

Oxford City Council

Oxford Infrastructure Delivery Plan

Final | 28 February 2022

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Executive Summary

Overview

This Infrastructure Delivery Plan (IDP) provides a summary of infrastructure constraints and needs across Oxford, and sets out the infrastructure schemes required to meet those needs. It has been produced to assist with the delivery of sites allocated in the Council's Local Plan 2036 (adopted in 2020), and supersedes the previous Infrastructure Delivery Plan for Oxford which was published in 2018.

The document explores the various contextual issues affecting infrastructure delivery within Oxford at the present time – national and local policy requirements, potential approaches to funding and delivery, and the key external drivers which are shaping change in the built environment. The conclusions reached in the IDP have been informed by a comprehensive range of discussions with infrastructure providers and neighbouring planning authorities, as well as engagement with the Oxfordshire-wide Oxfordshire Infrastructure Strategy (OxIS). The IDP reflects a snapshot at a point in time, with stakeholder discussions reflecting the position on infrastructure provision as of mid-2021.

The IDP sets out infrastructure issues which should continue to be explored to fill gaps in evidence and/or infrastructure provision across the city. This will help to inform Oxford's new Local Plan, preparation of which is now underway.

Citywide conclusions

There are no infrastructure types for which our analysis and discussions with stakeholders have indicated a fundamental inability to deliver the levels of growth planned within Oxford to 2036. There are nevertheless a relatively large number of schemes identified within the Infrastructure Schedule, with a combined cost of some £892 million (for schemes where it is currently possible to estimate a cost). Relatively few of these are considered to be 'critical' to the delivery of development and the majority have been categorised as 'essential' – meaning that they would still be needed to help meet demand from new development as well as addressing wider societal pressures such as the climate emergency. This notably includes a large number of cycling and public transport schemes.

This cost is far beyond the level of funding typically being obtained from developer contributions in Oxford through the Community Infrastructure Levy. Whilst many schemes are being funded by mechanisms such as the Oxfordshire Growth Deal, a significant funding gap is likely to remain. The prioritisation given to schemes in the Infrastructure Schedule will therefore be important to guide funding decisions. The process of preparing the new Local Plan will also provide the opportunity to establish potentially higher levels of developer contributions than are currently achieved, whilst still ensuring development is viable.

Other recommended areas of focus for the new Local Plan include the likely need to identify a site for a new GP surgery within (or close to) East Oxford or South Oxford, and the need to produce up-to-date evidence on green infrastructure provision. Both would address potential demand from development within the latter parts of the plan period to 2036, for which there are currently few identified schemes. The Council should also consider how the new Local Plan could facilitate infrastructure that helps to address the climate emergency – such as renewable energy capacity, the retrofitting of existing buildings, and biodiversity net gain.

1 Introduction

1.1 Role of the Infrastructure Delivery Plan

Oxford City Council (referred to throughout as ‘the Council’) has commissioned Ove Arup and Partners Limited (Arup) to undertake an Infrastructure Delivery Plan (IDP) for the Oxford local authority area.

Infrastructure delivery and funding is complex. Establishing a reliable, concise and flexible IDP is therefore important in ensuring that investment decisions are based on a sound understanding of infrastructure needs, maximising the return to the public. Having an up-to-date IDP in place offers greater certainty to service providers, funders and developers about how infrastructure will be delivered, enabling growth and encouraging investment.

The Council adopted its Local Plan in 2020, which covers the period to 2036. The Local Plan is clear in recognising the importance of identifying infrastructure needs and providing methods for funding and delivery. The preparation of the Local Plan was supported by the production of an IDP in 2018, which identified a number of infrastructure needs and schemes to help meet those needs.

This IDP provides an update to the 2018 IDP, now that the Local Plan has been adopted and sites within it have been allocated for development. As well as setting out an up-to-date position on infrastructure needs and infrastructure schemes within the city, this means that this IDP has a particular focus on delivery mechanisms and costings.

The Council is also in the early stages of producing a new Local Plan, which will cover the period to 2040. It is anticipated that the Proposed Submission Regulation 19 version will be published in Summer 2023, ahead of examination and adoption early in 2025. In due course, the new Local Plan will need to be supported by another update to the IDP which will set out the infrastructure implications of proposed development sites. However, this IDP sets out a number of issues which should be considered in preparing the new Local Plan – particularly around compiling further evidence on the city’s infrastructure needs.

IDPs should be treated as ‘live documents’ which provide a snapshot at a point in time, and will need to be updated as development proposals and other circumstances in the city change. This document could therefore form the basis for further updates as the new Local Plan emerges.

1.2 Document Structure

This document comprises two parts. The main report describes the context for infrastructure planning within Oxford, and conclusions around infrastructure capacity and future infrastructure needs:

- **Chapter 2** sets out the local, regional and national policy context relevant to the production of the IDP;
- **Chapter 3** provides context on the current infrastructure funding and delivery context in Oxford;
- **Chapter 4** sets out key drivers of change influencing future infrastructure planning within Oxford;

- **Chapter 5** sets out the key policy objectives and spatial strategy in the Council's adopted Local Plan 2036, and the locations around the city where development will take place;
- **Chapter 6** sets out the approach we have taken to establishing up-to-date infrastructure needs across Oxford, and to produce the Infrastructure Schedule;
- **Chapter 7** sets out conclusions around infrastructure capacity and future needs for infrastructure provision, across each infrastructure theme considered in the IDP;

The second part of the document is comprised of **Annex 1**. This sets out the details of each individual infrastructure scheme currently anticipated within Oxford over the remainder of the plan period to 2036. It also sets out all of the schemes included in the 2018 IDP which have been completed or are otherwise no longer required.

2 Policy Context

2.1 National Context

2.1.1 National Planning Policy Framework

The National Planning Policy Framework¹ (NPPF) (2021) states that local planning authorities must prepare a robust and evidence-based Local Plan which seeks to deliver sustainable development. As part of the statutory requirement to produce a Local Plan, national policy places a particular emphasis on local planning authorities to plan for the delivery of various forms of infrastructure required to support future growth.

Infrastructure Delivery Plans (IDPs) are therefore an important part of the evidence base required for local development plans, with the purpose of demonstrating that the infrastructure requirements necessary to support the level of housing and employment growth proposed can be delivered. IDPs also detail the level of funding required, highlight potential funding sources, and also outline foreseeable funding challenges. IDPs are a key tool for local authorities when negotiating developer contributions through S106 agreements, or to help evidence the need for charging under the Community Infrastructure Levy (CIL).

Paragraph 16 of the NPPF states that plans should be prepared positively, in a way which is aspirational but deliverable, while contributing to the achievement of sustainable development. Specifically, the NPPF states that both strategic (paragraph 20) and non-strategic (paragraph 28) policies should set out the overall strategy for the pattern, scale and quality of development, and make sufficient provision for infrastructure, including transport and community facilities (such as health and education infrastructure).

Paragraph 34 of the NPPF states the following:

“Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan.”

Paragraph 58 of the NPPF places the emphasis on demonstrating development viability at the plan-making stage – a recent change which seeks to avoid the extent to which viability is challenged by developers on individual planning applications. This means that an early understanding of infrastructure requirements (and their impact on viability) has become an increasingly important part of the plan-making process:

“Where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage.”

2.1.2 Planning Practice Guidance

The Planning Practice Guidance (PPG) on Plan-Making² (paragraph 059, reference 61-059-20190315) explains the role and function of a Local Plan in delivering infrastructure, stating

¹ National Planning Policy Framework ([publishing.service.gov.uk](https://www.gov.uk/publishing.service.gov.uk))

² Plan-making - GOV.UK (www.gov.uk)

that the Local Plan should identify what infrastructure is required and how it can be funded and brought forward.

At an early stage in the plan making process, discussion with infrastructure and service providers should be undertaken to collaboratively identify infrastructure deficits and requirements, and opportunities for addressing them. In doing so, local planning authorities should:

- Assess the quality and capacity of infrastructure, and its ability to meet forecast demands. Policies should set out how identified deficiencies will be addressed; and
- Take account of strategic infrastructure, including nationally significant infrastructure, within these areas.

The PPG also states that local authorities should ensure that the combined total impact of requests for developer contributions towards infrastructure, and development plan policies more generally, should not threaten the deliverability of the plan.

With regards to CIL, the PPG³ (Paragraph: 001 Reference ID: 25-001-20190901) states that:

“The Community Infrastructure Levy (the ‘levy’) is a charge which can be levied by local authorities on new development in their area. It is an important tool for local authorities to use to help them deliver the infrastructure needed to support development in their area.”

2.1.3 Infrastructure Funding Statement

The Infrastructure Funding Statement (IFS) is a factual report which summarises the amount of developer contributions obtained, allocated and spent in the previous financial year. The requirement to produce an IFS was introduced by the Community Infrastructure Levy Regulations 2019⁴, aiming to improve transparency around how developer contributions are spent on infrastructure. IFSs must be updated at least once each year.

Oxford City Council published its most recent IFS in December 2021⁵. The IFS has three sections:

1. Information on CIL contributions during the year;
2. Information on Section 106 contributions during the year; and
3. Items of infrastructure that CIL is to be spent on in the next five years.

The Oxford IFS is a live document, and should be considered alongside the IDP and used for the Local Plan to inform future funding priorities. As an indication of key areas of expenditure, the 2019/20 IFS noted that projects funded through a CIL contribution included the Bullingdon Community Centre, the Seacourt Park and Ride scheme and CPZ parking scheme. In addition to this, 15% of CIL receipts can be passed directly to Parish Councils, or 25% in areas covered by a Neighbourhood Plan, to fund locally identified infrastructure. CIL contributions were passed to Blackbird Leys Parish Council, Littlemore Parish Council, Old Marston Parish Council and Risinghurst & Sandhills Parish Council.

