

Presentations for Oxfordshire Growth Board Thursday 30 November 2017

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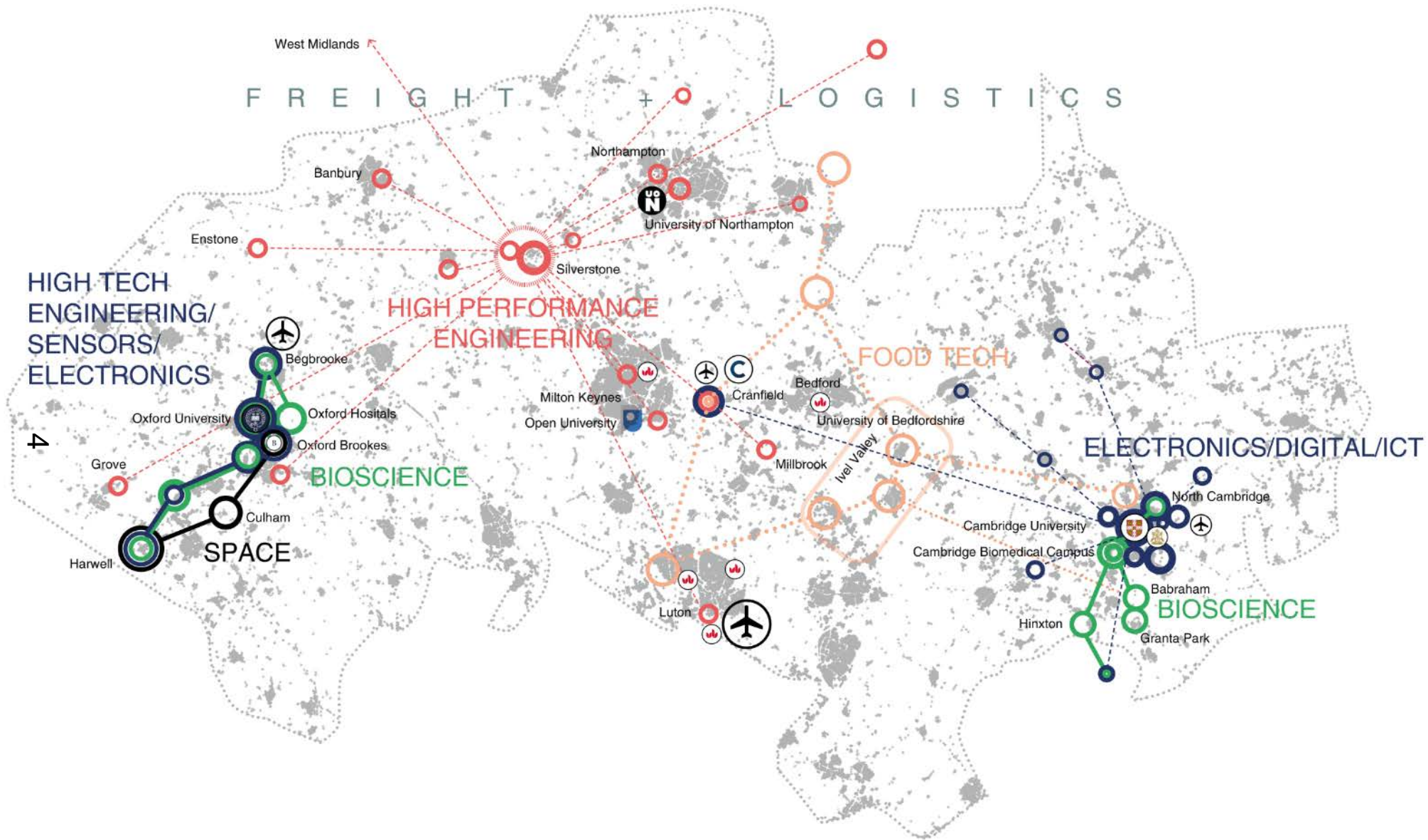
- 43. **National Infrastructure Commission (NIC) Oxford -Cambridge Corridor - presentation**
- 44. **Budget 2017 - implications for Oxfordshire**
- 45. **Housing and Growth Deal**
- 47. **Sub-national Transport Body**

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**NATIONAL
INFRASTRUCTURE
COMMISSION**

**Partnering for Prosperity:
A new deal for the Cambridge - Milton Keynes – Oxford Arc**

30th November 2017



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12,250 homes delivered per year 2012-15

