.

Appropriate steps

If your petition is about something over which the council has no direct control (for example the local railway or hospital) we will consider making representations on behalf of the community to the relevant body. The council works with a large number of local partners and where possible will work with these partners to respond to your petition. If we are not able to do this for any reason (for example if what the petition calls for conflicts with council policy), then we will set out the reasons for this to you. You can find more information on the services for which the council is responsible at www.cherwell.gov.uk.

If your petition is about something that a different council is responsible for we will give consideration to what the best method is for responding to it. This might consist of simply forwarding the petition to the other council, but could involve other steps. In any event we will always notify you of the action we have taken.

Full council debates

If a petition contains more than 1500 signatures it will be debated by the full council unless it is a petition asking for a senior council officer to give evidence at a public meeting. This means that the issue raised in the petition will be discussed at a meeting which all councillors can attend. The council will endeavour to consider the petition at its next meeting, although on some occasions this may not be possible and consideration will then take place at the following meeting. The petition organiser will be given five minutes to present the petition at the meeting and the petition will then be discussed by councillors for a maximum of 15 minutes. The council will decide how to respond to the petition at this meeting. They may decide to take the action the petition requests, not to take the action requested for reasons put forward in the debate, or to commission further investigation into the matter, for example by a relevant committee. Where the issue is one on which the council executive are required to make the final decision, the council will decide whether to make recommendations to inform that decision. The petition organiser will receive written confirmation of this decision. This confirmation will also be published on our website.

Officer evidence

Your petition may ask for a senior council officer to give evidence at a public meeting about something for which the officer is responsible as part of their job. For example, your petition may ask a senior council officer to explain progress on an issue, or to explain the advice given to elected members to enable them to make a particular decision. If your petition contains at least 750 signatures, the relevant senior officer will give evidence at a public meeting of the council's overview and scrutiny committee. Senior staff refers to Service Heads, Strategic Directors and the Chief Executive, a list of these staff can be found on the Council website www.cherwell.gov.uk. You should be aware that the overview and scrutiny committee may decide that it would

be more appropriate for another officer to give evidence instead of any officer named in the petition – for instance if the named officer has changed jobs. The committee may also decide to call a relevant councillor to attend the meeting. Committee members will ask the questions at this meeting, but you will be able to suggest questions to the chairman of the committee by contacting Democratic Services democracy@cherwell-dc.gov.uk up to three working days before the meeting.

What can I do if I feel my petition has not been dealt with properly?

If you feel that we have not dealt with your petition properly, the petition organiser has the right to request that the council's overview and scrutiny committee review the steps that the council has taken in response to your petition. It is helpful to everyone, and can improve the prospects for a review if the petition organiser gives a short explanation of the reasons why the council's response is not considered to be adequate.

The committee will endeavour to consider your request at its next meeting, although on some occasions this may not be possible and consideration will take place at the following meeting. Should the committee determine we have not dealt with your petition adequately, it may use any of its powers to deal with the matter. These powers include instigating an investigation, making recommendations to the council executive and arranging for the matter to be considered at a meeting of the full council.

Once the appeal has been considered the petition organiser will be informed of the results within 5 working days. The results of the review will also be published on our website.

Draft Revenue 2009/2010 Outturn and Analysis

Background

1.1 In line with good practice budget monitoring is undertaken on a monthly basis within the Council. The revenue and capital position is reported monthly to the Corporate Management Team and formally to the Executive on a quarterly basis. This is the Q4 provisional outturn report for financial year 2009/2010.

