

Supplementary Papers

The Future Oxfordshire Partnership

held in the Council Chamber, Cherwell District Council, Bodicote House,
Bodicote, Banbury, OX15 4AA
on Monday, 20 March 2023 at 2.00 pm

3. **Public participation** (Pages 2 - 7)

The written responses of the Partnership to the submitted questions is attached.

4. **Future Oxfordshire Partnership Scrutiny Panel update** (Pages 8 - 16)

The response of the Partnership to the recommendations from the Future Oxfordshire Partnership Scrutiny Panel meeting held on 13 March 2023 are attached.

Public speakers

20 March 2023

1. Councillor Sue Roberts, South Oxfordshire District Council.

Refused Water Bathing Status - sewage - a drag on Wallingford's Economy

My husband's birthday treat: sampling along the River Thames to apply for Bathing Water Status for Wallingford Beach. It was remarkably hard work and we finished exhausted, finally delivering samples to Thames Water in Reading to analyse faecal contamination of our river. This citizen science project involved fifty Wallingford citizens.

Water Bathing Status has been refused by DEFRA with no explanation given.

We are confounded that no protections will be put in for the hundreds of children and old folk swimming here. The whole town was behind South Oxfordshire District Council's investment of over £40,000 for experts Thames 21 to lead on this, with their proven-track record of achieving Water Bathing Status at Port Meadow, Oxford.

We were confident of success. Our beach is jam-packed with young kids ducking their heads under the water, families paddle-boarding, old folks (like me) swimming.

The River Thames is the lifeblood of our market town. Oxford University and Oxford Brookes elite rowing teams train here; hosts of visitors and locals play at our beach. The town is thriving economically, with this new-found love of wild-water. Bars and restaurants are opening up and Wallingford has a real buzz.

Who is putting their foot on the neck of Wallingford's future? Is it DEFRA or Thames Water? It was a body-blow to discover that we are not to be protected from swimming in sewage.

Please would FOP write to the Secretary of States for DEFRA and DCMS, to deplore this retrograde decision to keep Wallingford mired in excrement?

Would you kindly consider this under your agenda item on Oxfordshire's Visitor Economy.

Response:

The Future Oxfordshire Partnership acknowledges the concerns expressed in the question and agrees that the water quality of the Thames is of high importance to the residents of the County with a significant impact on the visitor economy. In consultation with local authority partners, the Partnership will write to the appropriate Secretaries of State to seek feedback as to the reasons why Water Bathing Status has been refused for the Thames at Wallingford and any other locations in the county.

2. Professor Richard Harding on behalf of CPRE Oxfordshire

CPRE Oxfordshire welcomes the Pathways to Zero Carbon Oxfordshire Joint Action Plan (Agenda Item 5).

As councillors and officers will know, CPRE has been calling for a county-wide strategy for renewables to ensure we get what is needed as soon as possible, but in a way that protects our countryside and respects the views of local communities. (An as yet largely unpublicised petition on this matter has already drawn nearly 500 signatories from members of the public who share our views.)

We are therefore delighted to see the proposal for a Local Area Energy Plan for Oxfordshire and this commitment to strategic planning of energy generation.

We are also pleased to note that, despite the ambitious solar renewable energy targets for the county, these would only require a small portion of Oxfordshire's land and that, as CPRE has always said, priority should be given to rooftops and brownfield locations.

In our view, this confirms our position that our local authorities can and must be selective about any greenfield allocations of solar, particularly avoiding Areas of Outstanding Natural Beauty, Green Belt, wildlife sites and nature recovery areas, and good agricultural land. In welcoming the Local Area Energy Plan proposal, we would like to ask the Future Oxfordshire Partnership:

- Which 'stakeholders' (p48, Action 4, 1) will be involved in the formulation of the Plan?
- Will the Plan be, rightly, subject to full public consultation?
- How will the Plan take into account other potentially competing uses for land, such as biodiversity and food production, possibly moving towards a broader comprehensive land use plan for Oxfordshire?
- And when will local authorities be in a position to turn down any building applications (domestic or commercial) that do not make adequate provision for renewable energy, especially solar?

