# [Shadow] Oxfordshire Growth Board

**Thursday 20 November 2014, 2.00pm**
**WODC; Committee Room 1; Woodgreen Offices, Witney, OX28 1NB**

## Agenda

1. **Apologies for absence and substitute members**

2. **Declarations of interest**

3. **Minutes of the Shadow Growth Board held on 12 September 2014** **Barry Norton**
   (attached – pages nos. 1 – 6)

4. **Post SHMA Strategic Work Programme** **David Neudegg**
   (attached – pages nos. 7 – 12)

5. **Report on Cambridge Visit and Implications for Oxfordshire** **Adrian Shooter**
   (attached – pages nos. 13 – 28)

6. **Growth Board Work Programme** **David Neudegg**
   (attached – pages nos. 29 - 41)

7. **City Deal Finance Summary** **Sue Scane**
   (attached – page no. 42)

8. **Local Transport Board Update** **Sue Scane**
   (verbal report)

9. **LEP Update** **Nigel Tipple**
   (verbal report)

10. **Any Other Business**

# [Shadow] Oxfordshire Growth Board

## Friday 12 September 2014, 14:10
## Committee Room One, West Oxfordshire District Council Offices

**Present:**
Councillor Anna Badcock, Deputy Leader of South Oxfordshire District Council
Councillor Barry Norton - Chairman, Leader of West Oxfordshire District Council
Councillor Barry Wood, Leader of Cherwell District Council
Councillor Bob Price, Leader of Oxford City Council
Councillor Ian Hudspeth, Leader of Oxfordshire County Council
Councillor Matthew Barber, Leader of Vale of White Horse District Council

**Non-voting Members:**
Adrian Shooter, Chairman Oxfordshire LEP
Alistair Fitt, Universities Representative, Oxford Brookes
Adrian Lockwood, Business Representative, Oxfordshire Skills Board

**In attendance:**
David Neudegg, West Oxfordshire District Council
Andrew Tucker, West Oxfordshire District Council
Paul Staines, Growth Board Programme Manager
Anna Robinson, South Oxfordshire and Vale of White Horse District Councils
David Edwards, Oxford City Council
Mark Jaggard, Oxford City Council
Val Johnson, District Councils Partnership Officer
Nigel Tipple, Local Enterprise Partnership
Sue Smith, Cherwell District Council
Sue Scane, Oxfordshire County Council
Tom Flanagan, Oxfordshire County Council
Peter Day, Oxfordshire County Council

**Apologies:**
Councillor Anne Ducker, South Oxfordshire District Council
Andrew Harrison, Business Representative
Phil Shadbolt, Business Representative
Richard Venables, Business Representative
David Warburton, Housing and Communities Agency
Jon Mansbridge, Environment Agency

1. **Introductions and Welcome**

   Those present introduced themselves.

   David Neudegg drew attention to the fact that this was, of course, the first meeting of the Shadow Board. He emphasised that the Board and the format and content of meetings and papers were both "works in progress", and underscored the intention to ensure that the Board and its business were clearly distinct from the Local Economic Partnership (LEP).

2. **Apologies for Absence**

   In receiving the apologies recorded above, the Shadow Board noted that Councillor Anna Badcock was substituting for Councillor Anne Ducker.

3.  **Declarations of Interest**

    There were no declarations of interest in matters to be considered at the meeting.

4.  **Matters arising from LEP Meeting on 2 September 2014**

    Nigel Tipple advised that, where necessary, relevant matters considered at the meeting were included elsewhere on the agenda for this meeting, and David Neudegg confirmed that matters arising from the previous LEP meetings would generally be included on agendas to ensure any particular issues were able to be considered by the Board. The intention was that these would be identified as specific agenda items.

5.  **Minutes of SPIP Board Meeting on 29 May 2014**

    The above minutes were noted and endorsed.

6.  **Terms of reference and framework for future meetings**

    In briefly introducing this paper, David Neudegg stated that once all the Councils had approved them, the Board would operate as a full Board (i.e. a statutory joint committee), which was likely to be effective from the meeting scheduled for November. He observed that the wording of the document was partially historic and would need to be updated, and suggested that the terms of reference should be approved, but with a commitment to review them after six to nine months, in the light of experience gained during that period.

    Attention was also drawn to Appendix A, which included suggested meeting dates for the period to June 2015. In this context it was observed that there might be doubt about holding a meeting on 23 April 2015, because of the proximity to the general and local elections. It was agreed that the meeting arrangements would go ahead and that a decision would be made nearer the time.

    In response to comments and questions, it was:

    - confirmed that the Local Transport Board would formally merge with the Oxfordshire Growth Board on 1 April 2015
    - acknowledged that the reference in paragraph 4.4. should be to Universities, plural
    - reported that David Warburton would be the Housing and Communities Agency representative on the Board
    - stated that the papers for Board meetings would be available on the website of the host authority, and that a link would be supplied to the other authorities and partners for inclusion on their websites

    David Neudegg also suggested that the Board's work programme would be published on the host authority website, and that it would be for the respective Councils to include matters in their own Cabinet/Executive work programmes as necessary.

    The Shadow Board –

    **RESOLVED:**

    (a) That the terms of reference be approved, subject to a review after six to nine months;

    (b) That Board meetings be scheduled for Thursdays 20 November 2014, and 26 February, 23 April and 25 June 2015, all to begin at 2 pm at the West

Oxfordshire District Council Offices, but subject to the 23 April meeting being kept under review in views of its proximity to the scheduled elections; and

(c) That the Board's meetings papers, and its Work Programme, be published on the website of the host authority, with the other Councils, and partners as desired, to provide links from their own websites.

7. **Terms of reference for the Growth Board Executive Group**

    **RESOLVED:** That the terms of reference for the Executive Group be approved.

8. **Local Transport Board**

    Tom Flanagan briefly presented the previously circulated paper, which provided a summary update of recent transport funding announcements covering City Deal, Local Transport Board, Local Growth Funding and the Local Sustainable Transport Fund. It also provided an overview of LGF schemes which were not funded in the current round and options for those schemes that remained in the long list of approved Strategic Economic Plan LGF schemes; and sought guidance on the development of new schemes, including whether the Shadow Board would support reference to the original list in proposing schemes to replace those which had dropped out.

    Nigel Tipple emphasised that, previously, no schemes had been rejected, but some had been more successful than others, so there was the option of re-presenting them and considering whether the priorities should be changed or different.

    Matthew Barber queried how best information could be presented for monitoring and comparison purposes, including taking into account the fact that the meetings and papers would generally be public, and the need both to demonstrate proper and adequate monitoring and scrutiny and for presentation in the same format for ongoing comparisons. It was confirmed that this was actively under consideration, including the possible need for re-profiling.

    David Neudegg stressed that this was another example of "work in progress" and, in response to a comment concerning some of the possible implications of potential schemes, and a query as to whether there could be occasions where reports had to be considered in private session, emphasised the need for precision and clarity, so that reports did not give a misleading impression that schemes were fully approved when that was not the case.

    Sue Scane acknowledged the points, and also referred to the possible lack of transparency should reports be considered privately. She emphasised the need to be clear that these were not approved schemes, but bidding mechanisms for part of the funding with the remainder to be sought from various other sources, which could include local authorities, businesses, universities and developers.

    **RESOLVED:**

    (a) That the proposal to update and resubmit schemes that already appeared on the Local Growth Fund long list for 2016/17 be approved; and

    (b) That the Board should focus on new schemes with a start date post 2017/18 alongside those previously submitted, via the Oxfordshire LEP Local Growth Fund review process and with the approval of the Local Transport Board and the Oxfordshire Growth Board.

9. **Growth Board Work Programme**

The Shadow Board was advised that some of the points made in relation to the previous item also applied to this, in terms of future improvements to the information and presentation. It was intended that a monitoring report would be presented to each meeting, and suggested that the Board might wish the Executive Officer group to consider matters in detail.

Barry Wood expressed concern about the comments in the report about the lack of available data from the Skills Funding Agency in relation to trainees and apprenticeships. In response the Shadow Board was advised that agreement on targets had been reached with the SFA, and that an action plan to achieve them had been developed. These matters would be reported in detail at the next meeting.

David Neudegg referred to the importance of the programme report in terms of reassurance, and providing the Board with the ability to identify issues or concerns and seek appropriate action where necessary.

**RESOLVED:** That the report and the current position be noted.

10. **Oxfordshire Growth Deal**

The Shadow Board considered and noted the previously circulated report, which advised of the timetable for the next round of Growth Deal submissions and the proposed approach to the submission of bids. Nigel Tipple stated that whilst there had been no formal confirmation of timescales, it was anticipated that submissions would be required by the end of 2014 with announcements about the outcome towards the end of March 2015. Additionally, how much funding would be available and the split of funding were not yet known. He also referred to the possible opportunity to review those schemes which had been unsuccessful on the previous occasion.

In response to a question concerning the sign-off process, Nigel Tipple stated that the intended approach was for the Board to approve the programme, as a recommendation to the LEP prior to submission to the government. Matthew Barber expressed the wish for the Board to be able to sign off the final versions of the submissions although he accepted that this was not always possible. Ian Hudspeth endorsed this and suggested that the Executive Group would need to report on material alterations to submissions where necessary. David Neudegg emphasised that submissions needed to be considered by the Board far enough in advance to allow for any subsequent negotiation process; and that the Board would need to be clear about priorities, thereby necessitating a longer term strategic vision.

Adrian Shooter referred to the Strategic Economic Plan, with the view that that should be continued, alongside short, medium and longer term plans, even where funding was not clear. He also commented that although there had previously been late changes, more money had been achieved than anticipated.

**RESOLVED:** That the report and the current position be noted.

11. **Post SHMA Work Update**

Andrew Tucker presented this report, which provided a brief update on the advice being sought from independent 'critical friends' on the most appropriate way forward for dealing with unmet housing need arising from the findings of the Oxfordshire Strategic Housing Market Assessment (SHMA). He advised that the draft consultant's report referred to in the report to the Board had been received,

and would be discussed at the next meeting of the Executive with a view to a further report setting out the recommended approach and resourcing implications coming to the Board in November.

He also advised the meeting that the City Council had commented on three points referred to in the report: (i) in paragraph 2, the quoted figure of 28,000 was actually the mid-point of the range of unmet need, being 24,000 to 32,000 homes in the period 2011 to 2031; (ii) independent consultants were due to report on the ongoing work to determine the likely capacity for additional housing within the City's administrative boundaries, referred to in paragraph 3; and (iii) in relation to paragraph 5, although Keith Holland was employed by the Planning Inspectorate, the meeting had actually been arranged under the auspices of the Department for Communities and Local Government.

**RESOLVED:** That the report and the current position be noted.

## 12. LEADER Programme and European Structural Investment Fund Update

Nigel Tipple introduced the report, the purpose of which was to introduce the Growth Board to the progress of the two programmes. In doing so, he drew particular attention to (i) the large amount of work needed to support the programmes and the need for active partner contributions (ii) the fact that the LEADER programme was separate from ESIF, and because both programmes related to Oxfordshire there was an opportunity for as much coverage of the county as possible, by avoiding duplication through different routes.

David Neudegg emphasised that the report was for information, and stated that whilst the funding for these projects came direct from government and was subject to distinct and prescribed governance arrangements there was an opportunity to align delivery of the projects approved with the priorities identified in the Strategic Economic Plan.