³ [Community Infrastructure Levy - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

⁴ [The Community Infrastructure Levy \(Amendment\) \(England\) \(No. 2\) Regulations 2019 \(legislation.gov.uk\)](http://legislation.gov.uk)

⁵ [IFS Schedule 2 Report 2020-2021 | Oxford City Council](#)

2.1.4 Government White Paper, Planning for the Future

In August 2020 the Government published for consultation the ‘Planning for the Future’ White Paper⁶, which proposes reforms of the planning system in England. The consultation document proposed a mandatory, nationally-set charge to be placed on development as a fixed proportion of the development value above a threshold, which could replace the current CIL process and S106 planning obligations. The proposed ‘national infrastructure levy’ could also seek to go further than existing CIL requirements to capture changes of use, to support the delivery of affordable housing, and to provide more freedom to local authorities in how the levy is spent.

At the time of writing there was widespread uncertainty around whether the proposals in the White Paper would be implemented in their proposed form. Even if they were to be implemented, the proposed reforms would be relatively long term and are unlikely to impact how local authorities obtain infrastructure funding in the short term. Future iterations of the IDP, including those informing the new Local Plan 2040, will need to take into account any changes that are implemented as a result of the White Paper.

2.2 Regional and Local Policy Context

The NPPF sets out the duty for local authorities to co-operate, recognising the crucial need for co-ordinated growth and infrastructure delivery. This means that a range of organisations at a regional and sub-regional level have a role in infrastructure planning and delivery.

2.2.1 Oxford-Cambridge Arc (OxCam) and Spatial Framework

The OxCam Arc is a globally significant area between Oxford, Milton Keynes and Cambridge, formed of the five ceremonial counties of Oxfordshire, Bedfordshire, Buckinghamshire, Northamptonshire and Cambridgeshire. The Arc supports over two million jobs, adding over £110bn to the economy every year. Central government ambitions include developing a Spatial Framework for the OxCam Arc, which will aim to set out a long-term strategic plan to coordinate the infrastructure, environment, and new developments in the area. There are also plans to explore the creation of an Arc growth Body, acting as the economic leadership voice for the Arc, while examining the case for new and / or expanded settlements, including those made possible through new stations along the proposed East West Rail route.

In July 2021 the Government consulted on a vision for the OxCam Arc⁷. This has set out the importance of comprehensive infrastructure planning to support growth across the Arc, and therefore this IDP update will be an important step in informing and influencing the development of the Spatial Framework. The Spatial Framework process is also likely to present opportunities to support national government funding of infrastructure within Oxford – particularly where it has strategic cross-boundary links across the Arc.

⁶ [Planning for the future - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

⁷ [Creating a vision for the Oxford-Cambridge Arc \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

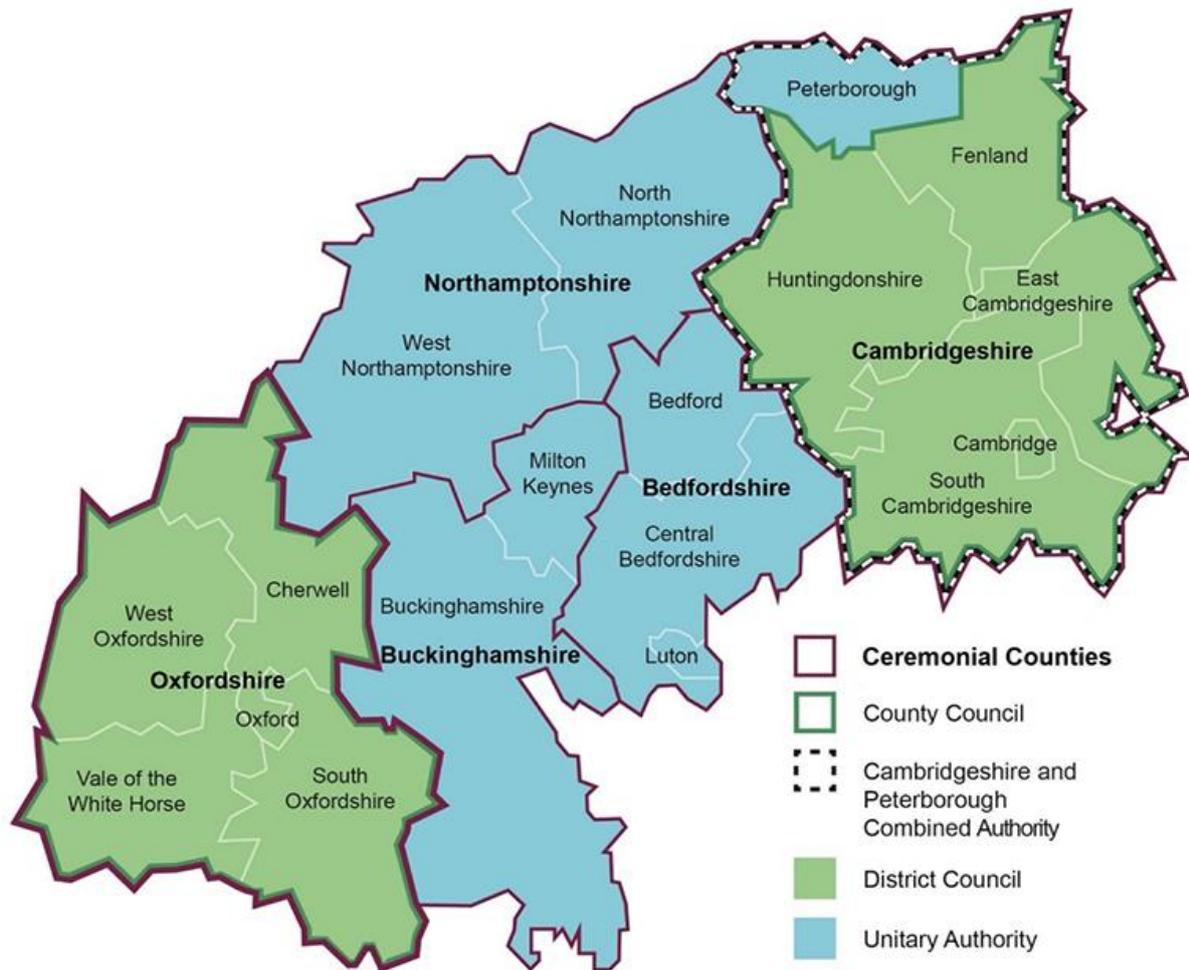


Figure 1: Map of the OxCam Arc – Department for Levelling-Up, Housing and Communities

2.2.2 OxLEP

Local Enterprise partnerships (LEPs) are private sector led partnerships between businesses and local public sector bodies responsible for establishing priorities for public funding in the local area they cover. The Oxfordshire Local Enterprise Partnership (OxLEP) is one of the 39 LEPs across the country, and has the vision for Oxfordshire to have a:

“...vibrant and sustainable, inclusive, world-leading economy – driven by innovation, enterprise and research excellence.”

The OxLEP has helped to secure around £660m of central government and European funding, while creating around 48,000 new jobs between 2011/12 – 2017/18, and overseeing a £2.2bn growth programme for Oxfordshire⁸. It has membership on the Oxfordshire Growth Board alongside the other six Oxfordshire local authorities and other key strategic partners, giving it a further role in shaping infrastructure investment across the county.

From an infrastructure perspective in particular, the LEP has been successful in obtaining three rounds of Local Growth Fund money in recent years, supporting a variety of projects. The LEP also has a role in supporting OxIS (see below).

⁸ [Ambitious investment plan for Oxfordshire sets out long-term economic programme to back county’s world-leading sectors and create jobs for local communities | OxLEP \(oxfordshirelep.com\)](#)

2.2.3 Oxfordshire Plan 2050 and Oxfordshire Infrastructure Strategy (OxIS)

In order to take a more strategic approach to infrastructure planning to support growth, a county-wide infrastructure strategy – OxIS – was produced in 2017⁹. This had a number of objectives, including:

- Prioritising the delivery of different types of strategic infrastructure;
- Maximising the use of available and planned infrastructure capacity;
- Making better informed choices about the location of future growth;
- Better positioning Oxfordshire in funding and investment discussions with government;
- Informing and enhancing strategic developer funding negotiations;
- Facilitating dialogue with communities, developers and key stakeholders on the impact of growth.

The 2017 OxIS report influenced the Government’s award of a £215m Growth Deal for Oxfordshire¹⁰. This includes up to £150m infrastructure funding to unlock key housing sites, up to £60m for affordable housing, and £5m to provide support the delivery of the Growth Deal. Further details on schemes funded through the Growth Deal are set out in the Infrastructure Schedule, Annex A. In exchange for the growth deal funding, Oxfordshire’s local authorities committed to the delivery of 100,000 new homes by 2031, and to the production of a joint statutory spatial plan covering the whole of the county¹¹.

Initial consultation on the Oxfordshire Plan 2050 was undertaken in 2019, seeking views on the vision, aspirations, objectives and strategy for the Plan. A second consultation was undertaken between August and October 2021, focussed on different development location options around the county¹². The Plan will provide a long-term framework for strategic county-wide issues, guiding new Local Plans which will be produced for each of Oxfordshire’s five districts (see 2.2.5 below). It is currently anticipated that the Oxfordshire Plan will be submitted for examination in autumn 2022, and adopted following examination by the end of 2023.

The Oxfordshire Plan is being supported by an update to OxIS. This aims to set out what priority strategic infrastructure is needed to support sustainable, clean, healthy and inclusive growth across Oxfordshire, whilst providing a global business innovation ecosystem. OxIS will be used to continue to influence national, sub-national and local investment strategies, and prioritise investment in strategic infrastructure as funding becomes available.

The update to OxIS is being produced in two stages. Stage 1 was published for consultation in July 2021¹³ alongside the Oxfordshire Plan 2050 consultation, and covers infrastructure needs and schemes up to 2040. A subsequent Stage 2 OxIS report will be prepared later in 2022 and cover Oxfordshire’s infrastructure needs to 2050.