Response.

- *We are in the very early stages of considering what a local area energy planning approach could look like for Oxfordshire, so are yet to fully map out a complete stakeholder list, and consultation approach.*
- *An initial workshop has taken place with local authority and OxLEP colleagues to explore in the first instance, what local area energy planning is, how such an approach led by the local authorities could support Oxfordshire to achieve its net zero ambitions, and what the appropriate scale for energy planning is.*
- *Following the workshop, we will be establishing a steering group to further evolve our thinking and develop a proposed approach to local area energy planning. The steering group will be multi-agency, recognising that energy planning is not something the councils can and should tackle alone, and will include partners such as the energy distribution network operators who cover Oxfordshire; other stakeholders will be encouraged to join the steering group.*
- *We will not be starting from scratch with local area energy planning; through Project Local Energy Oxfordshire (LEO) we have developed the LEO Geospatial Land Use Mapping Tool, which draws together into a single space a wide range of information on*

land use (including environmental and landscape designations, agricultural grade, flood risk zones, planned housing and employment growth) and energy assets in Oxfordshire. Making use of the data available, both from external sources and internally generated sources allows us to evaluate past performance, optimise operation, prioritise retrofit opportunities, and inform future local clean growth strategies and approaches. There are also other learnings from Project LEO which will support the development of energy planning in Oxfordshire >>> <https://project-leo.co.uk/blog/final-report/>

- We recognise the critical need to make the most effective use of land across Oxfordshire recognising multiple competing demands and will consider this as we further evolve our thinking re: a local area energy planning approach for Oxfordshire.*
- Each of the Oxfordshire authorities are in the process of preparing new Local Plans which will provide the opportunity to consider the most appropriate policies for securing the use of renewable energy in new developments. Any such policies will need to be consulted upon and developed in the context of the National Planning Policy Framework, some initial revisions to which are expected shortly with further changes anticipated to follow later this year.*

3. Suzanne McIvor on behalf of Need Not Greed Oxfordshire

There seem to be three phases to the preparation of the Strategic Economic Plan. Firstly "scoping", secondly "evidence gathering analysis, future thinking through an Independent Economic Review" (which will include a call for evidence), and thirdly an Action Plan which will include the final outputs. All done and dusted by the end of June!

The headlines on the SEP suggest it is supposed to be a "new, constructive and creative county-wide conversation about Oxfordshire's economic future" but we don't see any evidence to suggest that the residents of Oxfordshire or groups such as ourselves are going to be involved in this conversation. Where in the timetable is the public consultation to allow everyone a say, rather than just including those whose focus is purely economic and business-based?

And is the SEP going to be adopted by each of the Oxfordshire Local Authorities or are we going to wake up one day to an announcement that it has been approved by the government?

We assume that as the Future Oxfordshire Partnership is not a decision-making body, the sign up to the SEP will need to be approved by each Local Authority.

We ask the Future Oxfordshire Partnership to:

1. Carry out a full public consultation on the SEP, and
2. Ensure that the SEP goes through an appropriate scrutiny and approval process by each Local Authority?

Response:

The Strategic Economic Plan is being developed and funded in partnership with local authorities, both universities and the OxLEP partners. OxLEP launched an open call for evidence in February which closed on the 10 March, this was to facilitate wide ranging engagement and to inform an Independent Economic Review. OxLEP intend to undertake a series of deep dives into Inclusive Economic Growth, Net Zero and Sustainability, The Foundation Economy and Innovation & Diffusion through both stakeholder and workshop engagement. OxLEP will be holding 6 (3 x 2) workshops in total across the three phases of the SEP work programme between March and June. Attendance is subject to registration for each workshop through the Eventbrite platforms advertised on our website and promoted by our partners to secure strong representative engagement; the first two workshops took place on 22/23 March and were focused upon the Deep Dive themes. Each workshop will have capacity to accommodate 50-60 participants with workshops taking place at 3 locations across the county - Oxford Brookes, Milton Park and Begbroke. The findings being reported back at agreed intervals over this period to both FOP and OxLEP Board as the SEP and Action plan are developed. Work is overseen by a stakeholder working group representative of the key stakeholders and government and it is anticipated that the final document will be signed off by the OxLEP Board in late September.