General Fund Revenue Budget

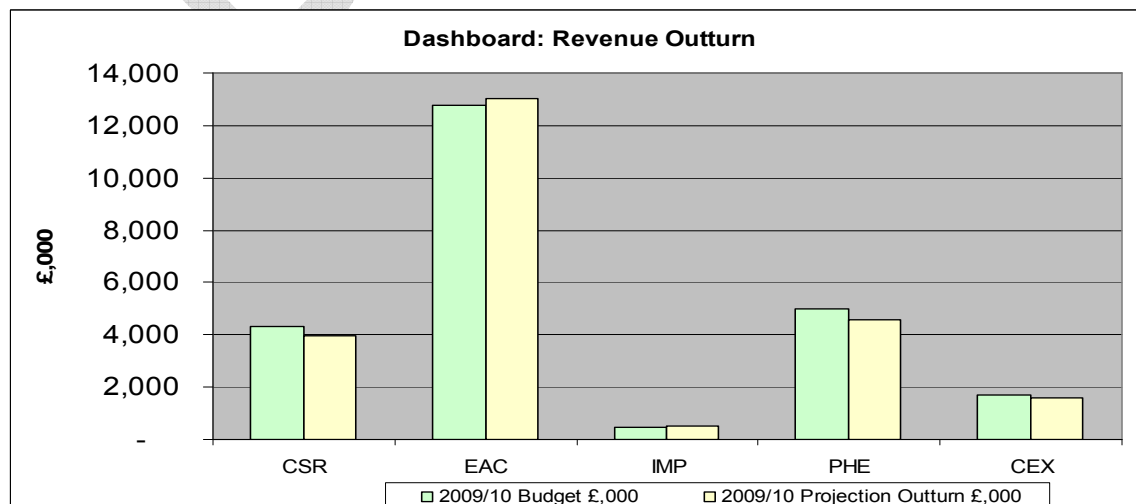
1.2 The draft General Fund Revenue budget is shown below.

	Adjusted Budget 2009-10 £,000	Draft Outturn 2009-10 £,000	Variance £,000	Variance
SERVICE EXPENDITURE				
Services	24,264,674	23,666,914	-597,760	-2%
Capital Charges Reversed	-3,082,663	-3,082,663	0	0%
Net Expenditure Services	21,182,011	20,584,251	-597,760	-3%
			0	
Reserves and Provisions	-2,071,968	-1,230,836	841,131	41%
	19,110,044	19,353,415	243,371	1%
Investment Income	-2,225,631	-2,074,517	151,114	7%
Government Grant	-10,610,609	-10,610,609	0	0%
Collection Fund	-108,313	-108,317	-4	0%
Council Tax	-6,165,491	-6,165,491	0	0%
	-19,110,044	-18,958,934	151,110	1%
Provisional Overspend	0	394,481	394,481	2%

1.3 The draft outturn presented above illustrates an overall overspend of £394,481 representing a budget variance of 2%.

1.4 There is an underspend within Service Expenditure of £597,760 – this is shown in detail in the chart below and corresponding table. The service underspends identified are after the cost of buy out of the Council's Car Scheme – totalling £684k.

1.5 The performance by Directorate against budget can be seen in the chart below:



1.6 The underspend in services of £597,760 is split between directorates as follows:

	2009/10 Budget £,000	2009/10 Projection Outturn £,000	Variance £,000	% Variance	Primary Drivers
CSR	4,343	3,988	- 355	-8.2%	<ul style="list-style-type: none"> • Buyout of council Car Scheme • Underspends in salaries and vacant posts • Reduced office accommodation and energy costs • Additional land charges income • Underspends in both Legal salaries and fees. • Additional subsidy arising from final subsidy Claim.
EAC	12,768	13,010	242	1.9%	<ul style="list-style-type: none"> • Buyout of council Car Scheme • Reduction in market income due to bankruptcy of existing provider • Reduction in car park income due to external economic pressures.
IMP	477	498	21	4.4%	<ul style="list-style-type: none"> • Buyout of council Car Scheme
PHE	4,993	4,596	- 397	-7.9%	<ul style="list-style-type: none"> • Buyout of council Car Scheme. • Increased planning fees in excess of budget (which had been set pessimistically given the economic climate) • Salary savings across the directorate. • Savings within Housing consultancy. • Savings - OSLA (Oxford Social Lettings Agency) • Savings - Rent deposit scheme.
CEX	1,684	1,575	- 109	-6.5%	<ul style="list-style-type: none"> • Buyout of council Car Scheme. • Savings in training expenditure. • Savings in design, printing and consultancy • Communications – savings in consultancy.
Services	24,265	23,667	-598	-2.5%	

1.7 The variance within reserves and provisions can be summarised as follows:-

Reserves & Provisions	Variance	Detail
	£'000's	
Charter Vat Share	450	This item was included within the budget for 2009/10 as a revenue item; however within our 08/09 Statutory Accounts it was processed as a Capital Receipt according to financial regulations. We received X in 2009/10 and this has been recorded as a receipt.
Procurement Savings	180	These savings have been incorporated directly into the services and therefore are reflected within Service Underspends identified above. In future this will be offset at the point that the saving is made.
Supplementary Estimates (09/10)	143	£132k b/f budget from 2008/09 and £11k PHE compensation payment.
Area Based Grant	26	Incorporated directly into Service area as detailed above
Various	42	Other
Total – (as detailed above)	841	