**RESOLVED:** That the report and the current position be noted.

## 13. Minerals and Waste Local Plan: Core Strategy

Sue Scane and Peter Day briefly presented the report, which was primarily for information, with the purpose of advising the Board on the issues arising from the recent consultation on the draft Minerals and Waste Local Plan, and how the County Council was minded to take the Plan forward.

In response to questions, it was (i) confirmed that whilst attempts would be made through the planning process to try to ensure that the excavation of mineral workings would be as close as possible to development areas, ultimately this was a commercial decision for the industry, which could not be forced to work in any particular place; and (ii) stated that routeing agreements were generally used where excavation was permitted within Oxfordshire, but that the county did not have control otherwise.

**RESOLVED:** That the report and the current position be noted.

## 14. Dates for Future Meetings

These had been approved under agenda item no. 5 (minute no.6 above).

15. **Any Other Business**

    Nigel Tipple advised the Board of contact from a minerals company seeking support, to which the response had been that it was a planning issue and a matter for the planning process.

    The meeting finished at 3:20 pm

**Growth Board 20 November 2014**
**Contact: Giles Hughes: Head of Planning and Strategic Housing- WODC**
**E- mail Giles.Hughes@westoxon.gov.uk**
**T: 01993-861000**

Agenda Item No. 4

# Title: Post SHMA Strategic Work Programme

## Purpose of Report

1. To outline a strategic work programme that can address the unmet need arising from the Oxfordshire Strategic Housing Market Assessment (SHMA), and help local planning authorities meet the duty to cooperate, whilst protecting the sovereignty of individual Councils over their Local Plans.

## Recommendations

2. That the Growth Board endorses the principles set out in the proposed strategic work programme.

3. That the Growth Board asks each member council to identify the necessary  resources for this collaborative work.

4. That a report from the Growth Board Executive Officer Group be presented to the next Growth Board outlining the project plan and resourcing arrangements for the strategic work programme.

## Background

5. The Oxfordshire SHMA was published in April 2014.  This suggests that across Oxfordshire, there is an identified need for provision of around 5,000 homes a year over the 2011-31 period.  The need in Oxford City was identified as between 1,200 and 1,600 homes a year, a potential requirement of around 28,000 additional homes up to 2031.  Although the precise ability of Oxford to accommodate its own need has yet to be concluded there is general agreement that there is limited capacity within the city to accommodate this number of  dwellings and therefore there will be a significant potential shortfall which will need to be provided in neighbouring districts.

6. In March 2014, the Spatial Planning and Infrastructure Partnership (SPIP) agreed a headline process, as part of the Statement of Cooperation, setting out how to address the outputs of the SHMA in relation to unmet housing need.  Because this was relatively new ground for Oxfordshire, SPIP sought  advice  from two independent "critical friends".  The advice concluded that a collaborative process is required to understand the strategic options, in the context of both the Strategic Economic Plan, and of existing and planned infrastructure.

7. Council leaders have considered the emerging ideas for the strategic work programme and agreed some key principles that should underpin future post SHMA work. These are summarised as:

- The district Local Plans are sovereign and all work should feed into Local Plans for them to determine the spatial future of the districts;

- A recognition however that the work must be collaborative and joined up to provide a county wide spatial picture and strategy;

- A recognition therefore that joint work on future spatial options, transport infrastructure and green belt will be required to feed into Local Plans;

- Recognition that the City cannot fully meet its housing needs and there is a need to agree on the level of unmet need. However work on determining spatial options in Local Plans can commence alongside this;

- A wish that the timescale for completing the Review is 12-18 months and that this should not hold up Local Plan timescales

8. Using these principles as a basis and following further discussions at the EOG , officers have drawn upon the attached Strategic Work Programme for consideration by the Growth Board.

9. The key messages from the programme are:

- The need to coordinate an agreed timetable for Local Plan reviews for the rural districts that build a collective spatial vision through the individual reviews;

- The need to recognise the economic geography of the county and strategic infrastructure implications of growth;

- The need to agree how to distribute the unmet need for Oxford City to enable districts to consider this need through their Local Plan reviews;

- The constituent parts of the work programme necessary to meet the duty to cooperate;

- The timetable together with an initial assessment of resource implications;

- The respective roles of the partner agencies.

## Conclusion

10. Officers believe that the attached proposal offers a methodology that appropriately balances the need for collaborative working, required by the Duty to Cooperate, and for county wide strategic infrastructure planning with the statutory role of Local Plans.

11. The proposed work programme plans to complete the project within 12-18 months. However, the lead authority's view is that whilst this is achievable there are significant risks inherent in the approach that could lead to delay and these will need to be recognised and mitigated in a formal project plan.

# Scope of Post SHMA Strategic Work Programme

## 1. Purpose of the Strategic Work Programme

1.1 To protect the sovereignty of individual council's Local Plans whilst meeting the Duty to Co-operate, by providing an expedient but sound planning process for identifying the roles of the Districts/ City in accommodating future growth. This will consider housing need, including any unmet need, economic growth and infrastructure.

1.2 The work will allow Local Plans, in combination, to set out a coherent long- term spatial vision, and provide evidence that DPA s have complied with the Duty to Cooperate. The work programme will also include a long-term infrastructure strategy, led by the County Council, highlighting the key infrastructure interventions required to support growth.

## 2. Milestones and Key Deliverables

2.1 The following key milestones will need to be delivered:

| Milestone | Indicative Completion Date |
|---|---|
| Detailed Project Plan | January 2015 |
| Further refine scale of Oxford City's unmet housing need | March 2015 |
| Through iterative 'bottom up' processes identify long list of strategic spatial options to inform potential distribution of unmet need | March 2015 |
| Infrastructure assessment of options | June 2015 |
| High level Sustainability Appraisal | June 2015 |
| Assessment of options for consistency with Strategic Economic Plan | June 2015 |
| Green Belt review | June 2015 |
| Determine distribution of unmet need amongst Districts | August 2015 |
| Develop Local Plan growth proposals | December 2015 |
| Informal consultation on emerging proposals through Local Plan reviews | January 2016 |
| Formal publication of coordinated Local Plan Reviews and County-wide Infrastructure Delivery Plan | June 2016 |

## 3. Scope

3.1 The strategic work programme will need to cover the following elements:

- Coordinated Local Plan Reviews, published to an agreed timetable, that will in combination, provide a collective spatial vision for Oxfordshire and its constituent districts, with clarity on how the area functions, both now and into the future.

- Needs assessment - what growth is required to meet future housing needs:
  - Population and jobs forecast , building on the SHMA;
  - Agreement of the scale of unmet housing need in Oxford City
  - Agreement of the existing shortfall in the ability to meet present housing need including a robust assessment of Oxford City's capacity for new housing.
- Opportunities and constraints – are there any strategic environmental or infrastructure constraints or limitations on the scale of future growth, and what areas of search emerge as the preferred, most sustainable options for meeting the county's needs spatially – this will include:
  - Landscape and physical capacity assessment, including green Infrastructure, SFRA and Green Belt Review;
  - Transport assessment - a county-wide agreed method of testing strategic options in transport terms (taking account of the emerging LTP4);
  - County-wide Infrastructure Delivery Plan (IDP) – collate existing and emerging District level IDPs – also regional and intra-regional needs and emerging supply (rail, water, power);
  - Health, education needs and options assessment;
  - The Strategic Economic Plan, economic forecasts and fit with economic vision;
  - Environmental constraints – including a Habitats Regulations Assessment.
  - Strategic spatial options generation to inform District shares of unmet need - in light of the opportunities and constraints based on SHLAA work to date and updated with any further known major proposals, including those identified through any further Local Planning Authority calls for sites.
- Sustainability and deliverability appraisal – assess the relative sustainability of the strategic spatial options available for meeting the vision and growth needs of the county:
  - need to assess how deliverable the necessary infrastructure will be to support the various spatial options, this will include consideration of development viability.

## 4. Timelines

4.1 The indicative timelines for key elements of the strategic work programme, Local Plans and the Local Transport Plan LTP4 are shown in the following table. The work programme will be an iterative process. Timeframes may be affected by exernal events such as the forthcoming Local Plan Examinations.

## 5. Resources

5.1 The work programme will have significant staffing and resource implications for all of the six councils. Initial indications are that the total cost, including staffing and consultancy input, could be in the order of £800,000. Consultancy input may be needed to provide capacity for project management, for technical studies, and for independent scrutiny. A tight timescale to deliver this work is crucial and needs credibility, as it will inform emerging Local Plans and be used as evidence of compliance with the Duty to Co-operate in forthcoming examinations. Each council is asked to identify a budget for this work.

## 6. Key Roles

6.1 Oxfordshire City and District Councils – the councils will carry out future reviews of their Local Plans, and provide financial and technical input into the collaborative work programme.

| | | 2014 | | 2015 | | | | | | | | | | | | 2016 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
| **Cherwell** | Examination | | ■ | | | | | | | | | | | | | | | | | | | | | | | | |
| | Adoption | | | | | | | ■ | | | | | | | | | | | | | | | | | | | |
| | Informal Consultation Future Local Plan Review | | | | | | | | | | | | | | | ■ | | | | | | | | | | | |
| | Formal Publication Future Local Plan Review | | | | | | | | | | | | | | | | | | | | ■ | | | | | | |
| **Vale of White Horse** | Publication Draft Local Plan | ■ | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Submission | | | | ■ | | | | | | | | | | | | | | | | | | | | | | |
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| | Informal Consultation Future Local Plan Review | | | | | | | | | | | | | | | ■ | | | | | | | | | | | |
| | Formal Publication Future Local Plan Review | | | | | | | | | | | | | | | | | | | | ■ | | | | | | |
| **West Oxfordshire** | Publication Draft Local Plan | | | | ■ | | | | | | | | | | | | | | | | | | | | | | |
| | Submission | | | | | | ■ | | | | | | | | | | | | | | | | | | | | |
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| | Informal Consultation Future Local Plan Review | | | | | | | | | | | | | | | ■ | | | | | | | | | | | |
| | Formal Publication Future Local Plan Review | | | | | | | | | | | | | | | | | | | | | ■ | | | | | |
| | Preferred Options Consultation | ■ | ■ | | | | | | | | | | | | | | | | | | | | | | | | |
| **South Oxfordshire** | Publication Draft Local Plan | | | | | | | | | | | ■ | | | | | | | | | | | | | | | |
| | Submission | | | | | | | | | | | | | | | | ■ | | | | | | | | | | |
| | Examination | | | | | | | | | | | | | | | | | | ■ | | | | | | | | |
| | Adoption | | | | | | | | | | | | | | | | | | | | | | | ■ | | | |
| **Oxford** | Timetable for future Core Strategy/Local Plan Review to be confirmed | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Local Transport Plan LTP4** | Consultation Draft LTP4 | | | ■ | ■ | ■ | | | | | | | | | | | | | | | | | | | | | |
| | Adoption | | | | | | | | | ■ | | | | | | | | | | | | | | | | | |
| **Strategic Work Programme** | Project Initiation | ■ | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Detailed Project Plan | | | | ■ | | | | | | | | | | | | | | | | | | | | | | |
| | Refine scale of Oxford's unmet need | | | | | ■ | | | | | | | | | | | | | | | | | | | | | |
| | Assessment of options and Green Belt review | | | | | | | | | ■ | | | | | | | | | | | | | | | | | |
| | Distribution of unmet need amongst Districts | | | | | | | | | | ■ | | | | | | | | | | | | | | | | |

6.2 Oxfordshire County Council – the County Council will prepare a countywide Infrastructure Delivery Plan, and provide financial and technical input into the collaborative work programme.

