

**Committee:**            **CommitteeName**

**Date:**                **MeetingDate**

**Time:**               **MeetingTime**

**Venue**                **MeetingLocation**

## **Membership**

**ChairRolesList**  
**MembersRollsCells**

**VicechRolesList**

**Substitutes**                      **Any member from the relevant political group**

## **AGENDA**

### **Information about this Agenda**

#### **Apologies for Absence**

Apologies for absence should be notified to [democracy@cherwell-dc.gov.uk](mailto:democracy@cherwell-dc.gov.uk) or CommitteeTel prior to the start of the meeting.

#### **Declarations of Interest**

Members are asked to declare interests at item 2 on the agenda or if arriving after the start of the meeting, at the start of the relevant agenda item. The definition of personal and prejudicial interests is set out in Part 5 Section A of the constitution. The Democratic Support Officer will have a copy available for inspection at all meetings.

**Personal Interest:** Members must declare the interest but may stay in the room, debate and vote on the issue.

**Prejudicial Interest:** Member must withdraw from the meeting room and should inform the Chairman accordingly.

With the exception of the some very specific circumstances, a Member with a personal interest also has a prejudicial interest if it is one which a Member of the public with

knowledge of the relevant facts would reasonably regard as so significant that it is likely to prejudice the Member's judgement of the public interest.

## **Local Government and Finance Act 1992 – Budget Setting, Contracts & Supplementary Estimates**

Members are reminded that any member who is two months in arrears with Council Tax must declare the fact and may speak but not vote on any decision which involves budget setting, extending or agreeing contracts or incurring expenditure not provided for in the agreed budget for a given year and could affect calculations on the level of Council Tax.

### **Queries Regarding this Agenda**

Please contact MeetingContact MeetingContact\_2

**Mary Harpley**  
**Chief Executive**

Published on Deadline(pubagenda)

# BICESTER STRATEGIC DELIVERY BOARD - AGENDA – 19 JULY 2018

<b>MEETING: Bicester Strategic Delivery Board</b>		<b>Board Members:</b>		
<b>DATE AND TIME: 19 July 2018 at 10:30am</b>		Cllr Barry Wood (CDC) (Chairman) Cllr Ian Hudspeth (OCC) Cllr Colin Clarke (CDC) Cllr Richard Mould (BTC) Cllr Lynn Pratt (CDC) Cllr Les Sibley (BTC) Cllr Rose Stratford (BTC) Cllr Lawrie Stratford (OCC) Cllr Michael Waine (OCC)		
<b>VENUE: Meeting Room, 1st Floor, Franklins House, Wesley Lane, Bicester, OX26 6JU</b>		Jenny Barker (Cherwell District Council (CDC)) Lesley Tims (Environment Agency (EA)) Ben Jackson (Bicester Chamber of Commerce) Phil Shadbolt (Bicester Vision) Rosie Rowe (NHS Clinical Commissioning Group (CCG)) Ian Collinson (Homes and Communities Agency (HCA)) Attendance as required (DCLG)		
	TOPIC	PURPOSE	RESP.	TIME
1.	Apologies		Cllr Barry Wood	10:30am
2.	Notes of previous meeting and matters arising	To agree the notes of 29 March 2018	Cllr Barry Wood	10:35am
3.	OYAP Update	Presentation by Helen Le Brocq and OYAP Young Persons	OYAP	10:40am
4.	Air Quality	Verbal update by Steve Dibnah, Earth Sense	Steve Dibnah	10:55am
5.	Task and Finish Panel – Healthy New Town	The Board is recommended to note the content of this report	Rosie Rowe	11:10am
6.	Task and Finish Panel – London Road	The Board is recommended to note the content of this report		11:20am
7.	SDB review	The Board is recommended to note the review of the SDB	Caroline Clapson	11:30am
8.	Bicester Masterplan	The Board is recommended to note the report	Jenny Barker	11:40am

## BICESTER STRATEGIC DELIVERY BOARD - AGENDA – 19 JULY 2018

9.	<b>MIPIM Feedback</b>	The Board is recommended to note the report	Steve Newman	11:50am
10.	<b>Motorway Junction</b>	The Board is recommended to note the report	Andy Bowe	12:00pm
11.	<b>Bicester Project update</b>	Report on Bicester projects by the Bicester Delivery Team	Sam Thomas	12:10pm
12.	<b>Project Bids</b>	Report on project bid submissions by the Bicester Delivery Team	Sam Thomas	12:15pm
13.	<b>Risk Log</b>	The Board is recommended to note the content of this report	Caroline Clapson	12:20pm
14.	<b>Press release summary and agreed communication messages</b>	(i) To note the press releases and any other articles published by the Bicester Delivery Team that have been issued since the last meeting; and (ii) agree the 3 key communication messages from the Board Meeting	SDB	12:25pm
15.	<b>Forward Plan</b>	The Board is recommended to note the content of the Forward Plan	All	12:30pm
	<b>Date of next meetings</b>	18 October 2018 at Franklins House, Bicester	All to note	

<b>Date of meeting: 19 July 2018</b>	<b>AGENDA ITEM NO:  5</b>
<b>Report title: Task &amp; Finish Group: Bicester Healthy New Town Programme</b>	
<b>Author: Rosie Rowe, Bicester Healthy New Town Programme Director</b>	
<b>Tel: 01295 221929</b>	
<b>Email: <a href="mailto:rosie.rowe@cherwell-dc.gov.uk">rosie.rowe@cherwell-dc.gov.uk</a></b>	

### 1. Purpose of report

- 1.1 To provide the Bicester Strategic Delivery Board (SDB) with a progress report on the task and finish group related to Bicester's Healthy New Town (HNT) Programme.

### Update on Activity April- July 2018

### 2. Projects initiated

A number of projects have been delivered in this period:

#### 2.1 Built environment

- A travel planner has been recruited and has started working to promote active travel in the town.
- Work has commenced on an urban health project to test use of satellite data on air quality to increase awareness of the benefits of active travel.
- A 1.5 k 'Discovery Walk' in Bicester town centre was launched on 5 July to encourage people who work and live in the town to have a brisk walk at lunchtime. The walk route is designed to take people to retail areas of the town with lower footfall as well as to show them historic areas of interest. The Walk is being tested over the summer with businesses taking part in a 'walking challenge'.

#### 2.2. Community Activation

- Inter-generational projects have started involving Kingsmeadow school and Wyndham Hall primary school and the Forget-me-Nots group with Acorns toddler group.
- Mental Health First Aid training has been provided to representatives from Bicester employers and this support is now being promoted in their respective firms.
- Planning is progressing for a Business to Business event on 6 September with Bicester Vision and 2B's Management Consultancy.
- All local primary schools received SATS relax sessions and took part in Walk to School week in May. The programme is working with three primary schools to achieve the Food for Life standards. The Family Fun programme is being run at

St Edburgs school to encourage families to engage in a range of activities that promote health and wellbeing.

- St Edburg's and Fritwell Primary School are both re-running the Active Maths pilot. Roy Broadfield from Impact Learning is conducting an evaluation with both schools on 10th July
- Two facilitators have been trained in providing the HENRY course which offers parenting skills for parents with children under 5 and courses are now running offering this support in Bicester.
- Sessions to increase cooking skills using cheap, healthy food have been organized with the Food Bank and held at J Nicholls.
- The programme has had information stands at the Big Lunch, Bicester Carnival and the NHS 70<sup>th</sup> Birthday.

### 2.3 New Models of Care

- Oxfordshire Clinical Commissioning Group (OCCG) is undertaking an option appraisal on potential sites for a health and wellbeing centre which will increase capacity to provide primary care to the growing population.
- The social prescribing scheme now being developed by Citizens Advice North Oxfordshire and West Oxfordshire, CDC and OCCG for all of Cherwell and West Oxfordshire has been successful in securing national funding for its first two years. 'Pathway' practices who are willing to test the new service across the District have been identified and include Bicester Health Centre.
- An information evening for patients with diabetes was held with Montgomery House Surgery, CDC Health Walks programme, Bicester Leisure Centre, OXSPA (which provides motivational coaching to support people into activity), and Achieve Oxfordshire's weight management service. 56 people attended and 28% signed up to access one of these services.

## 3. Sharing the Learnings from Bicester

- 3.1 The programme has been asked to present at a number of conferences and meetings to start sharing the learning from the programme, as outlined in the following table:

Date	Event	Organiser
31 January	Thames Valley Clinical Senate: population health and prevention	NHS Thames Valley
28 February	Population Health Conference	NHS Thames Valley
24 April	Oxfordshire County wide learning event on Healthy Place making	Bicester and Barton HNTs
27 April	Buckinghamshire learning event on Healthy place making	Bicester HNT
June	CDC and SNC Staff Briefings Healthy Place making	CDC/SNC
5 June	Housing and Healthy New Towns	Westminster Health Forum
14 June	Update for OCCG staff briefing	OCCG
14 June	Healthy Place making: sharing the learning	Wokingham Health

		& Wellbeing Board
15 June	Community Partnership Network: Healthy Place making	CDC

3.2 An Oxfordshire wide event was held on 24 April to share learning to date from the Bicester and Barton Healthy New Towns. 52 decision makers attended from Oxfordshire's district and County Councils with a responsibility for health and wellbeing, planning, growth, and community development, as well as senior managers and locality clinical leads from Oxfordshire Clinical Commissioning Group (OCCG). At the meeting there was consensus that the healthy place making approach needs to be scaled across the county, and the following actions were agreed:

- A discussion and agreement at the next Oxfordshire chief execs meeting as to how to take this forward and what resource should be allocated to support scaling healthy place making across Oxfordshire
- Health as a standing agenda item on the Growth Board so that healthy place making can be hardwired into development
- Inclusion of health considerations in the spatial plan
- Discuss change in the OCCG locality meetings so that they engage a wider group of stakeholders
- Integration of healthy place making into OCCG's prevention strategy
- Within each district executive level agreement on how they wish to take healthy place making forward.
- Embedding reporting on progress with this in the work of the Health & Wellbeing Board

3.3 A similar event was organised for key decision makers from Buckinghamshire County and District councils and health and care commissioners and providers. Please see Appendix A for feedback from Buckinghamshire colleagues.

