

Transforming Cities Fund

Call for Proposals



Department
for Transport

Application Form

Applicant Information

Bidding City Region: Oxfordshire Innovation Corridor

Bid Manager Name and position: Llewelyn Morgan, Service Manager – Infrastructure, Innovation & Development

Name and position of officer with day to day responsibility for delivering the proposed interventions.

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Communities, County Hall, New Road, Oxford OX1 1ND

Additional evidence, such as letters of support, maps or plans should be included in an annex.

The use of statistics, from both government bodies and well-respected independent sources, is encouraged. The suitability and validity of these will be scrutinised as part of the bid.

SECTION A – Definition and challenges

This section will seek a definition of the bidding city. City regions should:

- Explain the city geography, with a clear city region identified
- Indicate workday population (the Fund seeks to target the larger city regions in England)
- Describe the key transport challenges across the city region at a high level. This could include a discussion of productivity, or how transport connectivity is affecting this.
- Further evidence to support this argument – such as congestion, air quality or journey time impacts.

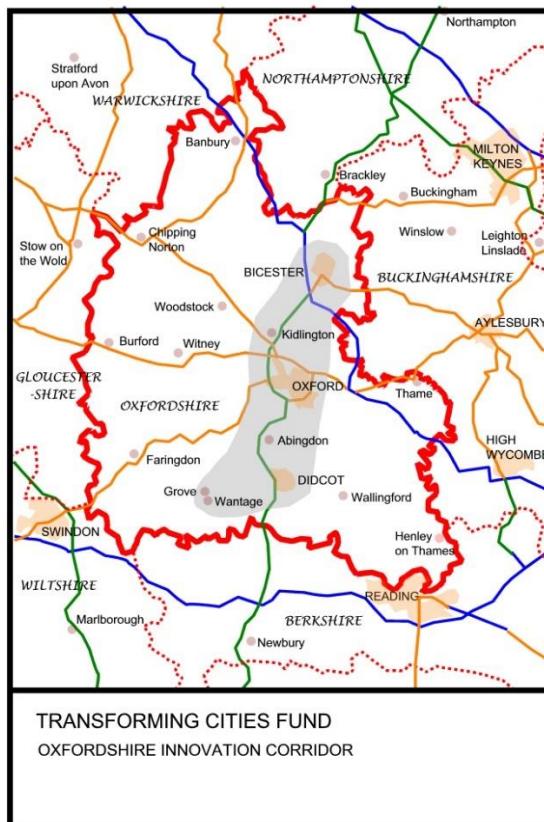
A1. Constituent Local Authorities: Oxfordshire County Council, Cherwell District Council, Oxford City Council, Vale of White Horse District Council, South Oxfordshire District Council

A2. Geographical area:

Please provide a short description of area covered by the bid (in no more than 100 words)

The Oxfordshire Innovation Corridor, which includes Oxford and the growth areas of Bicester and Science Vale, is a globally renowned hub, a major centre for high-tech knowledge intensive firms and a critical component of the Oxford-Milton Keynes–Cambridge Growth Corridor.

The Corridor is connected along the A34 Trunk Road and via rail and includes the historic city of Oxford, now a major centre for enterprise and innovation, Science Vale including the science hubs at Culham and Harwell and the Enterprise Zones at Didcot and Harwell, Bicester with its major ambitions for housing and employment growth, Abingdon and Wantage & Grove.



A3. Population

Please include the **workday** population of the city region and relevant references.

The Innovation Corridor area has a workday population of 230,682 (16-64-year olds excluding students) according to analysis of the 2011 Census by the Oxfordshire Data Observatory. This represents 64% of the workday population of Oxfordshire as a whole.

It is experiencing rapid economic growth with over 40,000 private sector jobs created since 2011 and more expected over the next decades.

A4. Discussion of key transport challenges (Please limit responses to 500 words):

The journey to work remains the most significant challenge for the transport network, and in Oxford this increasingly involves people travelling in from outside the city. More jobs which require a commutable journey in Oxford are now held by those living outside the city (45,750) than those living within it (42,406).

Congestion is a major issue on the approaches to Oxford, such as the A40, A44 and A4260, and also on the main radial roads into the city centre and many parts of the Ring Road and the inner orbital routes. Within the wider Innovation Corridor, the A34 has had long-standing issues with congestion along the section from Milton Interchange north to the M40, while congestion is a growing issue within Didcot, Abingdon and Bicester.