⁹ [OxIS Stage 2 Report 2017 \(futureoxfordshirepartnership.org\)](https://futureoxfordshirepartnership.org)

¹⁰ [Oxfordshire Growth Board secures £215 million Government investment deal for the county | Oxford City Council](https://www.oxfordcitycouncil.gov.uk/news/oxfordshire-growth-board-secures-215-million-government-investment-deal-for-the-county)

¹¹ [Growth Deal Outline Agreement | Oxford City Council](https://www.oxfordcitycouncil.gov.uk/news/growth-deal-outline-agreement)

¹² [Oxfordshire Plan - Have your say \(oxfordshireopenthought.org\)](https://www.oxfordshireopenthought.org)

¹³ [Oxfordshire Infrastructure Strategy \(OXIS\) \(oxfordshireopenthought.org\)](https://www.oxfordshireopenthought.org)

OxIS sets out a number of objectives for infrastructure investment, shown in Figure 2 below. These are spread across five key themes. Schemes have been scored and prioritised within the Stage 1 OxIS report based upon their relative performance against these objectives.

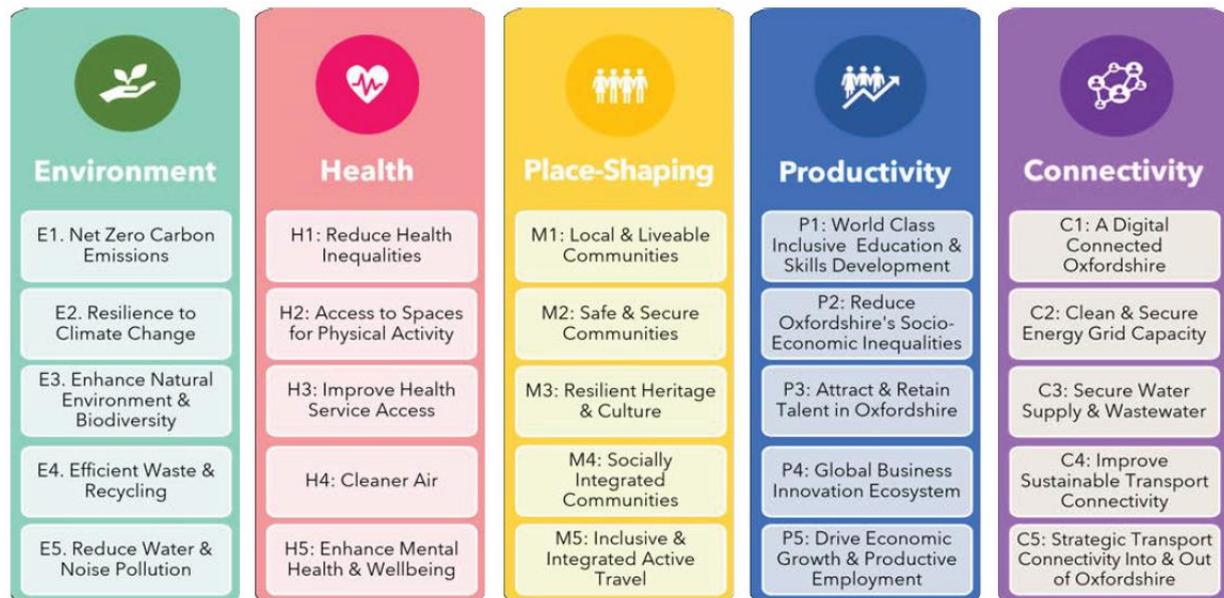


Figure 2: OxIS Strategic Themes – OxIS Stage 1 Summary Report

While there are overlaps between OxIS and this IDP, they are independent from each other. OxIS is focussed on identifying the strategic infrastructure required across the whole of Oxfordshire, while the IDP is focused on specific schemes necessary to meet infrastructure needs within the City – whether strategic or not. OxIS undertook a sifting process to establish which schemes should be included and treated as strategic – broadly, a capital cost above £500,000 unless the scheme also spans more than one local authority area or is defined within an IDP as being critical.

The infrastructure needs and schemes identified within OxIS are also at a relatively high-level, whereas this IDP (and IDPs for the other four Oxfordshire authorities) set out further detail. This notably includes details around the costs of infrastructure, and means of delivery.

The Arup team has engaged with the consultants preparing OxIS on an ongoing basis throughout the preparation of the IDP. This has included the mutual sharing of infrastructure needs and schemes that each has identified through separate discussions with infrastructure providers. This has resulted in a number of schemes newly identified as part of the IDP being recognised as strategic, and included in OxIS.

2.2.4 Oxfordshire County Council

Oxfordshire County Council is the upper-tier local authority covering Oxford City, Cherwell, South Oxfordshire, Vale of White Horse and West Oxfordshire districts. In this role the County Council is responsible for planning for minerals and waste, as well as the delivery of education, transport, waste disposal, and community services such as social care and libraries (the remaining infrastructure types included within the IDP are the responsibility of service providers and the City Council). The County Council produces a wide range of policy documents for each of its service areas.

The County Council is heavily involved in the Oxfordshire Plan 2050, and is a co-signatory to the Oxfordshire Growth Plan. It has a key role in coordinating strategic planning activity, infrastructure investment and delivery across Oxfordshire as a whole.

2.2.5 Oxford Local Plan

Oxford City Council adopted the Oxford Local Plan 2036 in June 2020, which has the aim of guiding new developments and contains detailed policies which planning applications will be judged against. The Local Plan recognises the importance of identifying infrastructure need and methods for delivery and states the need to ensure that development is supported by the appropriate infrastructure and community facilities. Additionally, the Local Plan acknowledges that the funding of infrastructure is crucial and must be delivered in a timely manner to support development. The Local Plan states that where new development creates a need for new or improved infrastructure, contributions from developers will be sought to make the development acceptable in planning terms. The IDP published in 2018 as part of the Local Plan evidence base is now superseded by this document.

The purpose of this IDP is to focus on the delivery of development allocated in the Oxford Local Plan 2036, as well as providing an update on the baseline infrastructure needs of the city and the schemes which will allow these to be met. This IDP will also assist the Council in engaging with the Oxfordshire Plan process and infrastructure stakeholders.

The Council has also commenced the development of a new Local Plan, covering the period to 2040¹⁴. An Early Issues consultation was carried out between August and September 2021, inviting views on what should be considered the most important issues facing the residents of Oxford. The Council has also set out its proposed vision and objectives for the new Local Plan. At the time of writing, the Council's Local Development Scheme¹⁵ indicated that the pre-submission draft of the new Local Plan will be published in summer 2023, ahead of examination and adoption early in 2025.

In due course, the new Local Plan will need to be supported by another update to the IDP which will set out the infrastructure implications of proposed development sites. However, this IDP sets out a number of issues which should be considered in preparing the new Local Plan – particularly around compiling further evidence on the city's infrastructure needs.

¹⁴ [Oxford Local Plan 2040 | Oxford Local Plan 2040 | Oxford City Council](#)

¹⁵ [Local Development Scheme 2021-26 | Oxford City Council](#)

3 Funding and Delivery

This IDP seeks to assess what infrastructure is required to meet the growth identified within the Oxford Local Plan 2036, when these infrastructure interventions are required, and how much they will cost. There are many sources of funding available for the provision of infrastructure, and this section will provide an overview of these funding sources to support the delivery of the required infrastructure to support the Oxford Local Plan 2036.

3.1 Developer contributions

Developer contributions assist in mitigating the impact of development, by providing funding or other non-monetary commitments (such as providing a certain provision of affordable housing) to make impacts acceptable in planning terms.

Developers may be asked to provide contributions for infrastructure in several ways. This may be through Community Infrastructure Levy (CIL) charges, Section 106 agreements with the local planning authority, and Section 278 agreements with the local highways authority for highway-related infrastructure works.

The adopted Local Plan and the previous IDP which informed it were prepared under the CIL (Amendment) Regulations 2014¹⁶, which restricted the ‘pooling’ of separate Section 106 planning obligations. These restrictions meant that authorities were unable to combine more than five obligations to pay for a single piece of infrastructure. This restriction was lifted as a result of the CIL Regulations 2019, meaning that there is now more flexibility in terms of infrastructure which is able to be funded by Section 106 and CIL.

3.1.1 Community Infrastructure Levy

Oxford City Council is a Community Infrastructure Levy (CIL) Charging Authority. The Council’s CIL Charging Schedule¹⁷ was adopted in 2013, since which time developers have been charged a fixed rate for each square metre (sqm) of new internal floor area that is created. The CIL charging schedule is based upon studies of development viability within the city, with higher charges (£148.64 per sqm as of January 2021) for uses such as residential and retail, and lower charges (£29.72 per sqm as of January 2021) for uses such as offices, general industry and leisure.

The Council’s 2020/21 Infrastructure Funding Statement (IFS) sets out the amount of CIL money processed by the Council during 2020/21:

- £1.17 million of CIL demand notices were issued to developers;
- £1.42 million of CIL was received from developers;
- £1.97 million of CIL was spent during the year, on projects including improvements to Seacourt Park and Ride, and the Oxford Station feasibility study;

The IFS also sets out the schemes on which collected CIL monies will be spent – the Council currently holds £8.53 million of allocated CIL funding. This covers a wide range of infrastructure types, from flood alleviation to regeneration schemes and community facilities. CIL is also proposed to be used for some preparatory studies and technical work, such as pilot

¹⁶ [The Community Infrastructure Levy \(Amendment\) Regulations 2014 \(legislation.gov.uk\)](https://www.legislation.gov.uk)

¹⁷ [Community Infrastructure Levy overview | Community Infrastructure Levy overview | Oxford City Council](#)

projects for Zero Emissions Zones. The vast majority of CIL expenditure set out in the IFS is planned to be within the short term (by the end of the 2022/23 financial year), with smaller amounts committed to medium and longer term expenditure. Further future updates to the IFS will provide an update on these figures and on schemes proposed to be funded from CIL.