6.3 Growth Board – the Oxfordshire Growth Board will provide the forum where project management of the post SHMA timetables will be monitored and where processes and outcomes can be challenged. The Growth Board has a key role in assisting the authorities to demonstrate compliance with the Duty to Cooperate and reports will be brought regularly to the Board for consideration.

6.4    Growth Board Executive – the Executive will act as a project management  board to ensure that the programme stays on brief, on time and on budget and  will provide scrutiny of draft and final reports to the Growth Board.

6.5    West Oxfordshire District Council Chief Executive – the lead Chief Executive from Oxfordshire Local Authorities for Growth Board issues, chairs the Growth Board Executive.

6.6    Growth Board Programme Manager – the Programme Manager will coordinate the work programmes and agendas of the Growth Board and Growth Board Executive. The Programme Manager will be supported as required by staff of West Oxfordshire District Council.

6.7    Oxfordshire Planning Policy Officers Group – this group will act as a technical sounding board.

6.8    Oxfordshire Local Enterprise Partnership – the Local Enterprise Partnership, through its officers and Board and business members, will provide guidance on the Strategic Economic Plan, and economic and infrastructure priorities.

## Summary

The report reflects on some of the key lessons learnt for from the Cambridge visit and challenges Growth Board partners to respond to the growth agenda set out in the Strategic Economic Plan. The paper is supported by a note prepared by the steering group for context at **annex 1** - Oxford Innovation Engine visit to Cambridge and a case for investment in the A34 at **annex 2** – Oxfordshire County Council.The paper has been prepared jointly with contributions from the Oxford Innovation Engine Steering Board, The University of Oxford and Oxfordshire LEP.

## Recommendation

That the Board notes:

- The report and growth implications,
- The need to support the University in developing their growth approach,

And agrees:
- The submission of a comprehensive A 34 improvement programme to Government as detailed at annex 2.

## Information

Following the visit to Cambridge on the 22nd September to explore their approach to driving co-ordinated economic Growth, a core group of those attending the visit met on the 28th October to review the lessons learnt and explore the issues raised in the note attached at annex 1. The follow up meeting was co-ordinated by the Innovation Engine steering group chaired by Sir John Bell and contains representatives from all LA partners, The University of Oxford, University College Bursars, senior business leaders such as Lord Drayson, Ian Laing of MEPC/SQW and OxLEP representation.

The note attached seeks to explore the key areas of opportunity, differences and challenges which arose during the course of the visit and in part forms a programme of work for the emerging steering group to focus upon. At the recent meeting a number of key actions were flagged in order to move Oxfordshire forward and it was agreed to raise the issues with the Growth Board for consideration and response.

## Key discussion points

All present recognised the strength of our recent collective work associated with development of the Economic Plan, City Deal and LGF programmes. Whilst our focus now moves to delivery it was felt that due to the constraints placed upon the Local Growth Fund (LGF) process we should be seeking to raise the bar. The emphasis was to develop a dialogue direct with government in respect of our ability to drive economic growth on a local and national basis. Colleagues also noted that in addition to having strengthened our collective ambition within the context of the SEP, the delivery of the programmes supported was now a key operational priority which must be supported by the Growth Board. If we are to take the growth agenda forward Oxfordshire had to come together focused around our functional economic geography.

Specific issues debated included:

- Oxfordshire wide housing allocation, supply and timetable
- Oxford City Housing pressures
- Strategic Infrastructure  e.g. Road A34 and Rail ( station and track improvements)
- Private sector employment land/premises supply
- University/University College opportunities  - research, development and land/premises

Fundamental to the delivery of our shared vision is the provision of quality housing and employment space facilitated through the Local Plan process and underpinned by a comprehensive infrastructure plan. The collective commitments made in the Oxfordshire SEP and the SHMA have to be driven operationally through the Growth Board partners. Should we not commit to this, we will undermine our growth ambitions and fall further behind our local and global competitors economically. Local Authority partners must agree collectively the timetable for Local Plan delivery if we are to maintain momentum through the LGF process.

## Key opportunities and commitments

**The University ( Oxford)** has reaffirmed its commitment to working with local partners in supporting the economic growth vision founded on an Innovation ecosystem which is a prerequisite for realising the collective growth potential of the region. The University will continue to invest in developing buildings and spaces to enhance innovation (such as the Innovation Centres highlighted in the City Deal) and new facilities that will enhance its research capacity and maintain its position as a globally leading institution collaborating with current and future businesses (such as the applied superconductivity centre highlighted in LGF1 and the Data Infrastructure highlighted in LGF 2) large and small. The University is concurrently reviewing its innovation processes and structures to improve its ability to support innovation and entrepreneurship within and across the boundaries of the University.

In supporting the shared vision and ambition set out in the SEP, they recognise the significant need to upgrade local infrastructure and accommodation for businesses and their employees to realise their ambition. This includes commitment of the University to developing its own estates and activities in ways which enhance both its own needs and the regional priorities for innovation agreed by all Growth Board partners. The University will work with its colleges to consider their ambitions in a similar light, to work together to develop a strategy for innovation and growth for the City and Region which is consistent and coherent.

The physical development of the knowledge spine is therefore important and urgent. Close to the University the development of sites including Begbroke, Northern Gateway, Oxpen's and the new hinterland of the station must be coherent and consistent with the vision of driving growth through innovation. Transport links within this area, and along the routes to Bicester, Culham and Harwell must be upgraded to a standard that suits this ambition, and must acknowledge and be consistent with the development of individual sites.

The University's own activities in research and education will also be considered in the light of the overall plan. Where the regional aspiration does not conflict with its own academic and charitable requirements, the University will shape its activities to support the plan, including the consideration of measures such as considering the needs of key workers in the research sectors.

**The A34** in Oxfordshire runs between the M40 in the north, and the A1485 (Chilton) in the south and represents a significant constraint on the growth of Oxfordshire's economy. This section of the A34 is being considered as part of the 'Solent to Midlands' RBS which considers the A31, M27, M3, A34 and A43 between the south coast and Northampton.

The Highways Agency recently published Phase 1 of the Solent to Midlands RBS in summer 2014 after consultation with the stakeholders mentioned above. In preparation for the consultation process, Oxfordshire County Council (OCC) as a key stakeholder produced a Baseline Statement (Sep 2013) for the A34 (within the county boundary) which set out an initial study into:

•     The key areas of stress on the network;
•     Identified areas of economic and housing growth;
•     The impact of additional traffic generated by planned development on local roads in surrounding areas that interface with the route;
•     The potential for alternative modes of travel to reduce trips on the A34;
•     Previously proposed A34 improvement schemes; and
•     Opportunities for innovative transport solutions to mitigate for additional traffic including active traffic management.

**A Long Term Solution**

The RBS work shows that for a long term solution (5-15 years) to accommodate planned growth and expected trip growth, a more fundamental upgrade is required that provides major capacity enhancements either on or offline of the corridor. OCC will continue to work with HA to inform the next stage of the national RBS process and look to push forward committed feasibility work to access part of the £15 billion pot the HA has allocated for 2015 to 2021 for national network enhancements, so that major route capacity enhancements can be implemented on the A34 in this funding period see annex 2.

Given the modelling work shows that the current network is at or near capacity and while short term options will help alleviate some issues a solution for the whole length of the A34 in Oxfordshire is required. We would seek a commitment from DFT and the HA to bring forward a full feasibility study for whole length capacity upgrades to the A34 ahead of the completion of the National RBS next year so that funding and delivery for the solution could come forward in the next funding period.

The County Council is developing a new Strategic Transport model and has already started to work closely with the HA's consultants at looking how they can use the model and we can update the model to meet both organisation's needs, we now need commitment for looking for a viable solution, which Oxfordshire County Council would expect to continue to closely support, while we seek funding through our Local LGF ask for short term schemes that will benefit the route in the interim period.

**Conclusion**

We therefore urge the growth board to work together to take a strategic view of sustainable Housing and Employment growth across the county – including support for major infrastructure investment aligned to our economic growth ambitions. Both the County and University are committed to contributing to this growth agenda as part of an agreed plan with our regional partners.

In support of the approach it was suggested that all stakeholders should develop an MOU which sets out both collective ambition and individual commitment to the Oxfordshire Growth ambition. This would complement the approach taken in developing the SEP and specific LGF submissions and in so doing bring the focus onto "who, what and how" we support the growth of Oxfordshire's economy

# Oxford Innovation Engine visit to Cambridge, 22<sup>nd</sup> September 2014

### Summary of outputs

**Executive summary**

The Oxford Innovation Engine organised a visit to Cambridge by a group of delegates broadly representing Oxford and Oxfordshire. The group visited various sites in and around Cambridge and received briefings from representatives of County, City and District Councils, as well as business leaders and senior representatives of the University. These covered the planning of infrastructure improvements, coordinated development on a large scale of land for academic, business (both early stage and large international corporates) and community purposes, including housing and transport. Key points to emerge from the day were

1. The situation
   o In Cambridge there is clarity about and real evidence of, the benefits for the community at large in participating in a cohesive and coherent long term effort to make the whole area an attractive location for employers. A spirit of "enlightened self-interest" leads logically to recognising this.
   o A balanced focus on employment opportunities, infrastructure, and quality of life is required, with all participants committing time, resource and goodwill to the process of improving the long term competitiveness of the region, recognising that constructive engagement is required to develop a common view despite different parties' individual interests.

2. The players
   o The University: has a key role to play in providing leadership, both in giving weight to high level appointments in areas like estate planning and communications, and investing in productive and collaborative long term relationships with other players. There should be more recognition of the attractiveness to the best and brightest to an academic community which is linked in to business and the outside world.
   o Local government: The different local government constituencies need to commit collectively to the same process in the same spirit – there is no doubt that development is focused on a small number in Cambridge and that this is an advantage.
   o Business: The framework for the development of IP, the links between the business and the academic communities, and the transport and housing infrastructure are all key elements which combine in the development of a virtuous circle. Larger companies wish to invest and create employment, leading in turn for greater opportunities for talented and energetic individuals, from all geographies and walks of life. These raise academic standards, attract investment capital, and establish the area as a globally attractive magnet for talent and investment, in turn creating the potential to improve the quality of life for the community at large. At this stage the business community in Oxford simply does not have the benefit of this virtuous circle, at least on this scale, and consequently does not have a strong enough voice in this debate, whereas Cambridge clearly does.
   o Central government: will be easier to convince of the case for support if all the above speak with one voice!

3. Urgency and opportunity
   o All the success and high profile that Cambridge and Cambridgeshire enjoy today stem from decades of effort and hard-fought progress – Oxford and Oxfordshire have a great opportunity, and in some ways greater potential, but the need to bring together the interested constituencies and grasp that opportunity is urgent.

**A. Briefings by the local authority teams (South Cambridgeshire DC, Cambridge City and Cambridgeshire CC), SQW and Bidwell's**

1.      50 years ago, Cambridge found itself in the same position that Oxford now is facing.  There had been a decision by the local councils and the University not to increase the size of Cambridge.  This led to utilising the adjacent market towns to expand the population base and, because of the infrastructure challenges of people getting into Cambridge; this led to a transportation gridlock and a failure to achieve any significant or substantial economic growth.

2.      SQW produced their initial report in 1985 on the Cambridge Phenomenon and, by that stage, there was significant momentum in commercial development.

3.      A crucial turning point in the evolution of the Cambridge Cluster was when the three authorities undertook a fundamental review of the Green Belt in 2006 and attempted to achieve a balance between the need to sustain some sustained quality of life for the inhabitants of Cambridge and Cambridgeshire and balancing that against economic growth.