4. George Curtis on behalf of Bioabundance

Thank you for the opportunity to question the FOP about the Oxfordshire Strategic Economic Plan 2023 and Oxfordshire Net Zero Route Map & Action Plan Final Report on behalf of Bioabundance whose objective is to protect, extend, grow and restore nature in Oxfordshire.

I had the privilege of asking two questions to the FOP Scrutiny Panel on 13th March:

- Could the Net Zero Plan be reworked to include the Scope 3 emissions before it can be accepted?
- Could the Economic Strategy include the use of Doughnut Economics to measure and present plans for enabling wellbeing whilst minimising environmental harm?

I quote from the Net Zero Report.

The size of the challenge to achieve net zero carbon by 2050 at latest will require a considerable step change in activity. We need to embed climate change into decision making across Oxfordshire's local authorities.

We understand from the responses to the Scrutiny Panel that the Net Zero plan will still be put forward to the FOP despite the fact that Scope 3 emissions are not included in this iteration of the plan. From other points made in the Scrutiny Panel meeting, the net zero imperative is to be considered in many of the FOP sponsored workstreams. The net zero imperative applies to all FOP activities. It is our contention that the Scope 3 emission information from the housing and road developments are crucial elements in FOP decision-making to embrace the net zero strategy. Houses are estimated at between 50 and 150 tons of carbon each. The present Oxfordshire Net Zero Route Map & Action Plan is not fit for purpose until it is extended to include Scope 3 emissions.

We understand that the Scrutiny Panel will recommend that the FOP ask Kate Raworth to present the Doughnut Economics approach to manage sustainable growth within ecological targets whilst ensuring wellbeing. We would ask the FOP to follow this recommendation so that they can see the benefits of weaving the principles and measurement schemes in this economic model into the Oxfordshire Strategic Economic Plan 2023.

In other parts of the country, for instance the WFG (Wales) Act, the well-being of future generations is acquiring greater significance than in the now outdated quest for GDP growth at any cost. The number of houses in the Oxford city Housing & Economic Needs Assessment, produced by Cambridge Economics, seems to be based on the 1930s economic concept of GDP driven growth without regard to the environment. Net Zero calls for a considerable step change in this thinking.

Could the opportunity be taken to use Oxford developed Doughnut Economics to guide the Oxfordshire economy to enable wellbeing and prosperity whilst minimising environmental harm? Doughnut Economics is a globally recognised framework which is used to avoid the problem of pursuing GDP alone.

Our questions:

1. Could the Net Zero Plan be reworked to include the Scope 3 emissions before it can be accepted?

Response:

The Net Zero route map and action plan has focussed on scope 1 and 2 emissions to enable us to take collective action now in areas within our immediate control, to progress proactively towards net zero carbon. As is highlighted in the Oxfordshire Net Zero Route Map & Action Plan, we do recognise the importance of scope 3 emissions (which are other organisations' scope 1&2 emissions), and while emissions from Scope 3 have not been explicitly modelled, they have been considered within some of the planned actions e.g., workstreams on the circular economy and the use of common standards to suppliers have been identified to help address scope 3 (indirect) emissions. Over-time we anticipate an increased focus on scope 3 emissions, however, we wouldn't want this to prevent our immediate activity to manage our own scope 1 and 2 emissions as laid out in the route map and action plan. It is recognised that the action plan should be a living document, so can be reviewed and developed as new opportunities to help progress towards net zero are identified.