14,330 homes delivered in 2016-17

15, 926 homes provided for in local plans

30,000 homes to meet local needs & pressures from land constrained markets



**1.1 million
new jobs by
2050**

**GVA of £265
billion per
year by 2050**



9



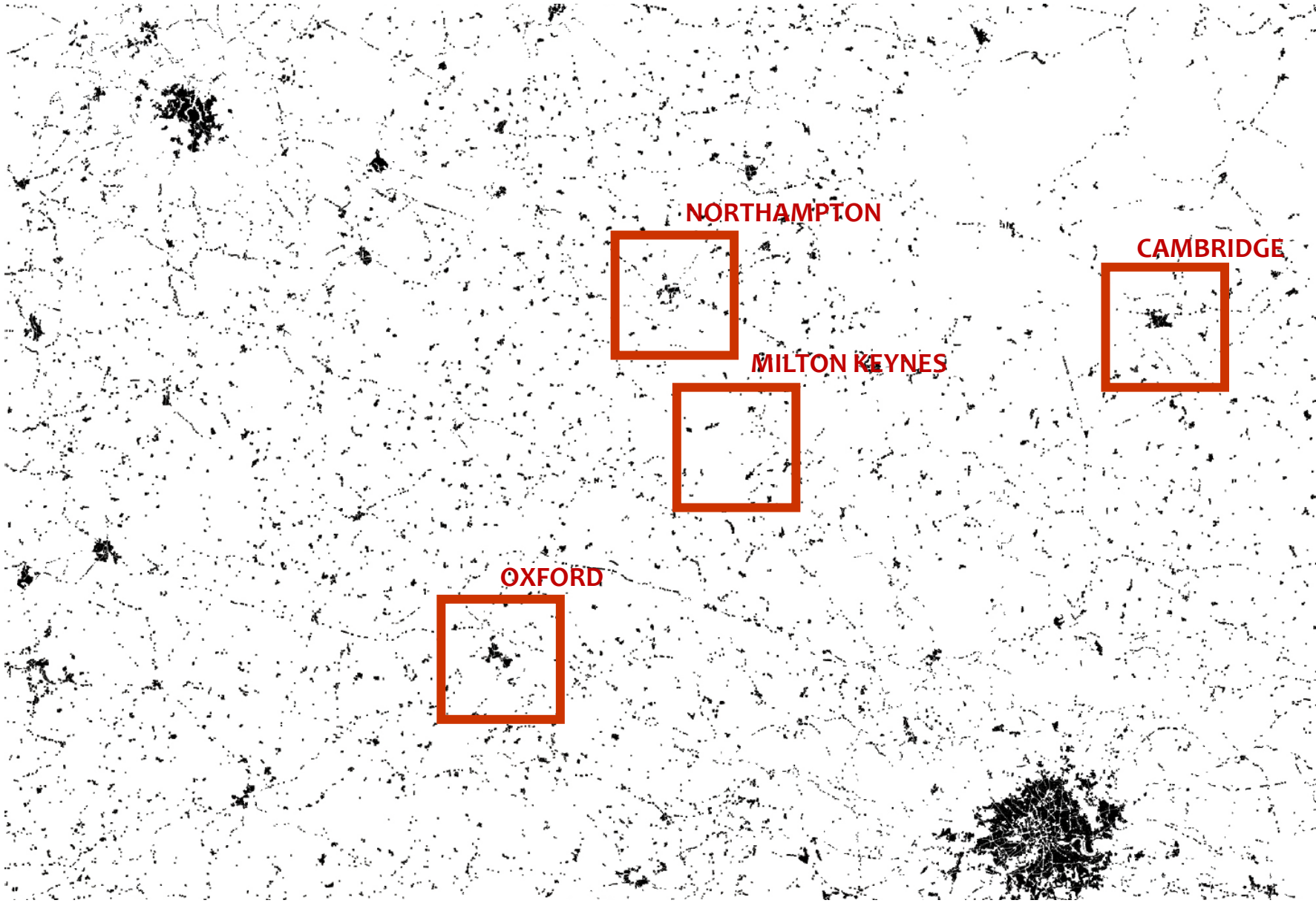
**1 million
new homes
by 2050**

**Up to 1.9
million new
people**



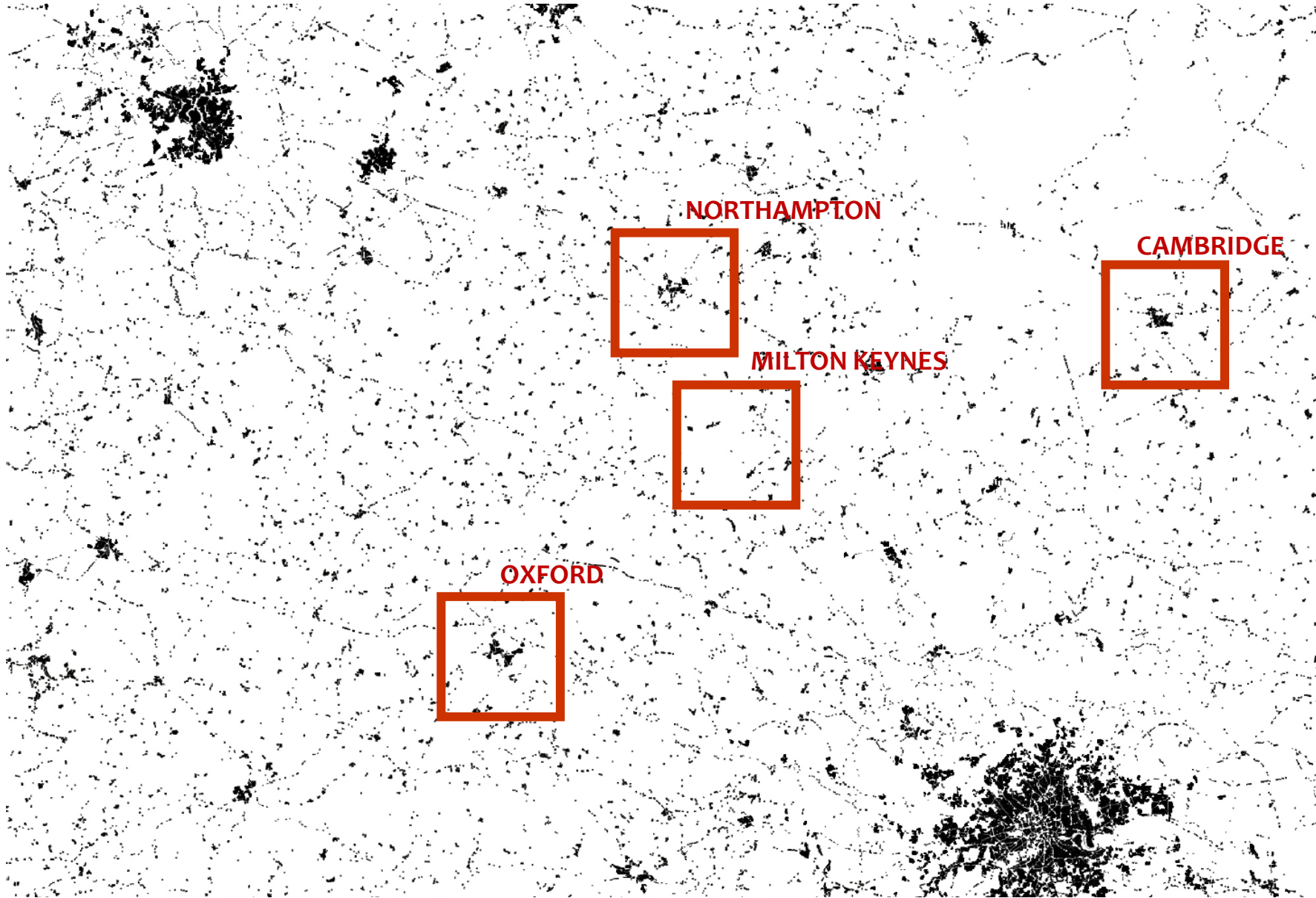
1900

2



1939

8



NORTHAMPTON