Oxford is also affected by notable problems with airborne pollution: a citywide Air Quality Management Area was declared in 2010 and traffic noise affects some residential areas and city centre streets. Along the Innovation Corridor, motorised vehicles are a key contributor to noise and poor air quality and a lasting solution will require a step change in emission levels from vehicles within the built-up area.

These issues are primarily caused by the divergence of housing demand and new house completions particularly within the Oxford area, contributing to a growing shortfall in the supply of suitable and affordable housing within the city. Of the new homes built in Oxfordshire since 2013, only 10% were built in Oxford, yet the city accounted for 42% of jobs growth. The housing gap is therefore also responsible for adding more commuting traffic and worsening congestion on the ring road and key radial routes within the city.

A lack of affordable housing and suitable transport connections across the Innovation Corridor also impacts on the ability of firms to recruit staff. For 2014/15, Oxford retained 18% of its graduates, outside the top 10 UK university cities, whilst London and Manchester led the way with 77% and 52% of students retained. The corridor competes on an international stage for both talent; transport challenges hinder its potential growth by providing disincentives for both mobile labour and firms to locate in the area.

Population growth, and more densely populated areas in particular, do however bring significant opportunities to deliver Rapid Transit and, if located closer to existing built-up areas, encourages higher levels of walking and cycling which in turn supports opportunities to manage traffic growth.

The Oxfordshire Infrastructure Strategy (OxIS, 2017) highlighted several overarching infrastructure issues affecting growth over the next 25 years including:

- A deficit in existing infrastructure from growth in recent decades
- Infrastructure capacity will also be affected by growth in neighbouring areas

- Need for local people to walk and cycle more, and make fewer journeys by car
- Acute and growing pressures on health and social care sectors
- Education demand will expand considerably.

OxIS identified an infrastructure need in the county for the 2016-2040 period which totalled £8.96 billion. The TCF programme will be based on the strategies identified in this study.

SECTION B: Who & Where

This section will seek detail on the city's key priority areas to invest in, and motivations. City regions should:

- Identify and prioritise **the main corridors or places for investment**, and why. This could include highlighting where opportunities for growth, productivity or business are within these areas of the city region.
- Identify **who would be affected** by this investment and how user needs are recognised.

Maps identifying the priority areas can be appended as an annex to this section.

Please limit responses to 500 words.

Oxfordshire is planning for 100,000 new homes and 85,000 new jobs to 2031. This growth will place new pressures on the county and city's movement networks to deliver this development whilst preserving and enhancing the highly-valued natural and built environment. Building on previous successes, the guiding principle is one of directing growth to existing, or potential future, public transport corridors. This maximises the use of existing infrastructure and exploits existing connections to wider national and international networks. It will form a major part of the Oxfordshire Local Industrial Strategy*.

Air Quality is a major issue within Oxford with pollutant levels above the hourly and annual NO₂ limit. A city-wide Air Quality Management Area has been declared. Proposals are being developed which will lead to introducing a Zero Emission Zone in the city centre from 2021, potentially a world first, and the city and county council have developed options for bus routeing around the city centre to reduce the impact of buses on the historic environment.

The spatial and movement strategy provides for existing and growing population and employment clusters to be well connected to national road, rail and coach networks. Local connectivity to the Oxford-Cambridge Growth Corridor will be enhanced and the solutions developed could form a model for the "first and last mile" issue across the corridor and beyond, in line with the emerging transport strategy for England's Economic Heartland. To this end, and as outlined in our proposals to [NIC](#) last year*, we will look to work with Cambridgeshire, Milton Keynes, Swindon and others to develop a co-ordinated and coherent approach.

Five Smart Corridors have been identified for implementation by 2031:

Eastern Arc – linking Cowley with Headington this area has experienced the highest growth in employment and is the centre of the city's efforts in high-tech research and medical innovation;

A40 (West) – this links with the Cotswold Garden Village at Eynsham and major developments planned for Witney and Carterton/Brize Norton;

North of Oxford – covering the Woodstock and Banbury Roads and extending out to Oxford Airport, the University Business Park and Bicester;

A34 (South) – this includes the Abingdon Road and extends to major developments at Abingdon and in Science Vale, including Didcot Garden Town;

A420/B4044 – this includes Botley Road and extends out towards Wantage and the western Science Vale and Swindon.