        The major conclusion from that discussion was that all three councils agreed a new plan which would use the Green Belt more creatively to allow business expansion, but also to ensure that the necessary transport and housing infrastructure followed these developments and they were of high quality with strong supporting facilities (schools, shops, etc.).

4.      The agreement of the three councils was signed in an MOU which will be made available to us.

5.      Other major factors in the success of this programme were that the University and the Councils worked closely together to achieve a consensus on the expansion of Cambridge and the development of adjacent land assets.

6.      Business leadership also provided strong support for this new vision for development of Cambridgeshire.

7.      Networking provided a crucial component that drove the success of this joined up vision.  This began with Cambridge Network, which had approximately 1,200 members, then Cambridge Angels and, more recently, Cambridge Ahead.  Cambridge Ahead is now intent on looking forward into the future and promoting Cambridgeshire more widely.

8.      Over this period, Cambridge has produced two very large technology companies, ARM and Autonomy, and a host of other "billion dollar" companies, most of which have now been sold on.

9.      AstraZeneca is the first major international company to move to Cambridge for access to the high tech environment.

10.     Lord Broers provided some of the key leadership in the University to allow these developments to evolve, and the University has been integrally involved, both centrally and through its colleges.

11.     There are approximately 20 business parks in the Cambridge area, some of which have been developed on land owned by the colleges.  Trinity Science Park was the first pioneer science park in the UK.

12.     The LEP has been engaged in some of the discussions around growth recently, but has a complicated structure and did not appear to have contributed much to the discussions.

13.     The City Deal they had intended to obtain was not forthcoming, but Government has provided them with £500 million of infrastructure support, mostly for transport, that will be fed into Cambridge as it meets a range of growth targets over the next fifteen years.

14.     The growth deal they achieved this year was apparently suboptimal.

15.     Local government officials made it clear that Cambridge colleges were expected to benefit financially from their real estate contributions to the Cluster and that they should operate in that sense as crucial commercial partners.  It was noted that this was important as it created revenues that were ultimately turned back into the Cluster to add further strength.

**Conclusion from Cambourne visit**

The key message from this part of the visit was the clear unanimity of direction and purpose of the County, City and District Councils for the Cambridgeshire area.  This allowed them to grapple with the issue of the Green Belt and has ensured that there is firm commitment at the planning and local government level to the expansion of the commercial footprints for the technology agenda in Cambridgeshire and similar support for housing and transport infrastructure has been crucial in ensuring that the quality of life for Cambridge citizens has remained high.  The critical alliance between business leaders, University and local government has been catalytic in ensuring success of this strategy.

**B.  West Cambridge and Northwest Cambridge Development (Professor Jeremy Saunders and Roger Taylor)**

1.      The development of the West Cambridge Campus involves 400 acres of green field land owned by the University in Northwest Cambridge.  This land originally housed the Cavendish Laboratories, but is now intended to be a major area of growth for the University, both in terms of research facilities and in terms of housing for postdocs, the wider population of Cambridge and for a certain amount of commercial technology development on the site.

2.      The presentation by Jeremy Saunders and Roger Taylor demonstrates the power of a strategic view from the University. Oxford University's failure to capitalise on an equivalently sized site, 300 acres at Begbroke is interesting in this context.

3.      The University has identified the West Cambridge site and defined carefully its needs, both in terms of housing and science infrastructure, as well as adjacencies to tech companies, created a business plan, borrowed the necessary money to undertake this project (£350 million) with a bond issue it obtained at very low rates, and is now embarking on what will be a major project for the University.

4.      It is clear that, in these plans, there will be sufficiently commercially viable opportunities, both in terms of equity sharing of houses purchased and commercial development on the site, that the payment of the interest on the bond and the repayment of the bond is likely to create very few challenges for the institution financially.

5.      Again, the notion of working together between University and local government was emphasised, along with the need to develop strong relationships with business.

6.      Combined with the contributions with the Cluster from the Cambridge colleges, the University broadly defined has played a crucial role in the success of the Cambridge Cluster and continues to do so.

**C.  Cambridge Science Park**

*a) Public Private Partnership*

1.      David Cleevely and Charles Cotton provided a briefing around the pubic private partnership that led too much of the evolution of this programme in Cambridge over the past 30 years.  Both have been involved since the origins of the Cambridge Phenomenon.

2.   Both emphasised the need for public sector bodies such as the local councils to partner systematically with business and with the University to make this vision happen.

3.   The glue that holds these joint programmes together has been the networks around Cambridge which have been so successful to this day.

4.   They emphasised the need for champions from each of these sectors to push this agenda forward.

5.   David Cleevely raised the important challenge of MedCity and the question of how the Cambridge Cluster deals with an emerging technology story from London. Oxford will have the same issue.

6.   Communication strategy, both internationally and specifically to persuade decision makers in Whitehall, did not have a single point contact, but relied on the fact that all participants in the Cambridge tech strategy, from local government through University through business leaders and champions, had exactly the same story to tell and told it repeatedly and effectively.

## b) Cambridge High Tech Market

1.   Dick Wise from Bidwell's provided us with data on land use and property supply. The current available space is 7.5 million square feet of labs and offices and a crucial objective has been to provide the space for companies and programmes to grow in Cambridge.

2.   The arrival of AstraZeneca is perceived to be a major game changer as it is the first major company to move to the area.

3.   Supply of space

|  | Cambridge centre | Cambridge fringe | Greater Cambridge |
|---|---|---|---|
| Available space | 30,000 sq ft | 50,000 sq ft | 250,000 sq ft |
| Under Construction | 660,000 sq ft | 2.2 million sq ft | 550,000 sq ft |
| Allocated and consented | 250,000 sq ft | 1.7 million sq ft | 1.2 million sq ft |

4.   Total space available 2014

Available    430,000 sq ft

Stock        7.5 million sq ft

Take up      600,000 sq ft per annum

Demand       3.8 million sq ft

Consented    2.9 million sq ft

5.   They are anticipating that they will be putting 1 million sq ft of commercial space into the Cluster every year going forward.

6.   A crucial difference in the Cambridge strategy is that they clearly build and have space ready when potential customers come rather than building only demand. This provides them with huge scope for accommodating new businesses and clearly has been a commercially extremely successful strategy.

## c) Cambridge Science Park

1.      We heard the story of the Cambridge Science Park from Rory Landman, the Senior Bursar at Trinity College.

2.      The Science Park was created 45 years ago, the first such science park in the UK.

3.      It has nurtured and created much of the early growth in the Cambridge Cluster and now has achieved 1.6 million sq ft of developed space.

4.      There is now an attempt to rebuild on some of the older sites and to densify the estate to further increase its capability.

## D. CB1 Station area

1.      We stopped briefly outside the rail station to see some of the developments on that site.

2.      Microsoft found that its original building on the West Cambridge site was unsatisfactory for its scientists who wanted to be closer to town and also with close links to London and hence moved their enterprise next to the station.

3.      The demand for space close to the city and the University is substantially greater than that seen as one moves further away.  New companies often like connectivity close at hand and isolation is sometimes not attractive.  This has relevance to Begbroke, Harwell and Culham.

4.      The area around the station also has been the recipient of significant new housing developments and there are plans to rebuild the station which can now connect through to King's Cross on an electrified line in less than an hour.

## E. Cambridge Biomedical Campus at Addenbrooke's

1.      The Addenbrooke's Biomedical Campus has undergone dramatic expansion in the past decade.  In particular, there is substantial space which was taken out of the Green Belt to make room for a significant housing development which now has facilities such as a school and shops.

2.      The linkage of Addenbrooke's to the Station by guided bus (4 minutes and 1 stop) is a key mechanism for linking that technology hub to central Cambridge and London.

3.      The Biomedical Campus has had a large number of medical research facilities built, as well as expansion of Addenbrooke's and the relocation of Papworth which has just begun to be rebuilt on the site.

4.      The arrival of AstraZeneca will position a major pharmaceutical company between the Laboratory of Molecular Biology and the remainder of the Biomedical Campus.

5.      The Laboratory of Molecular Biology building was funded by central government and represents one of the most successful biomedical research institutes.  The importance of this centrally funded institute has been probably greater than any other component of the Addenbrooke's campus.  Note that Oxford has not yet acquired a major research institute of this kind, despite its pre-eminence in medicine and other science subjects.

        The site has new space available for commercial expansion but, besides AstraZeneca, most of the space on the site is currently funded through the University, the Medical Research Council or the NHS.

## F. Granta Park

1.      Granta Park lies further south of Addenbrooke's, not far from the Babraham Campus.  Both of these sites have seen remarkable commercial development in recent years.

2.    Granta Park was established around TWI and now houses a substantial number of both engineering and biomedical companies, including Metimmune and Pfizer.

3.    Granta Park has received substantial money to create a training environment for structural engineering, funded by HEFCE and partnered with other universities around the UK.

**Overall conclusion**

In our final discussion, there was a clear consensus emerging that the unified approach to economic growth, housing and infrastructure that has occurred in Cambridge has no equivalent in Oxfordshire. The speed and effectiveness by which they are now developing the commercial offering in Cambridge suggests that Oxfordshire is likely to be a significant loser in terms of economic development in the South East of the UK if it does not dramatically change its strategy.

1.    Two crucial elements are missing, even if it was possible to get alignment of local government to pursue a similar course of action to deal with Green Belt issues, infrastructure and economic development in the way that has been achieved in Cambridge.  These are a) serious University engagement and b) a business network.

2.    It was observed that Oxford is a University that looks very introspectively and also seeks attention on the international stage, but has had essentially no interest in the regional economy.  This must change if we are to even come close to replicating the success that Cambridge has had.

3.    The lack of business networks and business champions is another serious liability.  The fact that business was represented in the City Deal by a Pro Vice Chancellor in the University indicates how far we are from having proper business champions.

4.    The first and most important step is to agree amongst all the parties what we are going to do and how we are going to do it and this requires local government to work more effectively together than they have in the past, the University to commit to a regional growth strategy and business to be more effective at supporting, networking and developing such a strategy. An MOU is what allowed this agreement to be created in Cambridge.

5.    The Oxford Innovation Engine agreed that it would undertake to assemble a small group of those involved in the visit representing the relevant parties to work through a discreet strategy as to how we could pursue a project similar to that in Cambridge. This will require several meetings to take place over the next few weeks then, if possible, it will be necessary for all those who came on this trip to assemble to endorse a strategic plan that could begin to move the city and the county forward to achieve some of the benefits we saw on 22nd September in Cambridge.  A failure to grapple with this issue and align ourselves together to achieve these outcomes is likely to lead to the gradual deterioration of the Oxfordshire economy as other jurisdictions obtain the bulk of inward investment.  Similarly, existing businesses are likely to move to more developed regions where the infrastructure properly supports their activities and the University is unlikely to retain its position as a top 10 university without a significant regional technology cluster.  Together, these will have profoundly bad consequences for those who live in Oxfordshire and who deserve a coordinated effort to fix some of these deep rooted problems before it is too late.

**A34 Strategy Key Points**

- During Peak A34 is heavily congested

- A34 around Oxford currently one of the worst parts of strategic network for delays (34% of all journeys along the A34 in county get delayed)

- Business cite A34 as significant impact on business and is restricting innovative growth.