The Council allocates CIL to schemes on a case-by-case basis. This is done in response to business cases provided by infrastructure providers, an understanding of need, and the relative prioritisation given to each scheme. This update to the IDP will provide the Council with important evidence to inform this case-by-case decision making. It is anticipated that the collation of evidence to inform the new Local Plan will further assist with decision-making around the allocation of CIL.

3.1.2 Section 106 Contributions

Section 106 (S106) agreements can be made between developers and the Council to provide funding for infrastructure, or make other legal commitments (such as to provide a certain proportion of affordable housing). Developer contributions are required (NPPF paragraph 56 and Regulation 122 of the CIL Regulations 2019) to meet the following tests:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

The latest IFS sets out the amount of S106 money processed by the Council during 2020/21:

- £2.94 million of S106 contributions were agreed with developers;
- £3.27 million of S106 contributions were received from developers;
- £172,000 of S106 contributions were spent during the year;
- 16 non-monetary contributions were also provided by developers through S106, including the provision of 243 affordable houses.

The Council currently holds £12.15 million of allocated S106 contributions. These will fund a wide range of infrastructure types; including community facilities, highways, green infrastructure and economic development. However, the vast majority (around 90%) of these unspent allocated contributions are for the provision of affordable housing.

The collection of money through S106 for infrastructure (i.e. excluding affordable housing) has tended to be for relatively historic developments which first arose prior to the adoption of the Council's CIL charging schedule. The collection of CIL has therefore become the primary basis upon which funding for infrastructure has been obtained from developers. However, with the preparation of the new Local Plan and removal of the pooling restriction on S106 contributions, it is considered appropriate for the Council to re-examine how it attributes infrastructure costs to developers (see 3.4 below).

3.1.3 Section 278 Agreements

Section 278 (S278) agreements can be made between developers and Oxfordshire County Council (as local highway authority) to make permanent alterations or improvements to a public highway, in connection with a planning approval. The works covered by a S278 could include changes to the highway to access a site (such as the provision of a new junction, traffic lights or other priority measures), as well as off-site works necessary to mitigate the

impacts of development (such as improvements to a nearby junction which will experience increased traffic flows).

A S278 typically gives developers the authority to undertake works themselves (or for a contractor to do so on their behalf), with a requirement that works are completed to the satisfaction of the local highway authority. This means that all of the costs associated with works under an S278 are borne directly by the developer – money is not collected by the local authority.

3.2 Government funding

It is typically expected that funding from developer contributions will be insufficient to cover all infrastructure costs in an area – particularly those which are not directly linked to the impacts of development. Funding from central government is therefore crucial in addressing funding gaps. These are typically competitive processes, with funding bids required to demonstrate delivery against national objectives (such as increased rates of housebuilding, or economic growth). Government funding streams also tend to run as programmes and/or be awarded in rounds, meaning that the existence of a fund today cannot be taken as a guarantee that a fund will exist in the future. Nevertheless, Oxfordshire has been relatively successful in obtaining government funding in recent years.

Three rounds of funding have been obtained from the Local Growth Fund, totalling £142.6m¹⁸. This has had a particular emphasis on infrastructure provision to support economic development, for example by reducing congestion and providing linkages to strategic high-technology investment locations. Schemes supported within Oxford include bus priority measures, flood alleviation and site preparation works for strategic development sites.

As set out in Section 2.2.3, in 2017 the government awarded a £215m Growth Deal for Oxfordshire¹⁹. This includes up to £150m infrastructure funding to unlock key housing sites, up to £60m for affordable housing, and £5m to provide support the delivery of the Growth Deal. Schemes funded through the Growth Deal²⁰ are primarily focussed on public transport, active travel and highway improvements.

3.3 Provision by infrastructure providers

Some infrastructure provision is made directly by infrastructure providers, as a result of external funding packages. This is particularly the case for utilities, where infrastructure providers develop investment packages for fixed periods of time (typically five years) in response to the levels of growth and pattern of demand changes that they expect. The costs associated with these are then agreed with the relevant industry regulator, and reflected in bill payments by consumers.

Developers also pay connection charges to these providers, agreed between the two parties. These are known costs that should be factored when considering the viability of development, but are effectively third-party and the Council has no role in agreeing the charges nor seeking the money from developers.

¹⁸ [Local Growth Fund Projects | OxLEP \(oxfordshirelep.com\)](#)

¹⁹ [Oxfordshire Growth Board secures £215 million Government investment deal for the county | Oxford City Council](#)

²⁰ [List-of-Growth-Deal-Infrastructure-Schemes.pdf \(futureoxfordshirepartnership.org\)](#)

3.4 Principles of cost apportionment

At present, the Council relies upon CIL as the primary source of developer funding for infrastructure. However, it is open to the Council to supplement money collected through CIL by raising money through S106 for specific infrastructure schemes where doing so would meet the tests in Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended) – i.e. that the planning obligation is:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

In addition, the new Local Plan provides the opportunities to consider (and test the viability of) using a combination of CIL and S106 as a more comprehensive and flexible framework for infrastructure funding. Such an approach would maximise the potential for developer contributions to infrastructure and minimise the extent of any funding gaps, in line with evidence to demonstrate that developers are still able to make an acceptable level of profit.

To provide a framework for this, where infrastructure would serve more than one site, it would be necessary to ‘attribute’ the costs to the development sites that would benefit. This would need to be done on a fair and proportionate basis between different schemes, to ensure that developers only pay the share of the cost which arises as a result of the impacts that they create. The approach to apportionment should therefore be based on the following principles:

- Infrastructure interventions should be matched to those development(s) which result in that intervention being required, through consultation and evidence base information (e.g. transport modelling / travel to school patterns and catchments).
- Contributions should be equitable between developments, in proportion to the scale of the development and level of impact or generated demand.
- Contributions are proportional to the level of impact or generated demand resulting from planned growth, based on likely trip generation, housing unit number, numbers of anticipated residents and other means as appropriate.
- For schemes likely to have a cross-boundary catchment (such as GP surgeries), the Council should liaise with neighbouring authorities with a view to contributions being apportioned to developments in that neighbouring authority area on the same basis.
- The framework should be consistent with policies in the Local Plan, neighbouring authorities’ Local Plans where relevant, and approaches taken to establishing the scale of planning obligations by Oxfordshire County Council.

4 Key Drivers of Change

There are a number of key drivers of change which will influence infrastructure planning within Oxford in the future, and have therefore been important for us to consider throughout the preparation of the IDP. These key drivers of change have helped to frame our discussions with stakeholders, and inform many of the schemes set out in the Infrastructure Schedule.

4.1 Climate Change

This IDP must be considered within the context of the declaration of a climate emergency by Oxford City Council²¹, as well as the broader drive towards a zero-carbon future to which Oxfordshire's local authorities, OxLEP and the city's two universities are committed²².

The Zero Carbon Oxford Partnership has approved an action plan outlining the ways in which the 2040 targets can be achieved, as well as including the immediate actions required before 2030 to remain on track, before the Zero Carbon Oxford Partnership confirms longer-term actions. Net zero ambitions must inform decision making across all disciplines, which in turn, are likely to deliver subsequent co-benefits, such as achieving more inclusive growth, levelling up, and emphasising the importance of health and wellbeing.

While net zero targets must inform decision-making across all sectors, it is fundamental to the planning sector, with IDP's playing an important role in helping to ensure that new development meets these targets.

The 2021 OxIS Stage 1 report has identified a number of shortfalls in infrastructure provision under the climate change theme, which are useful in understanding the role that good infrastructure planning can play in contributing to climate targets. For example, across Oxfordshire, road transport tailpipe emissions account for 46% of the total²³, and therefore the prioritisation of sustainable and active travel schemes such as those included within the City's Local Cycling and Walking Infrastructure Plan²⁴ are critical in reaching net zero.

It is acknowledged that there will be an embedded carbon cost to many of the identified schemes included within the IDP. This includes all the CO₂ emitted when producing the materials required to deliver infrastructure schemes, including emissions from construction, all the way through to the emissions produced at deconstruction and disposal at the end of the scheme's lifetime. However, many of the identified schemes included within the Infrastructure Schedule will contribute to climate mitigation, and by delivering these schemes there is likely to be a reduction in carbon emissions compared to the 'do nothing' alternative. For example, without the delivery of sustainable and active travel networks, there is likely to be an increase the amount of travel through private cars – particularly in new developments. It is recommended that the relative costs of carbon from different infrastructure approaches is considered alongside other costs as part of the preparation of the new Local Plan, as well as any future updates to the IDP.

There is also a need to prioritise resilience to climate change within Oxford. OxIS indicates that Oxford has the greatest need to improve resilience to flooding events of all authorities in Oxfordshire, given that around 16.5% of properties are located within a flood zone 2 or 3. The

²¹ [Climate Emergency | Oxford City Council](#)

²² [New ECI report provides a roadmap towards Oxfordshire's zero-carbon future | Environmental Change Institute, University of Oxford news](#)

²³ [Oxfordshire Infrastructure Strategy \(OXIS\) \(oxfordshireopenthought.org\)](#)

²⁴ [Oxford LCWIP | Oxfordshire County Council](#)

Oxford Flood Alleviation Scheme is therefore an important scheme in contributing to climate change resilience.

