Agenda

OXFORDSHIRE
G R O W T H   B O A R D

Oxfordshire Growth Board

Tuesday 24 September 2019 at 2.00 pm
Didcot Civic Hall, Britwell Road, Didcot, OX11 7JN

From 1 July 2018 to 30 June 2020, the Oxfordshire Growth Board meetings are managed by South Oxfordshire District Council.
Contact: Kevin Jacob, Democratic Services Officer
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Voting members 1 July 2019 to 30 June 2020

Leader of South Oxfordshire District Council (which holds the Chair)	Councillor Sue Cooper
Leader of Vale of White Horse District Council (which holds the Vice-Chair)	Councillor Emily Smith
Leader of Cherwell District Council	Councillor Barry Wood
Leader of Oxford City Council	Councillor Susan Brown
Leader of Oxfordshire County Council	Councillor Ian Hudspeth
Leader of West Oxfordshire District Council	Councillor James Mills

Non-voting members 1 July 2019 to 30 June 2020

Chairman of OxLEP	Jeremy Long
Vice-Chairman and Skills Board representative	Adrian Lockwood
Universities representative	Professor Alistair Fitt
OxLEP business representative - Bicester	Miranda Markham
OxLEP business representative – Oxford City	Peter Nolan
OxLEP business representative – Science Vale	Angus Horner
Homes England reprsentative	Catherine Turner/Kevin Bourner
Oxfordshire Clinical Commissioning Group representative	Louise Patten
Environment Agency representative	Lesley Tims

Note: Members of the Board may be accompanied at the table by senior officers from their organisation.

As a matter of courtesy, if you intend to record the meeting please let the contact officer know in advance of this meeting.

AGENDA

PART ONE – PUBLIC BUSINESS

1   Apologies for absence

2   Declarations of interest

3   Minutes (Pages 7 - 21)

To adopt as a correct record the minutes of the Oxfordshire Growth Board meeting held on 4 June 2019.

4   Chair's announcements

5   Public participation

Members of the public may ask questions of the Chairman of the Growth Board, or address the Growth Board on any substantive item at a meeting, subject to the restrictions set out in the public participation scheme.

The total amount of time allowed for public participation at a meeting shall not exceed 30 minutes, unless the Chairman consents to extend that time in the interests of the proper conduct of the business of the Growth Board.

A person speaking to the Growth Board may speak for up to three minutes. Board members may ask questions for clarification.

Asking a question
Questions (in full and in writing) must be received by 5pm on three clear working days before the Growth Board meeting. A written or verbal answer will be provided by the Chairman at the meeting. The questioner may ask a supplementary question directly related to either the original question or the reply received.

Addressing the Board
Notice of a wish to address the Growth Board by making a statement must be received by 12 noon on the working day before the Growth Board meeting.

Petitions
Petitions on matters directly relevant to matters in which the Growth Board has powers and duties must be received by 5pm three clear working days before the Growth Board meeting. The representative of the petitioners may speak. Petitions are referred without discussion to the next meeting.

Questions, petitions and notice of addresses must be submitted to democratic.services@oxfordshiregrowthboard.org or delivered/posted to Democratic Services, South Oxfordshire District Council, 135 Eastern Avenue, Milton Park, Milton, OX14 4SB.

6   England's Economic Heartland (EEH) Outline Transport Strategy
(Pages 22 - 34)

To receive an update from England's' Economic Heartland on progress towards establishing a Transport Strategy for the region and requests support for a joint consultation response.

7   Oxfordshire Rail Connectivity Study Update (Pages 35 - 40)

This report summarises progress on the Oxfordshire Rail Connectivity Study.

8   Oxfordshire Housing and Growth Deal Progress Report Q1 (Pages 41 - 50)

To review the 2019/20 Quarter 1 progress report for the Oxfordshire Housing and Growth Deal.

9   Growth Board Review (Pages 51 - 58)

To approve a project scope to review the current strategy and governance arrangements of the Growth Board.

10   Oxfordshire Plan 2050 Revised Programme (Pages 59 - 63)

Taking account of the changing context, the extent of work that needs to be done and major strategic influences beyond the control of the Growth Board, the endorsement and support of the Growth Board is sought to a revised work programme and timetable for the Oxfordshire Plan.

11   Oxfordshire Local Plans Update (Pages 64 - 66)

To note progress in adopting Local Plans for each of the five Districts.

12   Oxfordshire Plan 2050 sub-group update (Pages 67 - 70)

To receive an update from the Oxfordshire Plan 2050 Sub-Group. Summary notes from the meeting held on 25 July 2019 are attached.

13   Infrastructure Sub-Group update (Pages 71 - 77)

To receive an update from the Infrastructure Sub-Group.

Summary notes from the meetings held on 28 May 2019 and 23 July 2019 are attached.

14   Housing Advisory Sub-Group Update (To Follow)

To receive an update from the Housing Sub-Group. The summary notes of the meeting held on 3 September are to follow.

15   Growth Board Scrutiny Panel Update 19 September 2019 (To Follow)

To receive any feedback and consider any recommendations from the Growth Board Scrutiny Panel meeting held on 19 September 2019.

16   Growth Board Forward Plan (Pages 78 - 80)

To note and comment on the Growth Board's Forward Plan.

17   Updates on matters relevant to the Growth Board

Growth Board members and officers may verbally update the Board on progress on matters previously before the Board for consideration, listed in the forward plan, or relevant to the Board's future decisions. This is for the sharing of information and no decisions will be taken.

18   Dates of next meetings

The dates of future Growth Board meetings are below. These will be held on Tuesdays at 2pm in Didcot Civic Hall.

- 26 November 2019
- 28 January 2020
- 7 April 2020 (rescheduled from 31 March 2020)
- 2 June 2020

Councillors' duties on declaring interests

General duty
You must declare any disclosable pecuniary interests when the meeting reaches the item on the agenda headed "Declarations of Interest" or as soon as it becomes apparent to you.

What is a disclosable pecuniary interest?
Disclosable pecuniary interests relate to your* employment; sponsorship (ie payment for expenses incurred by you in carrying out your duties as a councillor or towards your election expenses); contracts; land in the council's area; licences for land in the council's area; corporate tenancies; and securities. These declarations must be recorded in each councillor's register of interests which is publicly available on the council's website.

Declaring an interest
Where any matter disclosed in your register of interests is being considered at a meeting, you must declare that you have an interest. You should also disclose the nature as well as the existence of the interest. If you have a disclosable pecuniary interest, after having declared it at the meeting you must not participate in discussion or voting on the item and must withdraw from the meeting whilst the matter is discussed.

Member's Code of Conduct and public perception
Even if you do not have a disclosable pecuniary interest in a matter, the Councillors' Code of Conduct says that a member "must serve only the public interest and must never improperly confer an advantage or disadvantage on any person including yourself" and that "you must not place yourself in situations where your honesty and integrity may be questioned". What this means is that the matter of interests must be viewed within the context of the code as a whole and regard should continue to be paid to the perception of the public.

*Disclosable pecuniary interests that must be declared are not only those of the member her or himself but also those of the member's spouse, civil partner or person they are living with as husband or wife or as if they were civil partners.

Minutes

OF A MEETING OF THE

Oxfordshire Growth Board

OXFORDSHIRE

GROWTH BOARD

HELD ON TUESDAY 4 JUNE 2019 AT 2.00 PM
DIDCOT CIVIC HALL, BRITWELL ROAD, DIDCOT, OX11 7JN

Present:

Voting members: Councillors Susan Brown, Sue Cooper (Chair), Ian Hudspeth, James Mills, Barry Wood and Emily Smith, (Vice-Chair).

Non-voting members: Angus Horner (OxLEP business representative - Science Vale), Professor Linda King (Universities representative), Adrian Lockwood (OxLEP Vice-Chairman and Skills Board Representative), Jeremy Long (OxLEP Chairman), Louise Patten (Oxfordshire Clinical Commissioning Group), Lesley Tims (Environment Agency) and Catherine Turner (Homes and Communities Agency).

Officers: Caroline Green (Oxford City Council), Bev Hindle (Oxfordshire Growth Board), Giles Hughes (West Oxfordshire District Council, Kevin Jacob, (Oxfordshire Growth Board), Gordon Mitchell (Oxford City Council), Paul Staines, (Oxfordshire Growth Deal), Yvonne Rees, (Cherwell District Council and Oxfordshire County Council), Aaron Rosser, (Oxfordshire Growth Deal), Mark Stone, (South Oxfordshire and Vale of White Horse District Councils) and Nigel Tipple, (OxLEP).

Other councillors: Councillor Andrew Gant (Oxford City Council and Chair of the Oxfordshire Growth Board Scrutiny Committee).

1   Apologies for absence

Apologies for absence were received from Professor Alistair Fitt, (Universities Representative), who was substituted by Professor Linda King, Peter Nolan, (OxLEP Business Representative for Oxford City) and Philp Shadbolt, (OxLEP Business Representative for Bicester).

2   Declarations of interest

There were no declarations of interest.

3   Minutes

RESOLVED: that the minutes of the Oxfordshire Growth Board held on 26 March 2019 be signed and adopted as a correct record subject to the following amendments:

- Clarification of the statement in the last paragraph, 2nd sentence of minute 39 to read "In respect of the A40 HIF bid, Councillor Mills commented that there had been a good level of engagement between West Oxfordshire District Council and Oxfordshire County Council in the design of the proposals. He welcomed this given the big impact of the A40 *had on anyone who lives, works and travels through West Oxfordshire*.
- Clarification of the fifth bullet point of Minute 40 to replace reference to natural capacity to '*natural capital*'.

4   Chairman's announcements

The Chair announced that a review was to be undertaken of the Growth Board to ensure it remained fit for purpose. The scope of the review was yet to be finalised but would consider several issues including the functions of the Growth Board and its operation and transparency. Other matters such as the timing of meetings, funding of the Board and input from partners would also be assessed. Bev Hindle, Growth Board Director, had been asked to undertake this review and would report back on progress at the September meeting.

Speaking in her capacity as Leader of South Oxfordshire District Council, the Chair expressed her opinion that the review should include looking at changing the Growth Board's name. It was important that it reflected the importance of sustainability not just growth as this had negative connotations amongst a proportion of the public.

With the agreement of the Chair, Councillor Ian Hudspeth responded that, notwithstanding any potential name change, it was important to recognise that the Oxfordshire Growth Board had been successful in securing significant funding for infrastructure and affordable homes from HM Government – in a way that other growth boards sought to emulate. While concerns around growth were understood, the key was around achieving growth that was sustainable. Care, therefore, had to be taken not to send a message to HM Government that there was any misunderstanding of purpose.

5   Public participation

The Growth Board received five public questions from members of the public.

1. Daniel Scharf MRTPI
The majority of the constituent councils are now operating under a **"**Climate and Environmental Emergency". It should be safe to assume that this will frame and inform all their future operations and decisions, as well as those of the Growth Board?

In terms of "growth", will the Growth Board now commission work on how its preoccupation with economic growth could be made consistent with the need to reduce carbon emissions in very short order (i.e. heading for zero by 2030), and reverse the collapse of biodiversity due to operations both within the County, and through impacts elsewhere, but attributable to its activities?

Answer
In reply, the Chair commented that as the Growth Board was a joint committee of the six councils of Oxfordshire (together with key strategic partners), the priorities of the constituent councils will shape the Growth Board's operations and decisions.

In terms of planning, the balancing of social, environmental and economic objectives will be tested locally and explored through the preparation of the Oxfordshire Plan, particularly through a robust and comprehensive Sustainability Appraisal process.

At this point, speaking as in her capacity as Leader of South Oxfordshire District Council, Councillor Cooper set out the approach of South Oxfordshire District Council in declaring a climate change and environmental emergency and at her invitation, the other Leaders present set out the approach of their respective councils.

2. Daniel Scharf MRTPI on behalf of Antony Melville
For the operation of the Growth Board to succeed, there needs to be a high level of trust by the public in the land use planning system, beginning with ensuring that growth does not take place at the expense of the environment.

A very clear example of how trust has broken down is the proposal to build an Expressway between Oxford and Cambridge. The construction of a new road, to enable 1 million car dependent houses to be built along a 'corridor' of movement, will substantially increase carbon emissions during a period when these must be eliminated. The energy intensive process of manufacturing new electric vehicles and batteries will mean that electrification of the road system will not result in a significant reduction in net carbon, without there being significantly fewer vehicles, that would remove the need for any new road building. It will be very hard to trust in promises of biodiversity gains. The National Infrastructure Commission, (NIC) has itself stated that new road building is a spur to the growth of car and road freight traffic (see NIC Congestion, capacity and carbon 2017).

Has the Growth Board been provided with any evidence regarding:
- the impact of electrification or automation of road traffic?
- the prejudice that the threat of a new road would have on completion of the rail link (i.e. make it less likely and/or less viable)? or,
- the increase in traffic and congestion on the A34 and other feeder roads along its length and at either end?

I have had lengthy correspondence with the NIC and there are no answers to these questions.

Answer
The Chair replied that the agenda for the meeting included an update on the Oxford to Cambridge Arc which she hoped Mr Scharf would find informative. The proposal to build an Expressway between Oxford and Cambridge is being led by Highways England on behalf of the Department for Transport, not the Oxfordshire Growth Board.

Many of the Oxfordshire councils have raised questions about the Expressway proposals and/or sought further information.

Highways England has indicated that it expects to undertake consultation on route options this autumn. It is likely that more information will be made available at that time.

3. Daniel Scharf MRTPI on behalf of Steve Dawe
There is a consensus that half the carbon associated with new housing is embodied in the building and associated infrastructure at practical completion, and before occupation [see National House Building Council (NHBC), the Royal Institute of Chartered Surveyors (RICS), the Committee on Climate Change (CCC) and the UK Green Building Council

(UKGBC)]. This implies a moratorium on the use of concrete and masonry until the climate emergency is over, and meeting housing needs by concentrating on carbon negative materials and reducing the levels of under-occupation of the existing housing stock through incentivizing sub-divisions. 50% of houses in Oxford City have one and, more often, two spare bedrooms. Outside the City the number is closer to 80%.

In these circumstances, what specific measures are being taken by the Growth Board to ensure that 'embodied carbon' is taken fully into account to ensure that the building of housing, employment and associated infrastructure will approach net zero emissions by 2030?

Answer

The Chair responded that National Planning Policy allowed local planning authorities to set local requirements for building sustainability in a way that was consistent with HM Government's zero carbon buildings policy and nationally described standards. Any local requirements for building sustainability must be informed by evidence and subject to consultation. The potential to establish Oxfordshire-wide requirements for building sustainability will be explored and tested through the Oxfordshire Plan process.

The issues of policy on zero carbon buildings was a matter for the local planning authorities rather than the Growth Board except for the Oxfordshire Plan 2050. Speaking as the Leader of South Oxfordshire District, South Oxfordshire is very keen to explore zero carbon building in future, but I am slightly concerned about the timing of any moratorium on the use of concrete and masonry. I hope that HM Government will soon upgrade building regulations which would be the easiest way of getting zero carbon buildings in place and that local councils do all that they can.

At the invitation of the Chair, Councillor Susan Brown commented on the question in relation to references to Oxford City. As part of its draft local plan, Oxford City had proposed very high environmental standards which would be considered as part of the local plan process and looked forward to an upgrade in national building regulations. In respect of empty rooms, the figure of 50% of houses in Oxford with one or more spare bedrooms was not recognised, rather her experience of Oxford was of people living in overcrowded conditions. There was a housing crisis in Oxford and a need to build new homes. Whilst there was a need to build to high environmental standards, she could not support a total moratorium on the use of concrete and masonry.

Daniel Scharf responded with a supplementary statement that the figures quoted had taken from the 2011 census. The Department for Housing, Communities and Local Government had informed him that building regulations would not cover the issue of embodied carbon because of the lack of an agreed methodology. For this reason, the organisations including the UK Green Building Council had been referenced and it was not possible to build out of the housing crisis without breaching carbon limits.

The Chair responded that, therefore, it looked likely that it would be up to local councils to achieve the highest standards that they could.

4. Helen Marshall on behalf of CPRE

We note from the minutes of the Oxfordshire Plan 2050 Advisory Sub-Group, 18 April, that there is a table setting out the work required to develop the emerging evidence/evidence needed in support of the Plan. However, at the recent Oxfordshire Plan 2050 Stakeholder Forum, the Plan team appeared unable, or possibly unwilling, to answer the following question:

"Has an update to the Oxfordshire SHMA 2014 and/or an Oxford Green Belt Review been commissioned and, if so, will the Terms of Reference be made publicly available and when will the report/s be published?"
Can the Growth Board:

a)   Please, give an answer to this question?

b)   Undertake to make the table referenced above publicly available?   (This would increase the transparency of the process and enable non-statutory organisations, that may well have access to vital and relevant evidence, to understand the timing and context in which this should be provided).

Answer

In reply the Chair commented that the Oxfordshire Plan will need to be supported by an appropriate level of evidence to satisfy an inspector that the plan is sound. This evidence will need to be appropriate to the scope, time period and geographical coverage of the Oxfordshire Plan.

The next stage of work on the Oxfordshire Plan includes identifying and testing options, including on levels of growth. As such further work on housing needs (to look at the whole plan period) is required inform those options. It is intended that the next stage of public consultation will explore and test those options and please feel free to participate in that consultation when it opens.

In 2015, consultants were commissioned by the Oxfordshire Growth Board to undertake an assessment of Green Belt within the County. The Councils are currently considering commissioning an update to the 2015 study to reflect more recent changes to Green Belt boundaries in emerging local plans as well as any recently completed development.

All of the evidence that will inform the choices to be made in the Oxfordshire Plan will be made publicly available in order that the options being tested, or later, the draft policies being promoted, can be considered in the light of the evidence available.