It is likely that our Transforming Cities Fund bid would focus on the North of Oxford and A34 (South) corridors, particularly Abingdon Road, A41 and the route between Oxford and Abingdon*. The TCF funding would complement initiatives being undertaken using Housing and Growth Deal funding, HIF funding and the National Productivity Investment Fund. It would utilise direct learning from a range Innovate and H2020 projects that Oxfordshire is implementing.

The strategy is aimed at better connecting existing and planned future areas of housing and employment across the Innovation Corridor. This will bring benefits to both existing and prospective residents and businesses across the county and into the wider national economy along the Growth Corridor.

* see Supporting Documents

SECTION C: Ambition for change

This section will seek evidence of how investment will tackle these challenges, and wider fit with existing plans. City regions should:

- **Articulate their vision for improved connectivity** from the Fund and how this links to the assessment of need outlined in the previous sections.
- **Demonstrate support from stakeholders** for investment in the identified areas, such as from the relevant Local Enterprise Partnership(s), employers and transport providers. This could also include **commitments of further local and private funding**.
- Highlight ambition to align with existing funding streams and to **utilise innovative approaches** and **powers available** to improve public transport.
- Demonstrate how the Fund would link to **wider long-term plans** and spatial strategies around housing, local growth, productivity and air quality.

Supporting letters may be attached as an annex.

Please limit responses to 500 words.

Over the past decade Oxfordshire County Council has been developing a long-term, coherent strategy for meeting future transport needs in Oxford, the Innovation Corridor, and the wider county. The strategy is based on three guiding principles:

Infrastructure – deliver bus rapid transit; enhance the county's rail spine, provide segregated provision for mass cycling, and create a first-rate public realm and pedestrian experience.

Innovation - collaborate to develop and deploy new mass transit solutions and zero emission transport and establish the principle of mobility as a service.

Demand management – introduce mobility pricing mechanisms to manage the pressures on movement networks and prioritise available capacity for space- and resource-efficient modes.

The County Council originally developed the *Science Transit Strategy* in 2013 as a 5-stage evolution towards establishing a new and different integrated mobility system. The first element of this strategy was awarded £8.7m through City Deal to deliver bus priority on the A34 southern approach to Oxford, while £35m was provisionally allocated through the Growth Deal for bus priority and Park & Ride on the A40 west of Oxford.

The concept of "*Remote P&R*" was introduced as part of the Oxford Transport Strategy as the basis for a network of Rapid Transit Routes linking the major housing and growth areas in the county. 6 potential sites were identified. The first of these has already opened south of Bicester, and planning is already underway for a site on the A40 at Eynsham.

The Local Industrial Strategy aims to position Oxfordshire as one of the top 3 global locations for innovation and this proposal will deliver integral components of this vision. Working with lead partners who are driving disruptive technologies, the County Council has already built up one of the largest transport focussed innovation teams in the UK and continues to challenge the status quo and drive new solutions by acting as a catalyst and *Living Laboratory* to create a resilient and sustainable future through delivery of transformative operating models, partnerships and applied innovation.

These ideas have been brought together in *Oxfordshire 2050** - a vision which sets out how investment in infrastructure in the county will support and enhance the development of the Oxfordshire Innovation Corridor, and how this in turn can act as a strategic driver for the development of the Oxford-Cambridge Growth Corridor. The strategy to 2031 is based on developing a series of "*Smart Corridors*" where walking, cycling and public transport are prioritised. They will make the most of available technology and provide a basis for developing future networks as innovations are developed. It will aim to unlock further housing and jobs through increased movement capacity and

improved connectivity, building on the significant potential of East-West Rail and the Oxford to Cambridge Expressway.

The strategy is supported by the City and District Councils, Oxfordshire Local Economic Partnership, Smart Oxford, Mobox, CIC (Mobility innovation CIC overseen by OCC, Oxford's Universities & Business), the two main bus companies and innovative organisations such as Siemens, Amey, Smart Oxford, Skanska, Nominet and RACE.

* see *supporting document*

When authorities submit a bid for funding to the Department, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final bid to the Department. The Department reserves the right to deem the business case as non-compliant if this is not adhered to.

Please specify the weblink where this bid will be published:

<https://www2.oxfordshire.gov.uk/cms/content/transforming-cities-fund>

Submission of proposals:

Proposals must be received no later than 2359 on **Friday, 8 June 2018**.

An electronic copy only of the bid including any supporting material should be submitted to:
TCFproposals@dft.gsi.gov.uk

Enquiries about the Fund may be directed to TCFenquiries@dft.gsi.gov.uk