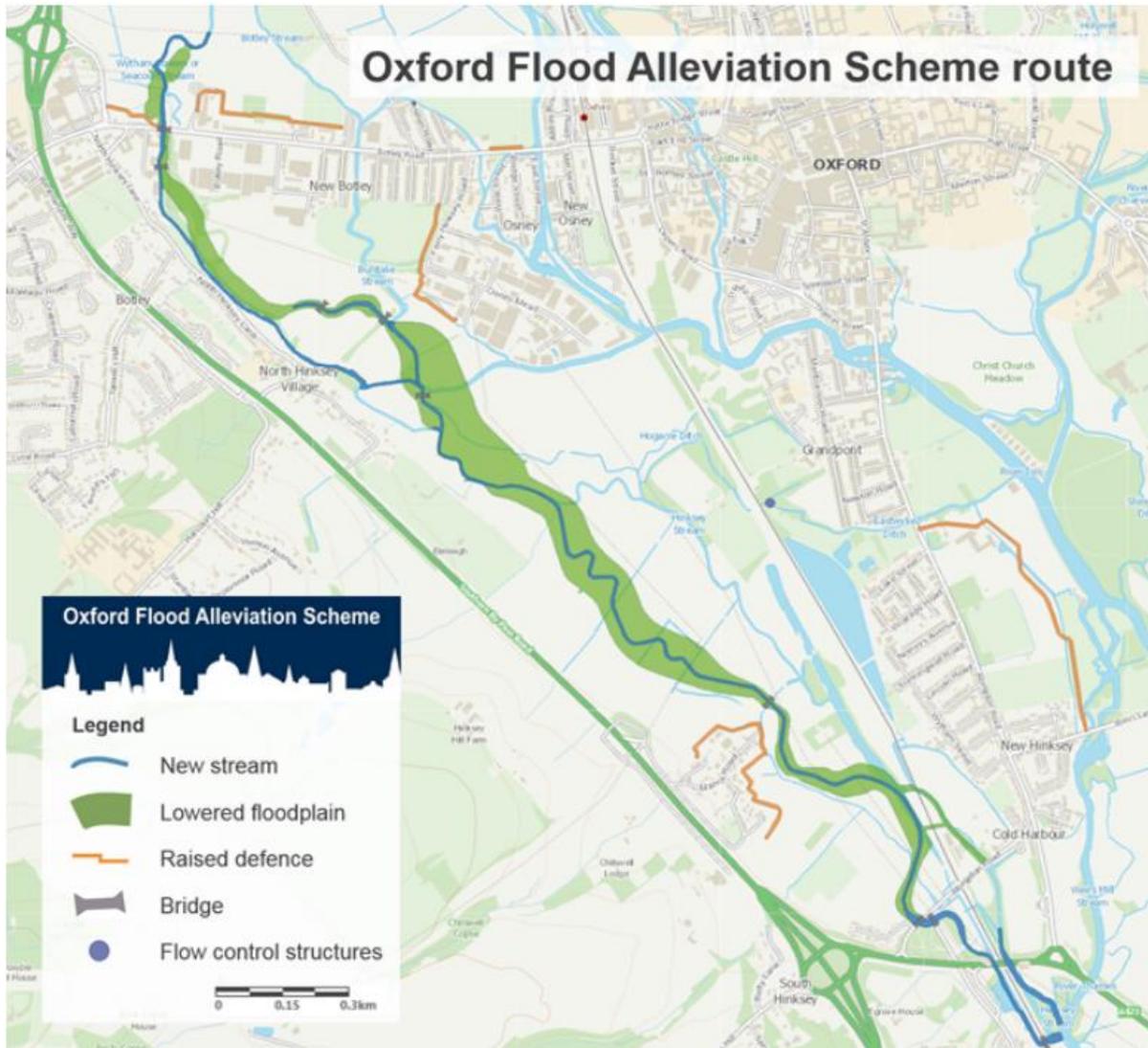


Figure 3: Map showing extent of Oxford Flood Alleviation Scheme²⁵

4.2 A health and wellbeing focused response to Covid-19

The response to Covid-19, and the prioritisation of health and wellbeing is the second key driver of change that provides context to preparation of the IDP.

There remains ongoing uncertainty on how the post-pandemic life will impact upon infrastructure demand and capacity for various infrastructure types. The pandemic led to increased numbers of people working from home, which temporarily reduced travel by private cars – and even once demand has returned, it has not necessarily exhibited the same peak demand patterns. The full implications of the pandemic on travel patterns are not yet clear, but this might present an opportunity to revisit the scope of some highway schemes.

Similarly, the reduction in the need to commute has impacted public transport demand. Concerns around social mixing are likely to delay the recovery in public transport usage – and whilst the government has provided support for operators in the short term, the longer-term

²⁵ Available at: <https://www.gov.uk/government/publications/oxford-flood-scheme/oxford-flood-scheme>

financial viability of some public transport services is less clear. This could adversely impact the business cases for some public transport schemes, although reductions to the scope of schemes (or cancellation) would not assist in resolving the climate emergency. Covid-19 has at the same time seen increased levels of active travel, which is likely to increase the already high levels of demand for active travel infrastructure within Oxford.

Covid-19 has also raised the profile of mental and physical health inequalities, and the role that access to green space and space for physical activity plays in addressing these inequalities. Given a future in which people are likely to spend much more of their time working from home than they did before the pandemic, the provision of accessible outdoor green space and recreational facilities to contribute towards the health and wellbeing of residents is more important than ever. The new Local Plan will be exploring ways to improve access to and quality of existing open space provision as well as addressing inequalities, and therefore, this evidence will inform any future updates to the IDP. Health determinants have cross-cutting implications for policy, and should be embedded in the Local Plan across a range of policy areas (green infrastructure, active travel, development locations etc).

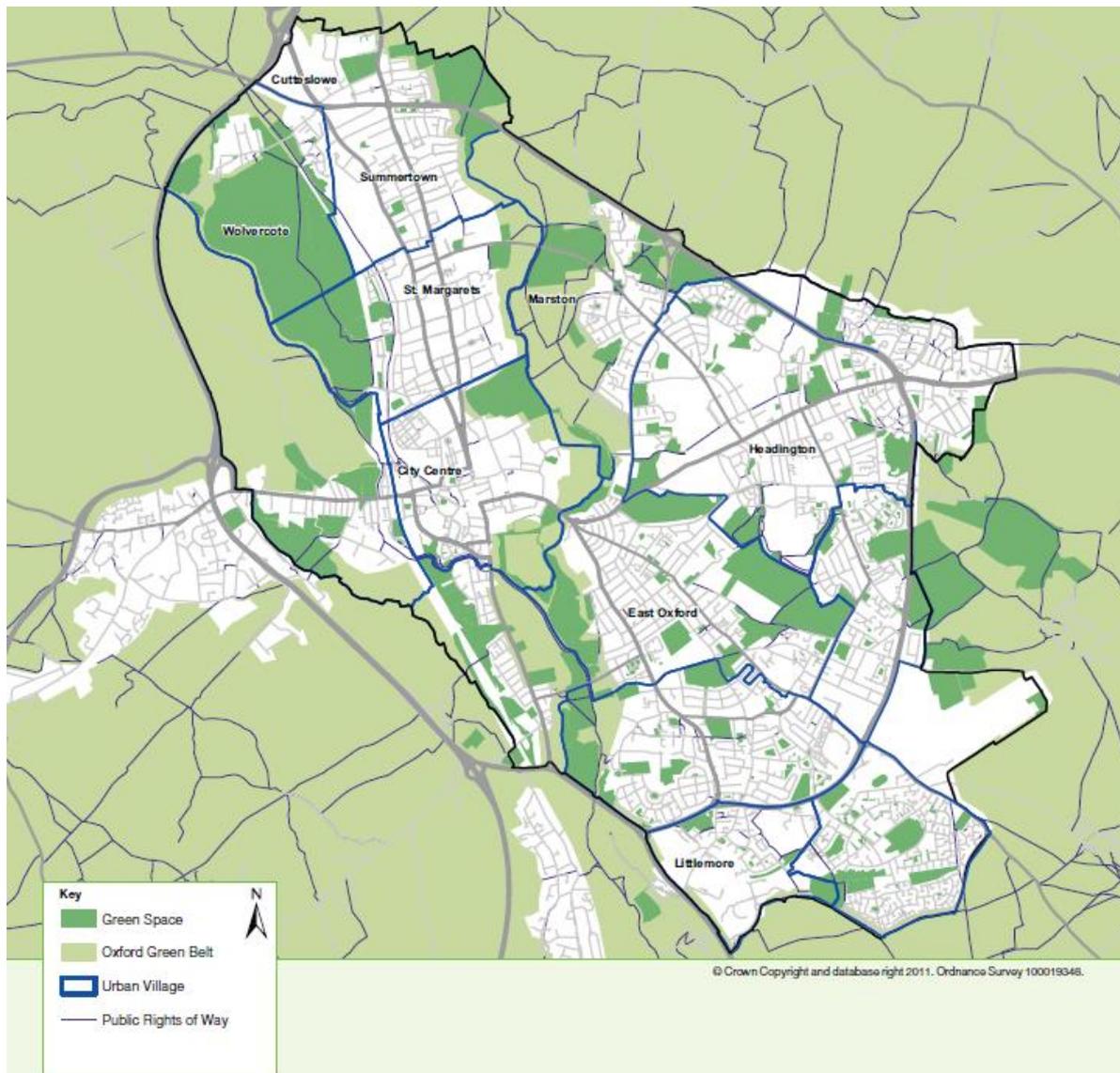


Figure 4: Distribution of green spaces within Oxford²⁶

²⁶ Available at: [Oxford Green Space Strategy 2013-2027 | Oxford City Council](#)

OxIS has identified a number of health orientated objectives, including the need to reduce health inequalities. The most health-deprived places within Oxfordshire are adjacent to areas identified for future growth, providing a future opportunity for investment into overcoming these inequalities. The need for improved access to spaces focused on physical activity has also been included as a key priority within OxIS, with investment into sports and leisure facilities and the delivery of high-quality walking and cycling routes needed to improve both physical and mental health.