The table that has been shared with the Member Sub-group is a living list of the various streams of work being progressed to build the required evidence base, and is shown below:

Stream of work/Document	Lead/Notes
Sustainability Appraisal	LUC commissioned
Infrastructure Delivery Plan	County Council leading on work
Green Belt Assessment	Considering commissioning an update to the 2015 study
Local Industrial Strategy	OxLEP leading on work
Housing Needs Assessment and Economic Forecasting - part 1	Iceni Projects Ltd commissioned
Employment Land Needs Assessment	Included in above commission
Living Labs	County Council and LEP carrying out work
Future role of town centres	Topic paper

Strategic Housing and Land Availability Assessment (SHLAA) and Call for Ideas	Oxfordshire Plan Team
Viability/Deliverability	To be commissioned later in project
Health Impact Assessment	Authority health specialists working on project
Strategic Environmental Assessment	Part of SA
Habitats Regulation Assessment	Ricardo commissioned
Landscape, Heritage and Natural Capital	Authority specialists working on project
Strategic Flood Risk Assessment	Use a combination of all five districts SFRA data
Water Cycle Study	Being commissioned
Transport and connectivity	To be commissioned with the County Council
Energy	Authority specialists working on project

5. Sue Haywood on behalf of Need Not Greed Oxfordshire

The Oxfordshire Plan 2050 is ostensibly shown to have both an "influencing" as well as "influenced by" relationship with both the Oxfordshire Local Industrial Strategy (LIS) and the Ox-Cam Arc. Indications are the LIS may be signed off by Government in early summer, risking pre-determining the Plan's outcomes.   Why, therefore, is there so limited visible discussion to date about these at Growth Board meetings or its subcommittee meetings or by the Growth Board's constituent local authorities' committees?

Answer

The Chair replied that: The Oxfordshire Local Industrial Strategy had been developed over a number of months with several key stakeholder meetings with presentations on its progress from time to time through the Growth Board and a presentation was also given to the Oxfordshire Leader's meeting recently. While the Growth Board reviews this strategy in its remit overseeing the Housing and Growth Deal (the LIS is part of our Deal), the governance for its adoption is through the Oxfordshire Local Enterprise Partnership. Once adopted it will be one strategy of many that will have influence to some extent on the emerging Oxfordshire Plan. Whilst non-statutory in nature it is still valuable evidence and strategic direction which needs to be considered and taken account of in the emerging Oxfordshire Plan. These were ongoing processes, not one offs and would need to be kept up to date.

As for the Oxford to Cambridge Arc, this will have little impact on the Oxfordshire Plan in the immediate future until more was known about it; over time, this may change to have greater influence and all these things would be kept up to date and under review. As outlined in the Spring Statement there is a commitment between local authorities and LEPs in the Arc to work collaboratively with Government to develop a shared ambition. It is expected the Growth Board and its constituent members will be active as that work develops which was still at the beginnings. If it did progress, the Arc would have an impact on the Oxfordshire Plan 2050 and if and when there was a material impact, due consideration for such impact will be considered by the Growth Board by updates. A key message was that the Oxford to Cambridge Arc was new and arrangements were still evolving.

Supplementary question

Sue Haywood asked a supplementary question. The comments made by the Chair of the Growth Board at the Scrutiny Panel meeting on 30 May and earlier that day about a review of the Growth Board's processes in light of the new and developing relationships were welcomed. It had been a concern of Need Not Greed members that a number of matters had not come out to councillors in the individual Growth Board authorities for meaningful discussion, such as the intended Joint Declaration. Therefore, would the review of the Growth Board be able to consider the timing and dissemination of knowledge about the Growth Board to local councillors?

Supplementary answer
The Chair replied that she hoped that would be the case and that relevant timings would need to be part of the review including the timing of the Scrutiny Panel relative to the Growth Board meeting itself. In principle it was hoped that things would improve including the Growth Board's communication with the public, councillors and local organisations.

6   Oxford to Cambridge Arc Update

The Growth Board received a presentation from Bev Hindle, Director Oxford to Cambridge Arc Leaders and Chief Executive Groups and Director Oxfordshire Growth Board, which provided an update on the Oxford to Cambridge Arc. Key aspects from the presentation were in summary that:

- The Arc was in the early stages of its development and the role of Director of the Oxford to Cambridge Arc Leaders Group was being defined. At this stage it was principally to help organise what was a coalition of willing participants to explore and understand what might be meant by the Arc, what its geographical area might be and why it was needed.
- The rationale and ideas for coordination and grouping of the area between Oxford to Cambridge to realise its potential had evolved over time, but the genesis of the current initiatives related to the work of the National Infrastructure Commission and efforts to understand more about the economic potential of the region. HM Government's response to the NIC's work at that time was that it wanted to investigate the potential further with the support of local authorities, local enterprise partnerships and universities. However, it had been difficult to agree a shared vision for the project and unfortunately some unhelpful headlines had emerged around housing numbers and the public's perception of the Arc had been coloured by this.
- An objective of the Arc Leaders Group was to seek to rebalance this conversation
- The Arc area encompassed 30 local authorities including county, district and unitary authorities, 4 local economic partnerships, 10 universities, many diverse business interests.
- HM Government in its 2019 Spring Statement set out that the Arc was an area of economic importance for the country, that it was a Government priority and that ministerial and civil servant resourcing should be coordinated and allocated to it.
- Local Enterprise Partnerships had done significant work to map significant clusters of economic activity across the Arc area. The challenge was to do more by linking the areas up. Such linkages did not, however, necessarily imply the provision of an expressway or railway line, as it might be possible to achieve the same result through other means e.g. digital connectivity.
- The challenge and opportunity for the Arc was to achieve more in collaboration than would have otherwise been possible through the sum of the actions of individual organisations or which would have happened anyway to plan for growth and economic area.

- The Arc Leaders Group does not currently have any decision making or formal board governance structures. It is a grouping of local authorities, local enterprise partnerships and universities working collaboratively and was not intended to reinstate a version of a regional assembly.
- Although sub-national structures and groupings had been created in other areas of the country, for instance London and the Northern Powerhouse, no such group had existed for the area of the country covered by the Arc - even though this area had been the most successful economic area of the country apart from London
- The different strands of the Arc activity fed into the Oxford to Cambridge Arc Leaders Group of local authorities and Arc as a whole. The Arc also had links to other regional strategic grounds such as England's Economic Heartland, (EEH).
- The workstreams of the Arc related to productivity, place and connectivity would be very important in pulling the work of the Arc together. Future potential workstreams included the environment and greater work with the health sector.
- The Joint Declaration with HM Government set out a shared ambition for the Arc up to 2050 and represented a general commitment to seek to work together without specific commitments that might have been problematic. It did not represent a commitment towards joint governance or joint planning within the Arc area at that stage.
- It was fundamental to explore the potential for tangible benefits for Oxfordshire coming out of engagement in the Arc whilst still taking account of the impact of events outside of the Arc area.
- Next steps include a genuine process by local authority leaders, local enterprise partnerships and universities to engage with the public and reframe and restart the conversations about the Arc, its value, its purpose and programme. It was intended to take a report to the Arc Leaders Group meeting on 21 June regarding this.
- In addition, further HM Government commitment to the Arc would be sought through the Autumn Statement/Comprehensive Spending Review and discussions about a spatial framework and implications for Oxfordshire would continue. His recommendation to the Growth Board and its constituent authorities was that they should consider engaging in that process.
- The Arc was not about the Expressway or about an East West rail. It was recognised both were relevant to and happening in parallel to the Arc's own work, but that they were following distinct and separate statutory processes.

As Chairman of the Oxford to Cambridge Arc Leaders Group, Councillor Barry Wood added the following points in summary:

- He wished to reinforce the point that the Arc represented a coalition of the willing and that it was open to local authorities who did not wish to collaborate to leave if they choose to.
- In his view it was important that all councils recognised the potential value of collaborating in this area with HM Government in addition to greater coordination and collaboration within central government itself. It was also important to join up local aspirations and aims with HM Government and its next step agencies such as Homes England, Environment Agency etc.
- It was recognised that regional planning agencies and plans had not been popular prior to their abolition, but there was the prospect of the potential for collaboratively achieved sub-regional planning and that there could potentially be benefits to Oxfordshire of that work.
- Working collaboratively opened the potential of not just achieving more than would otherwise be the case, but also achieving better outcomes.

- An environmental workstream within the Arc's work would be an important part of the Arc's work.
- The emphasis within the Joint Declaration of the value of the natural environment and the aim of realising housing and growth ambitions without degradation of the environment was highlighted along the link to HM Government's 25-year environmental plan and importance of innovative housing design.
- There was much to be gained and achieved through joint working and collaboration by Oxfordshire in the Arc.

In discussion, Louise Patten on behalf of the Oxfordshire Clinical Commissioning Group commented that recognition of the importance of health and healthy placemaking was welcome. It was important that a networked approach was taken across the potential geographical area of the Arc to understand emergent thinking and for the health sector to be part of building the infrastructure that would be needed. Health leaders were already working together across the area and it was suggested it would be possible to report back to the Growth Board on emerging health thinking and how it linked back to the Growth Board and the development of the Arc.

Councillor Hudspeth commented that all Leaders were part of the Leaders Group, but that Councillor Wood had been elected to be Chair and paid tribute to his role. He outlined some of the issues with the previous regional planning authorities but commented that in his view it was now important to engage with Arc so that Oxfordshire authorities were represented.

Councillor Mills referred to his appointment as the Growth Board's representative to the Oxford to Cambridge Arc Executive Committee at the previous meeting. When the Executive Committee met he would report back to the Growth Board

Lesley Tims on behalf of the Environment Agency commented that the Environment Agency and Department for Environment, Food and Rural Affairs bodies would be leading work around a natural capital plan across the Arc and that she would be happy to report back to the Growth Board at a future meeting.

RESOLVED That the update report be noted.

7   Housing and Growth Deal delivery Annual Review Report

The Growth Board considered a report setting out the Oxfordshire Housing and Growth Deal End of Year Review for 2018/2019 and received a presentation from Paul Staines and Aaron Rosser, Growth Deal Service Delivery Managers. The report set out progress updates in respect of the 4 workstreams that made up the Oxfordshire Housing and Growth Deal. The following key points of the presentation were highlighted.

- The Oxfordshire Housing and Growth Deal was a five-year programme which included the delivery of £150m of infrastructure.
- Year 1 achievements included:
  - Established a quarterly reporting process
  - Agreed Y1 Infrastructure Schemes – September 2018
  - Produced a plan for Year 2-5 infrastructure schemes – December 2018
  - Produced a plan for Year 2-3 Affordable Housing
  - Achieving Year 1 commitments for Homes from Infrastructure
  - Achieving Year 1 commitments for Affordable Housing

- o Oxfordshire-wide JSSP Statement of Common Ground agreed
- o Explored a Strategic Infrastructure Tariff April 2019
- The spend profile of the Homes from Infrastructure Programme was on track against projections with a spend of £30m meeting commitments for Year 1.
- The profile of the expected number of accelerated homes arising from the Oxfordshire Housing and Growth Deal was expected to be 7,940 by Year 5 versus a baseline of 6,549.
- £60m was set aside within the Oxfordshire Housing and Growth Deal to support the delivery of affordable housing through the Affordable Housing Programme (AHP). In Year 1, delivery stood at 191 homes versus a commitment of 148. Looking forward, the current programme indicated the delivery of 1,372 versus an agreed AHP target of 1,322 but it was recognised that achievement of the programme would be more challenging than in Year 1.
- Other challenges in connection to the AHP included: the need to consider the need to increase programmes to build confidence, the importance of innovation in supporting delivery which would not be achieved through business as usual and ongoing discussions with HM Government.
- Productivity would be supported through a local industrial strategy which had headline ambitions to: double the worth of the Oxfordshire economy by 2040 to £46bn, deliver a 2% pa growth in productivity, create a minimum of 108,000 net new private sector jobs and £4 of benefit to the UK economy for every £1 invested.
- The expected timetable for the Oxfordshire Plan 2050 was outlined and it was noted the timetable remained under constant review.

The Growth Board welcomed the update. In discussion, Councillor Mills stressed the importance of the housing element of the Oxfordshire Housing and Growth Deal and the Housing from Infrastructure programme. In delivering housing it was also important to deliver different types of tenure.

Catherine Turner on behalf of Homes England commented that the delivery of key milestones within the Deal represented a significant achievement and paid tribute to the Officers and Members involved.

RESOLVED: That the report be noted.

8   Infrastructure sub-group update

The Chairman of the Infrastructure Sub-Group provided an update on its most recent meetings held on 18 March and 28 May. On 28 May, the sub-group had been provided with reports giving an overview of the Growth Deal Infrastructure Delivery Programme, an update on the Oxfordshire Infrastructure Strategy and an update of the Oxfordshire Local Transport and Connectivity Plan.

He thanked all the Officers involved in the successful delivery of Year 1 of the infrastructure strategy programme. This was a significant achievement and meant that no Growth Deal funding was at risk of being clawed back by HM Government. In Years 2/3 a better profile of spend was expected, but extra care would need to be taken in Years 4/5 to ensure performance was in line with expected levels. The Chairman of the Sub-Group commented that he hoped that HM Government would reflect on the good track record of the Growth Board in bidding and delivering infrastructure and would consider removing some of the current restrictions. He argued that his greater flexibility would enable the delivery of further sustainable infrastructure going forwards.

In response to a question from Councillor Mills referring to the notes of the 18 March meeting, Councillor Hudspeth commented that a meeting with Thames Water with regard to water infrastructure was yet to take place.

9   Housing sub-group update

The Chair of the Housing Advisory Sub-Group updated the Growth Board on its work as set out in the note of the meeting held on 21 May. This had included a summary of the end of year position of the Growth Deal Affordable Housing Programme and Housing from Infrastructure position.

The sub-group had also held a discussion on each council's approach to the provision of low carbon housing. This had provided a useful opportunity for the sharing of ideas and best practice examples, as well as any potential challenges and problems.

In terms of future areas of work, the Growth Board was informed that the sub-group planned to consider information on unfulfilled planning permissions across Oxfordshire. This was felt to be an important area in the context of housing delivery and Councillor Brown requested the support of the other Leaders present in encouraging the provision of data from their individual councils. This was endorsed.

10   Oxfordshire Plan 2050 (JSSP) sub-group update

The Chairman of the Oxfordshire Plan 2050 Sub-Group presented an update of its most recent meetings held on 18 April and 30 May. He thanked officers for their hard work in supporting the Group over what had been a very busy period to strict deadlines. He highlighted the successful Oxfordshire Plan 2050 consultation workshop held with stakeholders on 24 May which had touched on a variety of themes and the workshop on healthy placemaking that had taken s earlier that day. A wide range of stakeholders had attended from all the Oxfordshire councils, but also importantly stakeholders from the within the health economy.

In respect of consultation responses to the Oxfordshire Plan 2050 so far, he highlighted that the majority had been received from people aged 45 plus and that as Chair of the sub-group he was keen to promote work with schools, colleges and the universities to increase responses from younger people given that they would be the group most affected by the Oxfordshire Plan 2050 in the future.

11   Scrutiny panel update

The Growth Board welcomed to the meeting, Councillor Andrew Gant, Chair of the Growth Board Scrutiny Panel.

Councillor Gant reported on the outcome of the Growth Board Scrutiny Panel meeting held on 30 May and set out its written report to the Growth Board. He commented that the report and the Scrutiny Panel's recommendations reflected its role to consider both the inputs of its members and its engagement with the public. The Scrutiny Panel had made six recommendations. The Chairman set out the following responses during the discussion:

Scrutiny Panel's	Growth Board Chairman's reply

recommendation	
1: That the Growth Board clarify the governance structure for the Ox-Cam Arc Committee and the appointment procedure of the representative to the Ox-Cam Arc Committee.	There is no appointment procedure per se. Growth Board elected to nominate a Leader as its representative on a working group dealing with Place matters, when and if a member presence is required at future meetings.
2: That the Growth Board revisit the earlier recommendation on structured communication between the Growth Board and council's members considering member reports of having received incorrect or incomplete information.	While in principle it would be a good idea if a brief update report could be circulated to all councillors on items considered following Growth Board meetings, it was, nevertheless, up to individual leaders how they reported back to their own Councils.
3: That the Growth Board commission a review of the Oxford Green Belt and/or request an update to Oxfordshire SHMA 2014.	Reviewing the evidence base in support of the Oxfordshire Plan 2050 is underway. This will include any required update to the review of the Green Belt work done previously, collectively or individually, and take consideration of the assessment of housing need to 2050. This may not be in the form of an update to Strategic Housing Market Assessment, (SHMA), but will be through an agreed methodology consistent with Government guidance.
4: That the Growth Board reflect on the mutual dependencies between the Oxfordshire Plan 2050 and both the Local Industrial Strategy and Ox-Cam Arc and also that the Growth Board commit to informing the Government with urgency the need for the LIS to go through Local Authority sign off process prior to final endorsement.	The Oxfordshire Plan 2050 will reflect on such dependencies.

The Local Industrial Strategy is currently due to be reported back to HM Government on 22 July. It is to be stressed that the Local Industrial Strategy is a living document requiring continual updating. Potentially, therefore, there may be a need for a more general procedure to address how such issues can be made subject to democratic accountability.

It is not for the Growth Board to inform HM Government about how they should receive information from local Growth Boards. The Local Industrial Strategy will be |

	reviewed by every Council and it is for them to agree how they feed their views back to the Oxfordshire Local Enterprise Partnership (OxLEP). Therefore, responses would be on an individual Council basis rather than a single Growth Board view, reflecting their own positions. OxLEP's Board, taking due consideration of any comments received will then agree the Local Industrial Strategy in line with HM Government expectations.
5: That the Growth Board outline what procedures were followed for the changes to Oxfordshire Plan 2050 Regulation 18 Part 1 Consultation and reflect on the changes in the text which altered the narrative between the endorsement of the Local Authority Scrutiny Committees and the publishing of the document in the public domain.	The Director for the Oxfordshire Growth Board has been asked to explore this further and to ensure that correct procedures are in place to ensure that further changes in text are avoided after publishing.
6: That the Growth Board seeks clarification on the process; how and when the Joint Declaration of Ambition HM Government and Local Partners will be subject to public scrutiny and debate.	The Oxford to Cambridge Arc Leaders Group is a coalition of the willing, councils were not required to join it, and it has no constituted status – therefore, the support or otherwise given was from the Leaders and Chairs who attend the Group meeting. There will not be any formal public scrutiny of that particular support, but there is intended to be a full public engagement programme over the summer and autumn where the merits, purpose and direction for any regional collaboration across the Oxford to Cambridge Arc will take place. It is expected the Oxfordshire Growth Board and its constituent members will fully engage in that programme and afford the opportunity for local debate, discussion and where appropriate, scrutiny.