Economic Impact – Interest Rates

- 1.8 The downturn in the economy has given rise to a number of unanticipated budget pressures. One of the most immediate impacts of the credit crunch in Cherwell, like elsewhere, is the housing market slowing rapidly. There is also rising pressure on a number of Council services, notably benefits and a rise in homelessness will be expected.
- 1.9 In planning the 2009/10 budget we made provision for the effects of the recession and apart from investment income we have not seen any adverse variances. The budget assumed a investment rate of 2% for any new deals brokered in the year however as the base rate has been at 0.5% for the last 13 months this was not achieved. Investment income was expected to achieve £2.8m however this included a risk provision of £600k. This has been fully utilised and the variance reduced to £151k.

Investments in Iceland

- 1.10 Cherwell District Council is one of at least 123 local authorities that have been affected by the collapse of Icelandic banking institutions. The Council currently has a total of £6.5 million in short term investments (i.e. those with maturity periods of up to one year) with one of the affected banks Glitnir.
- 1.11 The position relating to the recovery of Council investments in Icelandic banks and the associated interest is uncertain and we are currently a test case challenging the decision regarding preferential creditor status through the Icelandic District Court with the support of the LGA and our legal counsel

Bevan Brittan. We expect this process to take at least 12 months. All interest at risk was written off in 2008/09.

- 1.12 The fact that we have no access to this money at the moment makes absolutely no difference to our ability to deliver services or meet operational costs.
- 1.13 Although the Council remains confident of getting 100% of its investment back a plan has been drawn up to deal with any loss via use of the Council's reserves. This strategy has been built into the MTFs.
- 1.14 Within the statutory accounts for 2009/10 we will follow the guidance from CIPFA in relation to presenting this investment and make any impairment calculations as per this advice.

Budget Mitigations

- 1.15 The increased focus on budget monitoring and introduction of the "dashboard" has enabled more efficient use of the Council's resources and enabled action to be taken to promptly identify and mitigate against economic issues.
- 1.16 A decision was taken within 2009/10 to buy out the Council's Lease car and car allowance scheme. The early identification of service underspends through effective budget monitoring highlighted the feasibility of making this decision, which in turn will reduce ongoing service costs in future years.

Summary

- 1.17 The variances on the revenue are within the Council's stated tolerances and within 2% of budget provision.
- 1.18 The General Fund reserve is adequately funded to meet the overall deficit.
- 1.19 The Council continues to make excellent progress on delivering against its revenue budget. Our financial performance in terms of revenue performance; in the context of the one of the most challenging economic climates of our times is an area we can be proud of. Our performance demonstrates our ability to be nimble in responding to changing circumstances, improved capacity to deliver sizeable capital programmes and effective financial management.
- 1.20 The information in this report is in the format used for budget monitoring purposes and as reported to the Executive quarterly. It does not reflect the various accounting adjustments that are required to comply with the Statement of Recommended Practice (for example the various pension adjustments required by Financial Reporting Standard 17) nor is it in the same format as the statutory Financial Statement. These statements will be adopted by the Accounts, Audit and Risk Committee on 24th June 2010 and then subsequently approved after audit clearance in September 2010. A detailed analysis of income and expenditure will be included within these accounts.

2009/10 Revenue Budgets to be carried forward

Background

- 1.1 Expenditure of £17,000 was budgeted to be spent in 2009/10 on the Job Evaluation project but due to project timings this has not occurred. It is therefore requested that a supplementary estimate is approved for this funding to be made available in 2010/11 for the conclusion of this project.