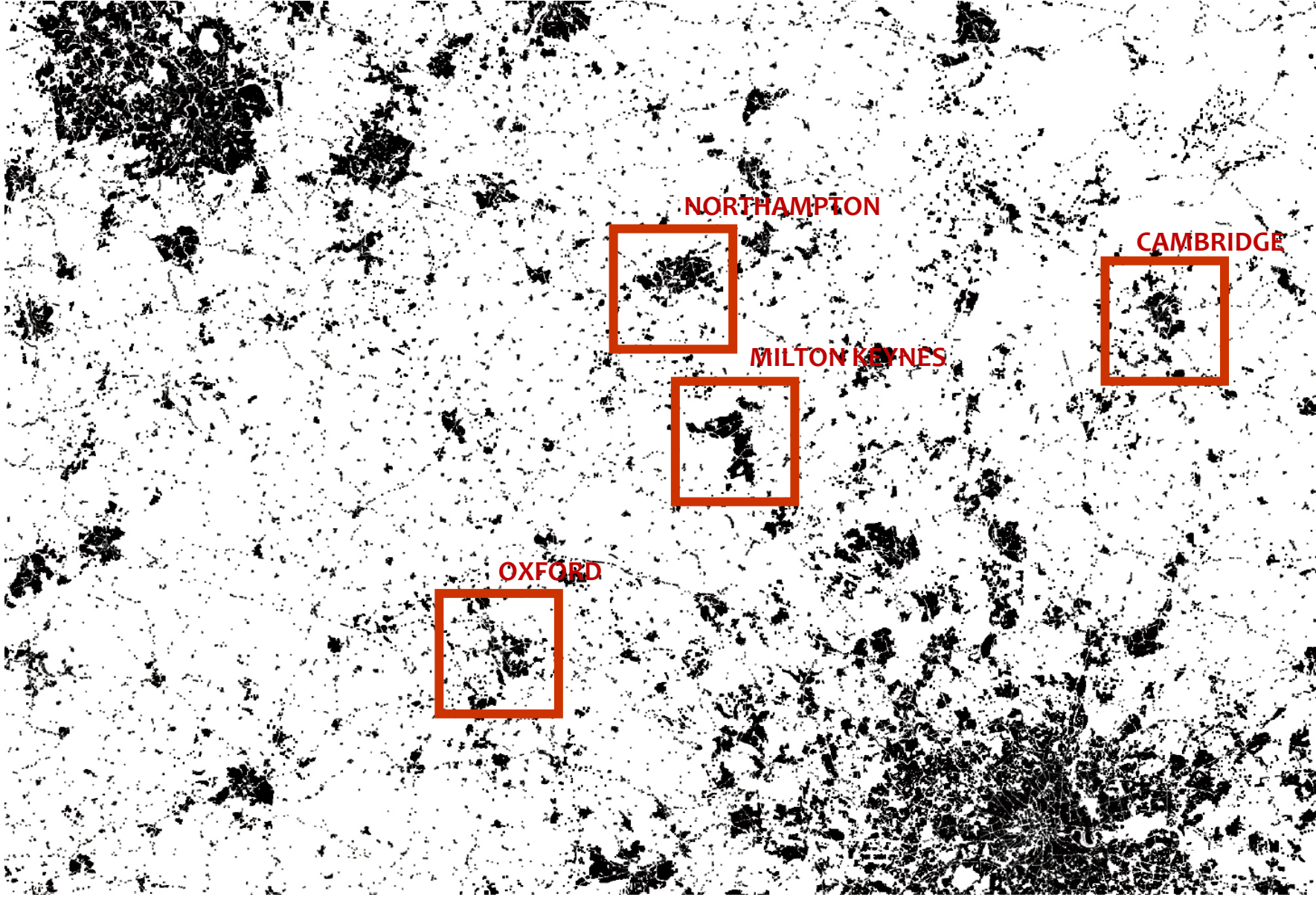
CAMBRIDGE

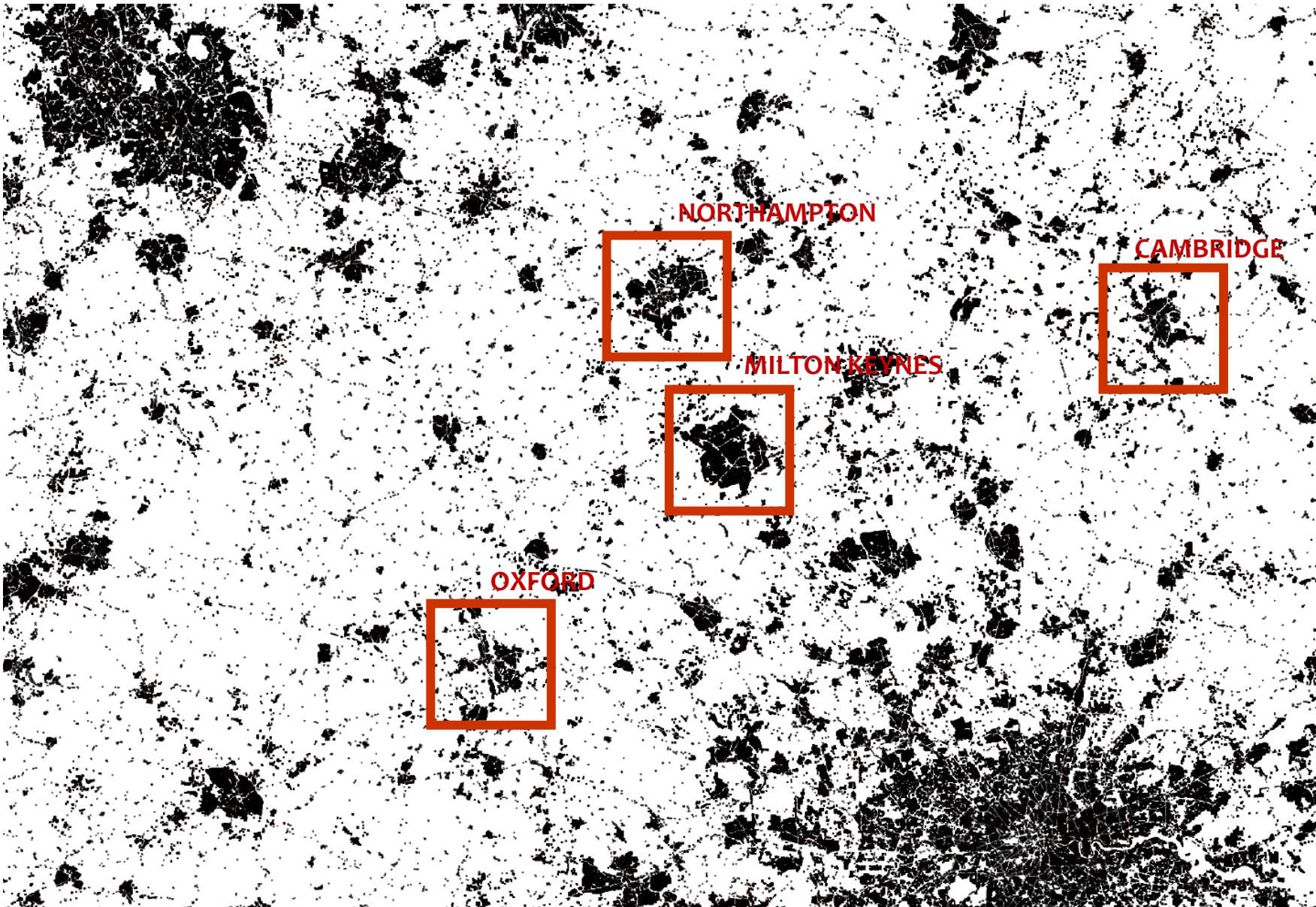
MILTON KEYNES

OXFORD

1982

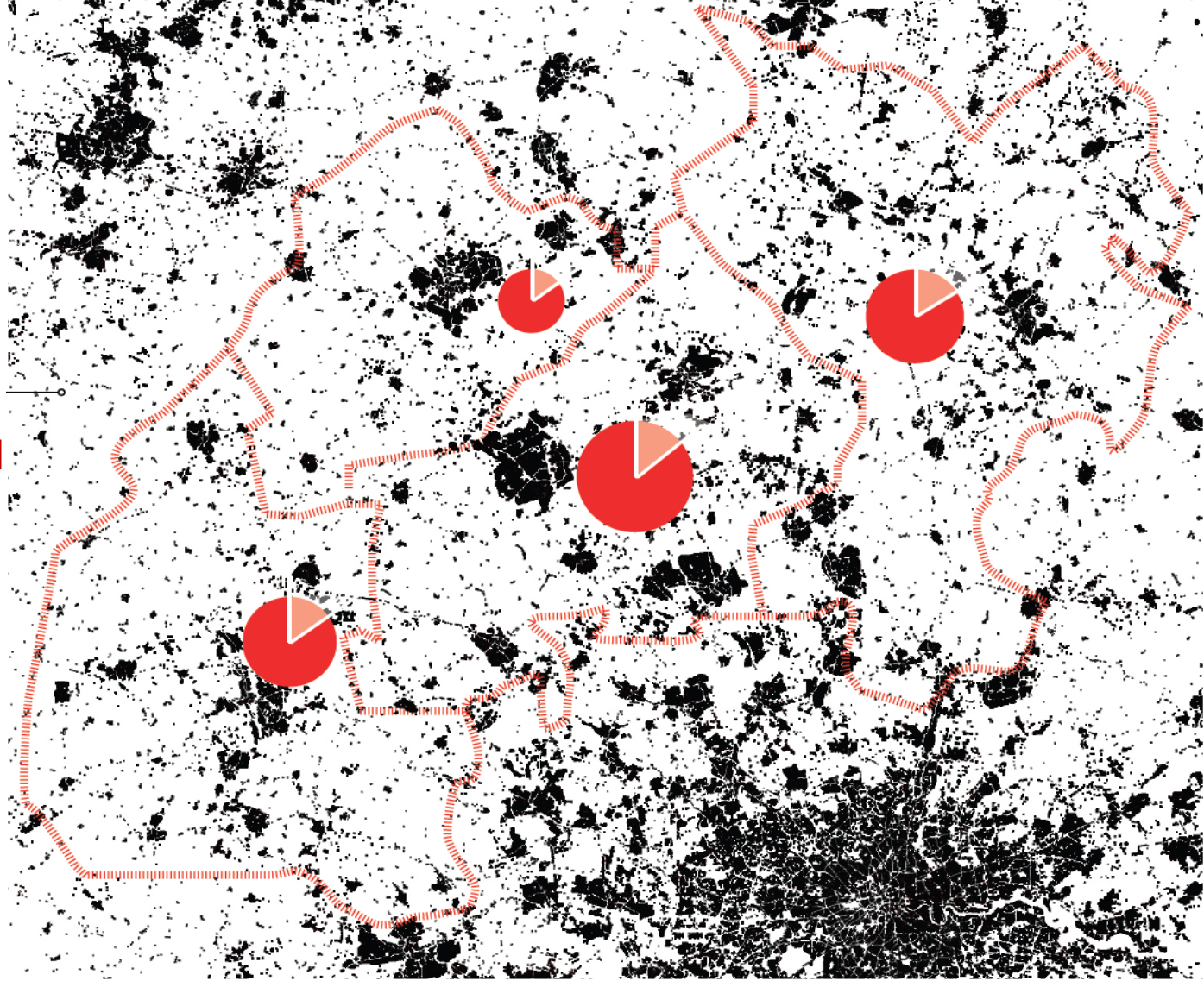
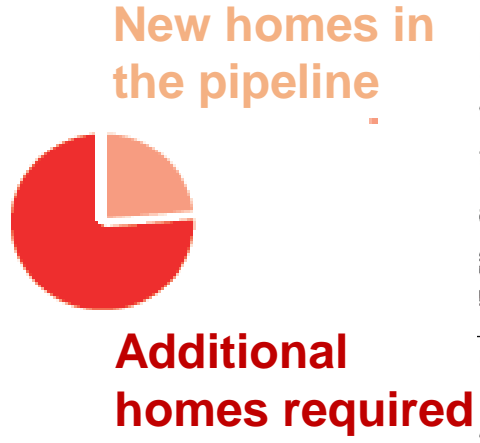
6