Councillor Gant set out the future work programme for the Scrutiny Panel as presented in the report and highlighted that the Panel had sought further clarifications on the work of OxLEP with regards to skills gaps and opportunities with existing workforces. Councillor Brown indicated that the Housing Advisory Sub-Group was also considering similar issues, so it would be sensible for some coordination of their work.

12   Oxfordshire local plans progress

The Growth Board received a verbal report on progress towards the adoption of local plans across the Oxfordshire districts.

Councillor Cooper commented that at South Oxfordshire District Council, information was continuing to be gathered and possible future options explored, but no decisions had been taken in respect of its Local Plan. At Vale of White Horse District Council, the Local Plan Part 2 was currently with the Planning Inspectorate and the outcome of the submission of several main modifications were awaited shortly. Vale had also not come to a decision in respect of its response to any comments on the plan made by the planning inspector.

At the invitation of the Chair, Councillor Hudspeth updated the Growth Board in respect of the development of the Local Transport and Connectivity Plan 5, (LTP5) which was an Oxfordshire County Council responsibility. The plan would act to underpin development and followed on from the LTP4 which had been last updated in 2016. The LTP5 would be an overarching schedule of policies and would enable bids to be made for funding if such opportunities became available. The new plan would be subject to consultation and the County Council was working to ensure housing and transport were joined up in a way that hadn't taken place before and reflected a change away from Local Transport Plans being a process of bidding to one more focussed on ambition.

In respect of Cherwell District Council, Councillor Wood informed the Growth Board that its local Plan Part 1 was still being considered by the Planning Inspectorate. Councillor Mills commented that the West Oxfordshire District Council Local Plan was in place, but that work was in progress to draft an area plan in respect of the Oxfordshire Cotswold Garden Village project – a consultation document would be released in July.

Councillor Brown commented that the Oxford City Local Plan had been submitted and an inspector appointed. An update was expected in the Autumn.

13   Updates on matters relevant to the Growth Board

Councillor Mills updated the Growth Board that he had written to Kit Malthouse, Minister of State for Housing, about the Blenheim model at West Oxfordshire District Council. This model was designed to support the delivery of several social rented and shared ownership housing projects. It was not possible currently to use any Oxfordshire Housing and Growth Deal funds to support the model because of stipulations around the use of Deal funds and the request to the Minister was for greater flexibility. This would help enable the delivery of more affordable housing based on 60% of market value not 80% which was an issue raised by many Oxfordshire residents.

He also commented that a report from Oxford Brookes University on the Blenheim model would also be shared with the other district councils.

14   Dates of next meetings

The Chair commented that the next meeting of the Growth Board was due to take place on 30 July. However, considering the review of the Growth Board being undertaken and absence of time critical business it was proposed that the meeting be cancelled. This was agreed.

During this time, it was likely that several officer and members workshops would take place to inform the review and it was expected that an update would be provided to the September meeting.

The dates of future Growth Board meetings are below. These will be held on Tuesdays at 2pm in Didcot Civic Hall.

- 24 September 2019
- 26 November
- 28 January 2020
- 31 March
- 2 June

The meeting closed at 3.55 pm

Chairman   Date

OXFORDSHIRE
G R O W T H   B O A R D

To:	**Oxfordshire Growth Board**
Title of Report:	**England's Economic Heartland (EEH) Outline Transport Strategy: Framework for Engagement**
Date:	**24 September 2019**
Report of:	**Sue Halliwell, Oxfordshire County Council Director for Planning and Place.**
	John Disley, Oxfordshire County Council Infrastructure Strategy and Policy Manager
	James Gagg, Oxfordshire County Council, OxCam Corridor Co-ordinator
Status:	**Public**

Executive Summary and Purpose:

This report summarises progress on development of a Transport Strategy for England's Economic Heartland, and asks Growth Board to comment on this strategy, and consider the principle of a joint Oxfordshire Authority response to the current engagement exercise on the Outline Transport Strategy.

Recommendations:

1. That Oxfordshire Growth Board notes development of the EEH Transport Strategy, and its content;

2. That Oxfordshire Growth Board provide any comments on the information provided by EEH on the Transport Strategy; and,

3. That Oxfordshire Growth Board supports the principle of a joint Oxfordshire Authority response to the Outline Transport Strategy.

Appendices:

1) Update from EEH Business Unit on the Outline Transport Strategy

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Introduction:

1. England's Economic Heartland (EEH) are progressing development of a Transport Strategy. The strategy covers strategic transport matters across the Heartland area (see Appendix A) for the period to 2050, and it is intended that it is agreed as the transport 'vision' by the EEH partners. Essentially, this strategy

would be a main component of the 'Connectivity' element of the wider Oxford to Cambridge Arc work programme.

2. An Outline Transport Strategy document has been produced, and this was launched at the annual EEH conference on 16th July 2019. The publication of the Outline Transport Strategy marks the start of the engagement process for the Strategy, with it being intended that the strategy is further developed following this engagement, with more 'formal' consultation planned on the Transport Strategy in 2020.

3. It is important to note that the major regional transport schemes, East West Rail and Expressway are being progressed separately (the latter two as specific schemes by Network Rail and Highways England respectively). Whilst the strategy will give the opportunity to outline how other transport networks and connections can respond and relate to these schemes, this is only part of the outline strategy, which aims to set out a vision and framework for transport and connectivity in the EEH area as a whole.

Draft Outline Transport Strategy:

4. A draft Outline Transport Strategy has been produced in hard copy and published on the EEH website. Key points and content are summarised on the attached update report from the EEH business unit.

5. In summary, the structure includes the following chapters:

- **Strategic Vision-** focuses on delivery of a zero-carbon transport network by 2050, whilst also achieving the principles of *enabling economic growth*, being *accessible and inclusive*, and ensuring a high *quality of life and environment*.

- **Connecting people –** this section focuses around enabling 'frictionless travel' for all users of the transport system, including development of improved travel hubs.

- **Connecting places -**this section focuses on investing in key strategic transport corridors, including the Major Road Network, Strategic Road Network, and Rail, as well as digital infrastructure.

- **Connecting opportunities-** this section focuses on supporting economic and jobs growth in the EEH area, including reference to addressing the Government Industrial Strategy Four Grand Challenges.

- **Connecting services-** this section focuses on improving the freight and logistics network, building on the work and recommendations in the EEH freight study.

- **Investment and Delivery-** these sections focus on the role of partnerships in enabling strategy delivery, developing a 'pipeline' programme of investment, and the potential for strategy performance indicators.

Engagement on strategy and possible joint Oxfordshire Authority response

6. As a core EEH partner, Oxfordshire County Council (OCC) are intending on replying directly to the Outline Transport Strategy engagement exercise. This response will include taking into consideration comments received from the Strategic Transport Forum group. A proposed response will be considered by County Council Cabinet on 15th October.

7. There is also the potential to be a joint Oxfordshire Authority response. The joint response can be developed, taking into account officer and member comments received from each authority, and perhaps highlighting areas of focus that are considered should be reviewed and developed further to inform production of the full Transport Strategy. OCC can assist with co-ordinating the response and ensuring that it is submitted to the EEH business unit by the end of October.

Financial Implications

8. The immediate financial implications are focused around officer time for input to the joint response.

Legal Implications

9. There are no known immediate legal implications associated with the Outline Transport Strategy, apart from the need for the appropriate sign-off processes to be undertaken by respective authorities should it be agreed that a joint response to the engagement exercise is produced. However, there may well be legal implications to consider associated with delivery of aspects of the full strategy. These can be reviewed further as the full strategy is developed.

Other Implications

10. Development of any specific transport schemes in the EEH area will have implications that will need careful consideration through their development and/ or delivery, including through any relevant statutory processes.

11. There is also the opportunity for development of the full strategy to take into account any other workstreams/ policy development associated with the Oxford to Cambridge Arc more generally, including those on productivity, place-shaping and the environment.

Conclusion

12. This report and attached update from the EEH Business Unit gives an overview on the progress of development and content of a Transport Strategy for the EEH area, and specifically the current engagement process for the Outline Transport Strategy. It is recommended;

   a) That Oxfordshire Growth Board notes development of the EEH Transport Strategy, and its content;

b) That Oxfordshire Growth Board provide any comments on the information provided by EEH on the Transport Strategy; and,

c) That Growth Board considers the principle of a joint Oxfordshire Authority response to the Outline Transport Strategy.

Background Papers

13. Attached to this report is the EEH Business Unit update on the EEH Transport Strategy.

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Appendix A: Englands Economic Heartland Area
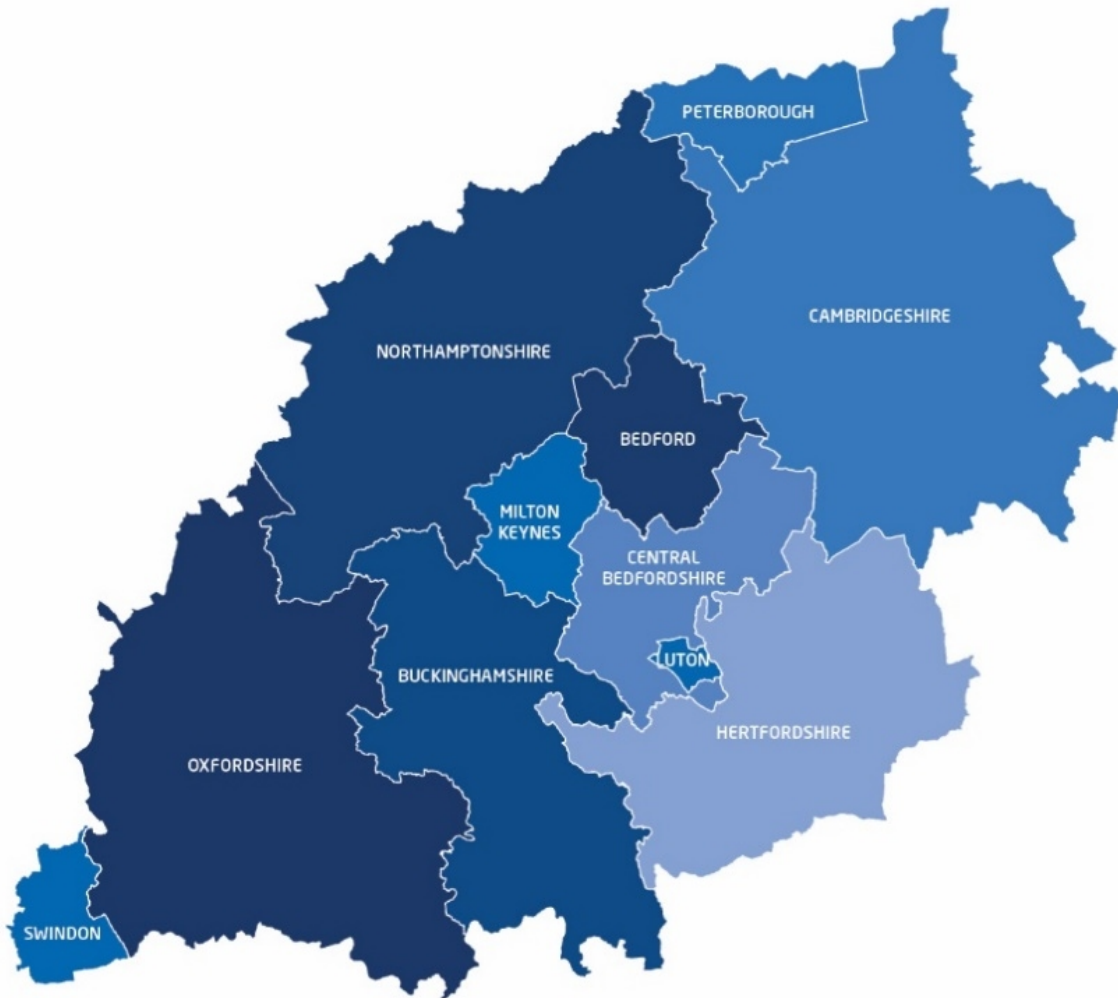
Report to Oxfordshire Growth Board

England's Economic Heartland Outline Transport Strategy

24th September 2019

1. Overview

1.1. On July 16, 2019, England's Economic Heartland launched its *Outline Transport Strategy: A Framework for Engagement*.

1.2. The document sets out the nature of the challenges and opportunities faced collectively by the region in shaping the transport system for the longer term.

1.3. The Outline Transport Strategy provides the framework for a conversation with partners and a wider stakeholder community. Adopting this approach allows us, as a partnership, to collectively shape the policy and investment framework for the region to 2050.

1.4. The conversations and feedback received during the engagement period – alongside a suite of technical work - will help shape the policies set out within the draft Transport Strategy, due for formal consultation in the first half of 2020.

1.5. The publication of a regional transport strategy is a core function of Sub-national Transport Bodies and provides the partners with the mechanism to ensure the region's priorities are heard at the national level alongside those of regions such as the Northern Powerhouse and Midlands Connect.

1.6. Local partners need to continue to make the case as to why realising the region's economic potential should be a national priority. The Transport Strategy is a key mechanism for the partners to collectively make the case for the additional investment in infrastructure and services – by both public and private sectors - that will be required in order to realise that economic potential.

2. Context

2.1. England's Economic Heartland was founded 5 years ago in autumn 2014 by Political leaders from Oxfordshire, Buckinghamshire and Northamptonshire County Councils who shared a common vision: that collaborative working at scale on infrastructure issues of genuine strategic importance was required if their shared ambition to realise the economic potential of their areas to the benefit of their communities and businesses.

2.2. A key driver for the EEH partners has been the added value of a single voice on issues that are of regional importance. Increasingly Government – through the DfT – look to Sub-national Transport Bodies (such as EEH) as being the mechanism through which it will seek a view on transport issues of genuine strategic importance.

2.3. Explicit throughout the development and evolution of England's Economic Heartland has been the Political Leaders' understanding that realising the region's economic potential requires aligning investment in strategic infrastructure – transport, digital, utilities and water resources – to a shared ambition.

2.4. It is in this context that in addition to being the Sub-national Transport Body, EEH provides leadership for the connectivity work stream that forms part of the Oxford to Cambridge Arc initiative.

2.5. The creation of the England's Economic Heartland partnership pre-dates and anticipated the work of the National Infrastructure Commission, who concurred with the driver underpinning England's Economic Heartland: that improved connectivity is fundamental to enabling the region realise its economic potential.

2.6. The UK Government subsequently identified the Oxford to Cambridge Arc as a national priority. The Joint Statement of Ambition published by Government as part of its 2019 spring statement set out the shared ambition to realise the region's economic potential whilst at the same time delivering net benefit to the environment.

2.7. The Arc – as defined by the Government – forms part of the Heartland geography: the latter reflecting the commitment of the EEH partnership to deliver the same ambition but at a bigger scale, as well as reflecting the reality that when it comes to strategic infrastructure (and services) the critical linkages are much wider than the Arc. .

3. Wider Strategic Infrastructure

3.1. The ambition to create better places is dependent upon being able to ensure that investment in strategic transport infrastructure is not developed in isolation. It must be aligned with investment in digital infrastructure, utilities and water resources.

3.2. England's Economic Heartland's work on wider infrastructure is focused on identifying mechanisms for improving the efficiency and effectiveness of investment across strategic infrastructure (transport, digital, utility, and water resources) by aligning activities. EEH will continue to engage more widely at the national level to ensure investment in wider strategic infrastructure is aligned in ways that support the delivery of planned growth and achieve true connectivity – not just through physical transport connectivity.

4. Long Term Transport Strategy

4.1. A key work strand of England's Economic Heartland, and a pivotal next step as the Sub National Transport Body for the region, is the development and publication of the overarching Transport Strategy for the region.

4.2. The Government is placing increased emphasis on the role of Sub National Transport Bodies in advising on future investment priorities, including: the Major Road Network and Large Local Majors process. In addition, within rail policy, Sub National Transport Bodies work with Network Rail to identify future priorities for development funding; indeed England's Economic Heartland has co-funded work on the Oxfordshire Rail Corridor Study.

4.3. In line with England's Economic Heartland's overall ethos as a strategic collaborative partnership, the Transport Strategy is being developed as a true collaboration of ambition. We want to work with partners; from both the public and private sector, to develop a strategy and approach that rises to the challenge and expectations of local partners.

4.4. The Outline Transport Strategy to 2050 maps out how England's Economic Heartland, is the first step in making the case for investment in strategic transport infrastructure and services; and also starts to set out how we are working with our partners to develop the capacity and capability that addresses barriers to delivery.

4.5. England's Economic Heartland is currently undertaking a period of engagement in order to further shape and develop the Transport Strategy, building on the strategy work undertaken to date, and presented in the Outline Transport Strategy.

5. Vision and Objectives

5.1. The proposed vision for England's Economic Heartland's Outline Transport Strategy's proposed vision is:

'**Connecting people and places with opportunities and services'**.

5.2. Partners across the Heartland have reaffirmed their commitment to ensuring that the Heartland's growth potential is realised in a way that delivers net environmental gain. For it is the quality of the environment – man-made and natural, urban and rural - that makes the Heartland an attractive place to live, work and play.

5.3. As a result, and as a first step: **the Outline Transport Strategy proposes that the region should set itself the ambition for its transport system to be zero-carbon by 2050**. Whether this is in itself sufficiently ambitious is something that will be tested as part of the engagement.