It is important to note that the Oxfordshire Net Zero Route Map and Action Plan builds on current deliverables and work programmes across the organisations which make up the Future Oxfordshire Partnership. There is already work underway to tackle scope 3 emissions which includes:

- Supporting community-led repair and sharing economy business models through the Community Action Group network e.g., The Library of Things, repair cafes etc.*
- An electric vehicle (EV) workstream looking at the role of car clubs in non-traditional locations (e.g., rural locations) helping to reduce reliance on personal car ownership.*
- All councils are supporting the development of actions aligned to the Oxfordshire Food Strategy, a priority for which is to strengthen short, transparent local food supply chains.*
- Through our collective work on waste management, we have a strong focus on the 'waste hierarchy' – keeping things in use for longer e.g., promoting charity shops through the Waste Wizard toolkit, and promoting reuse in the household waste and recycling centres.*
- Councils are exploring opportunities to embed climate and carbon considerations in their procurement activities.*
- Oxfordshire County Council are exploring the PAS2080 (the standard for managing carbon in infrastructure projects) with several contractors, and are commencing a project with the Future Highways Research Group on quantifying carbon in infrastructure schemes*

- *Oxfordshire County Council will be working with district colleagues and partners to develop a circular economy strategy.*
- *The Zero Carbon Oxford Partnership are currently assessing best practice approaches to scope 3 emissions with partners and other organisations.*

2. Could the Economic Strategy include the use of Doughnut Economics to measure and present plans for enabling wellbeing whilst minimising environmental harm?

Response:

OxLEP notes the request to consider the principles of the Doughnut Economics in the development of the Strategic Economic Plan work. The brief for this work was developed and agreed with all local authority and university stakeholders before being subject to full open tender. It is not possible to change this brief at this stage but it should be noted that many of the ambitions and measures proposed by such an approach are already key features of the brief and we have taken extensive steps to ensure the Environment, Net Zero and Sustainability principles are embedded as key features of the plan process. We already have strong engagement from a number of leading Environmental organisations including the Oxfordshire LNP, Earth Trust, BBOWT and are reaching out to others such as RSPB, Natural England etc to ensure we have strong engagement in the workshop and evidence gathering associated with the development of the plan. We also welcome the Scrutiny Panel recommendations of engaging with colleagues at the University of Oxford who developed and promote the Doughnut Economics measures in a future workshop.

Future Oxfordshire Partnership response to recommendations of the Partnership Scrutiny Panel made on 20 March 2023

The Future Oxfordshire Partnership is requested to provide a response to the recommendations of the Scrutiny Panel for decision at its meeting on 13 March 2023.

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| Recommendation | Comment |
|--|---------|
| <p><u>Pathways to Zero Carbon Oxfordshire Joint Action Plan (agenda Item: 5)</u></p> <p>The Scrutiny Panel was pleased to consider the Net Zero Route Map and Joint Action Plan, which it felt, represented a significant step forward towards the delivery of a zero carbon Oxfordshire. Members were very appreciative of the considerable amount of complex work undertaken by officers and City Science in developing this important plan. Nevertheless, there were a number of areas where the Panel felt that the Route Map and Joint Action Plan could be strengthened further to address both what it felt were a number of omissions, and areas where clarifications were required within the City Science report.</p> <p>The Panel recommended to the Future Oxfordshire Partnership that:</p> <ol style="list-style-type: none"> 1. The report and Net Zero Route Map and Action Plan be noted. 2. The proposed joint actions and recommended prioritisations as set out in the report be endorsed to form a programme of work reporting to the Partnership subject to: | |

- a. The addition of a workstream to examine and establish the evidence base for additional measures to reduce private car use. This should include development of an approach to making decisions on capital infrastructure, road building and traffic demand management policies that in addition to the encouragement of behavioural change include potential fiscal measures. (It is suggested that [The Future of Road Investment in Wales](#) report commissioned by the Welsh Government advising it on current road projects and how to consider future projects could provide a possible example for elements of this).
- b. Increased consideration and inclusion of Scope 3 emissions within the route map and action plan to ensure indirect emissions are managed. Given the urgent nature of the climate emergency and need to consider all possible ways to the reduce carbon emissions.

Responding to 2a: The County Council's Local Transport and Connectivity Plan (LTCP) outlines that the council's priority is to deliver schemes to make walking, cycling, public and shared transport the first choice. Many of the policy tools identified in the LTCP have been included following a review of evidence. This includes reviewing evidence about measures to reduce car use. Further development of the proposed interventions for geographic areas will be developed through the area travel plan work. This will include local data collection and engagement exercises. It is therefore considered that an additional workstream in the joint action plan is not required.