2050

11



Cambridge

12



Bedford

43



Milton Keynes

14



Bicester

15



Oxford

16





Cambridge

London

Cam Valley

CAMKOX NATIONAL PARK

THE SCHOLAR'S WAY

Bedfordshire

Greens and Ridge

THE SCHOLAR'S WAY

Bedford

Yardley Wood

CAMKOX NATIONAL PARK

Ridge

Milton Keynes

THE SCHOLAR'S WAY

Mid Vale Ridge

CAMKOX NATIONAL PARK

Oxford

Northampton

CAMKOX NATIONAL PARK

17

2022



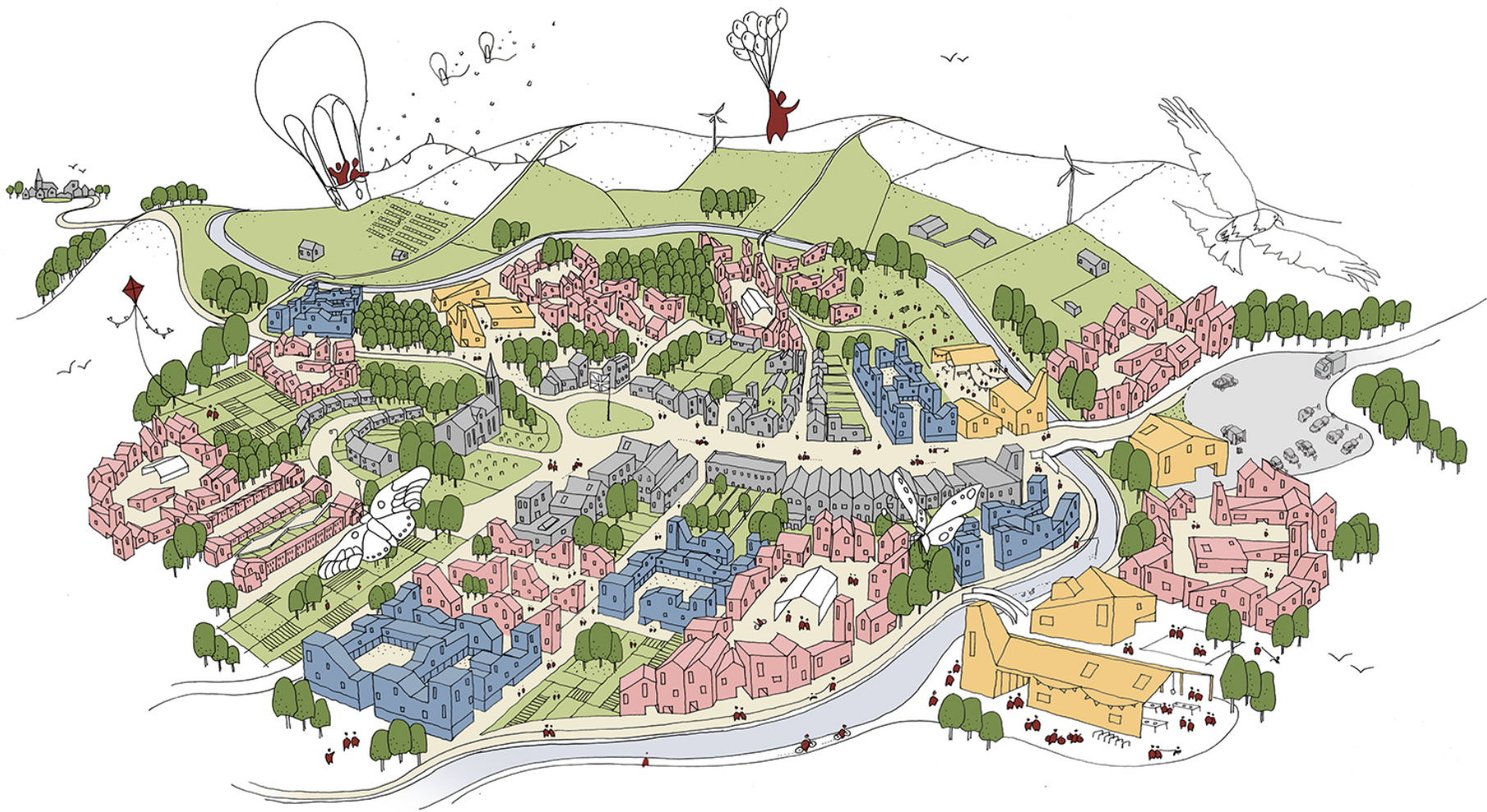
2035



2050







GOVERNMENT



Deliver

NEW TRANSPORT INFRASTRUCTURE

unlocking opportunities for transformational development



PROVIDE THE MECHANISMS AND RESOURCES

to enable new settlements and wider housing growth

LOCAL AREAS



Commit to

DOUBLING THE RATE OF HOUSEBUILDING

attracting the talent and skills that businesses need to grow



DEFINE A LONG TERM VISION

for the arc with the right governance to support delivery

COMMUNITIES



WELL-CONNECTED, THRIVING LOCAL COMMUNITIES

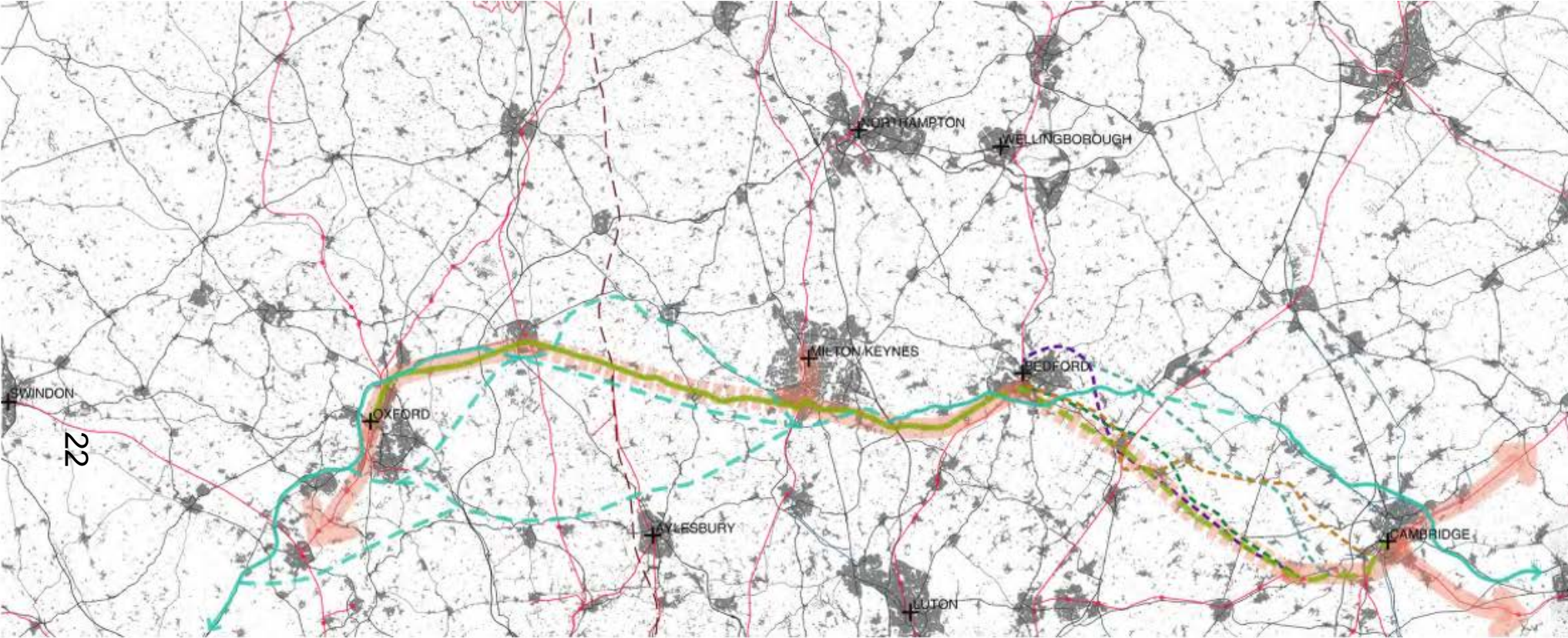
with access to jobs and services, and homes for future generations



Development must support

QUALITY OF LIFE AND WELLBEING,

for new and existing residents, whilst respecting the natural environment



EXISTING AND PROPOSED INFRASTRUCTURE

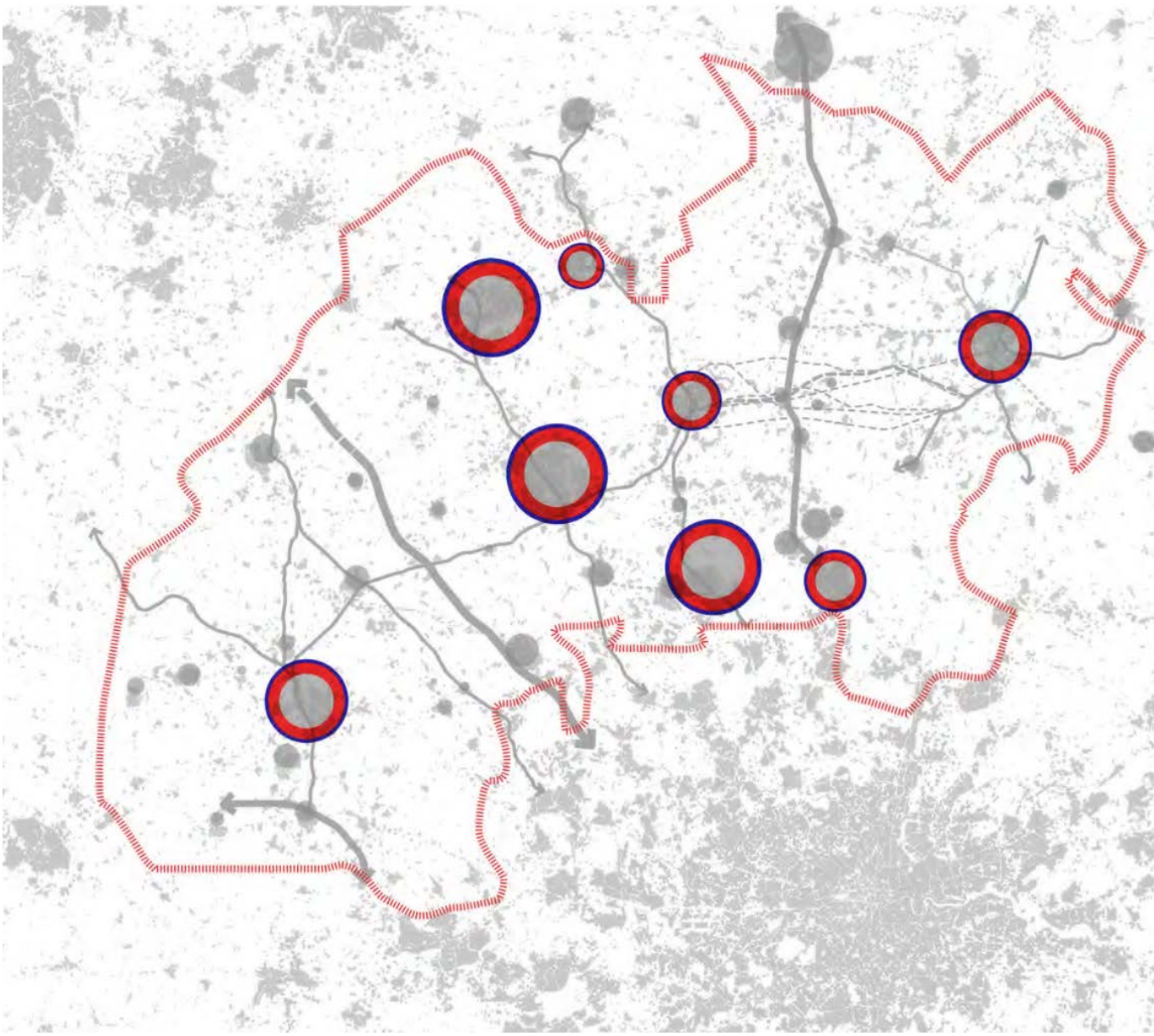
- Legend**
- Settlements
 - East West Rail Western Section
 - East West Rail Central Section C2-2 (most favourable)
 - East West Rail Central Section Alternative C1-1
 - East West Rail Central Section Alternative C1-6
 - East West Rail Central Section Alternative C1-9
 - Former Bedford to Cambridge Railway Line - (demolished)
 - High Speed 2 (HS2)
 - Guided Bus Routes
 - Non-Bus Routes