5.4. The Government's Industrial Strategy, and four Grand Challenges within it, provides part of the framework for ensuring the transport strategy can deliver on these ambitions. By leveraging the opportunity that the Industrial Strategy Grand Challenges present as a catalyst for change, it is possible to square the circle of delivering infrastructure that can support economic growth and while still addressing environmental impact.

5.5. The scale of the opportunity is huge; the nature of the challenges significant, but the prize is worth securing. However, achieving our ambition for the Heartland will not be delivered if we rely on a 'business as usual' approach.

5.6. We must have a new overarching strategic approach, one that establishes at the regional level the need for a new paradigm, one in which we define where we want to be in the future and then direct our investment to achieve that ambition (in comparison our current approach relies on understanding where we've come from and projecting that forward). Such a new paradigm is increasingly referred to as 'decide and provide'.

5.7. As a result, and capturing the key values for a long term transport strategy for the region, the Strategic Transport Forum agreed three priority principles to underpin the Outline Transport Strategy:

Enabling economic growth – with an emphasis on ensuring that the delivery of planned economic and housing growth is realised through co-ordinated investment in infrastructure and services, doing so in a way that encourages innovation and smarter use of existing assets

Accessibility and Inclusion – with an emphasis on ensuring that we actively encourage the development of a transport system that provides residents and businesses with attractive, affordable and reliable travel choices

Quality of life and environment – with an emphasis on the need to ensure that our approach to investment improves the general well-being of our people and communities, unlocking in the process opportunities for them to lead healthier, more fulfilling and prosperous lives.

5.8. Taking on board the ambition for England's Economic Heartland, the Growth Board is invited to consider the following areas for discussion:

1. Does the draft vision provide sufficient focus for the Transport Strategy?
2. Is the ambition to have a zero-carbon transport system by 2050 sufficiently challenging?
3. Do the three key principles provide an appropriate framework within which to develop the Transport Strategy?

6. The Case for Investment

6.1. The National Infrastructure Commission identified the potential to double, if not treble the region's economy in the next 30 years. Such an ambition is transformational in nature. Delivering it requires an approach that is not 'business as usual'. As a result, our Transport Strategy must ensure investment in strategic infrastructure and services in the region brings benefits that are greater than the sum of its parts to businesses and communities in the region, both now and in the future.

6.2. Congestion on our transport networks has increased: incidents quickly result in widespread disruption, demonstrating how unreliability and lack of resilience remain issues to be addressed. The implications for business productivity and business confidence are very real and serve as a on-going challenge. They also serve to act as a constraint to further economic and housing growth.

6.3. These factors combine to reinforce a simple message: the region's continued economic success cannot be taken for granted and is dependent upon continued investment in strategic infrastructure and services.

6.4. Government has legislated for the creation of Sub-national Transport Bodies to provide leadership on regional transport investment priorities: it looks to STBs to provide advice on investment priorities for the both the Strategic and Major road networks and to work with partners to create a regional evidence base that provides the framework and justification for our long term investment priorities.

6.5. A key priority for the Transport Strategy must be to show how we will continue to engage more widely at the national level to ensure investment in wider strategic infrastructure is aligned in ways that support the delivery of planned growth

6.6. In doing so, it is essential that our investment planning takes place within an overarching framework at the regional level upon which delivery agencies and local partners can draw to deliver the new paradigm. It requires an approach that:

- Reflects Changes in Society – as individuals the way we access opportunities and services continues to change, driven in part by the rise of the digital economy and services, but also through changes in our expectations as users and consumers.

- Stimulates New Services and Markets – the Government's Industrial Strategy identifies the need to reduce the consumption of resources: it's 25-year Environment Strategy the need to reduce the environmental impact of growth. We must use these catalysts to stimulate businesses that provide new solutions

- Embraces a Vision Based Approach – enabling transformational growth requires a approach that begins with a shared understanding of what the ambition for the region looks like and then uses our infrastructure investment choices to deliver on that ambition (the 'decide/provide' approach)

- Transformational infrastructure projects – such as East West Rail – will fundamentally change spatial geographies (indeed the very prospect of the investment already is). What is currently a series of connected strategic housing markets will become one: functional economic geographies will change as access to labour and markets are improved by investment in strategic infrastructure.

6.7. In progressing the Transport Strategy to the next stage, England's Economic Heartland is developing a coherent investment plan: underpinned by a deeper evidence of the medium and long term investment priorities of the region and is exploring with Government the most effective funding solutions to deliver the investment plan.

6.8. Taking on board the proposed investment approach for England's Economic Heartland, the Growth Board is invited to consider the following areas for discussion:

> 4. Is the approach to investment set out above the right one?

7. Key Policy Priorities

7.1. The Strategic Transport Forum has developed the Outline Transport Strategy to ensure the region is able to deliver on the vision and three key principles for its transport system.

7.2. The Outline Transport Strategy has four main chapters which reflect its vision. These are set out below, including areas that the Growth Board are encouraged to consider further.

Connecting People *(Outline Transport Strategy pages 22 – 33)*

Key Themes:

o The Heartland's transport system will be centred on the ambition to offer frictionless travel across the region for the people who use it

o Investment needs to be delivered as part of a radical approach to achieving fully integrated 'end-to-end' journeys

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o   The transport system must address physical, cultural and digital barriers to travel

o   Changes in travel behaviour, led in particular by the expansion of digital services, must shape our future investment priorities

o   Integrated ticketing solutions that provide passengers with ease of access and frictionless travel between modes and service providers will be prioritised.

> Areas for consideration by the Growth Board:
>
> 5. What are the key factors influencing people's choice of travel mode?
> 6. What are the key barriers that need to be addressed if we are to achieve frictionless travel?
> 7. What performance measures should be used to identify the levels of service users require of the transport system?
> 8. Should the strategy include and define appropriate 'nudge principles' (small changes which can influence user-behaviour to encourage more people to use public transport in the Heartland area?

Connecting Places (Outline Transport Strategy pages 34 – 63)

o   Delivering investment in strategic transport corridors will transform travel patterns, improve connectivity and help ensure that the sum of the parts is bigger than individual components

o   Delivery of East West Rail and investment in the strategic road network are key elements of the new multi-modal east-west spine across the Heartland region

o   Investment in north-south strategic corridors is as vital to our long term economic success

o   Where investment is being made in strategic transport corridors, these should include investment in digital infrastructure at the same time

o   The implications of improved digital connectivity on future travel demand needs to be reflected in the design of the strategic transport corridors.

> Areas for consideration by the Growth Board:
>
> 9. What weight should be given to the changes in travel demand arising from the delivery of transformational infrastructure?
>
> 10. What weight should be given to the potential of the rail network to accommodate a higher proportion of future travel demand?
>
> 11. Have we identified the key strategic transport corridors?
>
> 12. Are there specific issues that should be taken into consideration as part of the connectivity studies?
>
> 13. To what extent should we look to the growth in digital services to change the nature and scale of future travel demand?

Connecting Opportunities (Outline Transport Strategy pages 66 – 77)

o   **I**mproved connectivity is critical to enabling economic opportunities to be realised

o   Harnessing these offers opportunities to ensure that economic growth helps us achieve a zero carbon transport system by 2050

o   Improved connectivity to international gateways will support business activity by providing access to global markets

Areas for consideration by the Growth Board:

14. What are the core connectivity requirements for businesses operating from the region?
15. What are the key performance measures for the Transport System from a business perspective?
16. What measures should the overarching Transport Strategy include in order to enable the potential that exists within the four Grand Challenges of the Industrial Strategy to be realised?
17. To what extent is investment in digital infrastructure more significant and/or urgent than physical infrastructure?

Connecting Services (Outline Transport Strategy pages 78 – 87)

o   The region's people and businesses are reliant on their ability to access the goods and services they need in a timely and predictable way

o   Shaping the way people access goods and services is a fundamental part of creating thriving communities that are sustainable

o   Improving digital connectivity is a fundamental aspect of England's Economic Heartland's work

o   Shaping the way the freight industry is supported, evolves, and is regulated requires coordination at a regional level

o   Smarter freight management is required to reduce the unwanted impact of freight

Areas for consideration by the Growth Board:

18. How will the way we access goods and services continue to change, and what are the key issues that need to be addressed in the Transport Strategy?

19. What freight and logistics services are important for people and businesses? For example, accessing goods (via delivery or in person); a thriving high street; access to health, education and leisure facilities?

20. Just in time and last minute operations are affecting the way people and businesses access goods and services. How should this growing trend affect the way we plan transport now, and in the future?

8.   Conclusion and Next Steps

8.1.   The approach proposed in the Outline Transport Strategy is one that seeks to meet the challenges facing the region's transport system. The user focused approach better reflects the reality of how our expectations of the transport system have changed and continue to evolve.

8.2.   The linkages with the Industrial Strategy and the opportunities this identifies is consistent with this approach and also looks to draw upon the inherent strength of the region as the UK's centre for science and technology based innovation.

8.3.   The Growth Board's perspective on the Outline Transport Strategy will be helpful given the experience of partners across Oxfordshire in developing and driving forward an agenda for change.

8.4.   Indeed EEH already benefits from the Oxfordshire experience through a Memorandum of Understanding that sees EEH's work on innovation co-ordinated by officers from Oxfordshire.

8.5.   The Growth Board is also reminded that is able to nominate a Political representative to sit on the Strategic Transport Forum: a facility that has existed since the Forum was established in February 2016. Under the Terms of Reference for the Forum, that representative should be from one of the local planning authorities: the County Council is already a member of the Forum as the Local Transport Authority.

8.6.   The Forum will consider the responses from the engagement process later this autumn, with a view to developing and publishing the draft Transport Strategy in the first half of 2020. As a member of the Forum, the Oxfordshire Growth Board has the opportunity to be part of that on-going process.

England's Economic Heartland Business Unit

September 2019

OXFORDSHIRE

G R O W T H   B O A R D

To:	**Oxfordshire Growth Board**
Title of Report:	**Oxfordshire Rail Corridor Study – Progress Update**
Date:	**10 September 2019**
Report of:	**Susan Halliwell, Director for Planning and Place, Oxfordshire County Council**
Status:	**Public**

Executive Summary and Purpose:

This report summarises progress on the Oxfordshire Rail Corridor Study and sets out the emerging conditional outputs which will form the basis of ongoing work.

Recommendations:

1. That the Growth Board notes progress of the Oxfordshire Rail Corridor Study,

2. That the Growth Board considers the emerging outcomes, and provides its view on them so these can be fed back to Network Rail and the study team;

3. That the Growth Board provides any views on how this study can dealing with additional growth up to 2050.

Introduction

1. The Growth Board endorsed the remit for the Oxfordshire Rail Corridor Study and agreed to make a contribution of up to £200,000 towards the second stage of the Study at its meeting on 11 June 2018.

2. The Oxfordshire Rail Corridor Study is following a two-stage structure. The first stage, which is currently being finalised, is a strategic study to assess changes in rail travel demand arising from planned housing and economic growth up to 2031 (i.e. that identified in current and emerging Local Plans), and additional growth beyond 2031 reflected in the Oxfordshire Plan 2050.

3. There is still a need to consider how, and if, the study should consider the additional growth to be set out in the Oxfordshire Plan 2050, as it has not been possible to evaluate this at the same time as planned growth. This is primarily because the Oxfordshire Plan has not yet progressed to the stage that gives sufficient clarity on the quantity or the location of growth likely to be required.

4. There is also an opportunity for the Study to influence development of the Oxfordshire Plan. It is logical to assume that locating additional growth close to existing or planned rail hubs will have the greatest potential to strengthen the case for new investment in the railway or optimise the benefits from committed investment.

Methodology

5. The Study follows the new approach to long term planning which aligns with the rail industry's move away from a fixed five-year funding pot of enhancements to a continuous enhancement pipeline. This "Continuous Modular Strategic Planning" process is built around the formulation and addressing of strategic questions.

6. The strategic questions are bespoke and focused on the aim of **supporting and enabling housing, jobs and economic growth in Oxfordshire**. They were agreed by the Steering Group overseeing the Study, and are:

    *   **Planned Growth**: What is required from the rail network in Oxfordshire to support planned growth to 2031?
    *   **Additional Growth**: How can the rail network in Oxfordshire influence the location and scale of additional growth sites?
    *   **Freight**: What does the rail freight industry require of the rail network in Oxfordshire?
    *   **Technology**: How can new technologies be used to improve operation of the rail network in Oxfordshire?

7. The Study has a baseline of 2018, with demand forecast intervals of 2023, 2028, 2033, 2038 and 2050 and has three growth scenarios:

    *   **Do nothing**: exogenous growth based on a Department for Transport annual growth rate;
    *   **Do minimum**: *do nothing* plus planned rail schemes, i.e. Oxford Station Phase 2 and East West Rail Phase 2;
    *   **Planned growth**: housing & employment growth allocated to specific sites.

Conditional Outputs

8. Stage 1A of the strategic study has concluded and has defined the **Conditional Outputs** for freight, passenger capacity and connectivity. These are aspirational levels of service which are dependent on affordability and value for money and need to be proven to be deliverable commercially, operationally and physically as part of further scheme development.

9. **Capacity** requirements are in the form of additional carriages needed to provide a seat for all standard class passengers in the high peak hours (0800-0859 and 1700-1759), based on the current type of rolling stock.

10. **Connectivity** uses the measure of generalised journey time. This comprises the actual journey time on-board plus an allowance for waiting time (i.e. frequency) plus any allowance for the inconvenience of having to change trains (i.e. the connection time). Any or all these elements can be improved to achieve a better generalised journey time (i.e. reducing journey time, increasing frequency, or removing the need to interchange).

11. It is important to note that both areas effectively identify pressures and demand on the rail network, and do not at this stage identify the solution. These can be met in a number of ways – providing additional capacity, removing the need to change trains, more frequent train services, new services or altered stopping patterns. Further stages of study work will look at these in more detail.

Capacity

12. East West Rail Phase 2 (Oxford to Bedford and Milton Keynes) will significantly increase demand at key stations, such as Bicester Village, Oxford Parkway and Oxford, but there is sufficient capacity to meet forecast demand on this corridor.

13. Additional capacity is required to relieve congestion on Cross Country services, driven by the peak loadings at Oxford and Banbury. There is an immediate need for an additional 5-7 carriages per hour in each direction by 2023, with another two required by 2028 (so the equivalent of one long or two short trains). Looking further ahead, on top of the 2023 requirement a further 3-4 carriages per direction are needed by 2033 and a further 4-5 carriages per direction by 2050.

14. On the Chiltern Railways Oxford-London Marylebone corridor additional capacity is required to relieve congestioin due to peak demand at Bicester Village station. An additional 2-3 carriages per direction are required from 2028 with a further 3 carriages per direction needed by 2050. The need for this extra capacity will become more urgent should there be any delay in the opening of East West Rail.

15. Peak loadings at Oxford will require additional capacity on GWR services on the Oxford-Didcot corridor from 2028, when an additional 1-2 carriages per direction will be required, increasing again by a similar number in 2038.

Connectivity

16. The Study is showing that improvements are required throughout the Didcot-Oxford-Bicester Knowledge Spine, both for end-to-end journeys and between intermediate stations at Culham, Oxford and Oxford Parkway. Housing growth around Hanborough also supports improved connectivity to Oxford and Didcot.

17. In total there are 20 flows that require better connectivity through a reduction in the generalised journey time. For example:
    * Between Bicester Village and Didcot Parkway by c.20 minutes
    * Between Culham-Didcot and Culham-Oxford by c.5-10 minutes

- Between intermediate stations at Oxford Parkway, Oxford and Culham
- Between Hanborough and Didcot Parkway by c.15 minutes

18. The first of these is particularly notable, in terms of connecting centres of growth, and directly supports the argument being made for extending East West Rail Phase 2 services through Oxford down to Didcot.

Heathrow Connectivity

19. As it is not yet a funded scheme, delivery of the Western Rail Link to Heathrow has not been assumed. The Study therefore aims for a generalised journey time from Oxford of 100 minutes, on the basis that people travelling from Oxfordshire (and beyond) will be required to change at Reading and use the existing RailAir coach service to the airport. This journey time does not compare favourably with driving or using the express coach, although it could be cut by 30 minutes if the Western Rail Link goes ahead, reinforcing the importance of this project.

Inter-regional connections

20. The Study supports direct services to Bristol, Swindon and Northampton as a means of improving connectivity through a reduction in the generalised journey time.

21. Although the study is Oxfordshire-centric, it is important to understand and take cognisance of rail proposals which are being developed by other bodies, such as Midlands Connect, which may have a bearing on the solutions identified to meet these output requirements. These may also increase the justification for investment by combining strategic and local benefits.

New stations

22. The Study provides a pointer for further development of four potential new stations, identified below. It has considered each proposed station and the potential demand from planned housing and/or employment growth in its immediate vicinity. At this stage, it is not a robust demand forecast and has not considered wider catchment areas or means of access to the station.

23. The two new stations on the Cowley branch line (close to the Oxford Science and Business Parks respectively) have the strongest justification due to the proximity of the strategic housing allocations at Grenoble Road and Northfield.

24. A station at Wantage & Grove could also be justified on the basis of the new housing currently being built or planned for in the area.

25. At this stage, the case for Begbroke has the weakest justification due to the perceived low demand from the housing and employment allocation and its proximity to other rail hubs, at Oxford Parkway and potentially Hanborough. It is recognised that circumstances may change and the proposals for the station, including location, role, services, etc have not been finalised, so this should be explored further through the Oxfordshire Plan 2050.

Cowley Branch Line

26. Network Rail has made good progress on the outline definition study for the Cowley Branch Line, which is being 'fast-tracked' in parallel with the strategic study, and it is on schedule to complete this work by October.

27. They have completed an assessment of BMW's freight operations and drafted a concept of operation which sets out how the railway will operate with freight and passenger trains. An achievable journey time from Oxford to the Science Park (7 minutes) and Business Park (11 minutes) has been identified using the existing 25mph line speed, but there is the potential to improve this with additional track improvement works.

