

# Notes

OF A MEETING OF THE

## **Oxfordshire Growth Board Infrastructure**

### **Sub-Group**

**HELD ON WEDNESDAY 6 NOVEMBER 2019 AT 1.00 PM**

**PLOWMAN ROOM, OXFORD TOWN HALL, ST ALDATES, OX1 1BX**

#### **Present:**

Councillors Ian Hudspeth (Chair), Yvonne Constance, Jeff Haine, Linda Smith and David Turner

**Officers:** Melissa Goodacre, Sue Halliwell, Kevin Jacob and Aaron Rosser.

#### **25 Apologies for absence and notifications of substitutions; declarations of interest; Chair announcements**

Apologies for absence were received from Councillor Lynn Pratt, (Cherwell District Council).

#### **26 Notes of the previous meeting**

Received subject to the addition of the following sentence under minute 19 relating to the update on the Rail Connectivity Study.

*‘Councillor Constance requested that it be noted that delivery of Wantage Grove station did not depend on increasing rail capacity in Oxford and should be a priority scheme now and could progress immediately’.*

#### **27 Update on Local Transport and Connectivity Plan**

The sub-group received a presentation which set out an update on the Oxfordshire Local Transport and Connectivity Plan, (LTCP).

- The current Local Transport Plan had been agreed in 2015 and last updated in 2016.
- Updating the Local Transport Plan would help Oxfordshire secure future funding to help shape a sustainable future.
- An updated plan would also help support the accelerated delivery of c.100,000 homes by 2031 defined in the Oxfordshire Housing and Growth Deal and the infrastructure required to make it work and future growth up to 2050.
- All of the planned transport improvements under the current Local Transport Plan have been completed apart from rail improvement schemes.

- The next local transport and connectivity plan would be better aligned to the Oxfordshire Plan 2050 and would inform any review of the Oxfordshire Infrastructure Strategy, (OxIS). It was expected that Stage Two formal consultation on the local transport and connectivity plan would take place in Spring/Summer 2020.
- Topic papers were being developed to help inform engagement prior to the formal Stage Two consultation during January and February 2020 was expected. These would be two-page documents on a single issue setting out relevant background evidence and several questions for respondents to answer. Examples of topic papers including Low Traffic Neighbourhoods and the Oxford Zero Emission Zone.

In discussion, members of the sub-group commented on progress with the routing of heavy goods vehicle, (HGV) traffic as part of any future local transport and connectivity plan and the issues involved. It was noted that the HGV routing would be in the plan and incorporated into satellite navigation systems used by UK hauliers, but there could be no guarantee that these would be used by everyone and in seeking to direct HGV traffic away from particular towns and villages there had to be a balance between mitigating impact in that location and simply pushing the impact to other locations. Other initiatives such as bicycle and motorcycle delivery within towns were being explored together with consolidating on-line shopping deliveries to a one or two locations outside of Oxford to service the universities, reducing the frequency of deliveries e.g. Amazon.

Members of the sub-group commented that it was also important for local transport and connectivity plan to complement and support initiatives around schools which aimed to improve air quality and safety, particularly around drop-off and pick up times.

The update was noted.

## **28 Housing Infrastructure Fund Update**

The sub-group received an update on bids to HM Government's Housing Infrastructure Fund, (HIF).

### A40 Smart Corridor (HIF)

Details of the draft Heads of Terms agreement was now known, and the bid was in a good position to progress quickly in the New Year once formal approval was received. No further issues or challenges were expected although discussions with HM Government were ongoing.

### A40 Science Transit (LGF)

Work on submitting planning application for the segregated bus route from Eynsham east bound to Oxford was progressing. Planning permission needed to be obtained prior to the submission of the detailed business case to HM Government.

Councillors raised the importance of mitigating the impact of any road works on existing traffic and the options around these were discussed with members acknowledging the challenges of mitigating impact and delivery of projects in the shortest reasonable period.

The Oxfordshire group of authorities had so far been successful in securing over £500m in funding and it was felt had a strong and positive ongoing message to convey to HM Government. The important linkages to the Oxfordshire Local Industrial Strategy and Oxfordshire Infrastructure Strategy were acknowledged. The sub-group noted the update.

## **29 Growth Deal delivery update**

The sub-group received a presentation setting out an update on the Homes from Instructure, (HFI) Programme including a current schedule of projects.

- Current programme spend was below the agreed spend of £30m per year. However, cost estimates were becoming more accurate giving a higher degree of future certainty.
- Although achieving an annual spend of £30m within the Growth Deal was in retrospect an unrealistic target, the key issue was to demonstrate to HM Government that it could continue to have confidence in Oxfordshire to deliver the programme overall.
- The majority of projects would be delivered towards the end of the programme and most of the significant expenditure would be incurred at that time.
- WS Atkins had undertaken a review of the programme to provide assurance regarding the accuracy and deliverability of the programme.
- Officers were looking at projects within the programme to see if any of them could be further accelerated whilst ensuring that as a whole the programme was robust.

In discussion, members of the sub-group reflected that delivery of a flat spend of £30m did not reflect the reality of delivery of capital projects over a five-year timeline, but that Oxfordshire could demonstrate a strong record of delivery that HM Government could have confidence in.

With regard to specialised officer resource to support the delivery of the programme, it was noted that any gaps in provision had been identified and additional resources was being secured.

The report was noted.

## **30 Any other urgent business**

None.

## **31 Dates of next meeting**

Noted as Tuesday 14 January 2020.

The meeting closed at 2.20 pm