#### 4. **Delivery Plan and Key Actions for July-September 2018**

4.1 The following key actions are planned for the next quarter:

##### 4.2 **Built Environment**

- Commence project to use landscaping improvements to address air quality
- Install two sets of outdoor gym equipment (one at Garth Park and one at Keble Road park)
- Repaint the 5K Health Routes with thermoplastic paint which will be more hard wearing and digitize the routes so that walkers/runners can record their use via their phone

##### 4.3 **Community Activation**

- Launch of under 5s exercise pack for pre-schools and nurseries with training workshop for nursery staff.
- Provide three further HENRY programmes to address demand for building parenting skills and confidence
- Business 2 Business Business Health Check event to be held on 6 September.

- Continue engagement with local businesses and support implementation of their wellbeing at work schemes
- Planning to commence for Health Tec in a box session booked for 11th October involving all 3 secondary schools. Health Tec is provided by Health Education England as a session to encourage children to consider careers in health and care. Usually this focuses on careers in hospital but we will be working with local GPs and social care to identify careers in community services.
- Attend the following events:
  - Bicester's Bike Day - 13 July
  - Bicester East Fun Day – 22 July
  - Teddy Bear's Picnic – 1 August
  - Old School Replay – 28 August

#### **4.4 New Models of Care**

- Learning event planned for 12 July to learn about providing more coordinated care for patients with complex needs from colleagues in Farnham who have pioneered a neighbourhood approach. To be attended by primary care, community health and social care, and voluntary organisations.
- Plan awareness raising campaign in secondary schools from September of new single point of access to mental health services for teenagers to help support their needs and to offer advice to parents.
- Hold round table meeting with representatives from primary schools, voluntary sector, and mental health providers to agree how best to address mental health needs of under 12s and promote their resilience.

### **5. Development of the Programme**

- 5.1 A meeting with the Healthy New Town partners is scheduled for 19 July to discuss future development of the programme, given that NHS England funding is due to finish on 31 March 2019.

### **6. Conclusion**

- 6.1 The Strategic Delivery Board is asked to note the progress the programme is making in terms of delivery.



## Appendix A

**Buckinghamshire County Council**  
County Hall, Walton Street  
Aylesbury, Buckinghamshire HP20 1UA

**Director of Prevention & Public Health**

Jane O'Grady

Telephone 0845 3708090

[www.buckscc.gov.uk](http://www.buckscc.gov.uk)

1<sup>st</sup> May 2018

Dear Rosie and the Healthy New Town team,

Thank you for hosting the Public Health Learning Event on Friday 27th April. It was fantastic to hear about the work that has been undertaken in Bicester and the journey that you are taking towards supporting residents in living healthier lives. It was inspiring to hear about what can be achieved and testament to that fact is the level of discussion that was stimulated on the day.

It is often easy to talk about what is already being done and what can be done. However, seeing the outcome of this first hand in the venue and by walking around Elmsbrook really brought the day together. We will look at how we can take forward the learning from the day and apply this locally in Buckinghamshire.

We are presented with a fantastic opportunity locally, with significant growth across the county, Aylesbury Garden Town and being one of the ten NHS England Integrated Care Systems. Therefore, it was an opportune moment to hear about the work in Bicester. We would be very interested in hearing about further progress in Bicester over the coming years.

Warmest regards,

Dr. Jane O'Grady  
Director of Prevention & Public Health  
Communities, Health & Adult Social Care

Tel: 0118 974 6319 (Direct Line)  
Email: [madeleine.shopland@wokingham.gov.uk](mailto:madeleine.shopland@wokingham.gov.uk)  
Date: 22 June 2018



Governance  
Shute End, Wokingham  
Berkshire RG40 1WJ

Rosie Rowe, Programme Director Bicester Healthy New Town Programme

Dear Rosie,

**WOKINGHAM HEALTH AND WELLBEING BOARD**

I am writing to thank you for your excellent presentation regarding the Bicester Healthy New Town Programme at the Wokingham Health and Wellbeing Board meeting on 14 June.

The Wokingham Health and Wellbeing Board were thoroughly impressed with your presentation and the positive impact and improvements the programme has made in the local community.

We wish you continued success with the Bicester Healthy New Town Programme.

Once again many thanks for taking time out to provide us with your excellent and informative presentation.

Yours sincerely

Councillor Richard Dolinski  
Chairman, Wokingham Health and Wellbeing Board

<b>Date of meeting: 19<sup>th</sup> July 2018</b>	<b>AGENDA ITEM NO:  6</b>
<b>Report title: London Road Level Crossing</b>	
<b>Author: Jacqui Cox, Cherwell Locality Lead, OCC</b>	
<b>Tel: 07919 298304</b>	
<b>Email: Jacqui.cox@oxfordshire.gov.uk</b>	

### 1. Background

- 1.1 The impact of increasing train services to and through Bicester is already having an impact on London Road due to the amount of down time for the level crossing barrier. With the number of trains due to increase further with future enhancements to the train network and services, this is a major concern for local businesses and residents. At the last SDB it was agreed that a Task & Finish Group should be set up to help progress through to a resolution on this issue.
- 1.2 London Road Level Crossing was originally considered as part of the original Chiltern Evergreen 3 project, which then became East West Rail (EWR) Phase 1 (Oxford to London via Bicester). The Traffic & Works Act Inspector concluded in 2011 that an at-grade level crossing was acceptable for that level of train service (2 trains per hour in each direction, now operating) plus the additional East-West Rail 'core' service envisaged to operate once Phase 2 was open (an additional 3 trains per hour in each direction, i.e. more than doubling frequency).
- 1.3 Current "barrier down" times are typically around fourteen minutes in each hour, but vary according to train direction, with longer delays arising from Oxford bound trains owing to the way the line is signalled and lower train speeds over this section. Down times are projected to increase to around thirty-four minutes with the introduction of the core EWR service, expected around 2022. However, alterations to the signalling arrangements currently being investigated could reduce this to thirty minutes.
- 1.4 An enhancement of London Road Level Crossing – over and above what is required for railway operations and safety, which is now in place - is not within scope of EWR Phase 2. There is no funding identified for the scheme, albeit that it features on the "long list" of Oxfordshire Infrastructure requirements to 2040.
- 1.5 It is acknowledged that likely future phases of EWR (with the extension of the scheme to Cambridge/the east when the Central and Eastern Sections come on stream, together with an enhanced service pattern with additional passenger and freight services) will place significant additional pressure on the crossing, significantly extending the barrier down time and delay period. These are not yet committed or funded and are very unlikely to come on stream until at least 2024. **The aspiration date for EWR services operating on the central section is now around 2027.**

## **2 Work undertaken**

- 2.1** As discussed at previous SDB meetings, work has been undertaken by Network Rail, jointly funded by them and OCC, to look at what the options might be for a future grade separated solution, including potential alignments and estimated costs. The conclusions of this work illustrated the significant costs associated with such a scheme – in the order of £45-65m, excluding land and other costs (for example Railway Possessions), which would require further work to establish. Although it is expected that the construction costs could come down through further work, the overall costs would be considerably higher than the above figures.

## **3 Next steps**

- 3.1** A medium – longer term solution needs to be found for LRLC, and this is inextricably bound up with the further development of the railway and the town, so they need to be planned and funded together. This needs to tie in with wider discussions about the future development of the highway network for Bicester. This would significantly strengthen the strategic, technical and financial justification for a Business Case for investment in the crossing.
- 3.2** Network Rail is undertaking an exercise to establish the cost of taking the LRLC options to the next stage of process, i.e. its “GRIP 3” level, which is options selection leading to a preferred option being selected. Within this, there is choice about the scope and level of work to be undertaken. The costs to do the work are being evaluated and will be in a range (to be advised). Funding for this further stage would need to be identified.

<b>Date of meeting: 19 July 2018</b>	<b>AGENDA ITEM NO:  10</b>
<b>Report title: Bicester New Motorway Junction Feasibility Study</b>	
<b>Author: Andrew Bowe, Lead Officer for Strategic Transport Tel: 01295 221842</b>	
<b>Email: andrew.bowe@cherwellandsouthnorthants.gov.uk</b>	

### 1. Purpose of report

- 1.1 This report provides a summary of the M40 junction feasibility study following the Garden Town update to the previous meeting of the Strategic Delivery Board in March 2018.

### 2. Background

- 2.1. The M40 Junction Feasibility Study has progressed through various stages of preparation since 2016. Consultants were appointed to assess the implications and potential opportunity for a new M40 junction which could help improve connectivity to the strategic highway network, relieve congestion through the central areas of Bicester and support the management of traffic on the peripheral routes around Bicester. The study has been delivered in two stages: stage 1 - options development and stage 2 - options assessment.
- 2.2. A full assessment of the best performing options was carried out. The completion of the study was delayed by not being able to access the Oxfordshire Strategic Transport Model while it was being used to prepare the Partial Review of the Cherwell Local Plan. A Draft Stage 1 Options appraisal report was prepared in November 2016. It set out the approach used to identify and assess a range of potential M40 junction options that can support Bicester as a Garden Town over the next two decades.
- 2.3. There has been support for the proposed Oxford Milton Keynes Cambridge Expressway and East West Rail in the National Infrastructure Commissions' Final Report: "*Partnering for Prosperity*" published in November 2017 which made it clear the Expressway and East West Rail were key transport infrastructure priorities in the growth arc. The new M40 junction options have considered the potential for the project to align with the wider infrastructure projects in the Oxford -Cambridge corridor. This report is set in the context of the announcement of a preferred corridor route for the Oxford- Milton Keynes- Cambridge corridor.