28. The Achilles heel is the capacity on the main line between Kennington and Oxford which will need to be considered by the strategic study when considering the wider network requirements. The strategic study will also provide the strategic case for the Cowley Branch Line. The expectation is that main line interventions will be included in the scope of the Oxford Station Phase 3 project, which is currently not a committed scheme.

Freight

29. Similar work has been undertaken on freight, looking at capacity, opportunities and what some of the detailed requirement would be. There is recognition of the clear need to retain freight capacity and that the rail network through Oxford is critical for freight operations – and that there is an opportunity to support major infrastructure projects with rail freight.

30. For example, at this stage, the number of freight paths (both directions) between Didcot and Oxford is predicted to rise from 6 in 2023, to 7 by 2023 and 8 by 2043

North Cotswold Line

31. The North Cotswold Line Taskforce will shortly issue the Strategic Outline Business Case for the next stage of work, progress of which will need to be integrated with the further stages of this rail study.

Next Steps

32. The second part of Stage 1 will be to develop a Train Service Specification that delivers these Conditional Outputs, to form part of the final report this autumn. A further report setting out the final conclusion of the strategic study will be presented to the Growth Board on 26th November, when members will be invited to agree the final Study outputs. In parallel, similar endorsement will be sought from the DfT and Network Rail decision making bodies.

33. The second stage of the study, likely to start at the beginning of 2020, will be to carry out initial more detailed Outline Definition Studies for three or four selected interventions. Work on this is expected to be concluded later in the Spring and reported back to this Group and the Board in June 2020.

34. The Growth Board is jointly funding Stage 2 of the Study and, at its November meeting, as well as being will be asked to endorse the final Stage 1 report, the Board will be invited to express a preference for the interventions they would like taken forward for further development

35. The overall study programme still needs to reach a view on how additional growth expected up to 2050 (which is being considered in the emerging Oxfordshire Plan 2050) is taken into account. This would enable the study to identify potential interventions that provide the capacity and connectivity necessary to accommodate passenger and freight growth over a 30-year timeframe.

Financial Implications
36. None at this stage.

Legal Implications
37. None at this stage.

Other Implications
38. None at this stage.

Conclusion

39. The Growth Board is asked to provide any views in relation to sections (b) and (c) of the recommendations.

Background Paper(s)
40. None.

Report Writing Guidance

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OXFORDSHIRE
G R O W T H   B O A R D

To: **Oxfordshire Growth Board**

Title of Report: **Oxfordshire Housing and Growth Deal Progress Report Q1**

Date: **24 September 2019**

Report of: **Bev Hindle, Growth Board Director**

Status: **Public**

Executive Summary and Purpose:
The purpose of this report is to update the Growth Board on progress at Quarter 1, Year 2 (2019/20) with the Oxfordshire Housing and Growth Deal (the Deal). The report provides a summary of the following strands of the Deal.
- Infrastructure programme
- Affordable Housing programme
- The Oxfordshire Plan 2050
- Productivity

Recommendations:
    That the Growth Board:
1. Notes the progress at Quarter 1 2019/20 on the Housing and Growth Deal.

2. Notes the adoption of the Local Industrial Strategy by the Oxfordshire Local Enterprise Partnership.

Introduction

HOMES FROM INFRASTRUCTURE PROGRAMME

1. The Board will recall that the Homes from Infrastructure Programme (HfI) is a £150m investment in infrastructure to support the acceleration of already planned housing in Oxfordshire over a five-year period from 2018/19 to 2022/23. The Infrastructure projects include road, rail, cycle routes and footpaths, as well as social infrastructure such as schools.

2. The HFI programme has two aspects:
- Firstly, the commitment to spend £30 million per annum on named infrastructure projects that have been identified as enablers for planned growth in Oxfordshire.
- Secondly that this expenditure will unlock 6,549 planned homes that might not otherwise have come forward at this pace.

Infrastructure Spend

3. Oxfordshire County Council (OCC) are the lead delivery partner for the infrastructure work strand, which is being delivered through OCC's capital

projects governance framework and project lifecycle. Monitoring, reporting and control of project and work-stream level performance is supported by OCC process, tools and techniques and is reported monthly to the Growth Deal Programme Board.

4. In year one a spend of £30 million was achieved.

5. The Board will recall from previous updates that the forecast spends for year two to five of the programme demonstrated that it was backloaded with greater spend at the latter end of the 5-year period. Officers reported that this trajectory is in line with the typical spend profile for infrastructure projects, with the greatest expense during the construction phases. Years two and three will see the majority of spend associated with planning and design work.

6. The Board will be aware that although spend profiles are constantly maturing as planning and design work continues to better inform the forecast officers have advised that because of the backloading of the infrastructure programme, that it is anticipated that an arbitrary spend of £30m per year is unrealistic.

7. Oxfordshire County Council and the Growth Deal team are currently undertaking an assurance exercise to review the deliverability of the Infrastructure Programme. Officers will continue to collaborate with Government Partners to ensure a joined-up understanding as spend profiles mature.

Risk Management

8. The following risks have been identified as the key risks to the infrastructure programme:
    * Managing the impact on the Oxfordshire road network
    * Procurement and market readiness
    * Potential delays associated with CPO and the acquisition of land
    * Reliance on third parties (developers / network rail etc) for delivery

9. Officers have developed comprehensive risk registers including mitigations that are reported to the Programme Board to ensure that risk is managed.

Delivering Housing from Infrastructure

10. Officers have previously reported that we achieved the year one target and. This was mainly because of the market conditions created by the investment in infrastructure providing developers with confidence in an already buoyant housing market to increase the pace of development.

11. The current predicted trajectory for the full 5 years of the programme is as follows:

Growth Deal Accelerated Homes Profile

12. This trajectory is a positive indication of success for the HFI element of the Deal, but it is not without risks and uncertainties. Consequently, the job of officers across the partnership is to secure the delivery of the trajectory.

13. The delivery of the infrastructure is clearly key to this ambition, but it is not the only factor in the delivery of the housing. Each site will have challenges and dependencies that need to be project managed, alongside the developers and other stakeholders to ensure that the anticipated delivery trajectory comes to fruition.

14. To secure delivery, officers have been developing detailed delivery plans for each site that will chart the challenges and milestones to delivery that will be required. These delivery plans will form a core database that partners, coordinated by the Growth Deal Team, will utilise to performance manage the delivery of housing.

Risk Management

15. The delivery plans reflect the following risks, been identified as the key risks to the delivery of homes:
   - Reliance on third parties (developers / network rail etc) for delivery of infrastructure.
   - Resolution of planning issues needed to unblock sites.
   - Potential impact of external market factors such as Brexit.
   - Stage of development of some of Oxfordshire's Local Plans.

16. Ongoing analysis of the above risks ensure a comprehensive understanding of mitigation activities are planned

AFFORDABLE HOUSING PROGRAMME (OAHP)

17. The targets for the OAHP agreed in the Housing and Growth Deal, together with the current Programme are as follows:

	Year One	Year two	Year three	Total
Agreed targets	148	464	710	1322
Current gross programme	191*	353	751	1295

*achieved

18. The total budget for the Programme agreed in the Housing and Growth Deal is £60 Million, over three years.

19. The indicative budget based upon the agreed targets and current predicted drawdown are as follows.

	Year One (£)	Year two (£)	Year three (£)	Total
Indicative budget (£)	£6.5m		£32m	£60m
		£21.5m		
Current predicted drawdown (£)	£6.715m	£14.210	£29.650	£50.575

20. The above figures illustrate officer's previous advice to the Board that, notwithstanding the success of delivering the target for year one, officers were expecting the delivery of years two and three of the OAHP to be more challenging.

21. The current year two and three OAHP, when compared to the target of 1174 additional homes is as follows and demonstrates the challenges, we knew the OAHP would face. It demonstrates both that we are below target and that, when compared to the last report to the Board, that the trajectory for the programme is reducing.

Locality	Year 2	Year 3	Total
Cherwell	13	66	79
Oxford City	113	304	417
SODC	60	38	98
Vale	90	142	232
WODC	77	201	278
Total	**353**	**751**	**1,104**
Target	**464**	**710**	**1,174**

22. When officers last reported to the Board, we advised that we had submitted a year-end report to MHCLG that set out the challenges we believed the OAHP faced and invited them to enter unto detailed dialogue with us to fund solutions to these challenges, a summary of progress with these discussions to date is as follows.

Competitive Grant Rates

23. Our first challenge to HE concerned the current grant rates for the OAHP. This was based upon our contention that the rates that HE was offering to

Registered Providers were significantly higher than those we could offer through the OAHP and consequently we could not compete with.

24. To reinforce our message, we provided commercially confidential information to HE to demonstrate the disparity between the grant rates we can offer from the OAHP and those secured through HE on recent sites in the county. This demonstrated the message that the OAHP grant rates are not competitive in a high cost area such as Oxfordshire.

25. Discussions confirmed that whilst HE was sympathetic to the issue, the grant rates detailed in the Deal would not be altered, at least during this OAHP. Accordingly, discussions turned to how we might agree an ability to access other funding sources to augment the AHP.

26. Following initial discussions, officers have formally submitted two proposals to MHCLG.

    - The first of these is seeking permission for Registered Providers to use Recycled Capital Grant Receipts (RCGF) alongside AHP grant.

    - The second of these is for Oxford, as the only stock owning authority in the county, to use its Retained Right to Buy Receipts (RRTB) to augment AHP Grant.

Recycled Capital Grant Fund (RCGF)

27. The proposal is that partner Registered Providers could use RCGF, receipts obtained when a grant funded property is sold that are retained for recycling into new affordable housing, alongside grant from the OAHP.

28. Our submission reminds HE/MHCLG that this flexibility is allowed for other HE Housing programmes and allowing the OAHP this flexibility would create a more level playing field between our Programme and theirs.

29. Officers opinion is that the ability for our partner RPs to use RCGF alongside OAHP grant will enhance their ability to deliver affordable units through the programme.

30. HE, in supporting this proposal have however asked whether allowing this flexibility could be tied to additional grant funds being available from the councils – perhaps for example S106 receipts secured for affordable housing.

31. Officers have pointed out to HE/MHCLG that significant resources from partners have already been applied to schemes brought through the OAHP and that the success of the year one OAHP programme required local authority subsidy for 178 of the 191 units delivered.

32. Notwithstanding this however, the Programme Board have agreed that, if Government are minded to agree to the use of RCGF in the OAHP, that they will undertake a project to examine the potential for a Top Up Fund to be provided in each council, which will be used by that council to provide the

appropriate levels of funding for affordable housing schemes. Each council will be asked to consider the implementation of this proposal through their budget processes.

Retained Right to Buy Receipts (RRTB)

33. This proposal references the fact that Government signalled last year in a consultation paper that it was minded to relax the restrictions that currently apply to councils with RRTB to allow them to bring more affordable housing forward. The proposal from Oxfordshire asks that MHCLG consider piloting any relaxation with Oxford and that in the meantime allows the receipts to be retained for the project.

34. The proposal reminds MHCLG of the heavy reliance that the OAHP currently places upon developments in Oxford, developments that account for 36% of the units and 43% of budget spend.

35. The proposal asks therefore that Government recognise that allowing Oxford greater flexibilities in using RRTB alongside OAHP grant would maximise the ability of the council to address its housing shortage.

Homes England Strategic Partnership arrangements

36. The Board will recall that we highlighted how the HE National Strategic Partnership arrangements affected our programme and took numbers of units, estimated at 535 that we might otherwise deliver through the OAHP, down a different funding route.

37. We have opened discussions with HE on this matter and it has been agreed that, once discussions on the use of RCGF and RRTB are concluded and the new offer for the OAHP is clear, that both HE and Oxfordshire partners will hold a series of meetings with the local RPs involved in HE Strategic Partnerships to attempt to agree a way in which they can both deliver their commitments in the strategic partnerships whilst also delivering for the AHP. Officers will update on any progress at subsequent meetings.

Risk Management

38. The key risks to delivery of individual schemes within the programme are from delays in planning and tender processes, financial challenges to schemes and funding gaps. These risks all need to be managed at district/city level.

39. In addition to these site-specific risks, there are more general risks identified for the Programme, these are

- The risks to the Programme of the National Strategic Partnerships being developed by Homes England (HE) as discussed in paragraphs 37-8.

- The risks to the Programme of a downturn in the economy, slowing completion rates and thence the affordable units developed. This risk is a double-edged sword however as it may also provide opportunities to

bulk purchase units as affordable housing from developers, keen to offload unsold stock and bolster cash flows and retain tradesman on site.

OXFORDSHIRE PLAN 2050

40. Quarter one saw local elections and changes of administration in parts of the county. However, the Leaders of all councils quickly confirmed unanimous support to produce the Plan and a commitment to making this the best Plan possible. The aim being to ensure that future generations can reap the rewards of sound long-term collective thinking and decision taking. Bearing in mind the links with other projects in the county and the region and lessons that can be learned from other areas working on joint plan making, the timetable to produce the Plan has been kept under review. Regular conversations have been held with the Government about the right approach to take to ensure the Plan is the best it can be and meets Oxfordshire's needs. Changes to the timetable will have budgetary implications.

41. In this context, work in quarter one has been focussed on several key areas:
    - Processing and reflecting on the submissions made to the consultation held in February and March and the subsequent Call for Ideas
    - Continuing engagement with stakeholders and Duty to Co-operate bodies
    - Commissioning of technical studies and collation of evidence base
    - Establishing steering and working groups of technical expert officers
    - Starting to identify and test options for Plan policies

42. As a result of the extensive engagement activities that took place earlier in the year, the team has spent much time processing and reviewing the comments that were received and has published a consultation report summarising that work. The findings are being used to refine the vision and aspirations of the Plan and to inform the next stages of the plan making process. As a result of this engagement there is now more of a public profile for the project and 1200 people and organisations have signed up to the database to be involved in future stages of work.

43. Engagement has continued in quarter one. A stakeholder event was held in May to follow up the launch event that had been held in December. Discussion points on topics including Natural Environment, Climate Change, Connectivity, Placemaking and Economy were posed, and attendees were asked to consider what the Plan might be able to do to help in these areas. In addition, conversations were established with the Duty to Co-operate bodies (a proscribed list of bodies that there is a statutory duty on the Oxfordshire authorities to co-operate with in plan making). Those discussions will continue and develop throughout the project to ensure that any strategic matters and cross boundary issues are identified and addressed through the Plan.

44. The production of the Plan will require a significant level of technical work to form the evidence base. The evidence base will help identify the policy options for the Plan, be used to test those options, and in due course form the supporting evidence for the consideration of the Plan at examination by an

Inspector. Much up-to-date evidence is already available (at least for the early part of the Plan period) thanks to the work on district Local Plans but in many cases, this will need to be supplemented by additional work that looks across the county or longer into the Oxfordshire Plan period. Each technical commission is being carried out with the involvement of all the authority partners, with draft briefs considered by officers from across the county and interviews and inception meetings carried out jointly. Over time all the evidence produced will be published in full and alongside the consultation document it relates to.

45. To ensure that the wealth of local knowledge and expertise available within the councils (and partner organisations) is used to its full potential, a series of informal steering groups and working groups have been established. This ensures that when a piece of technical work is commissioned, officers with expertise and experience from across the county have been involved in the drafting of a brief, the selection of consultants and the managing of the project. This approach has also been applied to more specialist topic areas such as health or natural capital, where the Plan Team can call on and benefit from the wealth of local expertise available.

46. Over the next quarter officers will collate and reflect upon the evidence base and engagement findings and use this information to assist identify the options for policies in the Plan and test those. That work will form the planned second stage of consultation in the spring which will concentrate upon consideration of growth options.

Risk Management

47. The following risks have been identified as the key risks to the production of the Oxfordshire Plan 2050:
   - Challenges of being a front-runner, producing a new type of Plan
   - Challenging timeframe for production of the Plan
   - Links with external projects including the OxCam Expressway
   - Links with and relationship to district Local Plans

48. Officers have developed a detailed risk register including mitigations that are reported to the Heads of Planning Group and the Programme Board to ensure that risk is managed.

PRODUCTIVITY

Local Industrial Strategy

49. The Oxfordshire Local Industrial Strategy will be officially launched at the Blavatnik School of Government in Oxford on 4th September, alongside the OxLEP Annual Report. Close to 200 senior leaders from business, local government, civic institutions and academia will be in attendance. At the time of writing, we are hoping to include at the event a ministerial keynote address from the Secretary of State for Business, the Right Honourable Andrea Leadsome MP. Several media engagements, both traditional and online, have been planned and there will be further follow up to the launch through dedicated film and photography which will be shot during the event. Details of

the launch, together with a summary document and the full strategy can eb found at our website at https://www.oxfordshirelep.com/lis

50. Moving forward, work will begin following the launch on the development of the Delivery Plan and Investment Prospectus which will form the final components of the suite of documents which make up the LIS. We will convene partners to develop strategic business cases for each of the key policy areas detailed within the LIS, with a view to being ready to access future funding and investment from both Government and the private sector as it emerges. Alongside this, we will continue working with our partners across the Oxford-Cambridge Arc in developing proposals which have the potential to be developed at scale and harness the wider potential of the Arc. The anticipation is that we will bring forward early drafts of the Delivery Plan and Prospectus before the end of the calendar year.

Harwell Land Remediation

51. Discussion continue with officials in BEIS and the Nuclear Decommissioning Agency to bring forward proposals to accelerate the early remediation of Government owned land at the Harwell Campus, which can enable the freeing up of much needed employment land on site to accommodate significant demand for major growth of existing companies on the Campus as well major interest from foreign businesses looking to locate within the Oxfordshire Innovation Ecosystem. A revised business case has been prepared jointly by the UKAEA and Campus Partnership and it is anticipated that a final package of interventions will be aimed to be agreed as part of the BEIS departmental budget settlement for 2020.