- Infrastructure Deficit - Still haven't had level of investment allocated under Access to Oxford to support delivery previous levels of growth (40,000 homes)

- Growth is expected to double from this previous level to 85-100,000 homes and jobs by 2031 - majority focused along the A34 corridor as the Knowledge Spine

- Oxfordshire is seeking £21.5million of Local Growth Fund, via the SEP to implement short term solutions along the A34.

- Evidence suggests that only a major capacity enhancement will support continued growth of Oxfordshire and increase Oxfordshire potential as a net contributor to UK economy.

- We want early commitment to a major feasibility study for the A34 capacity enhancements to get access to Highways Agency £15billion Strategic Road Investment funding to 2021.

- The County Council are already working with HA's consultant to provide access to County Council's new Strategic Transport Model to move support A34 feasibility work.

**A34 Oxfordshire Route Based Strategy Summary**

**Purpose**

This summary provides an update on work underway to implement a Route-Based Strategy (RBS) for the A34 in Oxfordshire. RBSs are a new approach to planning investment opportunities on the Strategic Road Network. The Highways Agency is engaging with local authorities, Local Enterprise Partnerships (LEPs) and other stakeholders in order to define challenges and opportunities for each route which will, over time, be used to inform prioritisation of operational, maintenance and enhancement measures which will be fed into the Department for Transport's Roads Investment Strategy (RIS).

**Background**

The baseline report confirmed that the A34 is heavily congested during peak periods and experiences some of the worst level of delays in the country (See Fig.1 ) with typically 34% of all trips experiencing delay between J9 and Milton Interchange. This situation is expected to get worse by 2030 as a result of planned growth in the County. As a result of this baseline report, OCC commissioned Atkins to take forward a number of transport measures, which were identified within the Baseline Statement as potential mitigation for the growth in traffic over the next 15 years. The measures were a combination of traffic control, capacity enhancements and demand management. The report undertook a high-level review of the twelve measures using the application of engineering judgement to assess the potential impact of the measures.

The scoping study suggested that some of these measures are predicted to mitigate some of the increased demand for travel on the A34, albeit at varying levels of cost. The actual benefits which are likely to be realised by the measures discussed in the report will not be quantifiable until each has been subjected to a full and detailed assessment. The measures can be split into short term

solutions some of which are suitable for funding through the Local Growth Fund and long-term solutions undertaken under the Highways Agency's (HA) funding allocation of £15billion for 2015-2021.

**Fig 1. A34 Vehicle Delay Map (From HA Route Based Strategy)**



**Previously Allocated RFA Funding – Access to Oxford**

The Access to Oxford programme of schemes was an £88 million programme of schemes to support the delivery of the previous S.E. regional plan allocations of housing in Oxfordshire – the project focused on improvements to ease the congestion along the A34 corridor - £62million was allocated under Regional Funding Allocation – however this was withdrawn in 2011 following the restructure of national transport funding. Working with partners a number of these projects have or are now being delivered however it has still left a major infrastructure deficit.

**Increased Growth in Oxfordshire**

It is important to note that the previous RFA funding level was to support the delivery of 40,000 homes to 2026 after the Highways Agency had given evidence at the SE regional Plan inquiry to suggest that the a34 would be gridlocked by 2026 based on the allocated levels of growth. If we are to deliver 100,000 homes and jobs by 2030 as the recent housing market assessment suggests is required to keep the Oxfordshire economy growing quickly and a major net contributor to UK plc then a major infrastructure investment on the A34 corridor will be required.

**Local Business Need A34 Improvements To Grow.**

The recently study report, launched by David Willets, *Oxfordshire Innovation Engine* , cited the A34 as the highest priority for High Tech business community to support growth in the county, this is reinforced by the Oxfordshire LEP barriers to growth surveys of the business community with 30% saying congestion on the A34 had a severe impact on their business.

**Potential Local Growth Fund Improvements**

The County Council's work suggests there is a combination of short and long term measures

The work to date has identified a number of small scale short term measures (delivered in 1-5 years) that will help manage congestion on A34 and these will inform part of the Oxfordshire Local Growth Fund ask via the Strategic Economic Plan.

**Short Term possible measures for A34:**

The A34 RBS solution assessment proposed early solutions that can go through full feasibility and design within the next 1 – 5 years, we have included an ask to use LGF to deliver these quick win solutions ahead of HA funding arrangements being developed for the route.

Early projects include **Ramp Metering** – the report suggests this is suitable for feasibility testing on 10 slips (See Table 1), 4 without upgrade works to the ramp. Evidence suggests that this type of scheme can provide a Journey time benefit of 5-15% for the A34 link sections they merge onto, and downstream average speed increase of around 7%. This would take some links below "red" peak time congested level, effectively increasing their capacity by managing flow onto the A34.

**Table 1. Suitable A34 junctions for consideration for ramp metering (Highlighted in Green)**

| Location | North-bound (Slip Flows | | South-bound (Slip flows) | |
|---|---|---|---|---|
| | AM | PM | AM | PM |
| Pear Tree - A44 | 146.5 | 369.5 | 622.5 | 968 |
| Botley – A420 | 418.5 | 514 | 155 | 279 |
| Hinksey – A423 | 365.5 | 685.5 | 850 | 936 |
| Lodge Hill – A4183 | 314.5 | 328.5 | - | - |
| Marcham – A415 | 141 | 184 | 601 | 727.5 |
| Milton – A4130 | 818.5 | 680.5 | 41 | 158.5 |
| Chilton – A4185 | 189 | 295.5 | 816.5 | 192.5 |

The report also found that all laybys are currently under DMRB standard and there have been 14 personal injury accidents, 1 proving fatal, between 2008-2013 within the vicinity of A34 laybys with at least 9 accidents clearly associated with entering or exiting the laybys. **Layby Upgrades** and re-designation, possibly as emergency refuge only, would improve a cause of major delay incident through reduced accidents and also the shockwave, (caused by the dramatic speed reduction to the online flow of vehicles), that vehicles, particularly HGV's, can cause from entering and exiting below standard laybys.

The LGF scheme will also look to provide increased capacity at Seacourt Park and Ride to intercept journeys into Oxford, while linking into existing study looking at the future potential for new P&R sites in Oxfordshire.

The A34 RBS report also looked at Variable Message Signing as well as longer term solutions around controlled Active Traffic Management such as variable speed restrictions (As has been implemented on M42 and M25), these require major investment in supporting infrastructure but can provide major capacity enhancements of up to 15/20%. It is envisaged that short term solutions will combine with the outcomes of innovative work that OCC are completing, as part of a consortium behind a **Technology Strategy Board (TSB) project,** to implement direct information to drivers at a much reduced cost – this project is looking at ways to provide a major enhancement to monitoring of traffic in and around Oxford and providing customer focused travel information, such as pushed messages/directions via email, text, Sat Nav, social media, to travellers to help inform their journeys in real time and guide them onto best least congested routes for their journeys.

The A34 RBS also suggested that a review of **HGV overtaking** should be undertaken by the HA to examine suitable locations where this may be effective particularly in sections where gradients reduce overtaking ability of large vehicles, these bans tend to have slight impact but would be positive in conjunction with other short term measures.

The short term measures will also be enhanced through the strategic approach of **Science Transit** and other schemes proposed within the LGF. The rail enhancements such as East –West rail will provide suitable alternatives for journeys along the A34 corridor. The Science Transit project will look to boost this impact through improving interchanges between rail and other modes, making multi-modal travel easy through better ticketing, reliable and simple inter-changing and keeping the customer connected and informed in real time. To support this programme of enhancement, there is a continued need to look at further rail enhancements such as 4 track between Didcot and Oxford to ensure capacity for rail based services is provided for. The A34 corridor needs to be considered across all modes to ensure a viable solution is developed that allows Oxfordshire to grow and congestion does not restrict the massive potential.

**Future Technology potential – Early project development**
Initial studies into vehicle to vehicle communication technology suggest that this technology could bring efficiency benefits of 30% to a corridor network. A level of impact that would bring the A34 under capacity and flowing. This technology is still in its infancy however Oxfordshire will continue to support the exploration of new technology applications along with driverless vehicles, which could in the future provide major efficiency savings on the existing network and will offer to work with the HA and the local R&D community to look at the applicability of specific A34 projects for future TSB funding routes that are expected in the next 2-3 years.

**Potential Longer Term Solutions**
The A34 RBS work shows that for a long term solution (5-15 years) to accommodate planned growth and expected trip growth, a more fundamental upgrade is required that provides major capacity enhancements either on or offline of the corridor. OCC will continue to work with HA to inform the next stage of the national RBS process and look to push forward committed feasibility work to access part of the £15 billion pot the HA has allocated for 2015 to 2021 for national network enhancements, so that major route capacity enhancements can be implemented on the A34 in this funding period.

**Online Improvements for consideration**

The A34 RBS recommends that the **Lodge Hill Interchange** scheme should be taken through to feasibility and assessed with Oxfordshire's emerging transport model suite, the scheme would

appear to result in overall benefits for transport users. These benefits may be amplified in combination with a new Park & Ride site, or a lorry park which could be accessed from the junction it is estimated that this work would cost £8 – 12 million and may be suitable for future Pinch Point type funding if the scheme feasibility work is progressed.

The major enhancement that needs to be considered and be part of a full scale feasibility study for whole route capacity is **widening the A34 to three lanes** in each direction. This has been shown to greatly improve capacity through the study area (See table 2), improving journey times through reducing delay and bringing the whole route below capacity. However, an investigation into the route suggests that between the Hinksey Hill interchange and the M40 there are numerous constraints, which would provide major impact to local community and will require substantial funding to overcome currently estimated to be at least £800 million. Within the Oxford section, the existing carriageway takes up all the available highway land and any expansion would result in the need to purchase private land and properties. To the north of the Botley interchange almost all existing structures would require substantial amendments. It is clear that the extra lane does provide capacity for growth in Oxfordshire but carries with it many constraints to overcome to deliver a scheme.

A further option was reviewed to provide widening only to Hinksey Hill to reduce costs, by approximately half and avoid impact on the community, however this scheme (Scenario 2) provided little benefit over the reference case where only known committed projects (Such as pinch point schemes, J 9, local junction enhancements) had been included and isn't recommended for further feasibility testing.

**Table 2: The impact of 3 Lane widening of the A34**

| Northbound AM | | | | Southbound AM | | |
| --- | --- | --- | --- | --- | --- | --- |
| | Reference case | Scenario 1 | Scenario 2 | | Reference case | Scenario 1 | Scenario 2 |

Northbound AM (top to bottom, segments M40 Birmingham → A4185):

| Segment marker | Reference case | Scenario 1 | Scenario 2 |
| --- | --- | --- | --- |
| M40 Birmingham | orange | green | orange |
| B430 | red | orange | red |
| B4027 | red | orange | orange |
| C34 | red | orange | red |
| A44 | red | orange | red |
| A420 | orange | orange | green |
| | orange | orange | green |
| | orange | orange | green |
| A415 | red | orange | green |
| A4130 | green | green | green |
| A4185 | | | |

Southbound AM (top to bottom):

| Segment marker | Reference case | Scenario 1 | Scenario 2 |
| --- | --- | --- | --- |
| M40 Birmingham | orange | green | orange |
| | orange | green | orange |
| B4027 | orange | green | green |
| | green | green | green |
| A44 | orange | orange | orange |
| A420 | red | orange | red |
| A423 | red | orange | orange |
| A4183 | orange | orange | green |
| A415 | red | orange | orange |
| A4130 | orange | green | green |

NOTE: Based on modelling in 2030 - Reference Case is no extra funding and only committed schemes, such as pinch point – Scenario 1 is whole length 3 lane widening – scenario 2 is widening to Hinksey Hill only.