### 3. Options development and assessment

#### Stage 1 – Options development

- 3.1. Eight potential motorway options were identified and were sifted using a variety of evidence including environmental data. The assessment showed that there were benefits for Bicester with the South East Perimeter Road and new Motorway junction in place. The Stage 1 assessment identified four preferred options that should be considered for taking forward for further investigation in Stage 2:

- 3.1.1. Option 1 – North of Bicester near Middleton Stoney

- 3.1.2. Option 2 – M40 junction 9
- 3.1.3. Option 3 – South of Bicester near Merton
- 3.1.4. Option 4 – South of Bicester near Arncott
- 3.2. All of these options had the potential to support employment and housing growth in the Bicester area, provide value for money and align with the Bicester masterplan and emerging proposals for the Ox-Cam Expressway. The recommendation was that the preferred option should be part of a package of measures to ensure that Bicester achieves its full potential.
- 3.3. The assessment of options included:
  - 3.3.1. Highway impacts of a new motorway junction on the M40
  - 3.3.2. Headline costs and benefits, focusing particularly on the local area
  - 3.3.3. Implications of a new M40 junction on the proposed South East Perimeter Road
  - 3.3.4. Demonstrating whether a new motorway junction would enable accelerated housing delivery and
  - 3.3.5. Carrying out an early sifting of options identifying a preferred option or range of options.
- 3.4. The options reports show that a new M40 junction has the potential to accelerate housing growth in Bicester and the surrounding area including at the former RAF Heyford site. The preferred options were considered against the criteria of cost, highway impacts, local development impacts and strategic cases (economic, strategic and commercial).
- 3.5. The options appraisal identified and assessed a range of potential M40 junction options that can support Bicester as a Garden Town. The identification of the options used a variety of assessments and methodology which is important for Highways England as the organisation responsible for the M40 and SRN. Highways England was involved in the consideration of the options. Highways England has made it clear that a new motorway junction may be possible but it needs to be considered in the light of the Oxford Cambridge Expressway.

## **Stage 2 Report – Options Assessment**

- 3.6. The final report was completed in March 2018. It forms part of the feasibility study commissioned to support Bicester's Garden Town status. The principal options considered in the report seek to address the existing transport issues in a national scheme opening year of 2021 and those issues arising from the significant planned growth in Bicester by 2031.
- 3.7. The improvement of access to Bicester from the M40 can also be complementary to the delivery of other transport goals such as making Bicester a more accessible location for non-motorised users through improvements to walking and cycling provision. Strategic road access improvements are also complementary to the planned improvements on the local highway networks such as the South East Perimeter Road. Nevertheless, improvements in accessibility between Bicester and the M40, whether by provision of a new motorway junction or improvement of existing junctions will not deliver significant changes in travel patterns in the town such that it removes the need for other improvements to be made.
- 3.8. The Department for Transport's transport appraisal guidance states that an Options Appraisal Report or similar should document the process of identifying the need for intervention and the process of option development and selection. Initial locations were identified where an intervention would be possible. The long list included both upgrades of existing junctions and new junctions on the M40, where new junctions were considered, physical constraints and opportunities were taken into account. As part of the assessment, each of the options were analysed using the DfT's Early Assessment and Sifting Tool (EAST) to identify strategic economic managerial financial and commercial potential success.

- 3.9. The Stage 2 traffic modelling for the options assessment utilised the revalidated Bicester Transport model to appraise the benefits of the options selected for further assessment following stage 1 of the study.

#### **4. Conclusion and recommendations**

- 4.1. The work to investigate the feasibility of a new motorway junction for Bicester was instigated by the Government's support for Bicester as a Garden Town. The project was funded as a capacity study and as such does not form part of any Council policy or proposals. Instead it provides technical information to be used in considering the options for growth and the potential for increase accessibility to the M40 to deliver development over the next decades.
- 4.2. From the options developed and assessment of them, it is concluded that a free flow link between the M40 and A34 would provide the greatest economic return of the options considered. This option allows the A34 to M40 northbound traffic to flow freely across the junction and removes the circulatory flow of the roundabout allowing extra capacity for traffic entering and leaving Bicester. It would remove a significant bottleneck on the M40/A34 and provide accessibility from Bicester to the SRN.
- 4.3. A new motorway access and exit from the north on the Middleton Stoney Road is the most economical option in terms of cost and would help reduce congestion on the existing M40 junctions 9 and 10 and is comparatively inexpensive compared to other options. The benefits of this option are more localised and would require more investigation of the impacts on the local highway network in terms of integration with the A4030. Such a junction may also help improve the profile of the Bicester area for journeys originating in the Midlands and the North. New access routes from the M40 south of Bicester were found to be more difficult and expensive to implement due to their construction taking place in a floodplain and other environmental constraints (water, noise, ecology and visual impact).
- 4.4. There remains a possibility that the Ox-Cam route aligns with a route similar to the options considered in the Bicester options appraisal report. The options for a M40 – A34 link and new junction on the A4030 offer the highest level of transport user benefits and are suitable for taking forward as a preferred option.
- 4.5. Based on the assessment it has been concluded that either a free flow link between M40 north and the A34 west at or near Junction 9 or a new motorway junction to the north of the M40 Junction 9 would offer a high value for money and be suitable to recommend as a preferred option in a future business case.

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<b>Date of meeting: 19 July 2018</b>	<b>AGENDA ITEM NO:</b>  <b>8</b>
<b>Report title: A Masterplan for Bicester</b>	
<b>Author: Jenny Barker, Bicester Delivery Manager</b>	
<b>Tel: 01295 221828</b>	
<b>Email: <a href="mailto:jenny.barker@cherwell-dc.gov.uk">jenny.barker@cherwell-dc.gov.uk</a></b>	

### 1. Purpose of Report

- 1.1 This report is to advise the Board on the progress to date on the Bicester Masterplan, enable consideration of opportunities to use outputs from the work to date and consider proposals to take forward a plan for the Garden Town.

### 2. Background

- 2.1 Work on a masterplan for Bicester was commenced to support work on the now adopted Cherwell Local Plan. This work was undertaken by WYG and was progressed through a series of workshops and a draft masterplan was published in 2012. The work was used to inform the then emerging Local Plan.
- 2.2 Given the identification of Bicester as a Garden Town in December 2014 a revised brief was prepared for an update to the masterplan in 2016. Systra were commissioned to undertake the work and have carried out a series of workshops and produced a draft masterplan. This report considers the progress to date and how best to move forward.

### 3. Emerging Masterplan

- 3.1 The work has progressed to a stage where there are some clear themes emerging, particularly around supporting cycling, green networks and the town centre.
- 3.2 Since work commenced there have been some changes in the context for the masterplan which present opportunities and challenges. In particular:
  - the work on the Oxford Cambridge expressway has identified routes that will impact on Bicester (announcement in July 18)
  - the certainty over the timing of delivery of East West Rail
  - The Oxfordshire Growth Deal and requirement for a Joint Spatial Strategy
  - The impact of the above on the timing of Local Plan part 2 which would have provided some of the policy basis for work in Bicester,
  - Information on open space needs is now available
  - The designation of Bicester as a Healthy New Town
- 3.3 Initial discussion with Members, Director of Place and Growth and Planning Policy has also highlighted concerns that the current masterplan work does not capture the extent of the vision

for the town and other plans that might have done so, such as Local Plan Part 2 have not progressed at the rate originally envisaged. Discussions with Homes England have indicated support for a more ambitious approach to the Garden Town and identified a further capacity funding round that could help support further work.

#### 4. Options to move forward

- 4.1 Progress with emerging masterplan to adoption as originally envisaged.  
This would involve 2 stages of consultation, amendment of the document following each consultation and then formal adoption. Whilst this route could be pursued, there are some risks that consultation could raise significant issues that were not covered in the current masterplan, requiring further work. This would increase the time that it would take to progress the document. This would mean that the resultant masterplan would be likely to be limited in terms of its influence on the future growth of the town. . For this reason this approach is not recommended.
- 4.2 Pursue emerging proposals from the masterplan through other routes e.g. through Local Transport Plan (LTP) 4 , Local Plan review or through direct delivery.  
The work to date on the masterplan has some interesting emerging propositions relating to the existing town and it is important these are not lost. There is within the work that has already been done, material that is helping to shape the work programme and identify deliverables. Elements that are or could be progressed are set out below:

Masterplan proposal	Route to delivery	Timescale
Healthy Streets	A draft policy on health and wellbeing is being developed based on work emerging from the Healthy New Town Programme and taking into account recent National Institute for Clinical Excellence (NICE) 2018 guidance. This will be informal guidance but embedded into Local Plan policy when the opportunity arises.	Dec 18 targeted for Informal Guidance
Reduction on speed limits to facilitate cycling	Work is progressing with OCC to reduce the speed limit around the perimeter route. Work on the Eastern Corridor design principles supports this. There is also ongoing dialogue around other routes where speed limit reduction would be beneficial. At Graven Hill there are proposals out for consultation around a 20mph speed limit for the development. There is a refresh of the LTP area strategy planned that could include the proposals re. the reduced speed limit and bring this together with other work on sustainable travel.	LTP refresh summer 18 – autumn 2019
Town Centre development areas	The work undertaken identifies potential development sites for	Consultation and publish informal

	expansion/development that could support the town centre. The formal allocation of the sites would need to be progressed through the Local Plan but the work could usefully be progressed as informal guidance to inform those looking for development opportunities in the town centre.	guidance summer 2019
Town centre public realm enhancement	<p>The work identifies the opportunity for public realm enhancement in Sheep Street and Market Square to support town centre regeneration, community and cultural offer. The most significant change would be to pedestrianise Market Square, to create space for activities and events, enable the historic townscape to be appreciated and create an attractive destination within the town centre. Previous work on a scheme was deferred whilst Pioneer Square was built and occupied. Subsequently concerns have been raised as to the impact of future options on London Road level crossing. The London Road crossing issues are being explored through the recent Task and Finish group. Any alterations would need to be flexible to accommodate future changes in transport patterns and two way traffic through the Market Square. Design work could take this into account.</p> <p>Work has been identified to undertake consultation, design review and updating work and feasibility during the current financial year. Delivery would require funding and OCC has been holding some funds since the project was deferred. CDC is holding some public art funding that was targeted at the Market Square. Until a detailed scheme is available it is not possible to get an accurate cost for the works. It is likely some additional funding will be required but there are funding streams that could be explored. There is local interest in moving this proposal forward and this could be achieved without waiting for the adoption of the masterplan.</p>	Undertake consultation and review scheme, brief for design feasibility by Spring 19 to include programme for delivery
Green Spines	<p>The masterplan includes a proposal for green spines to be developed through the town and green spaces to be enhanced. Open space studies have now also been completed. These highlight strengths and weaknesses in the existing open space provision in Bicester. A bid has been made for funding to enable bio- diversity enhancement in some of the</p>	TBC

	<p>existing open space areas in the town. These would be focused along stream corridors to enhance connectivity and have been identified with local stakeholders.</p> <p>Work undertaken by Oxford University on tools for green infrastructure planning have also provide useful information on value of green spaces and natural capital. This is providing a useful catalyst for discussions with the Town Council regarding the best approach to take forward proposals. The development of a Natural Capital strategy with a portfolio of investable propositions would help in securing funding and delivery. This could again be progressed without the formal adoption of the masterplan.</p>	
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4.3 To move forward with the deliverables from the emerging masterplan is recommended as it will support delivery in the town.