Covid-19 has also highlighted the importance of high-quality digital infrastructure provision within people's homes, as well as their 'traditional' workplaces. As well as supporting ongoing demands for home working, OxIS highlights the role that digital infrastructure provision should have in reducing transport demand and enabling new digital ways of working for education, healthcare and businesses. The roll-out of 'full fibre' or 'fibre to the premises' should be therefore prioritised, as identified by the National Infrastructure Strategy²⁷ and Oxfordshire Digital Infrastructure Strategy²⁸.

²⁷ [National Infrastructure Strategy - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/national-infrastructure-strategy)

²⁸ [Digital Infrastructure Programme | Oxfordshire County Council](#)

5 Approach to growth within Oxford

5.1 Oxford's spatial strategy

Growth in Oxford is constrained by a number of factors. Its historical and natural environment, in combination with issues such as flood risk, mean that many areas cannot be developed. The adopted Local Plan 2036 recognises that growth should be focused on intensifying previously developed land. Therefore, the strategy for growth is to focus on the city centre, local centres and transport nodes as the most suitable locations for new developments, given their concentration of existing infrastructure and ease of access to other locations by public transport. These community and transport hubs are shown on Figure 5 on the following page, which also highlights the importance of the Cowley Branch Line as a key infrastructure scheme. Detail on the distribution of growth is set out in Section 5.2.

Even with an intense reuse of previously developed land, the development needs identified for Oxford at the time of preparing the Local Plan 2036 cannot all be accommodated within the city's boundary. There are therefore a number of 'unmet need sites' allocated in the other Oxfordshire districts' local plans specifically to meet the city's development needs, in addition to the development needs of the districts themselves. These unmet need sites are located as close as possible to Oxford, and in many cases will physically adjoin the city boundary and form extensions to the city's built-up area (see Section 5.3).

The adopted Oxford Local Plan 2036²⁹ sets out a number of key themes, under which the Council's wider spatial strategy and individual policies are set out:

- Building on Oxford's economic strengths and ensuring prosperity and opportunities for all;
- A pleasant place to live, delivering housing with a mixed and balanced community;
- Making wise use of our limited resources and securing a good quality local environment;
- Protecting and enhancing Oxford's green setting, open spaces and waterways;
- Enhancing Oxford's unique built environment;
- Ensuring efficient movement into and around the city; and
- Providing communities with facilities and services and ensuring Oxford is a vibrant and enjoyable city to live in and visit.

The Local Plan states that in order to deliver each of these key elements, infrastructure will need to be funded and delivered in a timely manner to support development. This includes ensuring that roads, local services and facilities can cope with the increased demand resulting from proposed growth. The Local Plan 2036 also states that where new development creates a need for new or improved infrastructure, contributions from developers will be sought to make the development acceptable in planning terms, as well as using CIL to ensure those who benefit financially from a planning permission will pay towards the cost of funding the infrastructure needed to support that development. The IDP has an important role in ensuring that this can take place. Figure 6 on p22 sets out the Council's vision for the city to 2036.

²⁹ [Adopted Oxford Local Plan 2036 | Oxford City Council](#)

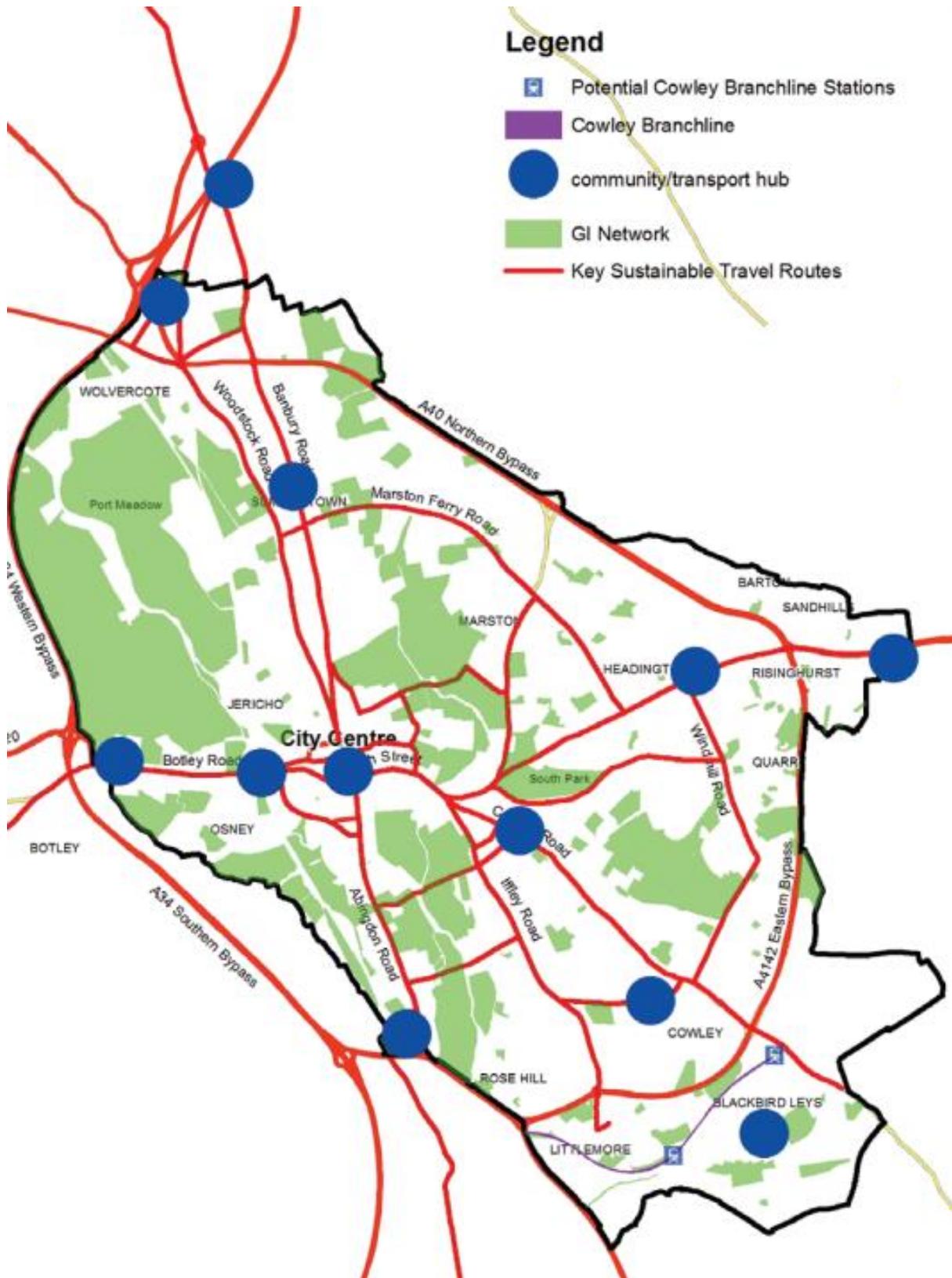


Figure 5: Spatial Strategy Diagram extract from Oxford Local Plan 2036

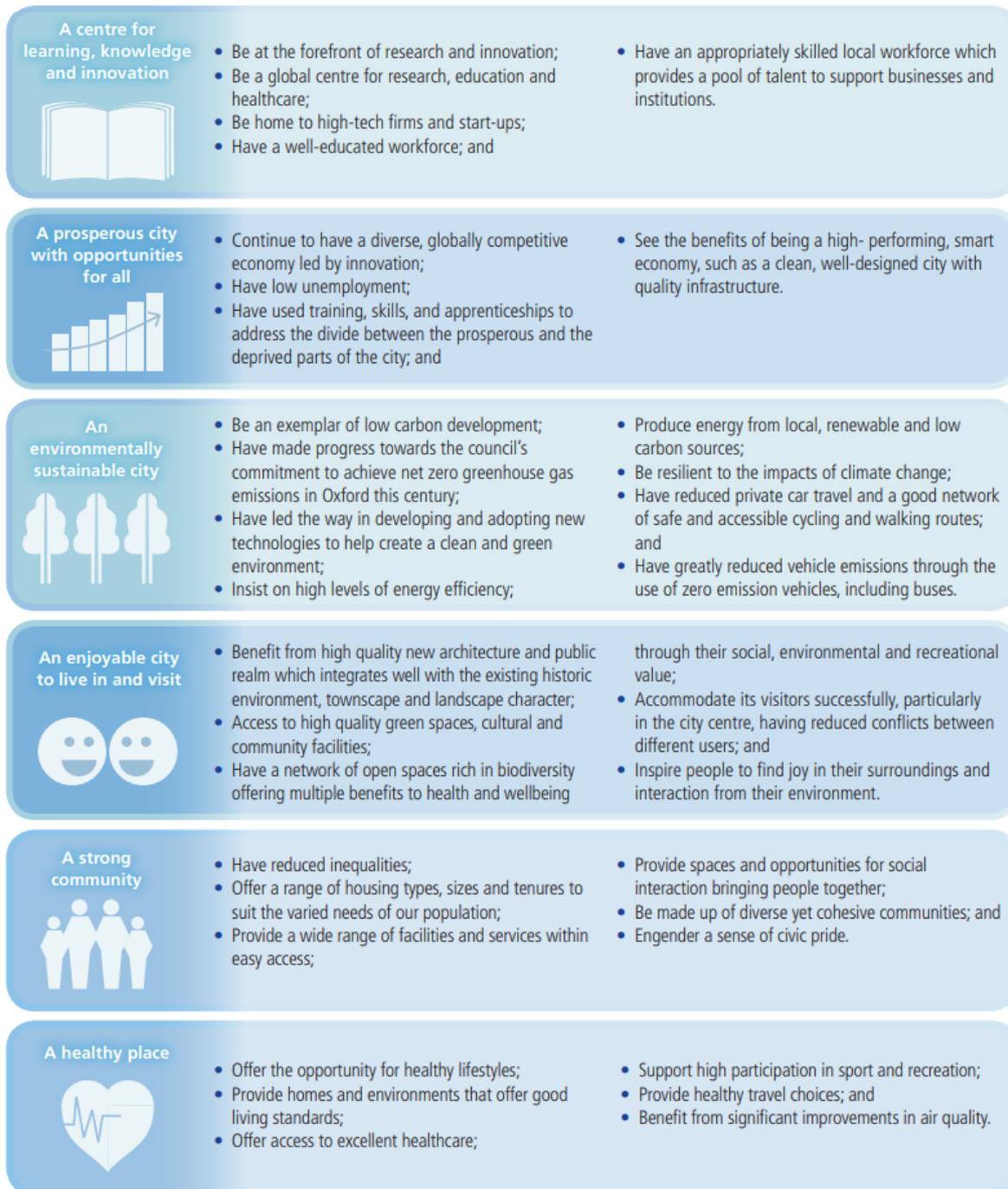


Figure 6: Oxford Local Plan 2036 Vision for the city

5.2 Development sites within Oxford

The Local Plan allocates some 64 development sites, in addition to nine areas of change where significant change is ‘expected or best directed’ – typically local centres and clusters of potential development sites. As an urban authority reliant on previously developed land, with relatively small numbers of greenfield sites, the majority of these sites are small.