## Offline Improvements for consideration

There are a number of offline supporting projects that should be considered to support any A34 capacity enhancements, these include the potential scope for **expansion of existing** and **new Park & Ride locations** around Oxford. A study using current data within Oxfordshire's new variable demand modelling will be undertaken to explore the potential in more detail. For example Park & Ride site north of Abingdon could help facilitate a scheme to provide south-facing slips at the Lodge Hill interchange, and could accommodate space for lorry parking to allow for the rationalisation of lay-bys along the A34.

There are ways in which Oxfordshire can maximise any potential **freight transfer to rail**, starting with the ways in which the County can influence its own use of the freight sector. It will be important to ensure a commitment to the rail transfer of aggregates used in construction; waste etc. is included within the Minerals and Waste Core Strategy.

The major offline possibility is a **New Route Alignment** for the basis of the A34 RBS a model scenario for construction a 12.5 kilometre re-alignment of the A34 has initially been tested. The scheme would provide a link from the Lodge Hill interchange to the M40 Junction 8 and is intended to limit traffic on the northern half of the A34 by providing an alternative route for southern Oxford traffic and longer distance users of the A34 traveling North and South. Only a preliminary investigation into the likely route has been made at this stage and as expected there are numerous constraints within the surrounding greenbelt land. The initial estimate cost of such a scheme is £4-500million. Only a single option has been tested which had no new junction off the alignment and kept the A34 as a full trunk route, this provided a mix result, however further options with linkages to the Oxford ring road and de trunking have been initiated as the scheme clearly has potential at this stage.

## Full Feasibility for Capacity Upgrade of the Whole A34 Route through Oxfordshire

The A34 RBS and HA RBS work shows that the current network is at or near capacity, while short term options will help alleviate some issues a solution for the whole length of the A34 in Oxfordshire is required. We would seek a commitment from DFT and the HA to bring forward a full feasibility study for whole length capacity upgrades to the A34 ahead of the completion of the National RBS next year so that funding and delivery for the solution could come forward in the next funding period.

The County Council is developing a new Strategic Transport model and has already started to work closely with the HA's consultants at looking how they can use the model and we can update the model to meet both organisation's needs, we now need commitment for looking for a viable solution, which Oxfordshire County Council would expect to continue to closely support, while we seek funding through our Local LGF ask for short term schemes that will benefit the route in the interim period.

## Further Supporting Projects

In addition to the ambitions of Science Transit and the work as part of the TSB integrated Transport solutions project the County Council are continuing to work on a number of associated projects that will bring major benefits to traveling community within Oxfordshire:

A mobile phone responsive **Journey Planning Tool for Oxfordshire** has been commissioned to help people make informed decisions about their journeys and thus reduce congestion and

environmental impacts from travel in the county. This will be a tool to support multi-modal journey planning both in advance of a journey and in 'real-time' i.e. at the point in time at which a user wishes to travel.

The County Council are also working with the Oxford University the Transport Catapult and Satellite Catapult at Harwell to organise a **Hackathon**; enabling exploration of data to be used for traffic management and smart transactions. The event will promote new ways of managing traffic data, technically and commercially. This will promote new innovative and commercially driven techniques for managing the transport network and providing improved services to customers.

The **Connected Digital Economy Catapult** (CDEC) have confirmed that they will be undertaking a project related to personal data, and would like it to be based in Oxford after discussions with Oxfordshire County Council, The City Council and Oxford Internet Institute. This has further potential to enhance local travel information through providing transport data and live data feeds.

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# Growth Board Work Programme

## Purpose of the report

1. To provide the Growth Board with an update on its work programme.

## Background

2. The Growth Board work programme, attached as appendix to this report, demonstrates the programmes whose responsibility for delivery rests with the Growth board. There are two programme reports attached to this summary.

   - A programme report on growth deal and other collaborative local authority projects, this is an extract of the programme report that is received by the LEP.

   - A detailed programme report on the City Deal

3. The projects in both programme reports are labelled as either;

   i. **Projects needing action**

   ii. **Projects requiring monitoring**

   iii. **Projects on track and requiring no action**

## Summary of progress – Programme report on growth deal and collaborative projects

4. There are no projects requiring either monitoring or action at this stage.

## Summary of progress – Programme report on City Deal

There are no projects requiring action at this stage, those that require monitoring by the EOG are as follows.

## Innovation centres and Oxfordshire Innovation Support Programme

**Grant drawdown according to delivery plan**-Grant drawdown is currently behind the delivery plan. As at the end of Sept. 2014 defrayed expenditure was £318,683 against a delivery plan of £657,134

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This is due to delays in getting  SLA's in place and a lower than expected take up of vouchers.

**Harwell Open Innovation Hub-**a decision to expand the scope of the planning application has led to delays in submitting a planning application-
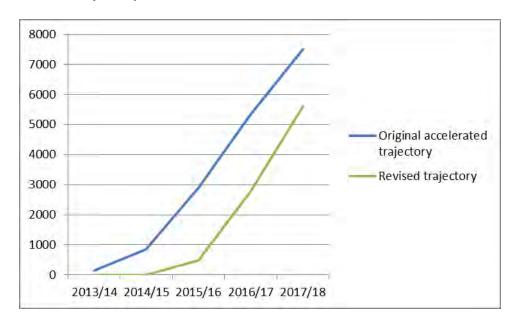
## Planning for development

**Upload property assets onto e-pims database**. Officers have identified the methodology for carrying this piece of work out. It will involve all authorities providing key data on property and land assets and this being uploaded in to the e-pims Property Lite database. The EOG has agreed to identify officers in each authority to carry out this work.

**Development of a virtual team to share expertise and accumulated experience**- This is a standard commitment inserted by government into all City Deals. EOG believe that the existing partnership structure meets this commitment.

**Develop a simplified planning package**- This is also a standard commitment inserted into all City Deals. EOG have agreed to seek clarity on expectations and develop an action plan as appropriate.

**Acceleration of housing delivery-** Officers have collated information on expected delivery trajectory. We are only 1.5 years into the target timescale, however the current prediction is that the acceleration of housing will deliver approx. 5600 house against a target of 7500. The revised trajectory is shown on the chart.



Officers believe that there is some scope to improve this position. There is some anecdotal evidence that build rates are increasing and this may continue as the post SHMA process

and Local Plan reviews take place. EOG has committed to closely examining this target and bringing forward initiatives to close the gap between target and delivery

## Governance

**Partnership working with Public service Transformation Network**- This is also a standard commitment inserted into all City Deals. EOG have agreed to seek clarity on expectations and develop an action plan as appropriate.

# Oxfordshire Growth Board Programme Report November 2014

| Funding Stream | Local Authority Delivery partner | Strategic Status | | | | Operations | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Project and lead officer | Outcome | Contribution to Growth Targets | Lead partner and role | Core Activity | Outputs Targets | Progress to Nov 2014 | Comments | Status of project RAG |
| **LOCAL AUTHORITY PINCH POINT FUNDING** | **Milton Interchange** **Oxfordshire County Council** | Junction Enhancement Pat Mulvihill | Will lead to improvement in jobs by making the area more attractive to investors | Assists with delivery of EZ | Oxfordshire County Council | To enhance road improvements | £10mil scheme to improve junction capacity to support growth and improve access to Milton Park | Contractor appointed. Nov Start, 12 month construction period. | | <span style="color:green">■</span> |
| **LOCAL PLANNING AUTHORITIES** | **GROWTH BOARD EXEC** | **SHMA** GB Programme manager | A county wide Strategic Housing Market assessment is completed and approved by the district planning authorities | Commit to deliver the necessary sites to meet the housing needs identified in the SHMA | Growth Board Executive | Development and approval of a county wide SHMA according to Government guidance and further work to allocate housing need across the county as part of duty to cooperate amongst LPAs | Document completed by April 2014 | SHMA has been completed Principles of joint working on post SHMA process agreed by council leaders | Leader's meeting has approved principles of joint working, feeding into Local Plan. Growth Board to be asked to consider high level project initiation proposal Nov 2014 This will be the subject of future detailed programme management | <span style="color:green">■</span> |

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# Oxfordshire Growth Board Programme Report November 2014

| Funding stream | Local Authority Delivery partner | Strategic Status | | | | Operations | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Project and lead officer | Outcome | Contribution to Growth Targets | Lead partner and role | Core Activity | Outputs Targets | Progress to Nov 2014 | Comments | Status of project RAG |
| **GROWTH DEAL** | **OXFORD CITY COUNCIL** | **flood risk management scheme** | Implementation of the flood risk strategy | Reduce disruption to businesses and local people | **Oxford County Council/Env. Agency** | a comprehensive package of measures to mitigate the risks of damage to homes, businesses and transport connections caused by excessive flooding. | tbc | | Although funding is agreed we have yet to receive the detailed funding letter that will allow us to phase the projects and establish project plans | (green) |
| **GROWTH DEAL** | **OXFORD CITY COUNCIL** | **Upstream flood storage at Northway** | Implementation of the flood risk strategy | Reduce disruption to businesses and local people | **Oxford County/City Council/Env. Agency** | a comprehensive package of measures to mitigate the risks of damage to homes, businesses and transport connections caused by excessive flooding. | tbc | | Although funding is agreed we have yet to receive the detailed funding letter that will allow us to phase the projects and establish project plans | (green) |
| **GROWTH DEAL** | **OXFORDHIRE COUNTY COUNCIL** | **Headington Phase 1; Eastern Arc** | Improved road connectivity | Improved access to growth areas | **Oxfordshire County Council** | Headington Phase 1 & Eastern Arc Transport Improvements - a package of junction and local road improvements to support growth in the Headington area of Oxford - a centre for medical research and the location of the bio-escalator at Oxford University Old Road campus, which was part-funded via the Oxford City Deal | tbc | | Although funding is agreed we have yet to receive the detailed funding letter that will allow us to phase the projects and establish project plans | (green) |
| **GROWTH DEAL** | **OXFORDHIRE COUNTY COUNCIL** | **Didcot Staion Car park** | Increased car park capacity to aid expanded use of the station | Improved access to growth areas | **Oxfordshire County Council** | packages of measures for car park expansion including construction of a deck access car park on the existing Foxhall Road car park. Part of the expansion and improvement of Didcot station as a key gateway to Science Vale high tech cluster and the Enterprise Zone. | tbc | | Although funding is agreed we have yet to receive the detailed funding letter that will allow us to phase the projects and establish project plans | (green) |

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# Oxfordshire Growth Board Programme Report November 2014

| GROWTH DEAL | OXFORDHIRE COUNTY COUNCIL | Science vale Cycle network Improvements | Sustainable access | Improved access to growth areas | Oxfordshire County Council | a sustainable transport scheme providing greater connectivity between Science Vale and the newly improved Didcot station by bike | tbc | | Although funding is agreed we have yet to receive the detailed funding letter that will allow us to phase the projects and establish project plans | |
|---|---|---|---|---|---|---|---|---|---|---|
| GROWTH DEAL | OXFORDHIRE COUNTY COUNCIL | Bicester London road Level crossing | Sustainable access | Improved access to growth areas | Oxfordshire County Council | a pedestrian / cycle crossing to provide sustainable access into Bicester town centre, required for the more intensive train service as part of the East West Rail project. | tbc | | Although funding is agreed we have yet to receive the detailed funding letter that will allow us to phase the projects and establish project plans | |