4.4 Review and expand scope of a plan for Bicester to meet the changing circumstances and member aspirations.

There has been a long held local desire to see a plan for Bicester. Furthermore public consultation in 2016 highlighted that people did not believe there was joined up planning for Bicester, suggesting the Local Plan was poorly understood or recognised by some people. The existing masterplan has been helpful in identifying some clear deliverables but has some limitations in terms of its scope. There is a need for the ambitions for Bicester to be captured in a document for the town and for this to be a useful tool to influence and support the delivery of the planned growth and regeneration. In addition as new issues have arisen such as Oxford Cambridge Expressway, that have the potential to have a significant impact on the town, it is important that they are considered in creating a plan for the town. A collaborative approach to developing a Garden Town plan would ensure that it was holistic, had stakeholder buy in and was deliverable. For these reasons it is considered expedient to pursue a new plan, the implications and opportunity of a revised plan are considered further below.

## 5. A revised plan for Bicester

5.1 The original Garden Town expression of interest included the following principles;

*Bicester Garden Town will be delivered through nine key principles:*

- *One Vision achieved through strong leadership and community engagement that integrates strategic growth with existing communities.*
- *Delivering choice and affordability in the housing market by supplying a comprehensive range of tenure and housing type.*
- *A diversify employment base delivered through new strategic employment sites that target the special skills of the area and support the growth of the economic sub-region.*

- *Green places creating an outstanding landscape and garden setting to enrich daily life.*
- *Innovative design to create places of distinction, with high quality architecture, attractive streets, squares, parks and public art.*
- *Creating a vibrant town centre by providing retail, health, leisure, social and community facilities to serve the surrounding neighbourhoods and villages.*
- *A connected community achieved through sustainable movement networks, and social and business forums.*
- *Sustainability as a part of everyday life delivered through carbon reduction, water management, waste recycling improved eco standards in energy efficiency and education.*
- *Healthy living supported by a healthy and safe environment*

- 5.2 Consultation in 2016 also identified what people liked about Bicester and what they would like to be improved. The report is attached at Appendix A. These were used to influence the existing emerging masterplan.
- 5.3 The original garden town principles as set out have not been subject to formal consultation and have not been reviewed since originally put forward. The emerging masterplan responds to a brief that did not seek to address all the areas identified in the principles, a number of which go beyond land use planning issues. Since the identification of the land at NW Bicester for an eco town in 2009, a lot has been happening in the town and it would be possible to capture this, agreed principles for the growth of the town and future ambition.,
- 5.4 The original intention was to produce a masterplan for Bicester as a Supplementary Planning Document (SPD). This would be consistent with the approach in Banbury and Kidlington. The advantage of SPD once adopted, is that it carries weight in planning decisions but it cannot make policy, only interpret existing policy. The adopted Local Plan has many useful policies but since its adoption some new challenges have arisen including the proposals in the partial review, the Oxford Cambridge expressway, east west rail timescales, sport and play studies and the Oxfordshire Growth Deal. New policy arising from these issues would need to be accommodated in a new plan, either Local Plan part 2, a reviewed plan or joint spatial strategy as appropriate, which the Bicester Masterplan SPD would need to reflect. This has implications in terms of the content and timescales in taking SPD forward.
- 5.5 Alternatives to SPD could be an informal policy document. This would not need to be developed with the same prescribed process as SPD and therefore has the potential to be produced quicker. However an informal plan would carry less weight as a consequence in planning decisions. Such a document could however encapsulate a vision for Bicester and other non-land use planning elements that are important for the town. There are many examples of such documents such as Birmingham's Big Plan and Didcot Garden Town Delivery Plan. Such an approach might be more accessible for people and be able to capture their aspirations to a greater extent. It could also help to bring together different areas of work, both planning and non-planning into a holistic document. However the lack of influence such a document could have over development decisions, could lead to frustration locally. One way to address this would be to ensure that the process for producing the document met the requirements of issues and options stage of local plan making, so that land use planning elements could subsequently be incorporated in emerging planning policy documents when they are produced.

- 5.6 What approach is taken will depend on the outcomes that are desired, the resources available and the timescales for the work. A short appraisal of options is set out below:

	Strengths	Weakness	Opportunities	Threats
SPD	-Carries weight in planning decisions -Prescribed process to develop -Role of document is generally understood	-Cannot make policy only interpret existing policy -time taken to produce -must be evidenced based and matters relevant to land use	-provide a stronger policy basis	Time to produce, may quickly date -two versions of masterplan already produced
Informal Guidance	Flexibility over content and process	-Lack of weight in planning decisions -could be expected to cover a wide range issues resulting in a large document	-Can cover a wide range of issues beyond land use -could be developed such that it covered issues and options stage negotiation	If not able to influence new development may be seen as a waste of time

- 5.7 Having considered the options it is recommended that a document is produced that is not constrained by being a supplementary planning document so that a more ambitious and holistic approach can be taken. However it should be produced so that land use planning elements can be taken forward in future planning documents to avoid the need to redo these as further local plans are developed.

## 6. Extent of the document

- 6.1 A range of requirements have been identified for the document including the need to be holistic, comprehensive, fine grain for the town, ability to influence S106, decisions and policy documents, integrate strategic growth with existing communities, bright, bold and ambitious. These would need to be applied across the plan and the following key areas for a revised document have been identified;

- Defining the Garden Town
- Community and Culture
- Movement
- Employment, skills and education
- Green Infrastructure
- Health and wellbeing
- Housing
- Town centre

- 6.2 For these topic areas it would be possible to look at current issues, planning matters as well as wider issues and future challenges. There would be the opportunity to consider how crosscutting issues of health and wellbeing, sustainability and future aspirations should be considered.
- 6.3 Developing a comprehensive masterplan can be time consuming and there is a risk that if circumstances change or something is missed it can derail the whole plan. As an alternative, the plan could be developed initially as a series of topic papers. This would enable targeted development of each topic with relevant partners and stakeholders and prioritisation of topics. It is recognised that there is existing work that can be built on and taken forward on all the listed areas. For example the regeneration of the town centre is already subject to the Bicester Mayor's campaign to promote the town and there is a commitment to work collaboratively to support the town centre including work by the Economic Growth team at Cherwell and Bicester Vision.
- 6.4 In addition approaching the plan on a topic basis would enable the outputs on each topic to be used without waiting for all to reach the same stage. This approach will enable greater scrutiny of the emerging work which cumulatively would be brought together in a single document to form the plan.
- 6.5 An example of how this approach could work for a topic area is set out below;

### **Health and Wellbeing**

- 6.6 Through the Healthy New Town work there has been wide engagement with both health partners and local stakeholders in developing the programme. In particular two partnership events have been held each year of the programme which have been important to report on progress but also to ensure planned actions meet local requirements
- 6.7 Consultation on health and wellbeing issues affecting the town could commence at the 2018 Healthy New Town conference to capture the learning from the programme and the expertise of the partners. This could be supplemented by on line consultation and taking advantage of other opportunities to get input from the wider population. The output would be a draft Health and Wellbeing paper which could then be subject to consultation and agreement.
- 6.8 It is envisaged that the initial consultation would;
- Explain the national picture –as regards health, i.e. the move to encourage increased self-care and personal responsibility for one's health and to draw on a range of community assets to support individual health and wellbeing and collectively to create a healthy community
  - Explain Bicester's particular issues in general terms and the Bicester Healthy New Town Programme - objectives and achievements to date. Initiatives such as the Dementia friendly town led by the Town Council would also be covered.
  - Identify which elements of the Healthy New Town programme are to be sustained and potentially extended beyond the initial phase as a demonstrator site funded by NHS England.

- Explain that one of the legacies of the Bicester Healthy New Towns Programme is to ensure the future growth of Bicester is designed and built in such a way as to encourage healthy lifestyles.
- Explain that although this paper provides a focus on Health and Wellbeing, the subject is also relevant to the rest of the Issues and Options Papers (e.g, Landscape and Greenspace, Transport and Movement, Social and Community, etc etc) as Health and Wellbeing cuts across all parts of how we design the environment.
- Seek views on how existing and proposed developments can support healthy lifestyles
- Seek views on changes to the health estate in the town
- Seek views on the priorities for health prevention
- Consider what a healthy town in the future will look like

6.9 Outputs would form part of the plan and those elements that relate to land use planning issues such as the need for land to meet health estate needs and requirements for building healthy developments could then be taken forward through Local Plan stages at the appropriate time. This approach takes advantage of the partnership working that is already in place and builds on it to produce the relevant part of the plan.

## **7. Conclusion**

- 7.1 The existing masterplan has served a useful purpose in identifying deliverables that can be taken forward to the benefit of the town. However its scope is, as was intended, limited and therefore it is not recommended to pursue it further.
- 7.2 To produce an ambitious and holistic plan it is proposed that it is not produced as an SPD, to enable flexibility on content and approach. However the work should be undertaken in such a way that elements of the plan that relate to land use planning can be used to inform further future policy making.
- 7.3 It is recommended to pursue the plan on a topic basis to enable maximum use of existing forums and partnerships, such as the Healthy New Town Partnership, to effectively engage people in the process and ensure that the content is relevant and meets local ambitions.