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 The drawing also selectively includes data transferred from the following Government Agencies:
 Historic England | Environment Agency | Natural England | OGL |
 Highways England | Department for Transport | National Infrastructure Commission |



DEVELOPMENT IN EXISTING TOWNS

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MAKING THE DEAL WORK:

- **SHARED VISION FOR THE ARC
TRANSLATED INTO STATUTORY PLANS**

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- **COLLABORATION BETWEEN GOVERNMENT
AND LOCAL AREAS**
- **LOCAL STAKEHOLDERS WORKING IN THE
NATIONAL INTEREST**

Questions

Autumn Budget 2017

Opportunities for Oxfordshire

The corridor as focus for investment

- New status as key region for Growth:
 - Cambridge-Milton Keynes – Oxford corridor
 - Northern Powerhouse
 - Midlands Engine
 - London
- New interest = opportunity to make the case for investment in Oxfordshire.
- The Housing Deal for Oxfordshire is a “downpayment”
- Strong position for further conversation with government about future investment and building on the deal.
- Wider policy and investment announcements in Budget present opportunities

Budget commitments to OxCam

- An integrated programme of infrastructure investments, housing and business growth across the corridor
- Work with local partners over 2018 to develop the long term vision setting out how jobs, homes and infrastructure will be planned together
- Underpinned by Joint Statutory Plans across the corridor - Oxfordshire JSP leading the way

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Others

- Locally proposed Garden Towns (and development corporations)
- Expressway to open by 2030; decision on route by summer 2018
- Western section of East-West Rail by 2024; central section by mid 2020s.
- £300,000 to fund a study for Oxfordshire rail corridor to include new station at Cowley.
- LEPs across the corridor to develop Local Industrial Strategies
- Changes to CIL and S106 to capture land value increases
- Explore Strategic Infrastructure Tariff

Infrastructure investment

National Productivity Investment Fund (NPIF) extended to £31 billion by 2022/3 including a 50% uplift in transport investment, including:

- Transforming Cities Fund- £1.7bn to support intra-city transport
- Loans to local authorities up to £1 billion at discounted gilts rate to fund high costs infrastructure.
- £500million-worth of investment committed to developing 5G mobile networks, artificial intelligence and full-fibre broadband capabilities

Productivity

- New Technologies and innovation, with a focus on driverless cars and AI.
- Investing in innovation and R&D -further £2.3 billion investment in 2021-22
- 31 • Skills and jobs – retraining & upskill existing low-skilled workers; maths and STEM education
- Stimulating long term business investment and exports with a focus on high growth innovative businesses
- Local Industrial Strategy – opportunity to play into emerging sector deals.

Housing Investment

National commitment to 300,000 homes per year, and an additional £15.3 billion investment to total £44 billion over 5 years:

- £1.1 billion land assembly fund
- Increasing the HIF to £5 billion to support infrastructure in high demand areas.
- £630 million to accelerate homes building on small and stalled sites
- £2 billion for affordable housing
- Lifting HRA borrowing caps in high demand areas
- £400 million of estate regeneration for high demand areas

Planning

- Sir Oliver Letwin MP review to address build out rates.
- Changes to Local Plan regime
 - Stronger intervention on Local Plans (and powers to direct JSP)
 - Permitted Development (first time buyers, density, conversion of employment)
 - Increasing the threshold for the housing delivery test to 75% by 2020
 - requiring 20% of land supply to be for small sites

Developer Contributions

- Changes to CIL - changes to rates and simplifying the process
- Removal of restrictions on S106 pooling for strategic sites
- Strategic Infrastructure Tariff – areas with Combined Authorities and Joint Planning Committees to explore

Task list

- Understand proposals and timescales for changes to CIL, S106 flexibilities and the Strategic Infrastructure Tariff
- Pursue opportunity to bid for £1.7bn Transforming Cities Fund
- Rapid progress with Local Industrial Strategy to maximise investment opportunities
- Engage with HCA / DCLG on process / timescales for various funding streams (Land Assembly, Affordable Housing, Estate Regeneration)
- Engage with Letwin Review of site build out

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Oxfordshire Housing and Growth Deal

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**Oxfordshire
Growth Board**

Minute Item 45



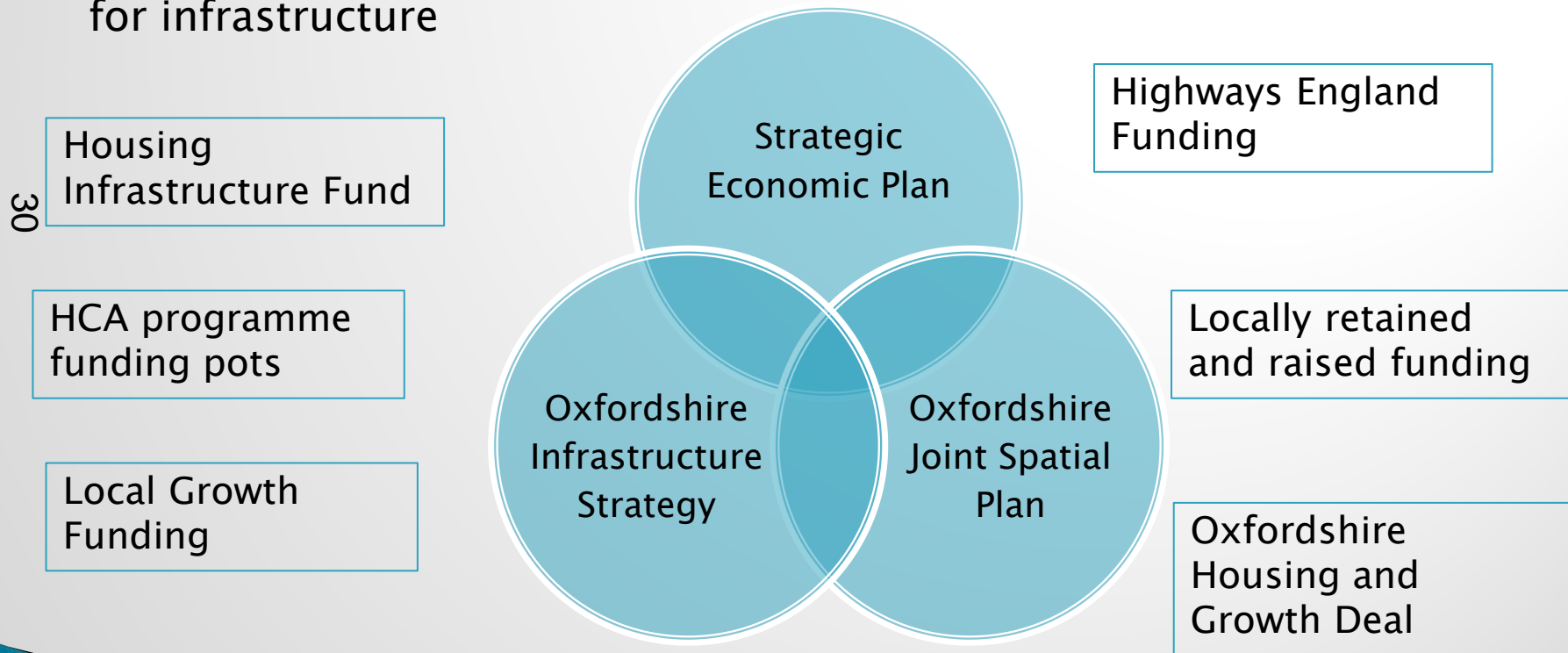
The aim – to secure investment
in infrastructure and housing
for Oxfordshire