## DEVELOPMENT OF KEY STRATEGIES

## 1. Strategic Economic Plan

| Funding Stream | Strategic Status | | | | | Operations | | | | Status of project RAG |
|---|---|---|---|---|---|---|---|---|---|---|
| | Local Authority Delivery partner | Project and lead officer | Outcome | Contribution to Growth Targets | Lead partner and role | Core Activity | Outputs Targets | Progress to Nov 2014 | Comments | |
| LEP DIRECT FUNDING /COUNTY COUNCIL/PARTNERS | OXFORDHIRE COUNTY COUNCIL/LEP | Develop a Strategic economic plan that provides a clear positive narrative about Oxfordshire and a clear set of high level ambitions within which more detailed programmes and projects can be developed

NIGEL TIPPLE | Final approval of strategy | Sets the strategic framework for all LEP work | Oxfordshire County Council/LEP | Development of a strategy that provides a positive narrative for Oxfordshire and knits together the ambitions of the City Deal, Transport and infrastructure plans, Skills and ESIF strategy. | Final approval of strategy by 30/6/2014 | Final draft being completed, expected completion by 30/6/14 | completed | |

# Oxfordshire Growth Board Programme Report November 2014

## 2. European Structural Investment Fund

| Funding Stream | Strategic Status | | | | | Operations | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Local Authority Delivery partner | Project | Outcome | Contribution to Growth Targets | Lead partner and role | Core Activity | Outputs Targets | Progress to Nov2014 | Comments | RAG |
| **ESIF FUNDING** | **OCC/LEP** | **Finalising ESIF strategy**<br><br>**DAWN PETTIS** | Successful delivery of the £40 million ESIF programme up to 2020 | Sets the strategic framework for all LEP work | Oxfordshire County Council/LEP | | Preparation of the Implementation Plan – December 2014. Calls for projects early 2015. Delivery of projects from the summer 2015 | Negotiations by the Government with the EC on the England Operational Programme continues. LEP strategies will get the final sign off once the OP approved.<br><br>Sub Committee being put in place to oversee the programme in Oxfordshire up to 2020. Implementation Plan in preparation. | Project is on track and is determined by government timetable and negotiations with the EC | 🟩 |

## 3. Transport Strategy

| Funding Stream | Strategic Status | | | | | Operations | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Local Authority Delivery partner | Project and lead officer | Outcome | Contribution to Growth Targets | Lead partner and role | Core Activity | Outputs Targets | Progress to Nov 2014 | Comments | RAG |
| **COUNTY/LTB** | **OCC** | **Development of Transport Narrative and Prospectus to Support SEP**<br><br>**TOM FLANAGAN** | Prospectus agreed / referenced as part of final SEP submission | Identification of Transport Policies, Strategy and Infrastructure priorities to support growth, in particular Local Growth Fund Bids | OCC as Highway Authority, Local Transport Board | informal transport input into draft SEP for December 2013 submission | Transport narrative to support draft SEP submission | Scope of narrative developed, Project brief developed, in line with wider LTP programme. Localities developing project list for submission by 31$^{st}$ March 2014. Project List from LTB and City Deal to provide initial baseline Early draft wording developed for February 2014. | Draft completed and submitted. Will be fine-tuned as SEP is finalised | 🟩 |

# Oxfordshire City Deal Programme Report

| Agreed Action | Scheme detail/Milestones | Owner | By when | progress to date | Other Comments | RAG |
|---|---|---|---|---|---|---|
| **Innovation Centres and Oxforshire Innovation Support Programme** | | | | | | |
| **Set up and run the Oxfordshire Innovation Support for Business (ISFB) programme** | | | | | | |
| **Grant drawdown according to delivery plan** | £1,991,609 by Jun 2015 | LEP | Mar-2014 | Ongoing | Grant drawdown is currently behind the delivery plan<br><br>As at the end of Sep 14 defrayed expenditure was £318,683 against a delivery plan of £657,134<br><br>This is due to delays in getting Grants SLA's in place and due to the lower take up of Vouchers than expected - see more detail below. | 🟧 |
| **Private sector match according to delivery plan** | £3,319,000 by Mar 2016 | LEP | Mar-2016 | Ongoing | As at the end of September 14 £1,601.422 private sector cash match against a delivery plan of £730,000 | 🟩 |
| **Jobs created according to delivery plan** | 207 jobs by Mar 2017 | LEP | Mar-2017 | Ongoing | As at the end of September 18 jobs created and committed against a delivery plan of 19 jobs | 🟩 |
| **Engage businesses according to delivery plan** | 962 by Mar 17 | LEP | Mar-2017 | Ongoing | As at the end of September 1578 Businesses engaged against a delivery plan of 117 | 🟩 |
| **Assist businesses according to delivery plan** | 150 by Mar 17 | LEP | Mar-2017 | Ongoing | As at the end of September 53 businesses assited against a delivery plan of 19 | 🟩 |
| **Recruit Network Navigators** | **Recruit Network Navigators by Mar 2014** | LEP | Mar-2014 | Completed | The Network Navigators are in place working for the programme in their clusters. We are currently undertaking a mid-term review which we will report next time | 🟩 |
| **Set up web portal** | **Set up web portal by Feb 2014** | LEP | Feb-2014 | Completed | Launched May 14 | 🟩 |
| **Set up Bespoke Grants scheme** | **Set up Bespoke Grants scheme by Feb 2014** | LEP | Feb-2014 | Completed | OION Grants launched June 14 University of Oxford Grants launched August 14 Oxford Brookes University Grants launch October 14 | 🟩 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Grants delivered to End Beneficiaries according to profile** | **£937,000 by Jun 2015** | LEP | Jun-2015 | Ongoing | OION grants scheme is well ahead of original target - as at the end of September £208,333 grants awarded against a target of £250,000 plus they have capacity for an additional £100k we are in the process of allocating this to them from funds available.<br><br>University of Oxford grants scheme is behind due to delays in getting the SLA signed but there is a strong pipeline in place and a significant number of grants are in progress due to be delivered by Mar 15. Their target is £572,000 plus they have capacity for an additional £100k. This will hopefully be allocated to them from Vouchers<br><br>Oxford Brookes University grants scheme is launching now, they are on target according to their plan. Their target is £30,000 | |
| **Set up Bespoke Innovation Vouchers Scheme** | **Set up Bespoke Innovation Vouchers Scheme by Feb 2014** | LEP | Feb-2014 | Completed | Scheme launched June 2014 | |
| **Innovation Vouchers delivered to End Beneficiaries according to profile** | **£522,787 by June 2015** | LEP | Jun-2015 | Ongoing | Take up of the voucher scheme has been lower than expected. Due to this the steering group have decided to return £100,000 to Lancaster and requested a further £100,000 to be changed to grants. This will be allocated to the University of Oxford if agreed | |
| **Set Up Bespoke Start up Success programme** | **Set up Bespoke Start up Success programme by Feb 2014** | LEP | Feb-2014 | Ongoing | The first programme run by Business boffins starts in November 14 is full<br><br>The second programme run by Founder Centric starts in January 15 | |
| **Deliver Start up Success programme** | **Deliver Start up Success programme by June 2015** | LEP | Jun-2015 | Ongoing | See above | |
| **Oxfordshire Innovation Support Programme - 'go live'; launch awareness raising activity** | **Launch ISfB programme by February 2014** | LEP | Feb-2014 | Completed | Launched at Venturefest July 2014 | |
| **Establish three innovation hubs** | | | | | | |

| | | | | | Comment | |
|---|---|---|---|---|---|---|
| Work commences on site at Harwell Open Innovation Hub | | STFC | Apr-2014 | | The City deal required building to commence in aril 2014 and be completed by 20145. However a master planning stage has been undertaken that will create a stronger sense of place. This has delayed commencement of building works. A planning application based on the master plan is now timetabled for December 14 | 🟧 |
| Work commences on site at Begbroke - August 2015 | | Oxford University | Aug-2015 | | | 🟩 |
| Work commences on site at BioEscalator - Jan 2015 | | Oxford University | Jun-2016 | | | 🟩 |
| **Skills** | | | | | | |
| Agree Apprenticeship Grant for Employers profile from start to December 2014 in line with notational ring-fenced allocation of £450,000 Apprenticeship Grant for Employers | | OCC, SFA | Feb-2014 | Ringfenced allocation agreed with NAS, as AGE grant now extended seek flexibility to use beyond Dec 14 | Eligibilty rules for the AGE grants are changing in 2015 and a campaign is planned for then | 🟩 |
| Agree baseline indicative profile for 525 additional Apprenticeships over three years with Skills Funding Agency | agree the baseline from which progress against this target will be measured with the SFA | OCC, BIS, SFA | Feb-2014 | Funding agreement with SFA signed August 14 | The delay in data from the SFA is making reporting against City Deal targets difficult, however Qtr 3 data for the 2013/14 academic year (Feb-Apr 2014) shows an 8.2% increase in apprenticeships compared with the same Qtr in previous year | 🟩 |
| Agree expenditure profile for BIS funding to support Oxfordshire Experience for Work | | OCC, BIS | Feb-2014 | n/a applicable as outside of scope of SFA agreement. | In spite of challenge of desired outcome being out of scope of SFA funding we've develop alternative solution to meet the same outcome – with Opportunities to Inspire (the revised brand of OEFW) being launched in Dec 14 - | 🟩 |
| Design Apprentiships top-up scheme to support update in science, technology, engineering and maths sectors | | OCC | Feb-Apr 2014 | In progress | Programme being developed with SFA as part of ESIF programme to be rolled out once ESIF is approved nationally. | 🟩 |
| Local labour market intelligence service launched | Publish 6 monthly intelligence reports | OCC | Apr-2014 | yes | First Labour market intelligence report has been published, second report due Feb 2015 | 🟩 |
| State of Play' - employer engagement with schools report published | | OCC | May-2014 | Completed | Launched October 2014 | 🟩 |
| Launch AGE Grant Scheme/Top-up | | OCC (SFA, NAS) | May-2014 | ongoing | Requires further discussion with SFA on viability will now be delivered as part of ESIF programme | 🟩 |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Higher level apprenticeship support programme launched (supported by European Structural Investment Funding)** | | OCC | Sep-2014 | ongoing | Programme being developed with SFA as part of ESIF programme to be rolled out once ESIF is approved nationally. | 🟩 |
| **Launch employer consortia, focusing on sectors with labour shortages or significant growth projects** | | OCC | Sep-2014 | ongoing | Engagement with hospitaility, logistics and retail to date but increasingly seeking to utilise existing and emerging networks, including business support organisations and netwrok navigators. | 🟩 |
| **Oxfordshire conference on information, advice, guidance and work experience** | An annual conference arranged successfuly | OCC | Oct-2014 | Completed | Additional event planned for 2015 | 🟩 |
| **Toolkit of 'career pathways into...' launched and distributed across the network** | | OCC | Dec-2014 | ongoing | Focus on' sector profile being developed as part of LMI | 🟩 |
| **Planning for Development** | | | | | | |
| **The district authorities will work with the Government Property Unit and list their assets on e-PIMS by spring 2014** | The partners have committed to uploading their data on land and property holding to the goverments e-pims website to demonstrate what asets they own and top open future discussions about their use | DPA | Apr-2014 | | see detail in exception report | 🟧 |
| **Development of virtual team comprised of Oxford and Oxfordshire authorities to share expertise and accumulated experience to support project/programme delivery in a cost-effective and lean way across the County** | the city deal includes a commitment to maximise the ability of partners to deliever planning and housing | DPA | Apr-2014 | | see detail in exception report | 🟧 |
| **Develop simplified planning package - formalising the early engagement and positive working with the Defra network in strategic planning, considering Local Development Orders (LDOs) in prioritised development areas such as Harwell; and review potential locations for LDOs by December 2014** | the city deal includes a commitment to examine ways in which planning process could be simplified tp accelerate development | DPA/Defra | Spring - Dec 2014 | | see detail in exception report | 🟧 |
| **City Deal partners will commit the necessary sites that will meet the housing needs outlined in the Strategic Housing Market Analysis** | The SHMA provides a county wide assessment of housing need and a calculation of the unmet need from the City that the DPA will need to accommodate through the Duty to Cooperate. This target is to demonstrate how they will meet this duty and will be the subject of a separeate project management process | DPA | Early 2015 | | see detail in exception report | 🟩 |
| **Acceleration of housing delivery - 7,500 planned houses will have been completed across Oxfordshire** | the DPA agree to accelerate the deleivery of allocated sites using powers provided in the City deal | DPA | Dec-2018 | | existing offer being reviewed in light of completed city deal negotiations -see detail in exception report | 🟧 |
| **Transport** | | | | | | |
| **Detailed design of Cutteslowe Roundabout** | | OCC | Apr - Dec 2014 | | | |
| | Gateway 0 Project Initiation | | Mar-2014 | Complete | | 🟩 |
| | Gateway 1 Feasibility | | May-2014 | Complete | | 🟩 |
| | Gateway 2 Preliminary Design | | Nov-2014 | In progress | Prelim designs being received end | 🟩 |
| | Gateway 3 Detailed Design | | Feb-2015 | | | 🟩 |
| **Detailed design of Wolvercote Roundabout** | | OCC | Apr 2014 - Dec 2015 | | | |
| | Gateway 0 Project Initiation | | Mar-2014 | Complete | | 🟩 |
| | Gateway 1 Feasibility | | May-2014 | Complete | | 🟩 |

