

OxLEP Transport Sub Group Meeting
22nd May 2018
10.30 – 12.30
OxLEP Office, City of Oxford College

DRAFT MINUTES

Transport Sub Group Members Present:	Phil Southall, Chair (PS), Martin Sutton (MS), Veronica Reynolds (VR), Robin Tucker (RT), Peter Headicar (PH), Martin Kraftl (MK), Lisa Michelson (LM), James Golding-Graham (JGG), Ruth Leuillette (RL), Laura Peacock (LP), Matt Haywood (MH), John Henderson (JH)
Transport Sub Group Members Apologies:	Tom Pierpoint (TP), David Heathfield (DH), Brendan Hattam (BH), Yvonne Constance (YC)
In attendance:	Ahmed Goga (AG)
Item	Action
Item 02 – Declarations of Interest	
<ul style="list-style-type: none"> No new interests 	
Item 03 – Minutes of Previous Meeting (28th February 2018)	
Minutes of previous meeting <ul style="list-style-type: none"> The minutes were agreed as accurate. 	
Item 04 – England’s Economic Heartland (EEH) Update	
(i) Additional £1m Government Funding for EEH Government announced additional £1m funding for EEH on 8 May 2018. The DfT is making this funding available to assist EEH with its over-arching transport strategy and to take forward work to establish EEH as a Sub-National Transport Body (SNTB). AG reported that EEH was holding a second conference at Silverstone on 12 September 2018 and all members of the Sub-Group would be welcome to attend. This would be an opportunity to learn more about the EEH Transport Strategy and the SNTB ambition. PS stated that EEH was approaching the formation of a SNTB in two phases. The first stage was to strengthen the existing membership (underway) and the second would be to apply for limited powers across the EEH geography later. JGG stated that the size of opportunity was important and it was a vehicle for delivering projects at scale. He advised that the Innovation Group was also talking to EEH. RT stated that connectivity across the EEH geography was important. AG reminded all that the EEH is a transport planning and not an economic planning entity.	
(ii) Oxford to Cambridge Expressway and Highways England Engagement JH reported that the strategic decision for this was with the Department for Transport (DfT) with Highways England working on their behalf and the National Infrastructure Commission also closely involved. Any comments on the strategic purpose of the road or clarity on issues with the three potential route corridor choices therefore need to be referred to DfT. There is pressure to spend the designated £28m before the	

comprehensive spending review in 18 months' time. DfT wants to start at the Oxford end due to issues in this area (A34 etc) with a start date between 2025 and 2030. The 'Southern Route' was the preferred view from many parties. Highways England still need to do detailed work on all three options. A final document on the corridor selection is now being put together by Highways England and it is anticipated that this will be forwarded to the DfT shortly after that. JH stated that the summer recess may then be a barrier so it could be the back end of the Summer before a preferred corridor is selected. Clarity was requested on which individuals should be spoken to regarding the scheme. JH confirmed that frustrations on the process should go to Highways England but the larger strategic questions should go to the DfT. PS confirmed that EEH has sent a letter to DfT asking what the objectives are. This was because members of EEH were struggling to come to an informed decision on the corridor selection as they were unsure of the strategic objectives. A suggestion was made that any decision needs to be deferred until Spring 2019.

(iii) EEH Bus Operator's Association

PS reported that the Bus companies across the EEH geography would be forming an EEH Bus Operators Alliance. A constitution had been broadly agreed and a Board of nine would be appointed at a meeting on 29 May 2018. Membership of the Board would be driven by market share across the geography. The Chair of the EEHBOA will then represent the bus companies on the EEH Strategic Transport Forum.

(iv) Innovation Group Developments

JGG stated that Project view is now up and running –and that it will give a single platform overview. It would allow the impact of development to be assessed and would be good for decision makers. He stated that TSG members should ask if they would like access and that it was a very neat tool. He stated that the next stage will be working with a 'what if' modelling tool (IMSIM) assessing the impacts of different policies. This should be completed in about 4 months' time.

He confirmed they are working towards a consolidated transport systems model – should be able to start to run challenges. JGG stated he welcomed input from group as to what challenges will be. LP stated that £1.5 million is to be invested in 'next generation' strategic transport modelling by Oxfordshire County Council and they are going out to procurement in the autumn. JGG reiterated that it is important for the TSG to feed in. This will ensure everything is captured.