Financial Implications

52. As part of the Deal, Oxfordshire was granted £5 million of capacity funding to assist with the delivery of the Deal. The allocation of the fund is £2.5 million to prepare the Oxfordshire Plan 2050, £1.5 million of capacity funding to progress the Deal and £1 million to support scheme feasibility to ensure that the step change in housing delivery that the Deal requires is properly resourced.

53. The majority of planned spend under the capacity fund is on additional staff resources to support delivery of the programmes. Management of the budget is reported to the Growth Deal Programme Board and to the Oxfordshire CEOs in their capacity as Growth Deal programme sponsors.

Legal Implications
54. None arising from this report.

Other Implications
55. None arising from this report.

Conclusion

56. This report outlines progress against the Deal year one milestones at end of Q1 2019/20.

57. Good progress is being made towards meeting our commitments under the Deal. The focus for the core Deal team and in each of the partner authorities in the remainder of year two needs to be on activity required to accelerate the delivery of the year two programmes and to develop confidence in the delivery of commitments in future years.

58. The report asks the Board to note this progress with the Deal and the achievement against the milestones committed to.

Background Papers

59. None.

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OXFORDSHIRE

G R O W T H   B O A R D

To:	**Oxfordshire Growth Board**
Title of Report:	**Growth Board Review Scope**
Date:	**24 September 2019**
Report of:	**Growth Board Director**
Status:	**Public**

Executive Summary and Purpose:

This report sets out a proposed scope for the Growth Board Review. It considers what the key themes of the review will be, and what will not be included in the review. It also provides an overview of who will be involved in the review and how. The Growth Board in asked to approve the review scope, subject to any agreed alterations.

Recommendation:

That the Growth Board approves the scope and approach to the review of its role and functions as set out in this report.

Appendices:

Appendix 1 - Themes and questions to guide the review

Introduction

1. The Oxfordshire Growth Board ('the Board) was established in 2014 as a Joint Committee[1] of the six councils of Oxfordshire ('the partner authorities'), together with key strategic partners. It was set up to facilitate and enable joint working on matters concerning economic development, strategic planning and growth. The Board's establishment was premised on strengthening partnership arrangements across Oxfordshire for pragmatic working on key strategic issues. It does this by overseeing the delivery of cross-county projects that the councils of Oxfordshire are seeking to deliver in a collaborative way – between local authorities, the Local Enterprise Partnership and wider partners and stakeholders.[2] Generally however, the Board does not have many decisions it does, or can, take.

2. The Board replaced the former Spatial Planning and Infrastructure Partnership, the Local Transport Board, and incorporated oversight of the 2014 City Deal with

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[1] under s101 (5), 102 Local Government Act 1972 (LGA 1972) and s9EB Local Government Act 2000 (LGA 2000) and pursuant to the Local Authorities (Arrangement for the Discharge of Functions) (England) Regulations 2012.
[2] As a Joint Committee, the Board may discharge executive functions, but each constituent authority retains the ability to exercise all executive and non-executive functions generally and specifically in relation to economic development including where applicable provision of housing, strategic spatial planning and strategic transport planning.

Government. The Board's operation has sought to align these strategic meetings under a single Terms of Reference and governing body.[3] The work of the Board also tangibly demonstrates the partner authorities' willingness to cooperate on strategic planning matters as required under the Localism Act 2011 and the National Planning Policy Framework.

3. The Board has been a route through which Oxfordshire has engaged with opportunities to secure additional investment, such as through the Local Growth Fund, the Housing Infrastructure Fund and the £215m Oxfordshire Housing and Growth Deal. More recently, the work of the Board has included sponsorship of the Oxfordshire Plan 2050, the Oxfordshire Infrastructure Strategy and joint leadership on the Oxfordshire Rail Connectivity Study. There are however other emerging areas of common interest among the Board's membership; the environment and climate change, healthy place-shaping, inclusive growth, one public estate and the Oxford to Cambridge Arc.

4. The Board considers that it is now timely to review its role and function to ensure that the most pragmatic and effective arrangements are in place to enable collaboration and delivery on Oxfordshire wide priorities. This means reflecting on how the Board has operated to date and whether its structures and processes remain appropriate and fit for the future.

Scope of the Review

5. Officers supporting the Growth Board have devised a scope for the review based on engagement with the Growth Board's membership and having regard to feedback received from various stakeholders, including the public, to date. The final draft of the review scope is presented within this report for the Growth Board's consideration.

6. In the lead up to this review, some stakeholders have requested greater clarity about the role and purpose of the Board, and there are some common misunderstandings about the Board's functions and the roles of its membership. Some have called for increased public access to, and transparency of, the Board's work. Administrative challenges have also arisen as a result the current meetings schedule, reporting process and the availability of resources. These are all issues that will be considered within the review.

7. Many of these challenges are not unique to the Board however, and the Local Government Association (LGA) and the Centre for Public Scrutiny (CfPS)[4] both note that matters of public engagement, logistics, joint resourcing and agreeing cross-county objectives are challenging in other similar joint committee arrangements.[5]

    It is important that the role of local partnerships is considered in the long term and the role the Growth Board could play in that context. Accordingly, membership, format and function of the Board should be revisited to consider

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[3] Oxfordshire Growth Board. 2014. Terms of Reference.
[4] Centre for Public Scrutiny. 2014. Growth through good governance. Available at: https://www.cfps.org.uk/wp-content/uploads/Growth-through-Good-Governance.pdf
[5] LGA. 2017. A Councillors Workbook on Scrutiny. Available at:
https://www.local.gov.uk/sites/default/files/documents/11%2064_Scrutiny%20for%20councillors_03_1.pdf

how the Board's work might better engage with non-local authority partners who also have a key role in shaping places within Oxfordshire.

8. Any pre-existing commitment made as part of the agreement with Central Government regarding the Housing and Growth Deal or other formal programmes of work will not form part of this review. The review will be resigned to the high-level purpose and processes of the Board only and this will not be a review of the Housing and Growth Deal itself. The governance arrangements associated with the Oxford to Cambridge Arc, agreement to participate in the formation of a Joint Statutory Spatial Plan, and individual councils' own governance arrangements, for example, will be excluded from this review.

Approach to the Review

9. The Review will be managed by the Growth Board Director and Growth Board Manager in line with the agreed scope. Subject to approval by the Board on 24 September 2019, the review will be divided into three distinct themes; role and function, capability and resources, and process and structures.

10. Within these themes are a sub-set of questions which will help guide the review (appendix 1). These questions provide a thematic framework for; assessing how effective the Board is in its role, a structure for inviting contributions to the review and presenting conclusions. This framework is based in part on existing public sector guidance on well-led governance reviews. A summary of the three themes for the review is set out below:

Role and Function

11. The role of the Board is not well understood, and the starting point for this work should be a fundamental review of the Board's role and how it might change. Consideration should also be given to what the Board's role could be going forward, and how its status as a cross-county forum of leaders from key institutions could benefit Oxfordshire and its residents. This will require the Board to reflect on its objectives, how it communicates those objectives, and how aligned or otherwise they are with existing workstreams and commitments.

12. The Oxfordshire Housing and Growth Deal, which was agreed in April 2018, has brought new responsibilities agreed with Central Government. Beyond a recent focus on this work however, the Board has increasingly sought to utilise its current remit to seek consensus on other cross-county issues. The Board has limited decision-making powers, but it can facilitate local debate and collaboration on issues for which each member may exercise their local influence over. Whichever role the Board undertakes, there needs to be greater clarity about the Board's its decision-making powers. Any revised role will require the Board's Terms of Reference to be updated and agreed, which also provides an opportunity to consider changing the Board's name if required.

Capability and Resources

13. The review should consider what capacity the Board has available to deliver its objectives and fulfil its current role, and what capacity it might need in the future

to address any new functions it undertakes. The Board's staffing arrangements have until recently relied on good will partnership arrangements between the Oxfordshire Councils, drawing on existing resources within those authorities. There has however been a recent focus to secure more stable fixed-term staffing arrangements to support the development of the Growth Deal and the functioning of the Board. Consideration needs to be given to whether the current workforce enables the Board to fulfil its role and function now and into the future.

14. The Board's membership has evolved over time and so has its areas of focus. A fresh look should be taken as to the role of Board members, voting and non-voting, and whether the membership could be different or more fluid to meet the demands of its current role, or any new direction.

Process and Structures

15. Finally, the Board's governance structure should be reviewed to ensure it is fit for purpose and allows for swift but transparent decision-making at the right levels. This includes reviewing what function each of the bodies supporting the Board serves and the value they add.

16. There is a need for transparency and clarity as to what decisions are needed, and where decisions are taken, so that the role of the Board as a 'decision maker' is properly understood. A critical challenge for the review is to identify how councillors and members of the public and stakeholders can engage with the Board's work where appropriate. This includes reviewing public participation procedures, the use of social media and the style of meetings that are held, for example.

17. The production of reports and the schedule of meetings requires review to ensure that information is produced in a timely manner, with enough time made available for the public, councillors and officers to prepare for those meetings. The relationship between the scheduling of the Board, Advisory Sub-groups and the Scrutiny Panel require review to reduce delays and bottlenecks in the reporting process.

Review Engagement

18. Subject to agreement, the review will commence on 24 September 2019. Its conclusions and process will be public facing and recommendations for improvement will be presented to the Board on 28 January 2020 for consideration. The following engagement activities are expected to be undertaken during the review period:

   a) A public survey will be issued online asking broad questions in line with those included at appendix 1. These will allow free text to be entered. Questions will be broad enough to allow responses from officers, councillors and members of the public. Data will also be gathered to help understand any demographic weighting in the responses. The survey will be available via the Growth Board's webpage from 25 September 2019.

b) A workshop with the membership of the Growth Board. This will also be supported by the offer of direct interviews with each member of the Board.

c) A workshop will be held on 18 November 2019 to enlist views from local stakeholder group leads and the public. Sign up for this event will be coordinated through the online survey on a first come first served basis. Requests to participate in the workshop can also be received by contacting Oxfordshire.growthboard@southandvale.gov.uk.

d) A workshop will be held on 4 November 2019 to enlist views from district and county councillors within Oxfordshire. Requests to participate can be submitted through the online survey or through direct requests to Oxfordshire.growthboard@southandvale.gov.uk

e) Interviews will be offered to the Chair and Vice-Chair of the Growth Board Scrutiny Panel, Growth Board Executive Officers (the senior responsible officers from each local authority) and existing staff supporting the Board. The Scrutiny Panel may wish to agree a formal response to the review as a collective at their meeting on 21 November 2019.

f) A desktop review of similar governance structures that exist elsewhere in the UK (e.g. Combined Authorities / Joint Committees / Other Growth Deals) will be undertaken to reflect on governance and engagement practices elsewhere.

Review Analysis

19. The review will conclude with a report to the Board on 28 January 2020, which may also be reviewed by the Scrutiny Panel on 23 January 2020. The report will provide a thematic analysis of the responses given to the review and will be supported by recommendations and options for making changes and improvements to the Board's ways of working.

Role of the Scrutiny Panel

20. The Board's Terms of Reference stipulate the establishment of a Scrutiny Panel to review decisions and make recommendations to the Board. This review will gather feedback on the role and function of the Scrutiny Panel and present findings. However, it is considered a matter for the Scrutiny Panel to decide how it wishes to exercise its functions within the resources available and within the role set out in the Board's Terms of Reference. Officers will work with the Chair and Vice-Chair of the Scrutiny Panel to develop reports and recommendations for the Panel to consider as appropriate.

Improvements already underway

21. Whilst some of the more fundamental issues around the Board's role and ambitions require wider engagement and analysis, there are some improvements that are already underway where there is a clear consensus on the issues. These are summarised below:

- The report approval process is under review, with officers considering how to streamline the process and improve the frequency of reports being made available on time for meetings held in public.

- The Board has indicated that it would be preferable to reduce the frequency and length of presentations at its meetings given the limited time available. Reports in advance of the meeting should be expected as standard. If presentations are considered necessary, they should be limited to ten minutes.

- A forward plan of meetings will be published with each Growth Board agenda and separately on the Growth Board's webpage. This document will set out what items will be considered at which meetings and will list issues as far in advance as possible. This will in turn support the Scrutiny Panel in developing their own work plan.

- A new stakeholder mapping exercise is underway for the Board, Growth Deal and its workstreams, and this will take account of any new ways of operating following the conclusion of the Board's review.

- A role profile is being developed for the host authority to set clearer guidelines as to their remit in supporting the Board.

Timeline

22. The timeline for the review process is set out below:

Scrutiny Panel meeting	19 September 2019
Growth Board meeting and formal start of the review	24 September 2019
Workshop with Councillors	4 November 2019
Workshop with Local Stakeholder Groups	18 November 2019
Closure of the review	6 December 2019
Concluding report and recommendations published	17 January 2020
Scrutiny Panel considers final report	23 January 2020
Growth Board considers final report	28 January 2020

Financial Implications

23. There are no financial implications arising from this report and the review will be carried out within existing resources. There may however be financial implications arising from the recommendations made as a result of the review, which will be detailed in the concluding report to the Board on 28 January 2020.

Legal Implications

24. There are no legal implications arising from this report. This is a non-statutory review, however there may be governance implications arising from the

recommendations made as a result of the review, which will be detailed in the concluding report to the Board on 28 January 2020.

Conclusion

25. This report sets out a high-level approach and scope for undertaking a review of the Board's role and working arrangements. The Board is asked to approve the scope and approach to the review as set out in the report.

Background papers

26. Oxfordshire Growth Board Terms of Reference 26 April 2018.

Report Author:	Bev Hindle, Growth Board Director
Contact information:	Oxfordshire.growthboard@southandvale.gov.uk

Appendix 1: Key questions and themes for the review

Role and function

1. What should be the Growth Board's strategy, purpose and objectives? Is an alternative name required to better reflect its role?

2. Are the challenges to delivering on the Board's current objectives well understood and is an appropriate plan to meet those challenges in place?

3. Is there suitable communication infrastructure in place to ensure that partner councils, stakeholders and the public remain informed, and where appropriate, involved in the Growth Board's work?

Capability and Resources

4. Does the Growth Board and its governance arrangements have the appropriate officer resources and skills, now and into the future, to carry out its role and meet its objectives?

5. Is the membership, (both voting and non-voting) of the Growth Board appropriate for its role and purpose? Does the Growth Board's membership receive appropriate support to be effective in its role?

6. To what extent is it appropriate that the Growth Board's support is dependent on informal or temporary staffing arrangements, and what mitigation measures should be put in place to maintain continuity?

Process and structures

7. Does the current governance structure in its entirety support the effective functioning and management of the Growth Board's work?

8. Is there clear milestones and performance monitoring information to support the effective management and scrutiny of the Growth Board's work?

9. Does the Growth Board conduct its business with the right level of transparency and engage with stakeholders and the public meaningfully in the right way at the right time?

10. Is there sufficient transparency and clarity as to what decisions are needed and where decisions are taken so that the role of the Growth Board as a 'decision maker' (as opposed to the role of the constituent individual Authorities) is properly understood and functioning as it should?

OXFORDSHIRE
G R O W T H   B O A R D

To: **Oxfordshire Growth Board**

Title of Report: **Oxfordshire Plan 2050 Update**

Date: **24 September 2019**

Report of: **Bev Hindle, Director Oxfordshire Growth Board**

Status: **Public**

Executive Summary and Purpose:

This report provides an update for Oxfordshire Growth Board on the progress of producing the Oxfordshire Plan 2050. It sets out the work done to date, the next steps and provides information on the timing and programme of the work.

Recommendations:

1) That the Growth Board endorses the proposed updates to the timeline and scope of the Oxfordshire Plan 2050;

2) That the Director Oxfordshire Growth Board seek agreement from the Ministry of Housing, Communities and Local Government for this

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Introduction

1. Production of the Oxfordshire Plan 2050 is one of the four key workstreams of the Housing and Growth Deal. The Plan is being prepared by a joint team on behalf of the five local planning authorities (Oxford, Cherwell, South Oxfordshire, Vale of White Horse and West Oxfordshire) with support from the County Council. All of Oxfordshire's authorities are committed to working together to produce a sound Oxfordshire Plan 2050 which sets out a spatial strategy and policies for the long-term future of the county. It will allow us to set out a joined-up approach to planning for the next 30 years, ensuring sustainable plan-led growth on our locally-defined terms.

2. The Housing and Growth Deal committed to a very challenging timescale; however, this is a complex project with many inputs and interested parties and complex approval processes within and between the partners involved. Whilst work has been progressing well with preparatory work, evidence base gathering, testing and co-ordination with other projects, the timetable needs to expand to reflect the time required to ensure our evidence is robust and responds to the ever changing context around us, but also to allow even more engagement to test this evidence to ensure the public are properly engaged in the process at every key stage. The Plan programme has been kept under review and regular conversations have been held with the Government about the right approach to take to ensure the Plan is the best it can be and meets Oxfordshire's needs.

3. This report provides an update on work carried out so far and on proposed amendments to the timetable for producing the Plan to allow for more collaboration with stakeholders and to best align with linked projects.

Work to date

4. A dedicated Oxfordshire Plan team is in place to lead this work, with the support of a Liaison Group of authority planners, the Heads of Planning Group and the Member Sub-group. LEP representatives and County Council officers and members also attend these meetings

5. Work on the Plan so far has focussed on generating the options for the Plan, engaging with communities and stakeholders, and developing the evidence base to inform the choices that the Plan-making bodies will need to make. 1200 individuals and organisations have signed up to be part of the plan making process, many of which provided us with feedback on our first consultation document earlier in the year or attended one of our roadshow or stakeholder events.

Collaboration with linked projects

6. As we continue with the plan-making process, there will need to be close collaboration with other projects and partners going forwards. To make the Oxfordshire Plan 2050 the best plan we can and to ensure that it can withstand scrutiny, it will need to take into account and respond to a range of other projects, strategies, plans and external influences relevant to Oxfordshire. Similarly, the Plan will also work directly alongside and feed into other key Oxfordshire strategies and shape them so that there is an ongoing iterative relationship. There is also opportunity in some cases to collaborate in using a common or shared evidence base, which will also help to ensure a joined-up approach across key projects.