| | | | | | |
|---|---|---|---|---|---|
| | Gateway 2 Preliminary Design | | Nov-2014 | In progress | Prelim designs being received end |
| | Gateway 3 Detailed Design | | Feb-2015 | | |
| **Detailed design of A40/A44 Link Road** | | OCC | Apr 2014 - Oct 2016 | | |
| | Gateway 0 Project Initiation | | Mar-2014 | Complete | |
| | Gateway 1 Feasibility | | Dec-2014 | In progress | Awaiting feedback from the landowners on their views of OCCs proposed aligment. |
| | Gateway 2 Preliminary Design | | TBC | | |
| | Gateway 3 Detailed Design | | TBC | | |
| **Shceme delivery of Cuttleslowe Roundabout** | | OCC | Jan 2015 - Jan 2016 | | |
| | Gateway 4 Commit to Construct | | May-2015 | | |
| | Gateway 5 Project Close | | Apr-2016 | | |
| **Scheme delivery of Wolvercote Roundabout** | | OCC | Jan 2016 - Jan 2017 | | |
| | Gateway 4 Commit to Construct | | May-2015 | | |
| | Gateway 5 Project Close | | Apr-2016 | | |
| **Scheme delivery of A40/44 link road** | | OCC | Nov 2016 - Jan 2019 | | |
| | Gateway 4 Commit to Construct | | TBC | | |
| | Gateway 5 Project Close | | TBC | | |
| **Access to Enterprise Zone** | | | | | |
| **Detailed design of Access to Enterprise Zone** | | OCC | Jan 2014 - Jan 2015 | | |
| **Harwell Link Road** | | | | | |
| | Gateway 0 Project Initiation | | Mar-2014 | Complete | |
| | Gateway 1 Feasibility | | May-2014 | Complete | |
| | Gateway 2 Preliminary Design | | Sep-2014 | Complete | |
| | Gateway 3 Detailed Design | | Feb-2015 | In progress | Detailed design underway including land acquisition and utility diversions |
| **Hagbourne Hill** | | OCC | | | |
| | Gateway 0 Project Initiation | | Mar-2014 | Complete | |
| | Gateway 1 Feasibility | | Jun-2014 | Complete | |
| | Gateway 2 Preliminary Design | | Aug-2014 | Complete | |
| | Gateway 3 Detailed Design | | Dec-2014 | In progress | Detailed design underway including land acquisition and utility diversions |
| **Harwell Entrance** | | OCC | | | |
| | Gateway 0 Project Initiation | | Oct-2014 | In progress | Prelim designs being received end Oct, Traffic Regulation Order on schedule for mid Nov - mid Dec. |
| | Gateway 1 Feasibility | | Jan-2015 | | |
| | Gateway 2 Preliminary Design | | Feb-2015 | | |
| | Gateway 3 Detailed Design | | May-2015 | | |
| **Featherbed Lane and Steventon Lights** | | OCC | | | |
| | Gateway 0 Project Initiation | | Mar-2014 | Complete | |
| | Gateway 1 Feasibility | | Jun-2014 | Conplete | |
| | Gateway 2 Preliminary Design | | Sep-2014 | Complete | |
| | Gateway 3 Detailed Design | | Dec-2014 | In progress | Detailed design underway including land acquisition and utility diversions |
| **Scheme delivery of Access to EZ** | | | Apr 2014 - Mar 2017 | | |
| **Harwell Link Road** | | OCC | | | |
| | Gateway 4 Commit to Construct | | Jun-2015 | | |
| | Gateway 5 Project Close | | May-2017 | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Hagbourne Hill** | | | | | | |
| | Gateway 4 Commit to Construct | | | Jan-2015 | | Phased delivery to allow earlier start on site |
| | Gateway 5 Project Close | | | May-2016 | | |
| **Harwell Entrance** | | | OCC | | | |
| | Gateway 4 Commit to Construct | | | TBC | | |
| | Gateway 5 Project Close | | | TBC | | |
| **Featherbed Lane and Steventon Lights** | | | OCC | | | |
| | Gateway 4 Commit to Construct | | | Jan-2015 | | Phased delivery to allow earlier start on site |
| | Gateway 5 Project Close | | | Jun-2016 | | |
| **Science Transit** | | | | | | |
| **Detailed design of Science Transit phase 1** | | | OCC | Oct 2013 - Apr 2014 | | |
| **Kennington Roundabout** | | | | | | |
| | Gateway 0 Project Initiation | | | | Complete | |
| | Gateway 1 Feasibility | | | | Complete | |
| | Gateway 2 Preliminary Design | | | | Complete | |
| | Gateway 3 Detailed Design | | | | Complete | |
| **Hinksey Hill** | | | OCC | | | |
| | Gateway 0 Project Initiation | | | Aug-2014 | Complete | |
| | Gateway 1 Feasibility | | | Sep-2014 | In progress | Detailed feasibility underway and currently on target to meeting Feb deadline. |
| | Gateway 2 Preliminary Design | | | Feb-2015 | | |
| | Gateway 3 Detailed Design | | | Jan-2016 | | |

# Governance Structure

| | | | | | | |
|---|---|---|---|---|---|---|
| **City Deal Board (Joint Committee) terms of reference agreed** | | | Local Authorities and LEP | Jan-2014 | Sep-2014 | completed |
| **Each authority to sign off the proposed joint committee approach at Cabinet/Policy Committee at the next available meeting** | | | Local Authorities | Jan-2014 | May-Aug 2014 | completed |
| **Establish an Executive Team (secretariat) under the direction of the LEP Chief Executive supporting the City Deal Board** | | | Local Authorities and LEP | Mar-2014 | Aug-2014 | an existing officer support structure was already in place for previous partnertship arrangements |
| **This City Deal Board (Joint Committee) will be established under the Local Government Act 1972, and the Local Authorities Regulation 2012** | | | Local Authorities and LEP | Mar-2014 | Aug-2014 | completed |
| **Oxfordshire local authorities will work in partnership with the Public Service Tranformation Network to spread best practice, learn from other places and to develop a local public service transformation plan** | | | Local authorities, LEP, CO | Dec-2014 | | |

# CITY DEAL FINANCE SUMMARY

| CITY DEAL | Private sector/ Developers | Universities | Local Authority borrowing | Local Transport Board | Pinchpoint Funding | BIS | DfT Grant | Other Grant | Total |
|---|---|---|---|---|---|---|---|---|---|
| | Private | | Borrowing | | Grant Funding | | | | |
| | £m | £m | £m | £m | £m | £m | £m | £m | £m |
| **PROJECTS DELIVERED THROUGH OCC** | | | | | | | | | |
| **CAPITAL PROJECTS** | | | | | | | | | |
| **TRANSPORT** | | | | | | | | | |
| **Northern Gateway/ A40 Link Road (and assoc works)** | 1.600 | | 5.100 | 3.800 | | | 7.300 | | 17.800 |
| **Science Transit system (Hinksey Hill) phase 1** | | | | 4.317 | | | 8.700 | | 13.017 |
| **Access to Enterprise Zone phase 1** | 1.000 | | 21.700 | | | | 6.100 | | 28.800 |
| **A34 IMPROVEMENTS** | | | | | | | | | |
| **Chilton Junction Northern Slip Roads** | | | 5.683 | | 5.000 | | | 0.200 | 10.883 |
| **Milton Interchange Junction Improvements** | 2.025 | | 2.000 | | 5.000 | | | 1.600 | 10.625 |
| **INNOVATION** | | | | | | | | | |
| Culham Advanced Manufacturing Hub | | | 2.000 | | | | | | 2.000 |
| **TOTAL CAPITAL PROJECTS** | 4.625 | 0.000 | 36.483 | 8.117 | 10.000 | 0.000 | 22.100 | 1.800 | 83.125 |
| **REVENUE PROJECTS** | | | | | | | | | |
| **SKILLS** | | | | | | | | | |
| Oxfordshire Experience for Work | | | | | | | | 1.500 | 1.500 |
| **TRANSPORT** | | | | | | | | | |
| Science Transit system (Hinksey Hill) phase 1 | 10.800 | | | | | | | | 10.800 |
| **TOTAL REVENUE PROJECTS** | 10.800 | 0.000 | 2.000 | 0.000 | 0.000 | 0.000 | 0.000 | 1.500 | 14.300 |
| **TOTAL PROJECTS DELIVERED THROUGH OCC** | 15.425 | 0.000 | 38.483 | 8.117 | 10.000 | 0.000 | 22.100 | 3.300 | 97.425 |
| **PROJECTS DELIVERED EXTERNALLY** | | | | | | | | | |
| **INNOVATION** | | | | | | | | | |
| Harwell Innovation Hub | 3.100 | | 4.000 | | | 7.000 | | | 14.100 |
| Culham Advanced Manufacturing Hub | 11.400 | | | | | 7.800 | | | 19.200 |
| Oxford Bio Escalator | 7.000 | 3.000 | | | | 11.000 | | | 21.000 |
| Begbroke Innovation Accelerator | | 7.000 | | | | 4.200 | | | 11.200 |
| Oxford Innovation Support Programme | 5.000 | | | | | | | 2.000 | 7.000 |
| **TOTAL PROJECTS DELIVERED EXTERNALLY** | 26.500 | 10.000 | 4.000 | 0.000 | 0.000 | 30.000 | 0.000 | 2.000 | 72.500 |
| **TOTAL CITY DEAL PROJECTS** | 41.925 | 10.000 | 42.483 | 8.117 | 10.000 | 30.000 | 22.100 | 5.300 | 169.925 |