Draft Capital Outturn 2009/10

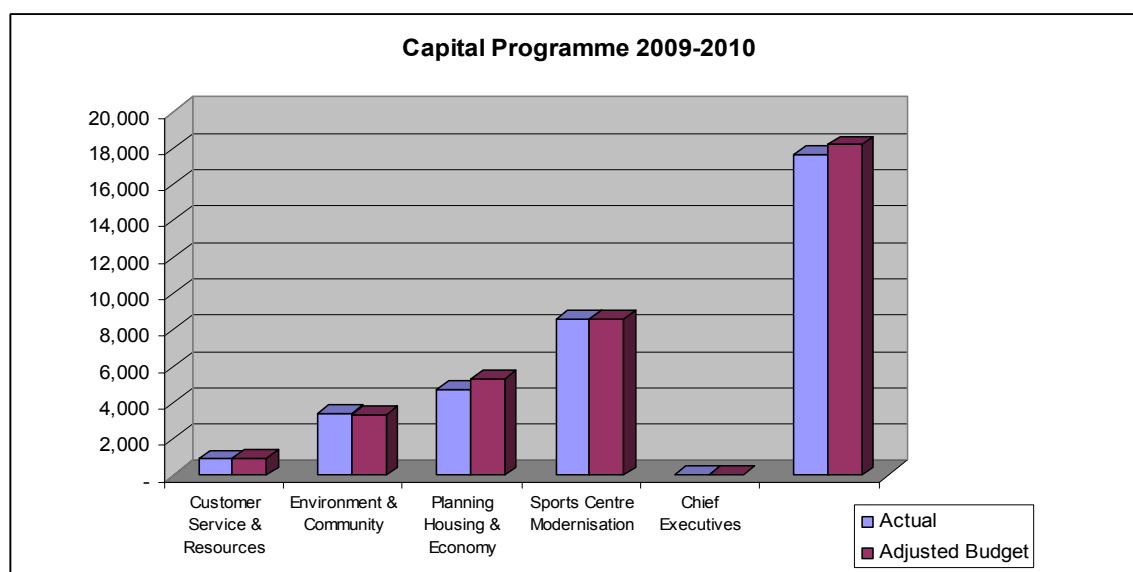
1.1 The adjusted capital budget for 2009/10 equated to £ 18,200,468 which represents the capital budget approved in February 2009 and all supplementary estimates and capital slippage approved by , (to be approved) the Executive during the year. The adjusted budget can be summarised as follows: -

SUMMARY	£000s
Adjusted 2009/10 Budget	23,909
Previously approved Slippage into 10/11 Capital Programme	-4,179
Additional Slippage requested into 10/11 capital Programme	-1,530
Adjusted 2008/09 Capital Programme	<u>18,200</u>

1.2 The table attached Appendix 9c (i) provides the provisional capital out-turn statement for 2009/10 by scheme and directorate and details the additional slippage / slippage adjustments for which approval is requested.

1.3 The summary below details at a directorate level expenditure against revised budget and variances arising. It can be seen that, at 3%, these are within budget tolerances for the Capital Programme.

1.4 This performance against budget, by directorate, can be seen in the chart below :-



1.5 The main drivers for variances identified can be explained as follows.

	Adjusted Budget year to date	Less Approved Slippage	Requested additional Slippage	Revised Budget	Period actual £	Variance	Variance	Main drivers for Variances
	£'000's	£'000's	£'000's	£'000's	£'000's	£'000's	%	
Customer Service & Resources	1,374	-381	-60	932	903	-30	-3%	Savings achieved in the delivery of a variety of ICT projects
Environment & Community	4,040	-517	-178	3,345	3,397	52	2%	Savings were achieved in the Waste Services Vehicle Replacement project and Food waste Recycling however these have been offset by overspends in other areas – namely Woodgreen Leisure Centre and other smaller projects.
Planning Housing & Economy	9,522	-3041	-1181	5,299	4,756	-543	-10%	Significant procurement savings within the Banbury Pedestriansation project have offset other project overspends and provide the major element of the variance from budget.
Sports Centre Modernisation	8,935	-240	-110	8,585	8,585	0	0%	Slippage requested to cover final project costs and retentions
Chief Executives	39	0	0	39	34	-4	-11%	Savings achieved through project delivery
	23,909	-4179	-1529	18,200	17,676	-525	-3%	

1.6 The budget variance of £524,814, is within budget tolerances. This is the second successive year that the capital programme has been delivered within budget tolerances and this is as a result of the increased monitoring on the capital programme during the year. The capital programme has been subject to monthly review by Corporate Management Team and 3 reviews by the Executive.