Responding to 2.b: The Net Zero route map and action plan has focussed on scope 1 and 2 emissions to enable us to take collective action now in areas within our immediate control, to progress proactively towards net zero carbon. As is highlighted in the Oxfordshire Net Zero Route Map & Action Plan, we recognise the importance of scope 3 emissions (emissions from products and services used within Oxfordshire but produced outside the county)

It is important to note that the Oxfordshire Net Zero Route Map and Action Plan complements deliverables and work programmes across the organisations which make up the Future Oxfordshire Partnership. A number of workstreams are looking at scope 3 emissions including:

- Supporting community-led repair and sharing economy business models through the Community Action Group network e.g., The Library of Things, repair cafes etc.*
- All councils are supporting the development of actions aligned to the Oxfordshire Food Strategy, a priority for*

- c. Re-examination of the potential contributions of wind and hydro forms of carbon free energy generation. This is so as to not place an over reliance on solar energy generation. The use of previously developed land for solar generation, (for example through solar canopies above car parks) to be encouraged over previously undeveloped land.
- d. There be a re-examination of the benefits of e-cargo bikes in addition to the focus on electric vans in order to support efforts to reduce emissions generated from 'last mile' deliveries.

which is to strengthen short, transparent local food supply chains.

- *Through our collective work on waste management, we have a strong focus on the 'waste hierarchy' – keeping things in use for longer e.g., promoting charity shops through the Waste Wizard toolkit, and promoting reuse in the household waste and recycling centres.*
- *Councils are exploring opportunities to embed climate and carbon considerations in their own procurement activities.*
- *Oxfordshire County Council are exploring embodied carbon in infrastructure projects with several contractors, and are commencing a project with the Future Highways Research Group on quantifying carbon in infrastructure schemes*
- *Oxfordshire County Council will be working with district colleagues and partners to develop a circular economy strategy.*
- *The Zero Carbon Oxford Partnership are currently assessing best practice approaches to scope 3 emissions with partners and other organisations.*

Responding to 2c: The proposed workstream on local area energy planning is likely to include consideration of all forms of zero carbon energy generation.

Responding to point 2d: The County Council's Freight and Logistics Strategy highlights that the priority for last-mile movement is to reduce the number of freight vehicles in our towns and encourage the uptake of zero emission vehicles. We are primarily focusing on freight consolidation and mode shift to cycle freight to achieve this and the strategy includes 2 actions regarding the promotion of e-cargo bikes. It is therefore considered that the value of e-cargo bikes has been recognised in other local work and it is not necessary to include in the report.

- e. The development of a transport hierarchy that gives greater priority to delivery of EV infrastructure that can be used to support the expansion of shared EV use, for example through a network of car clubs, over private EV infrastructure, and that public EV charging infrastructure also includes provision for e-bikes.

- f. Greater recognition that:

Responding to point 2e: Oxfordshire County Council is coordinating a one-year pilot of 14 EV car club vehicles across Oxfordshire to start April 2023. The vehicles will be based at existing Park and Charge hubs where there are EV chargers in a central public space. The trial will also assess the demand in urban/suburban/rural areas for EV car clubs, which largely only operate in Oxford City currently.

Further roll out of 'Park and Charge style' large EV charging hubs in Council owned car parks is a key part of our Local EV Infrastructure (LEVI) Capital funded project proposals and included in this is that at least 1 bay/charger that can be allocated to EV car clubs from the outset. The Oxfordshire County Council Zero Emission Vehicle Team who are leading this work are liaising with the team working on the Transport Hubs Strategy for Oxfordshire County Council, to ensure that we are aligned putting EV charging hubs into strategic/sensible places that have the potential to become multi-modal transport hubs in the future.

The power needed to recharge an e-bike is significantly less than that required by an EV car or van – generally an e-bike simply uses a 13A socket and there is no 'special' plug required. This should mean that at appropriate locations where EV chargers are installed, providing an additional feed for e-bike specific facilities should be able to be done quite easily. There are now e-bike parking stations commercially available to support this. However, to date none of the grants/funding that has been available supported the installation of these. LEVI is similarly only focussed on EV car charging.