All

Item 05 – Housing and Growth Deal Updates

(i) Infrastructure Stream

LM reported that the Growth Deal delivery started on April 1. Projects have been identified that will commence in year 1 with further decisions still to be taken on years 2 and 3. Infrastructure projects will be largely driven by OxIS and the impact on housing. There will be a process over the summer to look at a long list of infrastructure projects. There are deadlines with Government to agree 5-year programme by Autumn. Influencing documents need to be integrated into strategies and some of these will need a refresh considering the Growth Deal.

PS asked how This group could feed in? Discussions need to be turned into assisting in the representation and the TSG should provide transport input and the economics of it. This

<p>needs to be taken forward. LM to look at this. Governance of the Housing and Growth Deal is still going through the appropriate channels.</p> <p>AG stated that the LEP is still seeking guidance as to how this is going to work. The collective viewpoint is important. PS asked how will the views of both the TSG and business more generally feed in to the official decision-making process on which infrastructure projects are selected to be funded by the Growth Deal. LM agreed to consider this and report back.</p> <p>LM stated that it will be the Growth Board partnership that decides not the County as such. AG reported that the LEP has made the offer that the TSG can help, but the governance of the partnership is slow.</p> <p>In response to a query from a group member, AG asked the group to please remember the documents in this meeting are NOT for sharing in the public domain. DOIs are taken at the beginning of the meeting to ensure there are no conflicts. Any other hats must be declared. The County must be able to bring confidential information to share without fear.</p> <p>(ii) Productivity / Local Industrial Strategy (LIS)</p> <p>AG stated that the Local Industrial Strategy is part of the Housing and Growth Deal. He explained that Oxfordshire had been chosen as one of three areas to be a 'Trail Blazer'. It is a co design process with the ambition to advance the policy objectives of Government and to position Oxford as a world class innovation centre.</p> <p>AG advised that OxLEP would like to deliver the LIS to government by March 2019 but accelerate this to be ready for the autumn budget if possible to advance policy objectives. The LIS would work across six government departments but the sponsor is BEIS.</p> <p>He asked the group to watch out for an invite to a workshop when Price Waterhouse Cooper (who have been appointed as consultants to lead on the LIS work) will present an update on the LIS.</p>	<p style="text-align: center;">LM</p>
<p>Item 06 – Oxford City Schemes</p>	
<p>(i) Oxfordshire Rail Study</p> <p>£300k has been previously committed for the rail study and there will be a meeting to clarify with DfT and OCC as to what is wanted from the study in terms of remit and what treasury would like to see. They are closer to understanding what the partners have in mind for it and they need to put together a proposal for a study that captures both Network Rail and OCC requirements. OCC want it to fit in with the Growth Deal and DfT want the study to be useful.</p> <p>PH asked if the funding was sorted? MH reported that the DfT had stated some degree of additional funding would be needed. This could be resources rather than funding. It is not clear what will happen yet and it may be co-funding as opposed to match funding. This gives OCC a stake in the proposal. A draft remit has been produced. How can rail in Oxon support economic growth? This is considered an exciting opportunity and a slight departure from the norm. It is important to remember there is a rail strategy for</p>	

Oxfordshire currently and has not been forgotten. There is opportunity to use the thinking that has already been done.

JH stated that there should be a consultation with Highways England on how useful old rail routes could be for road improvements.

RT stated that the previously discussed project view could be useful. JGG agreed. LP stated she had been working with zipabout to develop a MaaS proposition and has data that could be fed in that can look at suppressed demand and sentiment mapping.

PH stated that this runs in parallel with the JSSP and asked if they would be pulled in too? It was agreed that they are quite separate and it could be hard to integrate but the work is similar.

AG stated that there were sequential schemes of work – Growth Deal over five years, JSSP, LIS. The LIS is critical in process and needs to be fed into the Rail Study. Economic modelling work from PwC should be included and this should be available by the end of the summer. He stated that the visioning that sits behind the LIS will also be critical to the rail study.

(ii) Oxford Station Developments

It was discussed that Oxford Station had been voted second worst in country.

RL reported that the station would be closed for 16 days from 6th July – 23rd July and on 28th and 29th July (weekend closure for 54 hours). There would be a shuttle service on Monday 16 July to Paddington, Reading and Didcot. This was to enable all the signalling to be upgraded to a digital system based at Didcot. This will give greater flexibility of train paths. All platforms will have bi-directional signals. It is a precursor to the Stage 2 Oxford Station plan which is additional platform which is subject to funding in next Control Period. It was agreed that it move in the right direction. RL stated that LEP support would be sought for the widening of Botley Road Bridge in Stage 2 too. She also reiterated that wider redevelopment is not technically required until 2033 and Brookgate were looking at this separately. PS noted that Brookgate should be invited to attend the next meeting.