1.7 The capital programme has been financed using government grants, third party contributions, capital receipts and revenue contribution and is analysed by category below:

CAPITAL PROGRAMME AND FINANCING STATEMENT

	Scheme Cost £'000's
Capital Programme Delivered in 2009/10	9,091
Sports Centre Modernisation	<u>8,585</u>
Total Capital Programme	17,676
Financed by:	
Capital Receipts	16,897
Government Grants and Other Contributions	455
Direct Revenue Financing/Use of Reserves	<u>324</u>
	<u><u>17,676</u></u>

Capital Detail 2009/10

Capital spend 2009/2010

SUMMARY	Adjusted Budget 2009/10	Approved Slippage	Additional Requested Slippage	Adjusted Budget 2009/2010	Actual Expenditure 2009/10	Variance
	£	£	£	£	£	£
Customer Service & Resources	1,373,774	(381,000)	(60,432)	932,342	902,696	(29,646)
Environment & Community	4,040,239	(517,000)	(177,773)	3,345,466	3,397,331	51,866
Planning Housing & Economy	9,521,660	(3,041,000)	(1,181,383)	5,299,277	4,756,318	(542,959)
Sports Centre Modernisation	8,934,883	(240,000)	(110,000)	8,584,883	8,584,883	0
Chief Executives	38,500	0	0	38,500	34,425	(4,075)
TOTAL	23,909,056	(4,179,000)	(1,529,588)	18,200,468	17,675,653	(524,814)

	Budget year to date	Less Slippage	Additional Slippage	Adjusted Budget	Final Expenditure	Variance
Customer Service & resources						
Business Services						
Access to Highfield Depot	22,100	(22,000)		100		(100)
Depots - Redevelopment/ Changes	26,360			26,360		(26,360)
Town Centre Offices - Refurbishment	56,520			56,520	15,072	(41,448)
Town Centre Offices - Roof Repairs	28,758			28,758	40,162	11,404
Bodicote House- Accommodation Changes	0			0	26,935	26,935
Bodicote House- Window Replacement	30,000			30,000		(30,000)
Old Bodicote House Garage	29,920			29,920	24,410	(5,510)
Minor Works	0			0		0
Local Land Charges	22,200	(6,000)	300	16,500	16,500	0
Acquisition of High Volume Shredding Machine - Con	15,000			15,000		(15,000)
Replacement of Vehicle Fuel Installation - Highfield	70,000			70,000	90,681	20,681
Staircase Works New Bodicote House	0			0	112,721	112,721
Finance						
Financial Ledger - Agresso 5.5	50,000	(50,000)		0		0
Budget Module	15,000	(15,000)		0		0
Legal						
Legal/Democratic IT Investment	14,700		(14,700)	0		0
ICT - Business Services						
Uniform Modules (Various)	19,822	(15,000)		4,822	4,098	(724)
Iclipse Software Upgrade	25,000	0	(25,000)	0		0
ICT - Customer Services						
CSC Government Connect	31,637	0		31,637	27,344	(4,293)
Area One Stop Shops	5,000	0		5,000	5,000	0
ICT - Home and Remote Working						
Home & Remote Working	6,126			6,126	2,494	(3,632)
ICT - Infrastructure						
Replacement Air - Conditioning in Data Centre	30,000	(30,000)		0		0
Network Recabling	6,433			6,433	6,433	0
ICT - Operational						
Replacement of Clients PC's	4,979			4,979	3,125	(1,854)
Reserve Servers	2,866			2,866		(2,866)
Renewal of PC's	40,000			40,000	29,226	(10,774)
Corporate Data Storage & Access (Sharepoint)	33,028			33,028	33,028	0
Service Desk Software	25,000			25,000	24,840	(160)
Data Encryption Software	2,487			2,487	2,487	0
Netbackup Upgrade to Backup Drives and Robot Replacement	35,000			35,000	34,417	(583)