This distribution of growth across small sites presents a challenge for infrastructure planning, funding and delivery. It means that there is often limited scope to provide infrastructure onsite, meaning that offsite solutions on third party land may be required for higher order infrastructure types which serve larger catchments (such as schools). It also means that, whilst

smaller sites in isolation may generate low or negligible infrastructure demands, the cumulative impact can be significant. However, one advantage of the Council's spatial strategy in infrastructure terms is that there is generally existing infrastructure provision in close proximity to development sites. This means that the emphasis is often the expansion of existing infrastructure, rather than entirely new provision.

For the purposes of the IDP, the city has been divided into four areas, as shown in Figure 7. Each of the 4 areas have broadly similar levels of growth, however it is acknowledged that due to the nature of development and associated infrastructure need and delivery, it is difficult to draw hard boundaries.

- Central and West Oxford: the City Centre, Jericho, Osney Mead and Botley Road;
- North Oxford: Summertown, Wolvercote and Cutteslowe;
- East Oxford: Headington, Marston, Barton and Slade Park;
- South Oxford: Hinksey, Iffley, Cowley, Littlemore and Blackbird Leys.

The Local Plan sets out a requirement for just under 11,000 new homes and a policy approach to protect, modernise and intensify important employment sites which meet Oxford's key strengths over the plan period from 2016 to 2036. Table 1 below sets out the breakdown of residential development now anticipated to come forwards across the four areas of the city, which includes windfall development and small sites which are forecast to come forward based upon trends, but are not yet known about and therefore cannot be attributed to a specific city area.

In combination with completions that have already taken place within the plan period to date, the 12,713 total dwellings now anticipated for the plan period exceeds the 11,000 housing target by around 15%. As the completions between 2016 and 2020 will have been accompanied by delivery of the infrastructure necessary to support them, the IDP has taken 10,829 as the dwelling total upon which future infrastructure requirements should be established.

City area	Total dwellings
Central and West Oxford	1,493
North Oxford	1,337
East Oxford	3,851
South Oxford	2,080
Windfall and small sites (not area specific)	2,068
Total new dwellings 2020-2036	10,829
<i>Completions 2016-2020</i>	<i>1,884</i>
Total dwellings 2016-2036	12,713

Table 1: Total anticipated dwellings across 2016-2036 plan period

For employment, the Local Plan does not include specific site allocations. The IDP therefore assumes a continuation of broad historic windfall trends for new employment development. However, the Council has indicated likely locations for windfall employment development, based upon an understanding of designated employment areas with available capacity.

Figures 7 to 11 over the following pages show the locations of anticipated development within each of the city's four areas, for both employment and residential development. Site names including a site reference number in brackets (for example, (SP60)) are sites allocated in the Local Plan.

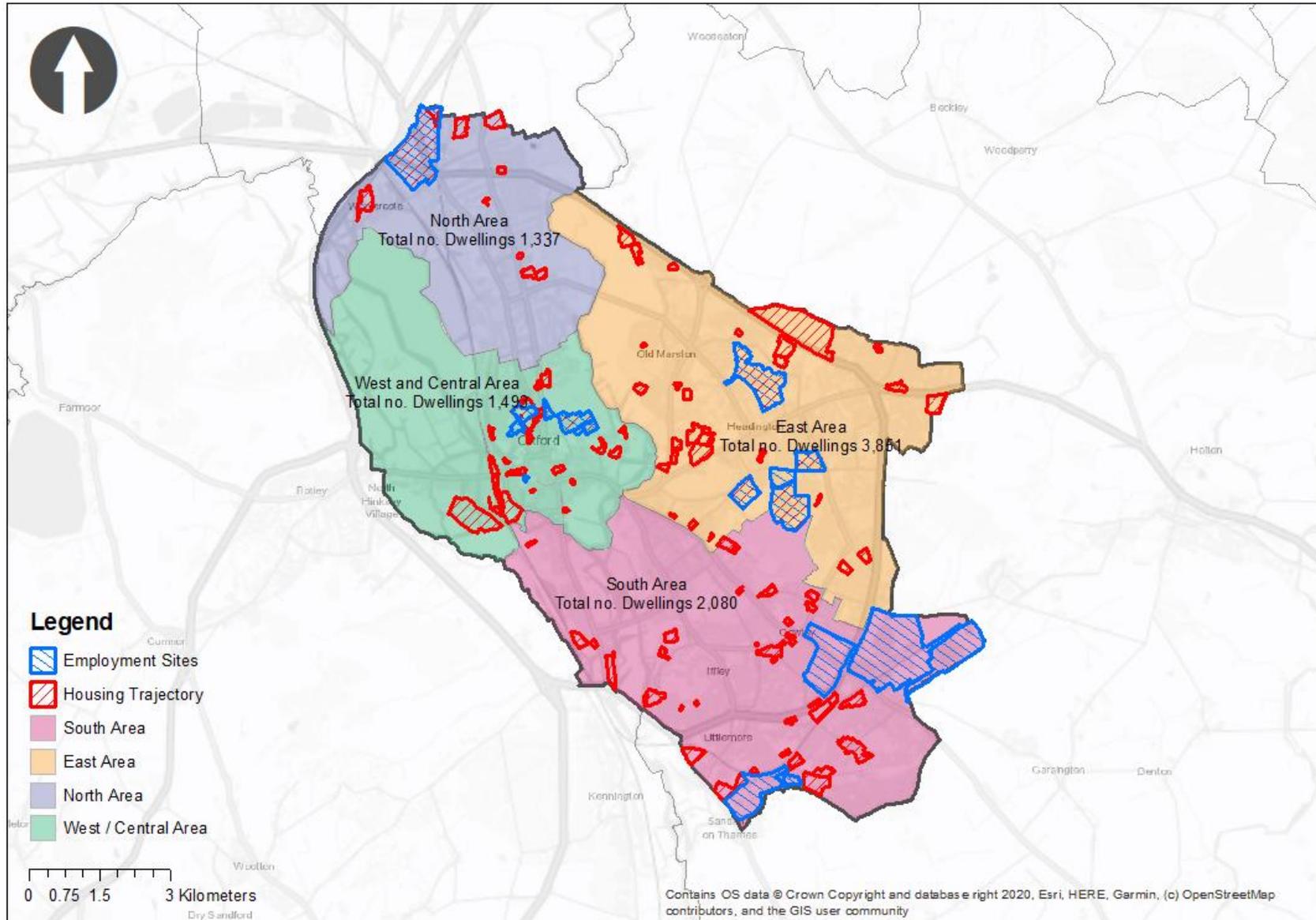


Figure 7: The four areas of the city considered in the IDP, showing employment sites and housing sites within each