7. It is important that the technical work to develop the Oxfordshire Plan is undertaken from a 'neutral' position because if the Plan were to be developed with a fixed pre-emptive position about external factors beyond its control, then there is a significant risk that it would not be sound. For example, whilst it is acknowledged that there may not be endorsement from all of the authorities for significant projects like the Expressway, the Plan must take account of it in the evidence base. The local authorities reserve their rights individually or collectively to support or oppose such projects but for the Plan to be robust they must be fully considered.

8. The ongoing work related to the Oxford-Cambridge Arc, the Oxford to Cambridge Expressway and rail corridor through Oxfordshire, will all influence the strategic links and wider geography within which Oxfordshire sits. The work on the Oxford-Cambridge Arc seeks to improve connectivity for communities and businesses and support economic growth across the key common sectors and strengths of the region. The Expressway project seeks to improve road connectivity between Oxford and Cambridge, whilst East-West Rail seeks to improve rail connectivity across the area. Whilst the plans for East-West Rail are agreed, indeed the first phase of East-West Rail is complete and operational already, the Arc and Expressway projects are at much earlier stages and there remains uncertainty about how they might shape Oxfordshire.

9. Another shaping growth in Oxfordshire is the Oxfordshire Local Industrial Strategy[i]. It is an ambitious long-term vision and strategy for economic growth in the county to 2040. It positions Oxfordshire as one of the top-three global innovation ecosystems, highlighting its world-leading science and technology cluster, and to be a pioneer for the UK and emerging transformative technologies and sectors. This position helped to inform the Housing & Growth Deal, and the work undertaken by the LEP to understand Oxfordshire's economy and its growth potential provides economic analysis and forecasting information and evidence base including delivering key infrastructure and social and environmental benefits.

10. We also recognise that the Plan needs to consider major influences beyond Oxfordshire, particularly strategic growth in areas such as Swindon, Reading and the Midlands, as projects in those areas will impact on residents and businesses in places such as Faringdon, Henley and Banbury. Duty to co-operate conversations are on-going with the relevant bodies to ensure that strategic matters and cross-boundary issues are picked up.

Requirements of a statutory plan

11. We have set the bar for the Plan very high in committing to produce a statutory plan for Oxfordshire and in setting a planning framework with such a long-term vision to 2050. The Plan needs to be approved by all five district councils' democratic processes at key stages. This helps to ensure the same transparency and public scrutiny as for existing local plans. The decision to publish or submit documents at each stage of the process of Plan production lies with the five district councils as the Oxfordshire Plan will become part of each authority's local plan.

12. Furthermore, being a statutory plan, it will need to be found sound by a Planning Inspector before it can be adopted by each of the councils, which means it also needs a robust evidence base and environmental assessment. While this was known at the time of agreeing the original timetable, it is only once work begins that you get a better, more accurate appreciation of the time and resource required to deliver this robust work iteratively and effectively with the Plan.

13. Because the requirements of national planning policy and guidance are generally aimed at local plans rather than strategic plans (particularly those covering such a long time horizon), we're also learning from the progress (and problems) encountered by other front-runner regions working on joint plans, such as in the West of England, so we can refine our own processes and evidence base for the Plan.

Programme for the production of the Oxfordshire Plan 2050

14. As set out above, production of the Oxfordshire Plan 2050 is a complex project with many partners and many more interested parties and stakeholders. We want to make sure it is the best Plan possible, making sure we get it right for Oxfordshire so future generations can reap the rewards of sound long-term thinking framework for growth.

15. Given all this, we're keeping the timetable for the project under constant review and are holding regular conversations with the Government about the right

approach to take to ensure the Plan is the best it can be and meets Oxfordshire's needs.

16. The consultation that was held earlier in the year was focussed on the high-level vision, objectives and aspirations that will shape the rest of the Plan. The next consultation will be focussed on testing the Spatial Growth options for the Plan. (Together these two consultations will form the Regulation 18 "options" consultation.) We want to develop some of the ideas and challenges put forward through the consultation to date with further engagement and testing over the autumn and winter. This along with other background work required to get to the second consultation means our current intention is to hold the next formal stage of public consultation in Spring/Summer 2020.

17. The revised programme outlined below represents a change to the both the timetable agreed in the Housing and Growth Deal and the approved Local Development Scheme but would ensure that there is enough time to engage appropriately and produce the required supporting evidence to facilitate a meaningful and productive consultation period to inform the future stages of producing the Plan. Introducing this new additional stage of Regulation 18 consultation gives the public further opportunity to comment and be involved in the Plan and its evidence base, before it reaches the statutory Regulation 19 stage when scope to comment is more limited. The authorities are keen to promote this additional engagement and transparency in the process.

Oxfordshire Plan Stage	New Proposed Date	Date in published Growth Deal	Status
Draft Statement of Common Ground		*31 March 2018*	*Achieved*
Joint JSSP Project Board established		*July 2018*	*Achieved*
Stakeholder Launch		*n/a*	*December 2018 - Achieved*
Consultation on Vision & Objectives (Reg. 18 part 1)		*n/a*	*February/March 2019 - Achieved*
Further Engagement on key technical challenges arising from Reg. 18 Pt 1	November/Dec 2019	n/a	new additional engagement
Consultation on Spatial Growth Options (including scale and Broad Locations of Growth) (Reg. 18 part 2)	June/July 2020	n/a	New additional stage of public consultation
Consultation on Submission (Draft) Plan (Reg. 19)	November/December 2020	30 October 2019	
Submission	March 2021	31 March 2020	
Examination	June–September 2021	Subject to Planning Inspectorate	
Inspectors Report	December 2021	Subject to Planning Inspectorate	
Adoption	March 2022	31 March 2021	

Financial Implications

18. A decision to extend the time period for the project would require additional funding, primarily to cover staff costs for the additional time preparing the Plan, and to undertake any additional work for example additional engagement/consultation or technical studies / evidence base. The financial implications of the extension will be addressed through Housing & Growth Deal funding.

Legal Implications

19. Moving away from the timetable in the Growth Deal requires the agreement of the Government; beyond that there are no legal implications to changing the timetable. It would require an updated LDS to be approved by each district but this can happen with a committee report to each council in due course if appropriate.

Other Implications

20. Extending the programme of the Oxfordshire Plan 2050 could have an impact on when the Local Planning Authorities next review their Local Plans. However, this risk is considered smaller than the risk of having an unsound Oxfordshire Plan 2050 which could set back further policy development more substantially.

Conclusion

21. Oxfordshire Growth Board is asked to consider the outline proposed timeline to produce the Oxfordshire Plan 2050 and endorse this approach.

Report Author:	Bev Hindle, Growth Board Director
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[i] Oxfordshire Local Industrial Strategy: A Partner in the Oxford-Cambridge Arc (Oxfordshire Local Enterprise Partnership, July 2019) https://www.oxfordshirelep.com/lis

To:	**Oxfordshire Growth Board**
Title of Report:	**Oxfordshire Local Plans: Progress Report**
Date:	**24 September 2019**
Report of:	**Oxfordshire Planning Policy Officer Group**
Status:	**Open**

Executive Summary and Purpose:

To update the Growth Board with progress towards Local Plans adoption across the county.

Recommendation:

That the Growth Board note the report.

Appendices:

None.

Introduction – progress to date.

Cherwell

1) The council are undertaking a Partial Review of the adopted Cherwell Local Plan 2031, Part 1 to incorporate the Growth Board's apportionment of Oxford's unmet housing needs to Cherwell. The proposed review was approved by Council in March 2018 and submitted to the Planning Inspector. A Preliminary Hearing was held in September 2018 and Hearing Sessions took place in February 2019. The Inspector's Post-Hearings Advice Note was received on 13th July and modifications in response to the advice note are being prepared, with informal submission to the Inspector on 20th September 2019. It is intended that consultation on the proposed modifications will commence at the end of September/ beginning of October, with a view to formally submitting the modifications at the end of the year. Timeline for completion is uncertain as another Hearing may be required.

Oxford

2) Oxford are preparing a Local Plan to 2036. Oxford City Local Plan 2036 was submitted for examination on 22nd March 2019. Planning Inspectors Jonathan Bore MRTPI and Nick Fagan BSc(Hons) DipTP MRTPI have been appointed to undertake an independent examination into the soundness of the Oxford City Local Plan. The timetable is therefore now mainly in the control of the appointed Inspectors. The Inspectors have asked several initial questions to which the council has responded. This correspondence is available online at

www.oxford.gov.uk/localplanexamination. The Inspectors have indicated informally that public hearing sessions will take place from 3rd Dec to 19th Dec 2019.

3) Oxford City has also submitted a Community Infrastructure Levy (CIL) Charging Schedule review for examination. The timeline for examination of this review is likely to follow the Local Plan examination. Nick Fagan BSc(Hons) DipTP MRTPI have been appointed to examine the CIL Charging Schedule Review.

South Oxfordshire

4) South Oxfordshire submitted the Local Plan 2034 for examination on 29 March 2019. No hearings or initial questions have been received to date since the Local Plans submission for examination.

5) Since the Local Plans submission there has been a change to the controlling party at the Council from Conservative to a Coalition. The Local Plan has been a key emerging Council policy that the coalition has wished to review. Council met on 18th July and resolved to:

> "(1) express its determination to maintain its housing land supply and avoid speculative development;
> (2) express its continued support for the Housing and Infrastructure Fund (HIF) funding and infrastructure projects that could be delivered by it;
> (3) ask officers to explore with Oxfordshire County Council, Homes England and the Ministry of Housing, Communities and Local Government options for protecting the HIF funding whilst enabling the council to address concerns about the current emerging Local Plan 2034 including (but not limited to) climate change issues, Oxford City's unmet housing need, and to report back to Cabinet and Council;
> (4) recognising that the Climate Change Emergency is all too real and is recognised to be of key and statutory importance under the Climate Change Act 2008 and the associated objective of "zero carbon by 2050", express its wish to do all that it can to respond through the Local Plan process;
> (5) agree that as soon as practicable, alongside satisfactory progress being made on resolving issues in the emerging Local Plan, work on a subsequent Local Plan shall commence, strengthening climate change considerations."

6) The future direction for the emerging Local Plan is going to be considered as part of a discussion on the progress towards achieving the resolutions of the July Council. Cabinet will be held on 3 October 2019 and Council on 10 October 2019.

Vale of White Horse:

7) Local Plan 2031 Part 2: Detailed Policies and Additional Sites was submitted for Examination on 23 February 2018. Local Plan Part 2 (LPP2) sets out the

strategic policies and locations for the agreed quantum of housing to meet Oxford City's unmet housing need within the district. It also contains policies for the part of Didcot Garden Town that lies within the district as well as detailed development management policies to complement the Local Plan Part 1, replacing the saved policies of the Local Plan 2011, and allocating additional development sites for housing and other uses.

8) The Planning Inspector issued his final report on Local Plan 2031 Part 2 (LPP2) to the Council on 25 June 2019. The Inspector's report concludes that the Plan is 'Sound'. The adoption (of the LPP2) will be considered at a future meeting with Full Council. This is scheduled to take place on 9 October 2019.

West Oxfordshire

9) The West Oxfordshire Local Plan (2011 – 2031) was formally adopted in September 2018. There are no current plans to commence a review at this point in time.

10) Work has started on a new Area Action Plan (AAP) for the Oxfordshire Cotswolds Garden Village. An initial issues and options consultation took place in summer 2018 and preferred options have been published for an 8-week period of consultation from 16 August – 11 October 2019. The final pre-submission draft will be published in late 2019/early 2020 with a view to adoption by summer 2020.

Financial Implications
11) Financial implications to be considered by each local plan making authority.

Legal Implications
12) Legal implications to be considered by each local plan making authority.

Report Author:	Holly Jones, Planning Policy Manager, South and Vale District Councils
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Notes

OF A MEETING OF THE

Oxfordshire Growth Board Oxfordshire Plan 2050 Advisory Sub-Group

**HELD ON THURSDAY 25 JULY 2019 AT 10.00 AM
COMMITTEE ROOM 2, WEST OXFORDSHIRE DISTRICT COUNCIL,
COUNCIL OFFICES, WOODGREEN, WITNEY, OX28 1NB**

Present:

Councillors James Mills (Chair), Jeff Haine, Alex Hollingsworth, Jeannette Matelot, Sue Roberts and Catherine Webber

Officers: Giles Hughes, Rachel Williams and Kevin Jacob

16   Apologies for absence and notification of substitutes; declarations of interest; Chair's announcements

Apologies for absence were submitted by Councillor Colin Clarke, (Cherwell District Council) and Councillor Judy Roberts, (Vale of White Horse District Council) who was substituted by Councillor Catherine Webber.

There were no declarations of interest.

17   Notes of previous meeting

The notes of the meeting held on 30 May 2019 were agreed.

18   Presentation from Alison Smith (University of Oxford) on natural capital mapping exercise for Oxfordshire

The sub-group received a presentation from Professor Alison Smith, on research work undertaken by the Environmental Change Institute and University of Oxford to map natural capital in Oxfordshire. A summary of the main points of the presentation is set out below:

- Natural capital was a term to describe those elements of the natural environment that provide benefits for humans. These might be air, water, rocks, plants, animals, etc often referred to as natural assets.
- Eco-system services were derived from these natural assets and could include cultural services, i.e. recreation and aesthetic value, regulating services, i.e. flood

and erosion control, water quality, cooling and shading and provisioning services i.e. food crops, livestock, wood etc.

- An example of a regulating service provided by woodland was cooling and shading. During a heatwave in July 2018, Epping Forest had been 20 degrees vs 38 degrees at the Excel Centre.
- Local Natural Capital Plans were a key part of and linked to the goals set out by HM Government in 'A green future: Our 25-year plan to improve the environment' and the National Planning and Policy Framework.
- The majority of land-use in Oxfordshire was set aside for food production, mainly arable farming with relatively low provision of Broadleaved woodland.
- Land use scoring approaches had been developed to calculate 0-10 scores for the ability of each habitat/land use type to deliver each of the eco-system services. Separate maps could be produced for all 18 services and extra multipliers could be used to reflect habitat condition and or location. It was accepted that some scores would be based on objective judgements whilst others would be more subjective.
- Most scores were based upon indicative rankings, but two (carbon storage and air quality regulation) were proportional to measured values.

Points raised in discussion included:

- That land on private estates might score quite highly in terms of the regulatory services it provided and have a high aesthetic value but would not contribute significantly towards recreation and amenity if it was not publicly accessible. It was felt that this was a subtlety that should be reflected in the scoring matrix.
- The 'value' of elements of natural capital was linked to location, i.e. a much-loved tree in an urban environment would more highly than a single tree in a rural or wooded environment.
- The view was expressed that full natural capital mapping was needed. Officers commented that natural capital work was an increasingly important and helpful contribution to the strategic spatial planning process. It would be appropriate to produce more detailed survey information at different stages of the planning process, so the more specific the location the higher level of mapping information required. Some concern was expressed regarding the need to ensure the objectivity of natural capital consultants engaged by consultants.
- The role of the Oxfordshire Plan 2050 as a development plan with policies applicable to specific applications, but not as the only tool available to undertake natural capital mapping.

A detailed discussion took place on seeking funding to scope reports for natural assessments to map known ecological data and ground checking work for full biological and soil health baselining. It was suggested by Councillor Sue Roberts that recommendations should be made to the Growth Board from the sub-group that Officers should be asked to source funding for the scoping reports. After further discussion and input from Officers it was **agreed** that it would be more appropriate to ask the Executive Officer Group of the Growth Board, (EOG) to consider the request.

The Chair thanked Professor Smith for her presentation, and it was agreed that copies would be circulated to members of the sub-group.

19   Presentation from Environment Agency on natural capital work being undertaken for the OxCam Arc (Luke Newbey)

The sub-group received a presentation from Luke Newbey Project Manager OxCam Local Natural Capital Plan, (LNCP) Project Team, Environment Agency on work to a pilot a LNCP within the Oxford to Cambridge Arc area. The main points of the presentation are summarized below:

- Work to pilot a LNCP for the Arc had been commissioned by the Department for Environment, Food and Rural Affairs, (DEFRA) and was presently the only one of its kind in the country.
- The intention was that LNCPs would be strategic places plans that articulated the local vision and the benefits of delivering HM Government's 25-year plan to improve the environment and within the Arc there was real ambition that growth should be sustainable with natural capital thinking embedded.
- The objective was to publish the ARC LNCP in March 2020 with the objective of helping partners within the Arc provide environmental protection and environmental enhancement.
- Natural capital indicator mapping work was currently in progress linking into other natural capital work across the Arc area.
- There would be continued engagement to ensure the ARC LNCP was locally owned and codesigned in order to ensure a legacy for the project.
- Careful consideration was being given to how best to present natural capital information in a way that would be open, shareable that meet user needs. An option being considered was grid-based mapping at different levels of detail and access depending on nature of use.
- HM Government was looking for LNCP related infrastructure related schemes for consideration as part of the Comprehensive Spending Review process.

In discussion, members of the sub-group that they felt it would important for there to be engagement with groups representing stakeholder groups, for instance those representing landowners, farmers and relevant professional bodies such as the Royal Institute of Chartered Surveyors. At the local level such organisations would be a key source of information. Potential confidentiality issues were recognized, but it was felt that there should be a away to address these issues.

The Chair thanked Luke Newby for the presentation, and he was asked to provide an update on progress at a future date.