## **8. Recommendations**

- 8.1 It is recommended that the Board support the following actions;
1. That the outputs from the emerging masterplan are taken forward as set out in the table at 4 above.
  2. That a new plan is produced for the town that is holistic but that it will not be a supplementary planning document but provide informal guidance.



<b>Date of meeting: 19 July 2018</b>	<b>AGENDA ITEM NO:  9</b>
<b>Report title: MIPIM Feedback</b>	
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### 1. Purpose of Report

- 1.1 This report reviews our involvement in “The UK Property Marketplace - MIPIM UK 2017” exhibition and conference in London and proposes the representation of Bicester and Cherwell district as a whole in MIPIM UK 2018 (17-18 October) and other partnership working to attract investment and job opportunities.

### 2. Background

- 2.1 Cherwell’s Local Plan allocates almost 200 hectares of employment land to be developed up to 2031. This considerable amount of land is becoming available at a time when the development industry is active and businesses are seeking to expand and relocate alongside major new infrastructure investment in north Oxfordshire and along the Oxford to Cambridge corridor. Banbury and particularly Bicester have significant allocated sites to accommodate major commercial investment. It was therefore considered worthwhile for officers from the District Council and Bicester Vision to represent the area at MIPIM UK 2017.
- 2.2 MIPIM UK is held annually in London and is the leading exhibition and conference for the commercial property industry. It creates value by bringing together investors, agents, developers, occupiers, cities/local authorities and service providers. <http://www.mipimuk.co.uk/>

### 3. Review: MIPIM UK 2017

- 3.1 Around 1,500 companies attended from 45 countries with 95% of delegates being from the private sector. ‘Places’ were represented on exhibitions stands typically led by local authorities to promote their geographical areas and often in partnership with adjacent council areas to create higher impact whilst sharing costs – for example the Liverpool & Manchester ‘Powerhouse’.
- 3.2 Bicester and Cherwell were represented on three stands:
- 1) Bicester (led by CDC and Bicester Vision)
  - 2) Central Growth Corridor (direct representation by CDC alongside South Northants, Aylesbury, Central Bedfordshire, Milton Keynes, etc)
  - 3) Greater Thames Valley (indirect representation through OxLEP in partnership with LEPS further south)

## **The Bicester Stand**

- 3.3 The Bicester stand attracted considerable interest and favourable comments with 74 detailed enquiries received. Particular interest arose from::
- Land purchasers and investors
  - Property developers specialising in hotels, spas, rail, ICT, public art, charging, logistics and conference facilities
  - Service providers seeking opportunities to deliver broadband, electric vehicle charging points, public art, etc.
  - Government departments and other local authorities seeking partnership
- 3.4 The enquiries were from people based within the UK and overseas - typically seeking development and investment opportunities, to provide services, to gain contacts (at the Council and with local landowners) and general interest in the town of Bicester.
- 3.5 The Bicester exhibition stand package cost £10,000 and was funded from the District Council's economic growth budget.
- 3.6 Whilst serious enquiries did not arise from 'end user' businesses seeking premises, the response of enquirers was excellent. It is important to focus upon the longer term relationship-building value of the event. MIPIM is aimed at raising the profile of locations and the exhibition enabled that to happen. Meanwhile, the economic growth service works day-to-day with local developers and agents who were notified in advance that their sites were being represented at this major London event. It not only reaffirmed such partnerships, it also enabled close team work to develop between Bicester Vision and CDC.

## **The Regional Stands**

- 3.7 Bicester - and Cherwell as a whole - were also promoted on the Central Growth Corridor and the Greater Thames Valley stands alongside other partners:
- 3.8 The Central Growth Corridor was particularly prominent and received a great deal of interest – bringing to life the concept of the Oxford to Cambridge corridor and rivalling the stands of the Northern Powerhouse and London. The financial contribution by CDC was £9,950 with the other partners contributing a similar amount. Overall, in terms of raising profile, it was considered by all partners to be very successful.
- 3.9 The Greater Thames Valley stand did not appear to be as successful in representing Bicester and Cherwell as they are not considered 'Thames Valley' by the property industry. However, the presence of OxLEP added further coverage to our area and served to enhance the profile of Bicester and Cherwell.

## **4. Proposal: MIPIM UK 2018**

- 4.1 From the experience of attending MIPIM for the first time on 2017, it is clear that Bicester should be represented as a central component of the Cherwell, north Oxfordshire offer. Cherwell (and Bicester in particular) has a prominent location along the Oxford to Cambridge corridor and it is evident that an enhanced Growth Corridor stand would be the most effective way to compete with major city regions for global investment. By reusing the stand, the cost will be less than 2017 and plans are to be discussed with partners on 13 July.

- 4.2 As a measure of 'return on investment', recent large footprint commercial developments in the district (circa 100,000 sq.ft) create around 150 jobs and, amongst other benefits, over £300,000 of business rates towards public services each and every year. It is therefore appropriate to continue the inward investment partnership locally and to provide day-to-day support to investors and to monitor that investment over the months and years ahead.

## **5. Other Place Promotion Activity**

- 5.1 Whilst MIPIM provides a high profile 'global shop window' for our area, there are other more locally-based events that the partnership between Bicester Vision and CDC can co-operate on:
- 5.2 Oxfordshire events include the Oxfordshire Property Festival in April 2019 at Keble College, Oxford – conference and awards <https://oxpropfest.com/> and the Business in Oxford exhibition and conference <http://www.businessinoxford.com/>. The latter event in 2018 saw a very positive joint presence led by Bicester Vision with stand support by CDC. There will be other opportunities that should also be considered.
- 5.3 CDC operates investment services day-to-day through its Cherwell Investment Partnership [www.cherwell-m40.co.uk](http://www.cherwell-m40.co.uk). This website is being recommissioned as 'Invest North Oxfordshire' to offer additional features and support. This will not only enhance the support to investors in Bicester but also to those investing in Banbury, Kidlington, Heyford and the rural district.

## **6. Recommendation**

- 6.1 The Board is asked to:
- a) Note the successful attendance and representation of Bicester for the first time at MIPIM 2017.
  - b) Support Cherwell District Council in representing Bicester and the district as a key location on the Oxford to Cambridge Growth Corridor stand at MIPIM 2018.
  - c) Support the close co-operation between Bicester Vision and Cherwell District Council in jointly representing Bicester at key events and managing investment enquiries through the Council's economic growth service.

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<b>Date of meeting: 19 July 2018</b>	<b>AGENDA ITEM NO:  10</b>
<b>Report title: Bicester New Motorway Junction Feasibility Study</b>	
<b>Author: Andrew Bowe, Lead Officer for Strategic Transport Tel: 01295 221842</b>	
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### 1. Purpose of report

- 1.1 This report provides a summary of the M40 junction feasibility study following the Garden Town update to the previous meeting of the Strategic Delivery Board in March 2018.

### 2. Background

- 2.1. The M40 Junction Feasibility Study has progressed through various stages of preparation since 2016. Consultants were appointed to assess the implications and potential opportunity for a new M40 junction which could help improve connectivity to the strategic highway network, relieve congestion through the central areas of Bicester and support the management of traffic on the peripheral routes around Bicester. The study has been delivered in two stages: stage 1 - options development and stage 2 - options assessment.
- 2.2. A full assessment of the best performing options was carried out. The completion of the study was delayed by not being able to access the Oxfordshire Strategic Transport Model while it was being used to prepare the Partial Review of the Cherwell Local Plan. A Draft Stage 1 Options appraisal report was prepared in November 2016. It set out the approach used to identify and assess a range of potential M40 junction options that can support Bicester as a Garden Town over the next two decades.
- 2.3. There has been support for the proposed Oxford Milton Keynes Cambridge Expressway and East West Rail in the National Infrastructure Commissions' Final Report: "*Partnering for Prosperity*" published in November 2017 which made it clear the Expressway and East West Rail were key transport infrastructure priorities in the growth arc. The new M40 junction options have considered the potential for the project to align with the wider infrastructure projects in the Oxford -Cambridge corridor. This report is set in the context of the announcement of a preferred corridor route for the Oxford- Milton Keynes- Cambridge corridor.

### 3. Options development and assessment

#### Stage 1 – Options development

- 3.1. Eight potential motorway options were identified and were sifted using a variety of evidence including environmental data. The assessment showed that there were benefits for Bicester with the South East Perimeter Road and new Motorway junction in place. The Stage 1 assessment identified four preferred options that should be considered for taking forward for further investigation in Stage 2:

- 3.1.1. Option 1 – North of Bicester near Middleton Stoney

- 3.1.2. Option 2 – M40 junction 9
- 3.1.3. Option 3 – South of Bicester near Merton
- 3.1.4. Option 4 – South of Bicester near Arncott
- 3.2. All of these options had the potential to support employment and housing growth in the Bicester area, provide value for money and align with the Bicester masterplan and emerging proposals for the Ox-Cam Expressway. The recommendation was that the preferred option should be part of a package of measures to ensure that Bicester achieves its full potential.
- 3.3. The assessment of options included:
  - 3.3.1. Highway impacts of a new motorway junction on the M40
  - 3.3.2. Headline costs and benefits, focusing particularly on the local area
  - 3.3.3. Implications of a new M40 junction on the proposed South East Perimeter Road
  - 3.3.4. Demonstrating whether a new motorway junction would enable accelerated housing delivery and
  - 3.3.5. Carrying out an early sifting of options identifying a preferred option or range of options.
- 3.4. The options reports show that a new M40 junction has the potential to accelerate housing growth in Bicester and the surrounding area including at the former RAF Heyford site. The preferred options were considered against the criteria of cost, highway impacts, local development impacts and strategic cases (economic, strategic and commercial).
- 3.5. The options appraisal identified and assessed a range of potential M40 junction options that can support Bicester as a Garden Town. The identification of the options used a variety of assessments and methodology which is important for Highways England as the organisation responsible for the M40 and SRN. Highways England was involved in the consideration of the options. Highways England has made it clear that a new motorway junction may be possible but it needs to be considered in the light of the Oxford Cambridge Expressway.