Responding to point 2f: The Local Transport and Connectivity Plan recognises that motorcycles produce a small proportion of the total UK greenhouse gas emissions from transport and are considered

- i. trips undertaken by motorcycle tend to be lower total mileage with a proportionally smaller level of emissions. Motorcycles are part of the solution, not the problem.
- ii. emissions from motorcycles should be regarded as a separate heading from cars. Motorcycles are not two wheeled cars.

g. That as part of the development of a Strategic Active Travel Network, specific KPIs around the total length of new cycleways and other measures to encourage Active Travel be introduced in addition to a KPI relating to the total length of footpaths delivered.

h. That City Science be asked to recheck and clarify the wording of paragraphs and tables relating to the alignment of Transport Route Map targets with the most recent version of the Local Transport and the Connectivity Plan, (para 3.3.2) in light of concerns by the Panel that there were inconsistencies in the figures given.

i. That the report acknowledges the opportunity of removing HGV traffic by encouraging more rail freight, and passenger rail transportation (e.g. East / West Rail).

before 'shared vehicles' and 'other motorised modes' in the LTCP transport hierarchy.

At present the Department for Energy Security and Net Zero statistics which provide the baseline emissions shown in the Net Zero Route Map and Action Plan provide data on 'private vehicles' without a further breakdown by vehicle type, so we are currently unable to provide separate categories in the report. However, it is recommended that the Net Zero report is updated to acknowledge the small contribution made by motorcycles relative to the overall emissions from transport. .

Responding to point 2g: Development of the Strategic Active Travel Network (SATN) is an ongoing project being led by Oxfordshire County Council. The project is one action to promote walking and cycling as identified in the LTCP and supporting Active Travel Strategy. Therefore, it does not propose specific KPIs and the feasibility of any additional KPIs will be considered as part of the overall LTCP monitoring work.

Responding to point 2h: The Panel's concerns are noted and the report will be rechecked against the adopted LTCP before publication of a final draft.

Responding to point 2i: The Panel's recommendation is noted and it is recommended the report acknowledges opportunities for rail freight to reduce HGV traffic. This will align with the Freight and Logistics Strategy within LTCP which outlines that the county council's priority for long distance goods movement is to support the mode shift from road to rail.

3. The governance and reporting proposals set out in the report be endorsed subject to the implementation of a quarterly reporting cycle, rather than a six monthly reporting cycle.

4. The Partnership endorse the development of a briefing open to members of the Partnership, members of the Scrutiny Panel, members of the advisory group and supporting officers around the potential contribution of Doughnut Economics to the delivery of reduced emissions and a sustainable economy in support of the objectives of PaZCO and the Oxfordshire Strategic Vision.

Oxfordshire Housing and Growth Deal Financial Report: Update at the end of Quarter 3 2022/23 (agenda Item 7)

The Panel noted the advice of officers that sufficient contingency provision had been made for inflation within the Housing from Infrastructure Programme as endorsed by the Partnership in September 2022 but requested that officers confirm the date of inflation indexes used so as to provide reassurance to the Partnership that the level of contingency remained sufficient in light of current circumstances and rising capital costs.

5. That the Future Oxfordshire Partnership in noting the financial update as of quarter three satisfy itself on the level of contingency within the Hfl programme.

Responding to point 3: We recommend that reporting remains at six monthly intervals to provide sufficient time to develop the work and to meaningfully measure progress against the actions, with progress against the countywide emission reduction targets reported annually (aligning with the publication of the national statistics used to monitor this measure). This reporting cycle mirrors that in place for the Zero Carbon Oxford Partnership Steering Group.

Response

Officers supporting the FOP are beginning to investigate the practicalities of arranging a series of lectures for later in the autumn. It is intended that these lectures would be open to members of the Partnership, supporting advisory groups and members of the Scrutiny Panel. This would hopefully include doughnut economics, but officers will need to work with incoming leaders and senior politicians to agree priorities in the post-election period.