Long term approach to investment

- ▶ Investment in infrastructure that residents and businesses want
- ▶ Sustainable growth – to provide opportunities for the next generation
- 29 ▶ A purposeful long term perspective
 - To create conditions to secure a pipeline of investment over time
 - To create opportunities for policy change and innovative funding partnerships
 - To take best advantage of the bidding opportunities as they emerge and through regular cycles
 - To provide an attractive place for Government and others to invest

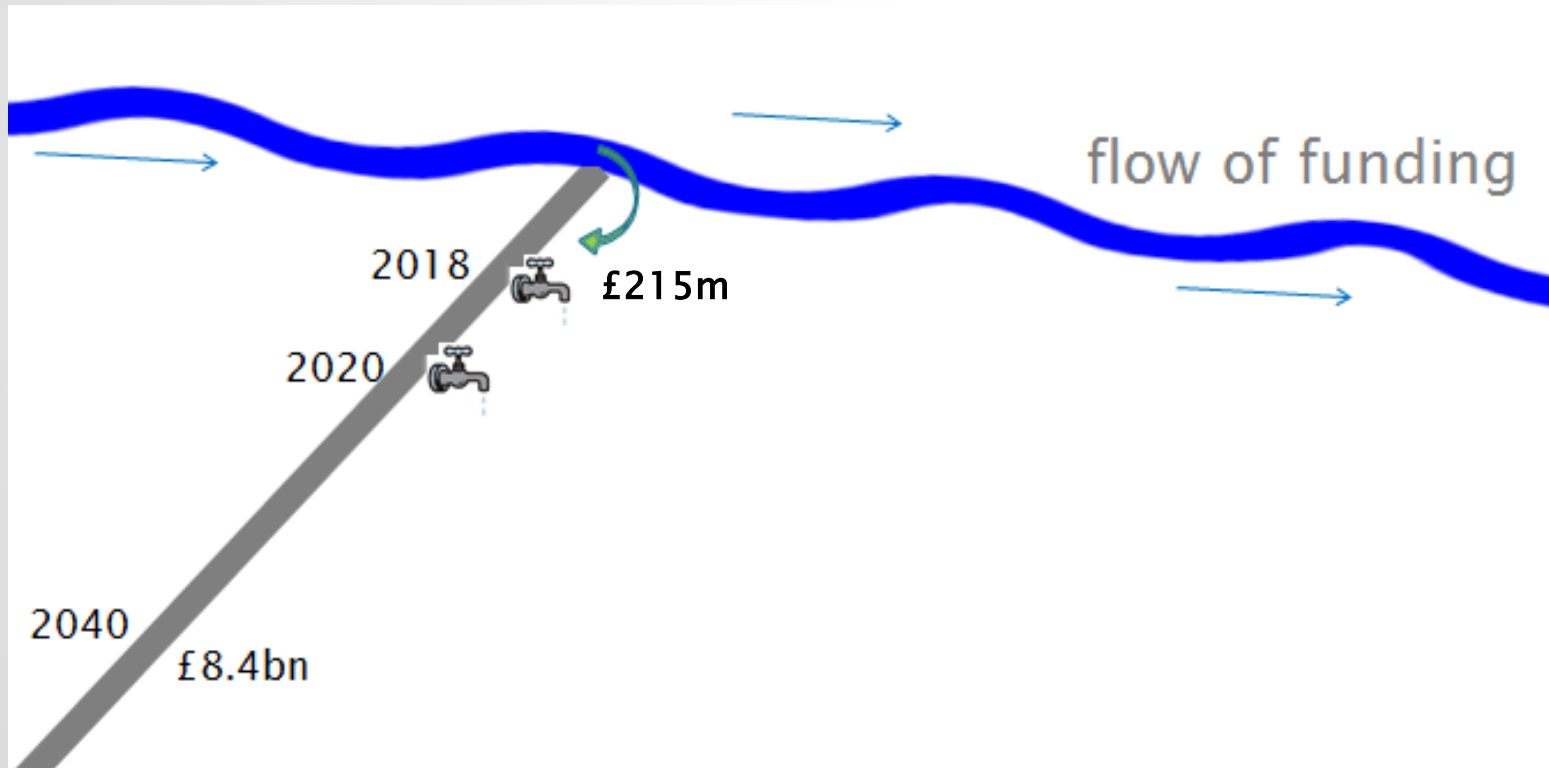
Framework to pursue funding opportunities

- ▶ SEP, OxIS and JSP identify needs and provide a coherent framework for sustainable growth
- ▶ This creates a platform to maximise opportunities to secure funding for infrastructure



We aim to create a long-term pipeline for Oxfordshire infrastructure investment

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The context for a housing and growth deal

- ▶ The **National Infrastructure Commission** has highlighted the potential to grow the high-value, knowledge-based economy along the Oxford–Cambridge corridor so that it competes on a global stage and boosts UK plc
- ▶ The **National Industrial Strategy** is developing a focused, place-based approach
- 32 ▶ In that context, government invited partners in Oxfordshire to come forward with proposals for a “deal” proposal to secure investment in infrastructure in return for confidence in the delivery of commitments
- ▶ Support from business sector and Universities key to success
- ▶ Recognition that the deal is a “down-payment” and a first stage in a sustained partnership with government for long term investment in Oxfordshire

Outline of the Deal – Oxfordshire Commitments

- ▶ Submission and adoption (subject to inspection process) of Joint Statutory Spatial Plan (JSSP) by 2021
- ▶ Plan for and support delivery of 100,000 homes by 2031 (as set out in our Strategic Economic Plan)
- ▶ Working with Government to pursue innovation and quality (in housing construction, delivery and partnership)
- ▶ Pursue additional investment needed to support ambition for 100,000 homes
- ▶ Consideration of Strategic Infrastructure Tariff

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Outline of the Deal – Government Commitments

- ▶ Up to £215m of funding made up of:
 - £60m for affordable housing
 - £150m for infrastructure (£30m over five years)
 - £5m capacity funding for JSP and housing delivery
- ▶ Explore options for time-limited planning flexibilities to protect from unplanned development during transition to JSSP and first 3 years
- ▶ Future collaboration with Oxfordshire to tackle barriers to growth and ensuring timely build out

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Outline of the Deal – productivity commitments

- ▶ Oxfordshire Local Industrial Strategy in first wave
- ▶ Supporting business growth – funding growth hub and work on inward investment
- ▶ Further work to address Oxfordshire specific skills needs (as part of Local Industrial Strategy)
- ▶ Supporting Oxfordshire's science and technology clusters (Enterprise Zones and a key role in Industrial Strategy Sector Deals)

Next steps

- ▶ Full agreement of deal dependant on:
- ▶ Detailed Delivery Plan to be agreed by 31 Jan 2018
 - Implementation plan – delivery commitments, VFM, timescales and milestones
 - Payment profile for funding release
 - Clarification of planning flexibilities
 - Plans for further joint working with government
- ▶ Agreement by decision of all 6 Councils and LEP board

Oxfordshire Growth Deal – Implementation and Delivery Work strands

Preparation of the Deal delivery plan and Assurance framework (aka Deal programme, payment profile, project and performance monitoring and management plan)

Joint Statutory Spatial Plan & Planning Freedoms

Infrastructure Fund, Land value capture, Strategic Infrastructure Tariff approach development

Strategic housing and infrastructure projects delivery, Innovation and Quality (Housing delivery alternatives), Affordable Housing Fund and delivery