PS

(iii) City Centre Movement Strategy (including ZEZ)

MK stated that the locality report covers the whole city. There are many city centre projects including the City Council movement strategy (CCMS). This looks at the management of traffic in the City Centre. Demand Management looks at traffic management, access restrictions, congestion charge etc. They all impact each other.

It was reported that the final draft of the CCMS had been received. It will be published very soon as a consultant's report. The question of what it would be used for was raised? The original intention was to inform the Oxford City Local Plan but no wider purpose was established. Visioning needs to take place to see how it all fits together with other strategies and the Oxford Transport Strategy would need to be updated.

MK reported that the three demand management options were still being modelled and there would be stakeholder engagement soon as a precursor to a wider public engagement with a decision to be taken by Cabinet early in 2019 as a guide.

<p>AG stated that it needs to fit in with economic growth and that the expansion of Harwell etc. needs to be considered.</p> <p>PH asked if 'city centre tunnels' would be included in the Local Plan? AG responded that within the 2050 plans there is ambition and desire to explore this. LP stated that they were looking at Cambridge's plan.</p> <p>It was reported that the zero emissions zone was being discussed with the City at a meeting on 23rd May.</p> <p>By next meeting of TSG strategies should be clearer and a further update can be given.</p>	<p>MK</p>
<p>Item 07 – Transforming Cities Proposal / EOI</p>	
<p>LP reported that the Transforming Cities fund was announced in March 2018 that funds could be sought to improve transport offerings that were 'inter-city' that had a workday working population of 200k. Ten English Regions will be selected to co-develop a proposal package with funding up to 2022/23 available. Oxford alone is not big enough to achieve the 200k working population so the EOI are concentrating on the 'Knowledge Spine' as this already has traction in Government and has approximately 213k working population. £840 million already given to 6 combined authorities with mayors.</p> <p>Bidding cities would be favoured if they have local stakeholder engagement and there is a desire to get this from businesses. LP felt that 20 – 30 other areas could bid. EOI will be focussing on NIC ambition and vision and will look at smart corridors to the north and south but would not be scheme specific yet. They want to use innovation elements and strategy. LP estimated that Oxfordshire could get £25-30m.</p> <p>LP felt that the funding available would promote 2-3 corridors to incentivise people out of cars and on to public transport. Overlaying of smart technology and links to LIS and other funding would be important. A full WEBTAG analysis would take place before the 8 June deadline with lobbying taking place before and after the deadline to try and maximise success.</p> <p>LP stated they would like to hear peoples' thoughts and that links to LIS were important. AG reiterated the need to demonstrate scale of ambition and consistent messaging with the LIS vision.</p> <p>Comments should be fed in to LP</p>	<p>All</p>
<p>Item 08 - Network Rail 'Western Access to Heathrow' Consultation</p>	
<p>MH reported that the consultation was open to June 22nd. Members were encouraged to have a look and comment. AG confirmed that the OxLEP would be submitting a response in support of this and other organisations were encouraged to do so.</p>	<p>AG</p>
<p>Item 09 – AOB</p>	
<p>JH stated that the Government would be giving money towards the A34 and that it was currently going through a change of control process with DfT. There is work to be done in the next 2 to 3 years and a discussion with OCC to be had. Sometime in next 3 months announcements will be made.</p>	

JH also stated that Minister Jesse Norman was concerned about the number of lorry parks on the strategic network as none seemed to be getting through local planning processes. A Lorry Park announcement would therefore be made shortly. He will forward to the group. Highways England will look at their estate to see if they hold any land that may be useful. JH requested any information to help with this relating to economic development to be sent through. JH reported that this might become more critical should the A34 lose its lay-bys over time and there also needed to be links to the Oxford City ZEZ proposals and the freight consolidation / air quality management area agendas.

AG

LP stated that the Oxford Hydrogen Hub launched a month ago. £127m had been invested by government in hydrogen fuel. She asked how the LEP want to support this group and what the links should be? AG stated he would talk to Dawn Pettis as there needed to be a link to the Energy Strategy. She also stated that the launch of the Hello EV car sharing would happen at the Kassam on 30 May 2018.

AG

PS stated that a demand response service connecting businesses within the 'Eastern Arc' of Oxford goes live on 25th June 2018. The scheme is called 'Pick me up' and should provide missing connectivity in this geography that has been long requested. He encouraged all to look at the dedicated website for further details.

Future Meetings Programme and Dates:

- 11 September 2018 - 1400
- 29 November 2018 - 1000