## **Stage 2 Report – Options Assessment**

- 3.6. The final report was completed in March 2018. It forms part of the feasibility study commissioned to support Bicester's Garden Town status. The principal options considered in the report seek to address the existing transport issues in a national scheme opening year of 2021 and those issues arising from the significant planned growth in Bicester by 2031.
- 3.7. The improvement of access to Bicester from the M40 can also be complementary to the delivery of other transport goals such as making Bicester a more accessible location for non-motorised users through improvements to walking and cycling provision. Strategic road access improvements are also complementary to the planned improvements on the local highway networks such as the South East Perimeter Road. Nevertheless, improvements in accessibility between Bicester and the M40, whether by provision of a new motorway junction or improvement of existing junctions will not deliver significant changes in travel patterns in the town such that it removes the need for other improvements to be made.
- 3.8. The Department for Transport's transport appraisal guidance states that an Options Appraisal Report or similar should document the process of identifying the need for intervention and the process of option development and selection. Initial locations were identified where an intervention would be possible. The long list included both upgrades of existing junctions and new junctions on the M40, where new junctions were considered, physical constraints and opportunities were taken into account. As part of the assessment, each of the options were analysed using the DfT's Early Assessment and Sifting Tool (EAST) to identify strategic economic managerial financial and commercial potential success.

- 3.9. The Stage 2 traffic modelling for the options assessment utilised the revalidated Bicester Transport model to appraise the benefits of the options selected for further assessment following stage 1 of the study.

#### **4. Conclusion and recommendations**

- 4.1. The work to investigate the feasibility of a new motorway junction for Bicester was instigated by the Government's support for Bicester as a Garden Town. The project was funded as a capacity study and as such does not form part of any Council policy or proposals. Instead it provides technical information to be used in considering the options for growth and the potential for increase accessibility to the M40 to deliver development over the next decades.
- 4.2. From the options developed and assessment of them, it is concluded that a free flow link between the M40 and A34 would provide the greatest economic return of the options considered. This option allows the A34 to M40 northbound traffic to flow freely across the junction and removes the circulatory flow of the roundabout allowing extra capacity for traffic entering and leaving Bicester. It would remove a significant bottleneck on the M40/A34 and provide accessibility from Bicester to the SRN.
- 4.3. A new motorway access and exit from the north on the Middleton Stoney Road is the most economical option in terms of cost and would help reduce congestion on the existing M40 junctions 9 and 10 and is comparatively inexpensive compared to other options. The benefits of this option are more localised and would require more investigation of the impacts on the local highway network in terms of integration with the A4030. Such a junction may also help improve the profile of the Bicester area for journeys originating in the Midlands and the North. New access routes from the M40 south of Bicester were found to be more difficult and expensive to implement due to their construction taking place in a floodplain and other environmental constraints (water, noise, ecology and visual impact).
- 4.4. There remains a possibility that the Ox-Cam route aligns with a route similar to the options considered in the Bicester options appraisal report. The options for a M40 – A34 link and new junction on the A4030 offer the highest level of transport user benefits and are suitable for taking forward as a preferred option.
- 4.5. Based on the assessment it has been concluded that either a free flow link between M40 north and the A34 west at or near Junction 9 or a new motorway junction to the north of the M40 Junction 9 would offer a high value for money and be suitable to recommend as a preferred option in a future business case.

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No.	Project	Project output/ outcome	Original Timeline	Project resources required	Delivery Partners	Update March 2018	Update July 2018	Progress against programme
<b>Bicester Energy Projects</b>								
3.1	Heat Network	Phase 2 technical & commercial feasibility study to connect Energy Recovery Plant Ardley to NW Bicester development and further into the town	Completion April 2017	Funded by Department of Energy and Climate Change, CDC, OCC	Bicester Delivery Team	No significant change – draft report complete, parties currently reviewing. Operating a week behind schedule.	Contractors have experienced delays, final iteration of the report is expected early July with completion late July.	A
<b>Bicester Sustainable Travel Projects</b>								
4.3	Bicester Wayfinding project	Deliver a wayfinding / signage project across the town to increase walking and cycling	Autumn 2016 Scope and consequently timescale extended (funded from NHB)	Officer time	Bicester Delivery Team, OCC & stakeholders	Additional finger posts have now been installed.	All signage have now been installed. Project is completed	G
<b>Biodiversity / Green Infrastructure projects</b>								
5.1	Tools for planning and evaluating green infrastructure	Tool to support the planning of new green spaces to maximise their value developed for Bicester	March 2018	External funding received & officer time	Oxford University & partners; Bicester Delivery Team	Feedback session on green infrastructure tools with stakeholders took place in Feb. Additional session for CDC planners to be arranged.	Outputs from tools now available and have been presented to the Town Council and the subject of a webinar for the Ecosystems Knowledge Network. Opportunities to continue/extend the project are being explored.	G
5.4	TOE2 Wildflower planting at Bure Park	Increase in biodiversity, increase in activity in the park	2017 Completion date revised to July 2018	External funding received and officer time	Bicester Town Council, Bicester Green Gym, BBOWT	Spot weeding scheduled for March & Bicester Green will undertake some re-seeding in April. Training session with volunteers by BBOWT arranged. Project remains on target for end of July completion	Training by BBOWT for 15 members of local groups including Bicester Green Gym and Langford village Orchard will be delivered on Tuesday 3rd July.	G
<b>Bicester Demonstration Projects</b>								

6.2	Eco Business Centre	Business centre to support new and small SMEs and homeworkers in the locality	2016-18	Eco Town grant funding, ERDF, ED	Bicester Delivery Team	Construction remains on programme. Open afternoon held for residents to enable them to view the site; Oxford Brookes students have also visited. Contractor, Kier, also undertook CSR works to St. Edburges old school site for OYAP.	Offsite PV generation installed at Franklins House in June. Building programmed to complete in August and operator procurement is underway.	G
	ERDF ISfB (Innovation Support for Business)	Delivery of 12 hours of support via knowledge transfer sessions to SME's. Delivery of grant awards via Go-Create Grant Panel which CDC votes on.	TBC	Officer time	Bicester & Economic Growth teams (CDC); OxLEP, Oxfordshire County Council; Oxford City Council; University of Oxford; Oxford Brookes University	N/A	Signed Grant Funding Agreement now in place (June 2018), so project can commence. Whilst the current timescale of the project stipulates completion by end March 2020, a six-month extension is being sought as the project has been delayed by over 12 months.	A
6.4	ERDF OxFutures	To help grow the low carbon economy in Oxfordshire	Project completion by end March 2020 (final SME signups by end December 2019)	Officer time plus external support to operate 'Oxfordshire Greentech' (new business network to create impact and growth in the low carbon sector)	Bicester & Economic Growth teams (CDC); Oxford City Council; Low Carbon Hub; University of Oxford; Oxford Brookes University; Bioregional	Documentation prepared to procure 'Oxfordshire Greentech' support. Initial signups for SME energy audits undertaken: grant funding applications submitted to Greenfund Board to support improvements to those businesses	Cambridge Cleantech procured to provide external support to launch and bring Oxfordshire Greentech to financial sustainability within ERDF period to ensure legacy of network beyond.	G
<b>Healthy New Town (HNT) projects</b>								
7.2.a	Built Environment Workstream	Active travel - Central corridor environmental improvement and travel planning	Programme delayed - updated programme being produced	Officer time. Project funding £62.5k from HNT	Bicester Delivery Team	Currently awaiting outcomes from OCC consultation on plans	Continuing liaison with OCC on plans. Works due to commence September / October (however needs to ensure minimal impact on traffic movements along Queens Avenue during air-quality testing period for Satellite Project)	A

7.2c		Health Route Extended Use Testing digital innovations to establish if technology is effective in sustaining use of the Bicester 5K Health Routes.	Programme 2018-19	Officer time & NHS funding	Bicester Delivery Team	Initial meeting with supplier undertaken and equipment placement appraisal document produced for consultation.	Order for energy-producing outdoor gym equipment placed. Sites determined and permissions obtained from BTC: Keble Road Recreation Ground and Garth Park. Installation due mid-July for Keble Rd, and end-July for Garth Park. Digitising of existing Health Routes delayed due to issues with app	A
7.2d		Town Centre Trail	Installation 5 July 2018	Officer time (plus external consultant) & HNT funding	Bicester Delivery Team	New project within HNT programme. Initial stakeholder workshop held Feb 2018; routing options now being appraised.	Installation took place on 28th June, ahead of the launch event (NHS 70th Birthday) on July 5th. Project monitoring now taking place, and engagement with businesses ongoing.	G
7.3.a	Community Engagement Workstream	Healthy Schools - Encourage healthy lifestyles in children & adults through a parental engagement programme	Academic year 2017/18	Officer time	Bicester Delivery Team, St, Edburg's and Fritwell primary schools	On target. Schools engaged on both parental engagement programme and Walk to School Week in May.	Roy Broadfield from Impact in Learning will be following up the parental engagement project on 10th July and will report following this by September 2018	G

7.3.b		Healthy Lifestyles - Wellbeing@Work Scheme - supporting workers through local SMEs to live healthier lifestyles.	Programme 2017 - 2019	Officer time. NHS HNT	HNT Partnership	<ul style="list-style-type: none"> <li>• Business engagement ongoing – 9 businesses now engaged</li> <li>• MECC training – 2nd session delivered to (16) community café employees March 2018</li> <li>• Wellbeing event postponed to September</li> <li>• Recruitment onto Mental Health First Aid Training ongoing</li> </ul>		G
7.4	Local Evaluation	Detailed evaluation process and outcome report	Programme 2017 - 2019	NHS HNT	HNT Partnership	Evaluation of overall programme is ongoing. A report on the process of setting up the programme and how it is being delivered will be available August		G
7.5	Collaborative Lead (Evaluation)	Co-ordination of events and materials and supporting other knowledge sharing actions across the collaborative	Programme 2017 - 2019	NHS HNT	HNT Partnership	Evaluation collaborative meets quarterly and has agreed some common metrics for evaluating HNT at different sites. Current focus is on agreeing a research proposal for a longitudinal study into the impact of HNT programme		G
7.6.a	Project Management and New Care Models Workstream	Digital/ contracting & service planning - digitally enabled care model and patient education	Programme 2017 - 2019	NHS HNT	CCG, GPs	New model of diabetes care using skype enabled remote consultations currently being tested. Case study of pilot will be created by Sept 2018		G
7.6.b		Contracting & service planning - Options for future healthcare service remodelling	Completion expected March 2019	Officer time	Bicester Delivery Team, CCG, GPs	OCCG have commissioned a site search for a health and wellbeing centre in Bicester – due for completion by April 2018		A
7.6.c		Predictive data modelling	Programme 2017 - 2019	NHS HNT	HNT Partnership	Model developed and being tested with national data to identify future healthcare workforce needs to address population growth		G