Corridor and Oxfordshire co-ordination and engagement

Bidding and future funding, further opportunities from 2017 Budget and beyond

Productivity strands, Local Industrial Strategy pilot/final

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Oxfordshire Growth Board

Support for a Sub-National Transport Body

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Bev Hindle
Strategic Director for Communities
Oxfordshire County Council



Content

- What is a Sub-National Transport Body (STB)?
- What is the geographical basis for an STB?
- What is in it for Oxfordshire?
- Do we have a choice?
- Progress to date
- Suggested actions at this time

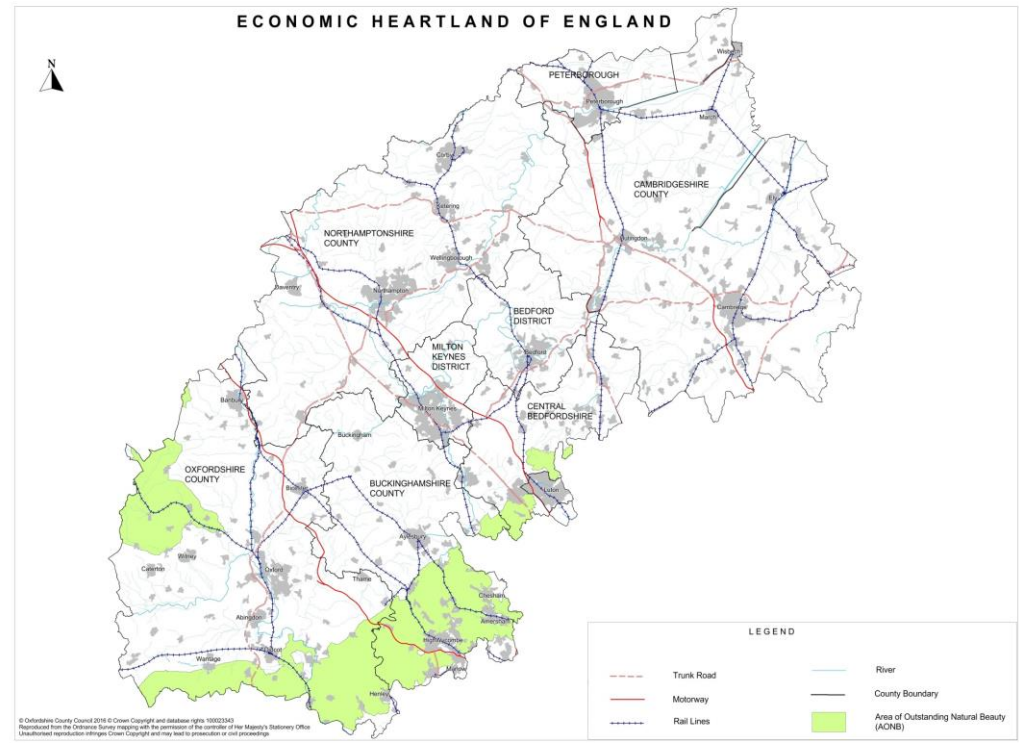
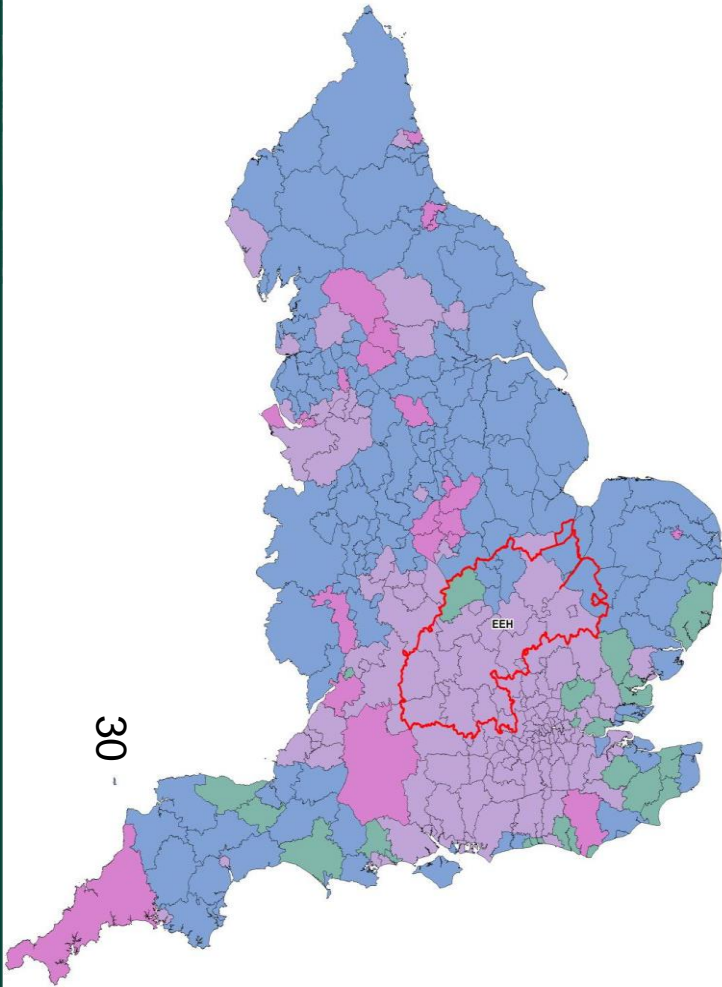


What is an STB?

- The Cities and Local Government Devolution Act 2016 allows the Secretary of State for Transport to establish Sub-National Transport Bodies for any area outside of Greater London.
- A sub-national transport body...
 - draws down powers from central government, develops and sets transport strategy and important related matters for its area. The powers of each Sub-National Transport Body must be requested in a proposal to the Secretary of State, with the consent of all its constituent transport authorities, and then agreed in law.
- The new body would be also be empowered to ensure local priorities shape national investment programmes.

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Potential Geography: England's Economic Heartland +





What is in it for Oxfordshire?

- Unprecedented access to infrastructure investment programmes
- Recognition of an emerging national transport and infrastructure landscape with parallels in Transport for the North, Midlands Connect and Transport for London
- Collective influence over merging funding streams e.g. Major Road Networks
- Co-ordinated infrastructure and connectivity planning and strategy on a regional basis aligned with economic vision for the area
- Linked directly to, but not a substitute for, the Cross-corridor governance model recognised by the National Infrastructure Commission



Does Oxfordshire have a Choice?

- Not aware of any approach from Midlands Connect or of any other offer on our border
- Opportunity to expand or contract over time – can be linked to more than one, but formally only part of one
- Or we could choose not to be included

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Progress to Date

- In March 2017, EEH was successful in securing c. £650k from DfT to support the development of an STB for the EEH area
- Work has been undertaken to consult with EEH members and wider local authorities and transport stakeholders inside and outside of current membership to solicit interest and support for the development of an STB
- There is wide sweeping support for the concept
- The geography could potentially change to reflect non-member interest and Government/NIC support to be as inclusive as possible
- It is anticipated if successful this could be formally adopted by 2019



Suggested Actions at this Time

It is recommended that the Oxfordshire Growth Board:

- Write to England's Economic Heartland to provide support for the current and future work being undertaken to form a Sub-National Transport Body for the area covered by the Heartland's member authorities;
- Recognising the transport nature of this emerging body, encourage as wide a definition of connectivity as possible to include digital connectivity for the region; and,
- Fully participates in the Strategic Transport Forum, alongside the County Council as Local Highway Authority, to ensure we have as much influence as possible on the development of a robust Sub-National Transport Body;
- Seeks regular updates from County Council and Growth Board officers on the progress being made.