20   Workshop to review the aspirations and objectives of the Oxfordshire Plan 2050 as presented in the consultation document

In view of the light of the time available a workshop style discussion did not take place, but RW provided a summary of the report on the Oxfordshire Plan 2050 Regulation 1 Consultation (Part 1). The following key points were raised:

- Work was ongoing to reflect on ways to engage with groups outside of the 35-44 and 45-54 age groups which had made up most of the responses to the consultation. This included building links with schools and colleges to obtain a broader range of voices.
- One of the key themes from the consultation responses to the vision for the Oxfordshire Plan 2050 was that it should be more ambitious. In discussion it was felt

that there was a need to recognise that the plan was a strategic statutory document and there was a risk that in seeking to make it more ambitious it could become overly proscriptive and constrain local planning authorities in setting their own priorities. Officers confirmed that the scope and powers of the plan had not changed and setting of local policies remained a matter for local planning authorities.

- A suite of local press titles had been used for all major updates and to push local engagement including those covering the Abingdon area.

21   The next steps

This item was not discussed, but several other issues were raised by way of any other business.

Oxford to Cambridge Expressway
Whilst it was noted that Oxford City Council, Vale of White Horse District Council and South Oxfordshire District Council had passed council motions opposing an expressway this was a Highways England scheme not an Oxfordshire Council's scheme. In further discussion, it was felt that whilst the plan and Expressway were separate project, it was appropriate for the evidence base to be shared.

Work to identify housing numbers for the Oxfordshire Plan between 2020 and 2050
A discussion took place regarding the potential impact of uncertainty around routing options for the Oxford to Cambridge Express Way on work ongoing to identify housing numbers 2020-2050 for the Oxfordshire Plan 2050.

22   Future meetings

It was agreed that the meeting of the sub-group scheduled for 22 August should be cancelled. Dates for the rest of the calendar year were noted as:

- 19 September (subsequently cancelled)
- 17 October
- 14 November
- 12 December

Notes

OF A MEETING OF THE

Oxfordshire Growth Board Infrastructure Sub-Group

HELD ON TUESDAY 28 MAY 2019 AT 1.00 PM
MEMBERS BOARD ROOM, COUNTY HALL, OXFORD, OX1 1ND

Present:

Voting members: Councillors , Yvonne Constance, Amos Duveen, Jeff Haine, Ian Hudspeth, (Chair) and David Turner

Officers: Caroline Green (Oxford City Council), Sue Halliwell, Kevin Jacob and Simon McEneny (Oxfordshire County Council)

1 Apologies for absence and notification of substitutions; declarations of interest; Chair's announcements

Apologies for absence were received from Councillor Linda Smith, (Oxford City Council) and Councillor Lynn Pratt, (Cherwell District Council).

There were no declarations of interest.

The Chair welcomed Councillors Turner and Duveen as new members of the sub-group representing South Oxfordshire District Council and Vale of White Horse District Council respectively.

2 Note of the previous meeting

The notes of the meeting held on 18 March 2019 were agreed.

Matters Arising

Cowley Branch line – update as part of the study of all the Oxfordshire Rail Network commissioned by Network Rail expected in autumn 2019.

3 Growth Deal Year End Programme Report

The Group considered a report setting out an overview of the Growth Deal Infrastructure workstream delivery and performance to 30 April 2019. It was noted that the end of the first year of delivery of the programme had occurred and a spend of £30m had been

achieved. An updated delivery plan had been presented to the Ministry of Housing, Communities and Local Government in April for its consideration.

Issues raised:

- It was a significant achievement to have delivered the planned spend as had any spend remain there was potential for it to reclaimed by HM Government.
- Members questioned and received clarification on funding for the Watlington Edge Road.
- Members questioned arrangements for Compulsory Purchase Orders (CPOs) as part of the proposed Year 2-5 infrastructure programme. It was noted that was about putting in place preparatory arrangements if required and did not relate to any specific schemes now.
- Members questioned the red, amber green, (RAG) rating in respect of individual projects. It was noted this reflected the level of confidence in completion of the planned stage in a scheme's schedule not physical completion on site.

The Group noted:

1) The Year 2 Q1 monitoring report and the progress made to date
2) The Year 2 reprofiling exercise and the agreement with the Ministry of Housing, Communities and Local Government, (MHCLG).
3) The Year 2 to 5 delivery programme exercise and the programme going forward.

4   Oxfordshire Infrastructure Strategy - Proposed Update

The Group considered a report on proposed options to progress the commitment in the Growth Deal to refresh the Oxfordshire Infrastructure Strategy, (OxIS) in years 2 (2019/2020) and 4 (2021/2022) of the Deal whilst aligning this to the requirements of the Oxfordshire Plan 2050.

Issues raised:

- The OxIS had been approved by the Growth Board in November 2017 and examined all infrastructure including scheme put forward via the Housing and Infrastructure Fund, (HIF) and those which now had Growth Deal funding. A refresh was intended to allow for the long list of schemes to be updated in light of the Deal, successful HIF bids to HM Government and later local plan iterations.
- A wide range of partners such as the NHS, utilities had been engaged with although a challenge was the differences in how each organisation undertook long term planning.
- Members raised the importance of the consideration of the supply of water in terms of future infrastructure requirements and their ranking.

After discussion the Group **supported** the progression of Option 2 as set out in the report for a refresh of the OxIS to be undertaken in two tranches.

5   Oxfordshire Local Transport and Connectivity Plan (LTCP5) Update

The Group considered a report that set out an update on the production of a new Local Transport and Connectivity Plan for Oxfordshire, (LTP5) to replace the previous LTP4 version agreed in 2015 with an update in 2016.

Issues raised:

- A refresh was needed as the much had changed since the LTP4 had been approved, An ambitious and transformative plan was required to reflect the wider national, regional and local policy framework and to take into account funding secured for Oxfordshire as part of the Housing and Growth Deal and Housing Infrastructure Fund.
- Other key changes were to seek to include 'connectivity' into the title to encompass not just transport connectivity, but also digital connectivity and to reflect on the acknowledgment by Oxfordshire County Council of a Climate Emergency.
- The indicative consultation timeframe was noted and representatives of district councils encouraged to raise the issue of the LTCP5 to parish councils through their own liaison channels such as parish liaison meetings.
- Members commented that it was important that the plan should address rural transport and connectivity access issues as well as those linked to conurbations.
- The issue of heavy good vehicle routing was raised.

The Group **noted** the report.

6   Any other business

Housing Infrastructure Fund Update
The Group was provided with an update on the progress of the housing from infrastructure fund.

Issues raised:

- Year 1 commitments had been achieved.
- Oxfordshire had developed a constructive working relationship with Homes England
- Risks to the infrastructure programme and delivery of homes were highlighted.

The Group **noted** the report.

7   Date of next meeting

The date of the next meeting as Tuesday 23 July was noted.

The meeting closed at 2.15 pm

Notes

OF A MEETING OF THE

Oxfordshire Growth Board Infrastructure Sub-Group

**HELD ON TUESDAY 23 JULY 2019 AT 10.00 AM
MEMBERS MEETING ROOM, OXFORDSHIRE COUNTY COUNCIL, COUNTY
HALL, NEW ROAD, OXFORD. OX1 1ND**

Present:

Councillors Ian Hudspeth (Chair), Amos Duveen, Jeff Haine, Linda Smith and David Turner

Officers: Caroline Green, Sue Halliwell, Rachel Wileman, Melissa Goodacre, Simon MCEneny and Kevin Jacob.

8 Apologies for absence and notifications of substitutions; declarations of interest; Chair announcements

Apologies for absence were received from Councillor Lynn Pratt, (Cherwell District Council) and Yvonne Constance, (Oxfordshire County Council).

There were no declarations of interest.

9 Notes of the previous meeting

The notes of the meeting held on 28 May 2019 were agreed.

No matters arising were raised.

10 Thames Valley Flood Scheme

The sub-group received a pre-circulated presentation from Joe Cuthbertson, Project Officer, Environment Agency on the Thames Valley Flood Scheme and measures to mitigate the risk of future flooding.

Points raised during the presentation included:

- Key infrastructure coming at risk of flooding and costal change was increasing due to climate change.
- Property areas at risk in the Thames catchment.
- Existing defences put in place since the 1970's.

- Current and future schemes planned to include Flood Water Storage Area schemes in the Thames Upper reaches.
- Some locations that were at risk of flooding had potential flood alleviation schemes that were technically possible but were not viable on a cost benefit basis whereas some schemes were not technically viable.
- The National Flood and Costal Erosion Risk Management Strategy for England, Oxford Flood Alleviation Scheme, River Thames Scheme and National Infrastructure Assessment.
- The Environment Agency wanted engagement with Oxfordshire local authority partners around the Thanes Valley Flood Scheme and next steps in planning for future growth.
- Provision of flood alleviation infrastructure could be potentially be provided at the same time as other infrastructure improvements to help reduce cost and reduce disruption to residents.
- Flood alleviation schemes were felt to compare well in cost benefit terms to other significant national infrastructure schemes, but a partnership approach would be needed to provide funding given the scale of the sums involved.
- Upland flood management schemes had a place in mitigating or preventing floods downstream.

In discussion, members of the sub-group questioned whether in designing potential flood alleviation schemes, solutions would be developed and approved which would represent the best technical solution available i.e. capable of dealing with 1 in 500 year level flooding events as it would not represent best value to spend money on infrastructure that would obsolete in short period of time. The sub-group was informed that all the design of scheme represented the best technical solution, but this impacted on the overall cost and affordability of the Thames Valley Flood scheme.

With regard to the potential positive impact of upper Thames flood alleviation schemes on downstream locations in the tidal Thames, there was discussion on whether this represented a case that contributions to the cost of the schemes could be made by partners in tidal Thames areas given the mutual benefit that upper Thames schemes could provide.

There was a link between flood alleviation schemes and the Oxfordshire Infrastructure Strategy, (OxIS) and the ranking mechanism for the scheme would need to reflect this.

The Chair thanked Joe Cuthbertson for his presentation.

11   Presentation from Thames Water - Supporting Growth in Oxfordshire

The sub-group received a pre-circulated presentation from Alex Nickson, Water Resources and Resilience Lead at Thames Water on the contribution Thames Water could make in supporting growth in Oxfordshire in the context of a projected water supply deficit in the future.

Points raised during the presentation included:

- Water supplies would be under pressure in the future as demand increased with population and the climate changed.
- Rain fall patterns were changing with more rain falling in the winter, but less in summer.

- A water supply deficit in the future was expected across the South East and planning by Thames water to mitigate and develop new resources were outlined as well as sewage capacity issues.
- Potential measures and schemes to develop new strategic water resources by 2030.
- Measures to tackle leakage and manage demand.
- Long term planning for water and sewage needed to feed into the Oxfordshire Plan 2050 evidence base and development of the Oxford to Cambridge Arc conversation.
- Thames Water had to work with its regulator Ofwat for approval of its plans.
- Need for HM government to make changes to building regulations around water savings.

In discussion, it was noted that it was difficult for Thames Water to plan for the future and have confidence in going ahead with the provision of water infrastructure given the challenges in predicting which planning permissions would be implemented. It was questioned what consideration was given in the National Planning Policy Framework, (NPPF) to water and sewerage issues and the sub-group was informed that there was not covered in the current version the water industry had expressed its views to HM Government, particularly with regard to problems around different timelines.

The Chair thanked Alex Nickson for his presentation.

12   Q2 Growth Deal Delivery Report

The sub-group held a discussion on the progress of Year 2 of the Growth Deal Infrastructure Programme. Key points included:

- Progress was on track for Q1, but focus had now shifted from planning to the delivery of projects to meet the target spend of £30m for the financial year. To maximise spend, consideration was being of the potential to bring forward some Year 3 schemes into Year 2.
- Increased officer resource within the team to support the delivery of the infrastructure programme was now largely in place. However, given the specialist nature of the skills required recruitment and retention remained challenging.
- WS Atkins had been commissioned to provide assurance that the priorities and estimates within the Infrastructure Programme were the right ones. Feedback so far was positive.

In discussion, the time taken to bring forward a scheme in a phased manner from initial idea to feasibility, detailed design and delivery was acknowledged.

13   HIF Verbal Update

The sub-group was provided with an update on bids to HM Governments Housing from Infrastructure Fund, (HIF).

<u>A40 SMART Corridor</u>
The business case for the related A40 Science Transit scheme had been submitted in June, and currently going through clarifications with DfT. The A40 HIF clarification stage and moderation now complete. The next step would be a cross departmental government assessment panel, but the bid was considered to score highly.

<u>Didcot Garden Town</u>
Sign off of the approved bid is currently expected in September/October.

14   Any other urgent business

<u>South Oxfordshire District Council Local Plan</u>
At the suggestion of the Chair, the sub-group had a discussion around the possible impact on prioritised infrastructure if South Oxfordshire District Council withdraw their submitted local plan.

<u>ARC/Comprehensive Spending Review, (CSR) Items</u>
MHCLG was encouraging bids relating to potential ARC related infrastructure schemes for consideration as part of the HM Government CSR process expected in the autumn. Schemes with elements relating natural capital were particularly encouraged. Officers were investigating and the Oxfordshire Industrial Strategy, (OxIS) provided a basis for developing potential schemes.

<u>Oxfordshire Rail Connectivity Study Update</u>
An update on the study was expected to be presented to the Growth Board in September which would include the Cowley Branch line.

15   Date of next meeting

It was note that it had become necessary to reschedule the date of the next meeting of the sub-group from Monday 9 September to Wednesday 18th September.

OXFORDSHIRE
G R O W T H   B O A R D

Oxfordshire Growth Board Forward Plan
September 2019

The Forward Plan sets out all forthcoming decisions and reports for information currently scheduled for meetings of the Growth Board. The Plan will be updated and published on the Growth Board's website each month. Where an executive decision is to be taken, a minimum of 28 clear days' notice will be given. Where matters for consideration are likely to require the disclosure of exempt information, and the exclusion of the press and public (pursuant to Part 1 of Schedule 12A of the Local Government Act 1972) this will be made clear in the Forward Plan. Unless otherwise stated, all meetings will be held at Didcot Civic Hall, Britwell Road, Didcot, OX17JN.

24 September 2019			
Item	**Decision**	**Description**	**Contact**
England's Economic Heartland Transport Strategy	Yes	To receive an update from England's' Economic Heartland (EEH) on progress towards establishing a Transport Strategy for the region, and to consider supporting the development of a joint response to the EEH public consultation.	James Gagg, Oxfordshire County Council
Growth Board Review Scope	Yes	To approve a project scope to review the current strategy and governance arrangements of the Growth Board.	Bev Hindle, Growth Board Director
Oxfordshire Plan 2050 Revised Programme	Yes	Taking account of the changing context, the extent of work that needs to be done and major strategic influences beyond the control of the Growth Board, the endorsement and support of the Growth Board is sought to a revised work programme and timetable for the Oxfordshire Plan.	Bev Hindle, Growth Board Director
Q1 Housing and Growth Deal Progress Report	No	To review the 2019/20 Quarter 1 progress report for the Oxfordshire Housing and Growth Deal and endorse any amendments to the programmes of work as necessary.	Bev Hindle, Growth Board Director
Oxfordshire Local Plans Update	No	To note progress in adopting Local Plans for each of the five Districts.	Holly Jones, Planning Policy Manager, South and Vale Councils

| Oxfordshire Rail Connectivity Study Update | No | To consider the emerging outcomes from the stage 1 study (which was endorsed by the Growth Board in June 2018) and request any further information prior to the consideration of the scope of stage 2 in November 2019, which sets out areas requiring further detailed options work. | John Disley, Oxfordshire County Council Infrastructure Strategy Manager |

26 November 2019

Item	Decision	Description	Contact
Oxfordshire Rail Connectivity Study: Stage 1 Outcome and Stage 2 Scope	Yes	To review the conclusions and recommendations of stage one of the Study (which was endorsed by the Growth Board in June 2018) and approve the scope of stage 2, which sets out areas requiring further detailed options work.	John Disley, Oxfordshire County Council Infrastructure Strategy Manager
Q2 Housing and Growth Deal Progress Report	No	To review the 2019/20 Quarter 2 progress report for the Oxfordshire Housing and Growth Deal and endorse any amendments to the programmes of work as necessary.	Paul Staines, Growth Deal Delivery Manager
Oxford to Cambridge Expressway (Provisional)	No	To receive an update from Highways England concerning the route options consultation for the Oxford to Cambridge Expressway. The scheduling of this item is dependent on government consultation timelines which have not yet been confirmed.	Jan Simpson, Highways England

28 January 2020

Item	Decision	Description	Contact
Growth Board Review Concluding Report	Yes	To consider the findings of the review approved by the Growth Board on 24 September 2019 and to agree any recommendations for implementation or further development.	Bev Hindle, Growth Board Director
Digital Infrastructure Strategy and Delivery Plan	Yes	To consider endorsing Oxfordshire County Council's Digital Infrastructure Strategy and Delivery Plan.	Craig Bower, Programme Director, Oxfordshire County Council

Healthy place shaping update (provisional)	No	To review work undertaken on the Board's behalf in relation to Healthy Place Shaping. The scope of this item is currently under review, and the timetable provisional at this stage.	Louise Patten, Oxfordshire CCG, Yvonne Rees, Oxfordshire County Council
UK Tourism Sector Deal (provisional)	No	The Growth Board will be invited to note the progress of preliminary work by the Local Enterprise Partnership to establish how the Sector Deal could benefit Oxfordshire and endorse any further proposals which respond to opportunities set out in the Deal.	Ahmed Goga, OxLEP Director of Strategy and Programmes

7 April 2020 (rescheduled from 31 March 2020)			
Item	**Decision**	**Description**	**Contact**
Q3 Housing and Growth Deal Progress Report	No	To review the 2019/20 Quarter 3 progress report for the Oxfordshire Housing and Growth Deal and endorse any amendments to the programmes of work as necessary.	Paul Staines, Growth Deal Delivery Manager

2 June 2020			
Item	**Decision**	**Description**	**Contact**
Oxfordshire Rail Connectivity Study: Stage 2 Outcome	No	To consider progress and any outcomes from Stage 2 of the rail connectivity study.	John Disley, Oxfordshire County Council Infrastructure Strategy Manager