Response:

Oxfordshire County Council update the overall inflation calculator used for Major Infrastructure each time a new index is published.

This refresh happened 7 times in 2022 and latest cost estimates - when received - are reviewed against the latest available indices.

OXLEP – Oxfordshire’s Visitor Economy (agenda Item 8)

The panel noted the update on progress related to the Visitor Economy Renaissance Programme (VERP) and the future landscape of the Visitor Economy.

6. That the Future Oxfordshire Partnership in noting the forthcoming VERP Vision and Destination Management Plan for Oxfordshire request that the vision and plan includes a focus on:
 - a. approaches to managing the flow of tourist coaches into and out of key tourist destinations, and the provision of appropriate layover parking for coaches.

Importantly, the cost estimates and contingency amounts held for every project are formally reviewed and assessed as that project moves through the Capital Governance process and, therefore, at multiple Business Case approval stages for each project - feasibility, detailed design and again before entering the construction phase.

This ensures that we have the most accurate cost estimates (at each stage of project development) and also that we are holding the appropriate levels of contingency funding and so reflecting the increasing certainty of costs and awareness of associated risks as a project matures.

The contingency held typically comprises inflation, quantified risk, uncertainty and optimism bias.

Response:

6a. Agreed, the purpose of the Destination Management Plan which has the active engagement of local authority colleagues and Destination Management Organisations is to manage as well as promote. The distribution and management of tourism flow will be a key aspect of the plan. It must however align with OXIS and LTCP proposals in respect of vehicle movement, layover and distribution.

- b. approaches to communicate to tourists about transportation options to and from destinations including the use of park and rides; and
- c. an explicit focus to facilitate an active travel-based visitor economy through the promotion and creation of a network of bike repair stations, e-bike charging points, and bike parking at key tourist destinations for leisure cyclists.

On Oxfordshire Strategic Economic Plan (agenda item 9)

The panel noted the update on the emerging Strategic Economic Plan for Oxfordshire and acknowledged calls for public consultation by the public speakers.

7. That the Future Oxfordshire Partnership in noting the update, recommend that in its development, there is acknowledgment of the cross-cutting contribution of ecosystems services and biodiversity to the economy within Oxfordshire. The economic plan needs to be driven by climate change considerations and the loss of biodiversity.

6.b Agreed, this relates to the point above, the plan can highlight approach but must be backed up with clear transport policy and capital investment through LTCP etc... This is a whole system issue

6.c The DMP will look to shape/agree the strategy to promote/market and manage the Visitor Economy (not just tourism) impacts/opportunities. However, transport policy (LTCP) interventions are the responsibility of LA partners. We must and will align where we can the two over short, medium, and long term.

Response:

The brief and commission is already live, supported by SQW. Whilst it does not include a "Full Public consultation Exercise" this is outside the scope and budget, it is a joint commission with all LA's and Universities in Oxfordshire, consists of:

- an open call for Evidence support the Independent Economic Assessment,*
- focuses on 4 deep dive areas including: Inclusive Economy/progression, Net Zero & Sustainability, Foundational Economy and Innovation acceleration and diffusion.*

OxLEP are engaging a wide range of stakeholders including the LNP, Earth Trust, BBOWT and other sector groups to actively contribute and shape the plan more engagement would be welcome.

On the Infrastructure Advisory Group (IAG) Update (agenda item 10a)

The panel supported the recommendations from the IAG to the FOP. In addition, the group noted a recent development related to the FOP Scrutiny panel's earlier recommendation to co-opt an active travel representative on the group, that is Active Travel England has just published its capability rating for active travel and Oxfordshire ranked of 2 out of a total of 4.

8. That the FOP recommends that the IAG take up the offer of support by Active Travel England to help Oxfordshire to improve this rating.

The programme assumes 6 open workshops over the next 3 months bookable via Eventbrite/website covering the stages of the plan.

Response:

In relation to the Active Travel rating there is a requirement/opportunity to resubmit this summer. The County Council will be looking at that and could potentially cover in the proposed "Transport" agenda item with IAG in July.