	<u>Budget year to date</u>	<u>Less Slippage</u>	<u>Additional Slippage</u>	<u>Adjusted Budget</u>	<u>Final Expenditure</u>	<u>Variance</u>
Remote and mobile working (including Netilla Replacement)	18,774			18,774	15,941	(2,833)
Disaster Recovery [Was Filestore]	40,000			40,000	41,547	1,547
Sunray and Mitel Integration (supporting hotdesk & Telephone Voice Recording)	15,000	(15,000)		0	0	0
Telephony Decommissioning and Upgrades to Switches	35,000	(35,000)		0	0	0
Telephony support for customer service (improvement)	20,000		(5,150)	14,850	14,850	0
Upgrades to Microsoft Office 2003	12,000		(4,567)	7,433	7,433	0
Increased Storage Area Network Capacity [SAN]	16,514			16,514	16,514	0
100mbs Weblink Bodicote House	16,000			16,000	19,949	3,949
Full Architecture & Capacity Plan for potential Vi TLD Business Continuity [ISDN30 phone line & 10mbs]	32,000	(32,000)	170	170	170	0
CDC Website Enterprise License	10,000			10,000		(10,000)
Virtualisation	30,000	(20,000)	8,268	18,268	18,268	0
	15,000			15,000	17,382	2,382
	150,000	(22,000)	(19,753)	108,247	108,247	0
<u>ICT - Information Services</u>						
Ariel Imagery	15,000			15,000	7,952	(7,048)
GIS	35,000			35,000	13,590	(21,410)
Data Security (Govt Connect)	20,000			20,000	15,173	(4,827)
Audio Visual Equipment in Council Chamber	45,000			45,000	45,000	0
Self Service Terminals	40,000	(26,000)		14,000	1,052	(12,948)
Online Service Provision via Forms	50,000	(43,000)		7,000	105	(6,895)
Scanning at the point of entry	20,000	(20,000)		0	0	0
Sharepoint extension	60,550			60,550	60,550	0
System Integration for Customer Relationship Management	30,000	(30,000)		0	0	0
	1,373,774	(381,000)	(60,432)	932,342	902,696	(29,646)

Environment & Community

Safer Community & Community Development

CCTV	374,604			374,604	396,270	21,666
Hanwell Fields Community Centre	5,727		(5,727)	0	0	0
Community Centre Refurbishments	28,010		(28,010)	0	0	0
SSCF	0			0	36,000	36,000
Replacement Cabling Infrastructure for CCTV and Of	95,000	(95,000)		0	0	0
Community Intelligence Hub	95,000			95,000	98,189	3,189

Environmental Services

Fuel Tank	20,000			20,000	11,224	(8,776)
Climate Change Initiatives Fund	128,221	(71,000)	5,071	62,292	62,292	0
Vehicle Replacement Programme	637,000			637,000	594,949	(42,051)
Recycling Bins	65,000	(20,000)		45,000	68,647	23,647
Environmental Services Waste Management IT System	56,000			56,000	58,030	2,030
Food Waste Recycling Service	250,000			250,000	146,138	(103,862)

Health & Recreation

Tooleys/ Museum	65,960	0		65,960		(65,960)
North Oxfordshire Academy Track/ Throw Cage	0	0		0	1,210	1,210
Hanwell Fields Sports Pavilion	0	0		0	7,243	7,243
Village Hall, Recreation Play Grants	139,073	0	(104,355)	34,718	34,717	(1)
Football Development Plan in Banbury	20,000	0		20,000		(20,000)
Refurbishment/Improvement to Willy Freund Youth Centre	33,160	0		33,160	73,316	40,156
Roof Repairs at Spiceball Park Sports Centre	10,000	0		10,000	8,585	(1,415)
Wheeled Sports Facilities in Banbury	25,000	0		25,000	25,000	0
Woodgreen Leisure Centre inc Car Parks & Footways	953,000	0		953,000	1,036,999	83,999
PLAY WELL IN CHERWELL GRANT	35,432	0		35,432	87,360	51,928
Banbury Visitor Management Plan	14,000	0	(4,000)	10,000	10,000	0

	Budget year to date	Less Slippage	Additional Slippage	Adjusted Budget	Final Expenditure	Variance
Banbury Museum Roof and Building Fabric	45,000	0	(3,972)	41,028	41,028	0
North Oxfordshire Academy Astro turf	150,000	0		150,000	109,788	(40,212)
North Oxfordshire Academy Site Safety & Security	60,000	0		60,000	53,594	(6,406)
Relaying the Astro turf at Cooper School - Bicester	150,000	0		150,000	169,805	19,805
South West Bicester Sports Village	170,000	(170,000)		0		0
Urban & Rural						
Off Road Parking Facilities	234,408	(51,000)	(36,780)	146,628	146,628	0
Circular Walks DDA Works	14,293	(5,000)		9,293	3,364	(5,929)
Town Centre Environmental Improvements	0			0	19,961	19,961
Street Scene Replacement Programme	40,000			40,000	79,441	39,441
Christmas Illuminations	51,351	(51,000)		351		(351)
Implementation of Banbury Residents Parking - Sign	30,000	(27,000)		3,000		(3,000)
Urban Centres Improvements	45,000	(27,000)		18,000	17,553	(447)
	4,040,239	(517,000)	(177,773)	3,345,466	3,397,331	51,865