7.7	Eat Out Eat Well Scheme	Award scheme for food outlets that offer healthier food options to develop a healthier food environment.	Programme 2018-19	Officer Time	CDC Environmental Health Team	5 businesses in Bicester referred by HNT now award holders. Working with CDC Environmental Health team to recruit further businesses	Recruitment ongoing. 5 businesses in Bicester are award holders.	A
7.8	Healthy New Town Supporters scheme	Set up supporters network to encourage behaviour change - now linked to social prescribing scheme	Programme 2018-19	Officer time and NHS funding	CDC Community services and HNT Partners, Citizens Advice N Oxon	Community Forum groups positive about how HNT healthy steps could be "championed" by supporters within their organisations. Still awaiting dedicated member of staff from Community Services to take	Louise Willis is now in post for 1 day per week and is reviewing the role of the Bicester Voluntary Organisation Network and Spark funding and partnerships with the voluntary sector	A
7.9	Develop & launch 'Little Lunch' scheme	Working with CDC community services and voluntary sector to promote neighbourhood lunches to reduce social isolation	Programme 2018-19	Officer time	CDC Community services and HNT Partners	This is being actioned by Community Services team in collaboration with One Bicester. Project no longer being taken forward by Bicester Team		G
7.10	Inter-generational projects	Working with voluntary sector, housing, care homes & schools to reduce social isolation	Programme 2018-19	Officer time	Bicester Delivery Team and HNT Partners	Meeting on 25/03 to explore options for working with care homes, Forget-me-Nots Bicester and primary schools – with input from researcher from Oxford University	Louise Willis is now in post for 1 day per week, helping to facilitate intergenerational projects. Dr George Leeson is providing ongoing advice for 2 intergenerational projects between Wyndham Hall Nursing Home & Kings Meadow Primary School and Forget-me-Nots and Little Acorns playgroup	A

7.11	Early Years Projects	Support for pre-schools and nurseries to promote healthy behaviours and working with families to build cooking skills	Programme 2018-19	Officer time and NHS funding	HNT Programme Partners and CDC Sports Activators	<ul style="list-style-type: none"> <li>• Development of Early Years physical Activity pack delayed. Briefing now to be delivered in April 2018.</li> <li>• Facilitators for parenting programme completed 4 day training. First session of 8 week parenting programme to be delivered from mid April 2018.</li> </ul>	<ul style="list-style-type: none"> <li>• One 8 week parenting programme now complete. Plans in place to deliver a further 2 session across the town in the new school year.</li> <li>• Development of Early Years activity pack was delayed but now out to print. Currently recruiting EY providers to advertise. Briefing session to be held early in the new school year.</li> </ul>	A
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## Bicester Strategic Delivery Board

<b>Date of meeting: 19<sup>th</sup> July 2018</b>	<b>AGENDA ITEM NO: 12</b>
<b>Report title: Project Bids 2017/18</b>	
<b>Authors: Bicester Delivery Team Sam Thomas, Sustainability Project Officer Tel: 01295 221964   Email: Sam.Thomas@Cherwell-dc.gov.uk</b>	

### 1. Purpose of Report

- 1.1 This report provides the current position on project bids submitted by the Bicester Delivery Team. Updates are shown in red; successful submissions are shown shaded at the end of the table.

### 2. Recommendation

- 2.1 The Board is asked to note the funding submissions made and to continue to support future submissions.

Date submitted	Name of funding stream	Subject	Sum applied for	Partner(s)	Outcome	Progress update if decision still pending
<b>Project Bids Since Last Meeting</b>						
<b>Awaiting outcome</b>						
March 2018	Garden Town Capital Funding (Spending Review)	Business Case for forward funding strategic highways infrastructure	£14.73m	OCC, Housing Developers		Decision expected April 2018. Discussions continuing with MHCLG over the detail of the business case.
Jan 2018	SEMLEP ESIF	Green & Blue Infrastructure and Biodiversity enhancements. Bicester focus - river improvements	£ 226,770	Nene Valley Authority and others in southeast Midlands.		Bid is still being progressed at MHCLG, decision was due in April 2018 advised a decision will be in the summer.

## Bicester Strategic Delivery Board

Date submitted	Name of funding stream	Subject	Sum applied for	Partner(s)	Outcome	Progress update if decision still pending
		& Chesterton Woodland				
Jan 2016	ESIF – European funding	Low Carbon Innovation. Funding for 3 years to promote the eco business centre with project to start January 2017		Oxford Business Support Unit and other partners	Successful  Awarded £89,688 revenue & £175k capital funding.	Delivery partner collaboration agreement signed June 2018. Project added to SBD excel sheet.
<b>Successful</b>						
Date Awarded	Name of funding stream	Subject	Sum applied for	Partner(s)	Outcome	
Jan 2018	NHS HNT funding	Extended use of health routes including app-based progress tracking & outdoor gym equipment with mobile phone charging point & Bluetooth connectivity.	£ 53K		Successful - Full amount awarded	
Jan 2018	NHS HNT funding	HNT Evaluation	£ 12k	HNT pilot sites and Oxford Universities	Successful - £12k awarded	
May 2017	ESIF – European funding	Growing the Low Carbon Economy. Funding for 3 years with projects to start end Sept 2016		Low Carbon Hub, other partners	Successful Awarded £168,600 for staff costs;£15k for marketing	



Risk no.	Risk Theme	Risk Description	Probability	Impact	Gross	Risk treatment	Mitigation	Update/Change from January 2018
<b>1</b>	<b>Risks to Housing Delivery</b>							
<b>1a</b>		Reduction in market demand results in slowdown in housing completions	3	4	12	Treat	Undertake regular engagement with developers to understand any early signs of market decline and potentially explore re-phasing of affordable housing.	No change
<b>1b</b>		Significant changes to national policy (e.g. affordable housing policy) creates climate of uncertainty	3	4	12	Tolerate	Keep up to date with government policy consultations and assess possible detrimental impacts to Bicester housing delivery.	<b>The Government recently published a draft revised National Planning Policy Framework for public consultation, which closed in May 2018. It proposes the deletion of a reference to the application of Garden City principles in relation to large scale development. If this change is adopted in the final version of the Guidance, it may make it more challenging to secure high quality large scale development in Bicester.</b>
<b>1c</b>		Developer interest in sites slows, resulting in a fewer	3	4	12	Treat	Maintain awareness of what applications are	No change

		number of planning applications being submitted to CDC					being submitted to CDC Development Management and follow up with conversations with developers to understand their timescales / reason for slowdown.	
1d		Slow completion of S106 agreements which delays issuing of planning permissions leading to delayed start on sites.	3	4	12	Treat	Identify source(s) of delay and agree with relevant parties' actions and those responsible for implementing with timescales to resolve.	<p><b>Progress continues to be made on NW Bicester S106 agreements, in particular with the Himley Village (1700 dws), envisaged to be completed during Summer 2018.</b></p> <p><b>Progress on both the A2 Dominion S106 agreements (2600 dws and 900dws) are to some extent dependent on progress being made resolving the outstanding issues with Network Rail (see Risk 3e below).</b></p> <p><b>The s106 for Albion Land's application for residential development has been completed.</b></p> <p><b>Its appeal against CDC's refusal of the original application (for both housing &amp; commercial</b></p>

								elements) has been allowed. However this is the subject of a legal challenge by CDC relating to the community development elements of the Inspector's decision, the outcome of which is awaited. At the current time there is no discernible impact from this on the progress of S106 agreements.
2	Risks to delivery of Strategic Commercial Sites							
2a		Risk that market demand for premises does not match the Use Class(es) which are being sought.	3	4	12	Treat	Explore potential for attracting wider range of business to Bicester.	No change
2b		Reduction in market demand results in slowdown in completed commercial development	3	4	12	Treat	Undertake regular engagement with developers to understand any early signs of market decline and potentially explore if there are any options to remediate the situation.	No change

2c		Slow completion of S106 agreements which delays issuing of planning permissions, leading to delayed start on sites.	3	4	12	Treat	Identify source(s) of delay and agree with relevant parties' actions and those responsible for implementing with timescales to resolve.	Progress on commercial sites is being monitored.
3	Risks to delivery of Strategic Infrastructure							
3a		General issue of inadequate funding to deliver infrastructure to support planned development	4	4		Treat	Work with government and other partners to secure necessary infrastructure to support growth.	The Growth Deal for Oxfordshire, Housing Infrastructure Fund and Garden Town capital funding are all seeking to support infrastructure delivery to facilitate growth and have the potential to unlock development sites.
3b		Reductions in staff capacity of consultees leading to delays in providing advice, comments on applications etc.	4	3	12	Treat	Identify area of reduced capacity and assess likely impact on infrastructure delivery. Explore alternative options to provide capacity in-house in CDC.	No change
3c		Development sites do not	3	4	12	Treat	Engage in regular	No change

		come forward speedily and / or in the manner anticipated so adversely impacting on comprehensive and timely delivery of infrastructure					dialogue with developers to understand underlying causes and see what can be done to re-profile timing of infrastructure provision.	
3d		Developers successfully challenge CDC / OCC S106 requirements resulting in a reduction of the developer funding needed to support the delivery of necessary infrastructure.	3	4	12	Treat	Work with developers / colleagues to agree a compromise if possible which avoids undermining the delivery of key infrastructure. Initiate discussions with the Homes England / LEPs to explore opportunities to close major funding gaps.	<b>See risk 1d Albion appeal allowed (Dec 17). CDC's and OCC's S106 requirements were generally maintained by the Inspector, bar those relating to supporting the new community at NW Bicester. However this is the subject of a legal challenge by CDC - specifically relating to the community elements of the Inspectors decision. The outcome is awaited.</b>
3e		Issues around Network Rail requirements threaten to delay completion of S106 agreements.	3	4	12	Treat	Maintain continuous dialogue with Network Rail, OCC and A2D. Maintain regular dialogue with relevant government departments including DfT and CLG.	<b>Meetings continue with Network Rail &amp; A2Dominion to progress design of rail crossings and Network Rail agreements to deliver. This work will provide certainty over costs and the timing of delivery. Housing Infrastructure Funding (HIF) is also being explored to support delivery of the rail</b>