Planning Housing & Economy

Economic Development & Estates

Watts Way Car Park Kidlington	5,000	0		5,000		(5,000)
Banbury Pedestrianisation	2,040,302	(235,000)	(85,000)	1,720,302	961,151	(759,151)
Bicester Cattle Market Car Park Phase 2	363,500	(334,000)	10,160	39,660	39,660	0
Bicester Pedestrianisation	25,000	(25,000)		0		0
St Mary's Churchyard Wall Repairs	0	0		0		0
Castle Quay Refurbishment	675,000	0		675,000	675,313	313
Bicester Town Centre Redevelopment	0	0		0		0
Future Regeneration Schemes Preliminary Prof Fees	50,000	0	(50,000)	0		0
Access to 60 Tadmarton Road, Bloxham	0	0		0		0
Bicester Town Centre Redevelopment Scheme	60,000	0		60,000	62,580	2,580
Thorpe Lane Depot Refurbishment Scheme	1,134,000	(1,084,000)	(29,296)	20,704	20,704	0
Hurrans Garden Centre	350,000	0		350,000	350,000	0
Old Bodicote House	0	0		0		0
Bicester Town Centre Redevelopment	0	0		0		0
Highfield Depot Repairs	0	0		0		0
Units 1-7 Thorpe Way Repairs	0	0		0		0

Housing Services

LASHG - Ploughley Road Ambroseden	0	0		0		0
LASHG - London Road Bicester	0	0		0		0
LASHG - Spirit Motor Site	0	0		0		0
Choice Based Lettings	35,106	(21,000)	4,707	18,813	18,813	0
Disabled Facilities Grants	950,000	(50,000)	50,000	950,000	950,353	353
Other Discretionary Grants	110,000	0		110,000	102,033	(7,967)
Housing Paradigm	0	0		0		0
LASHG - AYNHO ROAD ADDERBURY	0	0		0		0
PRIVATE SECTOR GOLDING STRATEGY	0	0		0		0
Merton Street Flats	50,000	0		50,000	50,000	0
Local Authority Social Housing Grant	0	0		0		0
THE SANCTUARY ACQUISITION SCHEME	41,000	(5,000)	500	36,500	36,500	0
GOSE Capital Grant	0	0		0	10,739	10,739
Acquisitions Scheme - to extend RSL Housing	1,000,000	(697,000)	118,750	421,750	421,750	0
Discretionary Grants for Domestic Properties - Es	440,000	0	(102,278)	337,722	275,398	(62,324)
Housing Overcrowding Pilot scheme	30,000	(30,000)		0		0
Temporary Accommodation Acquisition Scheme	0	0		0	297,250	297,250
365 Warwick Road	74,000	0		74,000	74,000	0
Bicester Acquisition 2nd Scheme	430,000	(21,000)	1,074	410,074	410,074	0
Young Persons Acquisition Scheme	352,500	(352,000)		500		(500)
Land Claypits Lane Bicester	187,250	(187,000)		250		(250)
Orchard Way Banbury Redevelopment	1,100,000	0	(1,100,000)	0		0

	<u>Budget year to date</u>	<u>Less Slippage</u>	<u>Additional Slippage</u>	<u>Adjusted Budget</u>	<u>Final Expenditure</u>	<u>Variance</u>
<u>Planning & Affordable Housing</u>						
Traffic Calming in Villages	15,000			15,000		(15,000)
The Granary Manor Farm	4,002			4,002		(4,002)
	9,521,660	(3,041,000)	(1,181,383)	5,299,277	4,756,318	(542,959)
<u>Sports Centre Modernisation</u>						
Sports Centre Modernisation Programme	8,934,883	(240,000)	(110,000)	8,584,883	8,584,883	0
SCM PRIORITY WORKS	0	0		0		0
	8,934,883	(240,000)	(110,000)	8,584,883	8,584,883	0
<u>Chief Executives</u>						
Intranet	38,500	0		38,500	34,425	(4,075)
	38,500	0	0	38,500	34,425	(4,075)
Total Capital	23,909,056	(4,179,000)	(1,529,588)	18,200,468	17,675,653	(524,815)