								crossings.
<b>4</b>	<b>Risks to securing a whole town approach</b>							
<b>4a</b>		Reduction in availability of funding threatens delivery of town wide projects	3	4	12	Treat	Explore possible alternatives looking at both internal and external sources of funding. Look at re-profiling project outcomes. Consult other delivery partners and investigate pooling resources.	<b>No change</b>
<b>4b</b>		Capacity of Bicester Delivery Team is inadequate to deliver projects in a timely and effective manner.	4	3	12	Treat	Utilise Project Delivery Plan to keep a close eye on delivery milestones and ability of Team to meet them, agree which projects are top priority to progress and those of less importance, recruit to vacant posts and explore opportunities for project reassignment / sharing within Team.	<b>Maria Curran (Garden Town Delivery Manger) departed at the end of March 2018. Two members of the Team have had their contracts extended. One remains on a temporary contract. Discussions are ongoing regarding Team resources but a post to support the delivery of the plan for Bicester is currently being advertised.</b>
<b>4c</b>		Lack of partner interest in collaborating and / or ability to support delivery of projects	3	3	9	Treat	Discuss with potential partners with a view to trying to find compromises / a way	<b>No change</b>

							forward e.g. if capacity is limited then prioritise areas for involvement.	
<b>5.</b>	<b>Risks to progressing the Bicester Healthy New Town Programme</b>							
<b>5a</b>		Expectations exceed what can be reasonably delivered	3	3	9	Treat	Work to continuously manage expectations - through communications, SDB, partners, NHS England etc. Ensure that agreed programme is realistic in terms of the capacity need to deliver actions.	<b>No change</b>
<b>5b</b>		General understanding of the Programme and its objectives suffers from confusion, leading to lack of support from key stakeholders and lack of interest from the public in taking part in the initiatives.	3	4	12	Treat	Ensure clarity over key messages and deliver all communications according to an agreed strategy which provides a consistent and clear guide to govern all communications. Hold a variety of events which allow people to get involved in the	<b>Marianna Russo (HNT Communications Officer) left the Team at the end of June. Discussions are underway to secure her replacement.</b>

							Programme and ask questions, rather than just relying on social media, press coverage etc.	
5c		Funding to deliver Year 2 of the Programme fails to materialise	1	4	4	Treat	Maintain positive dialogue with NHS England to ensure mutual understanding of each other's objectives and priorities.	Funding confirmed
5d		Risk that the Team is under resourced to deliver what has already been committed to (and funded) as well as an extension to the local programme, following the conclusion of the funding period for the national HNT Programme (ending March 2019).	3	4	12	Treat	It will be important to agree with local stakeholders and partners how the local Programme could be extended (both in Bicester and across the District), who will be involved in delivery, their respective roles and associated costs, as soon as possible. Once this has been done, the Team will be able to understand the amount of resource it will need and explore potential funding sources.	A HNT Partnership meeting has been organised for July in order to explore the appetite from delivery partners to extend the Programme. Funding opportunities continue to be explored by the HNT Team.
5e		Risk that the programme project officers will have difficulty in sustaining	3	4	12	Treat	Any roll out of the Programme across the District will need to take	Once CDC understands the views of HNT Delivery Partners (see above entry),



		their focus on Bicester whilst they are also helping to enable healthy place making to develop for other places across the Cherwell District.					account of the potential impacts on the existing Bicester HNT Programme and ensure that resourcing of an extension to the Programme does not rely solely on existing Bicester HNT officers.	<b>the implications for resources will be better understood and informed discussions within CDC can take place.</b>
<b>6</b>	<b>Risks relating to public opinion / stakeholder management</b>							
<b>6a</b>		Lack of momentum results in an increase in negative opinions around development	3	3	9	Treat	Keep a keen watch on media reports etc. around Bicester and act promptly to address negative coverage. Maintain / increase good communications with stakeholders and other delivery partners.	<b>No change</b>
<b>5b</b>		Ineffective communication leads to concerns over lack of control and direction of development	3	3	9	Treat	Manage communication to ensure that messages are clearly communicated explaining the Council's role of developing the town.	No change

## Guide to Risk Assessment

Probability	Scale	Likelihood	Indicators
Very likely	5	More than 75% chance of occurrence	Regular occurrence Circumstances frequently encountered
Likely	4	50% - 75% chance of occurrence	Likely to happen at some point within the next 1-2 years Circumstances occasionally encountered (a few times a year)
Possible	3	30% - 50% chance of occurrence	Likely to happen once or a small number of times over 2-3 years
Unlikely	2	10% - 30% chance of occurrence	Only likely to happen once in 3 or more years
Remote	1	Less than 10% chance of occurrence	Has happened rarely/never before

Impact	Likelihood				
	Rare	Unlikely	Possible	Likely	Almost Certain
	1	2	3	4	5
Catastrophic	5	10	15	20	25
Major	4	8	12	16	20
Moderate	3	6	9	12	15
Minor	2	4	6	8	10
Almost none	1	2	3	4	5

	low risk
	medium risk
	medium/high risk
	high risk

### Bicester Press Releases

Please see below headlines of all the media releases which were issued to the press, relating to Bicester, during the period April to June 2018.

Date*	Bicester Developments/Projects	District wide
03/04/18	<a href="#">Call for community groups to meet young aspiring volunteers</a>	
03/04/18	<a href="#">Community groups to get up to £1000 for their projects</a>	
05/04/18	<a href="#">Build your dream with pilot mortgage scheme</a>	
17/04/18		<a href="#">Tributes flood in for council's vice-chairman</a>
02/05/18		<a href="#">Green fingered giveaway</a>
02/05/18	<a href="#">Deadline nears for self-build mortgage applicants</a>	
23/05/18	<a href="#">Feel 'something in the air' at new festival coming to Bicester</a>	
30/05/18	<a href="#">Opportunity to tender at Graven Hill</a>	
31/05/18	<a href="#">Consultation call for Graven Hill</a>	
06/06/18	<a href="#">Solar panels lighten load on environment</a>	
08/06/18		<a href="#">Highlighting food hygiene heroes</a>
13/06/18		<a href="#">Reassuring roadshows take to the streets</a>
26/06/18	<a href="#">New 'Discovery Walk' to celebrate 70 years of the NHS</a>	

\*Date given is the date the release was issued to the media, not the website timestamp.

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# 2018

# Bicester Strategic Delivery Board

## Summary of the Forward Plan

This summary of the Forward Plan, (produced by officers on behalf of the Chairman of the Strategic Delivery Board) sets out the key reports which will be considered by the SDB. The Forward Plan will be updated and rolled forward on a quarterly basis. As this takes place, the programme will be adjusted: further reports may be added, or anticipated ones may be rescheduled or removed. The summary shows the reports programmed to be taken during each meeting. A likely date of report is shown, but it is possible that a report may be rescheduled to a later month. The full Forward Plan, including the latest position on prospective decisions is available on the council website at [www.cherwell.gov.uk](http://www.cherwell.gov.uk), using the link to Council meetings.

The Forward Plan lists documents which are currently available to decision makers. Generally these are also available to the public but some may have restrictions on the information given in them. Copies of public documents listed may be obtained on request from

Sue Cavalier  
Project Development and Support  
Cherwell District Council,  
Bodicote House, Bodicote,  
Banbury, Oxfordshire, OX15 4AA (e-mail: [sue.cavalier@cherwell-dc.gov.uk](mailto:sue.cavalier@cherwell-dc.gov.uk)).

There will be a copying charge for each document. Comments on the matters for reports may be made to the relevant contact officer up to the date of the meeting, unless otherwise specified in the consultation details.

## Strategic Delivery Board Members

<b><u>Member</u></b>	<b><u>Organisation</u></b>
<a href="#">Councillor Barry Wood</a>	Chairman of SDB and Leader of Cherwell District Council
Councillor Lynn Pratt	Lead Member for Estates and the Economy
<a href="#">Councillor Colin Clarke</a>	Lead Member for Planning, Cherwell District Council
Councillor Ian Hudspeth	Leader of Oxfordshire County Council
Councillor Richard Mould	Chairman, Policy Committee, Bicester Town Council
Councillor Les Sibley	Mayor of Bicester
Councillor Lawrie Stratford	Cabinet Member for Adult Social Care, Oxfordshire County Council
Councillor Rose Stratford	Chairman, Planning Committee, Bicester Town Council
Councillor Michael Waine	Local Member, Oxfordshire County Council
Rosie Rowe	NHS Clinical Commissioning Group /Bicester Healthy New Town Programme Director
Lesley Tims	Strategic Planning & Engagement Manager
Ben Jackson	President, Bicester Chamber of Commerce
Phil Shadbolt	Chairman, Bicester Vision
Ian Collinson	Head of Area, Homes & Communities Agency (HCA)

## Bicester Forward Plan

Key reports will be submitted to the Strategic Delivery Board for consideration:

Meeting: 18 October 2018			
Subject for Decision	Engagement/ Document	Organisation	Contact Officer(s)
Heat Network Study		CDC	Sam Thomas
NW Bicester Local Management Organisation		CDC	Caroline Clapson
Health Routes – A Guide to Process Delivery			
Sustainable travel update			
Wider Growth Context			Adrian Colwell
Eco Town and Garden Town 2016/17 financial report		CDC	

Meeting: January 2019 – to be arranged			
Subject for Decision	Engagement/ Document	Organisation	Contact Officer(s)
Plan for Bicester – update		CDC	
Future of the HNT programme		HNT	Rosie Rowe
Bicester Eastern Corridor Design Principles		CDC	Jenny Barker

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