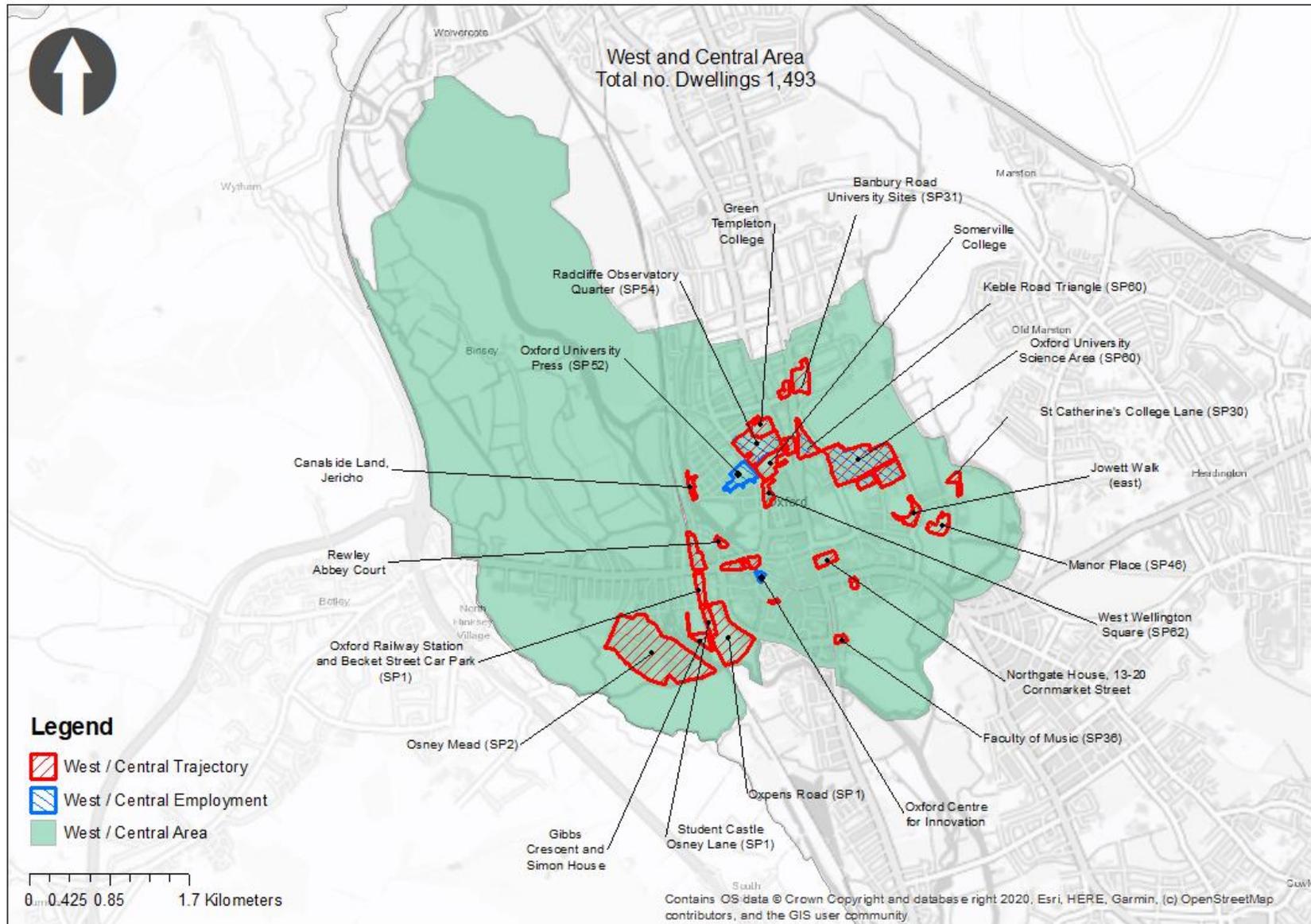


Figure 8: Housing sites (red) and employment sites (blue) within Central and West Oxford

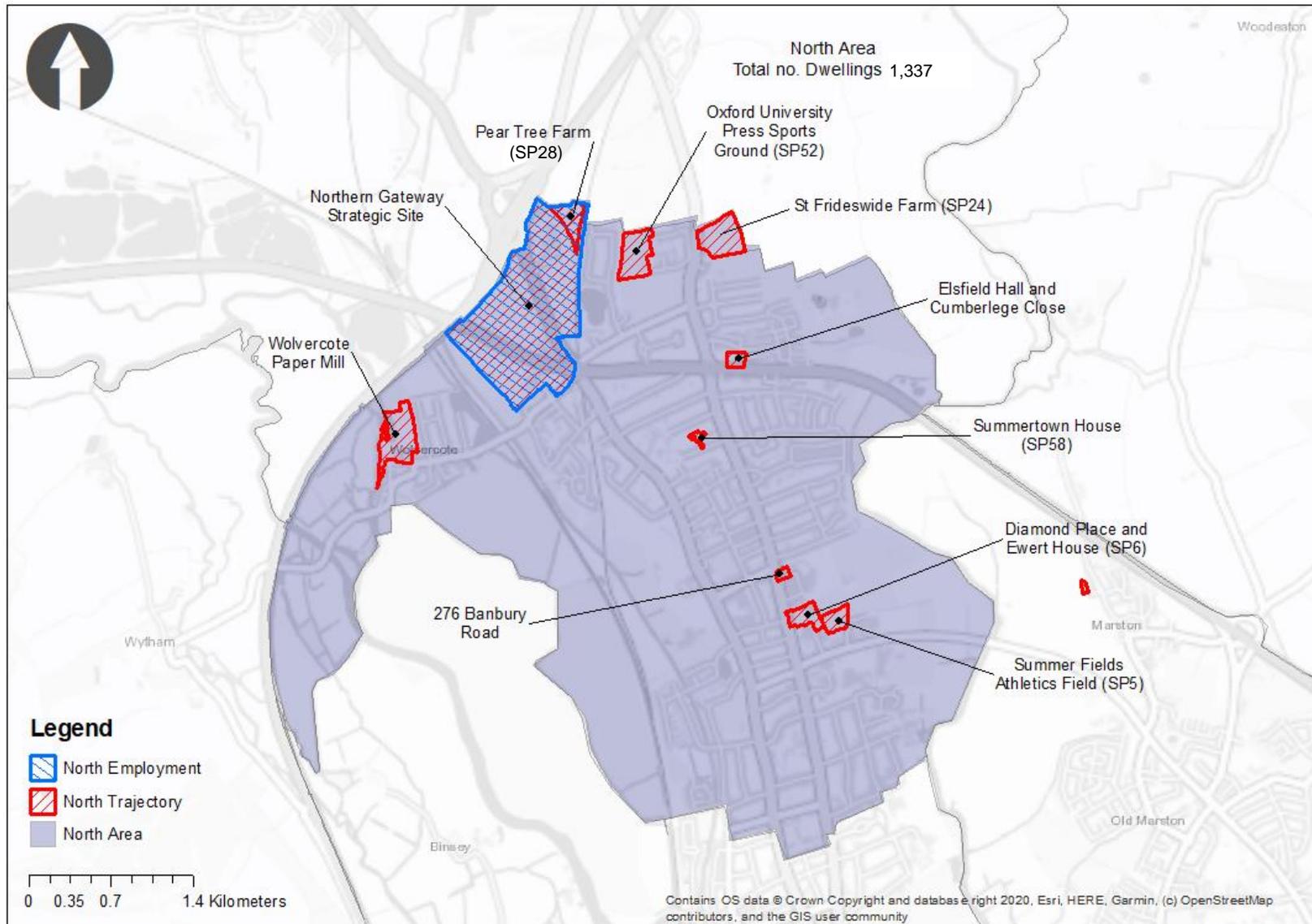


Figure 9: Housing sites (red) and employment sites (blue) within North Oxford

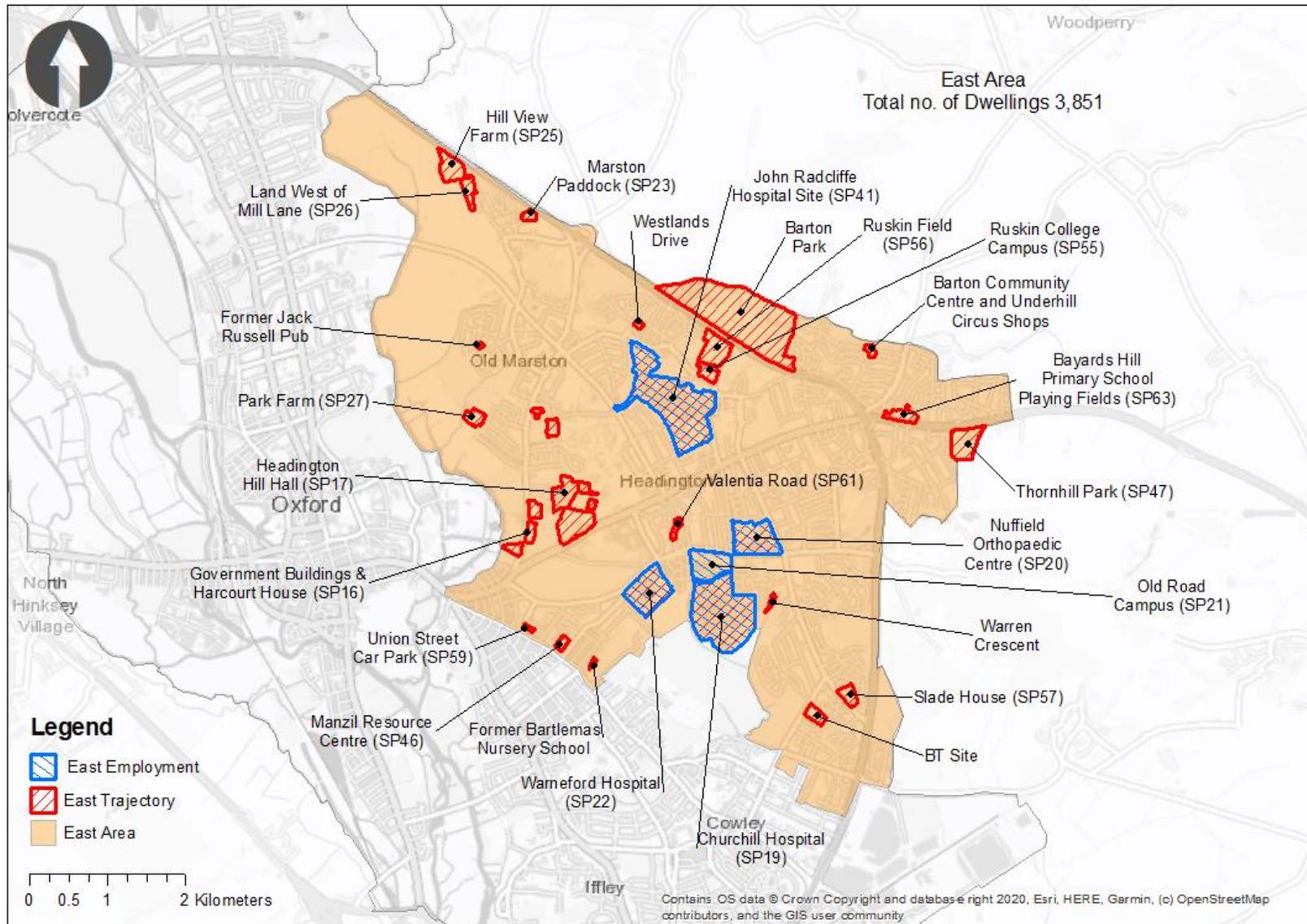


Figure 10: Housing sites (red) and employment sites (blue) within East Oxford

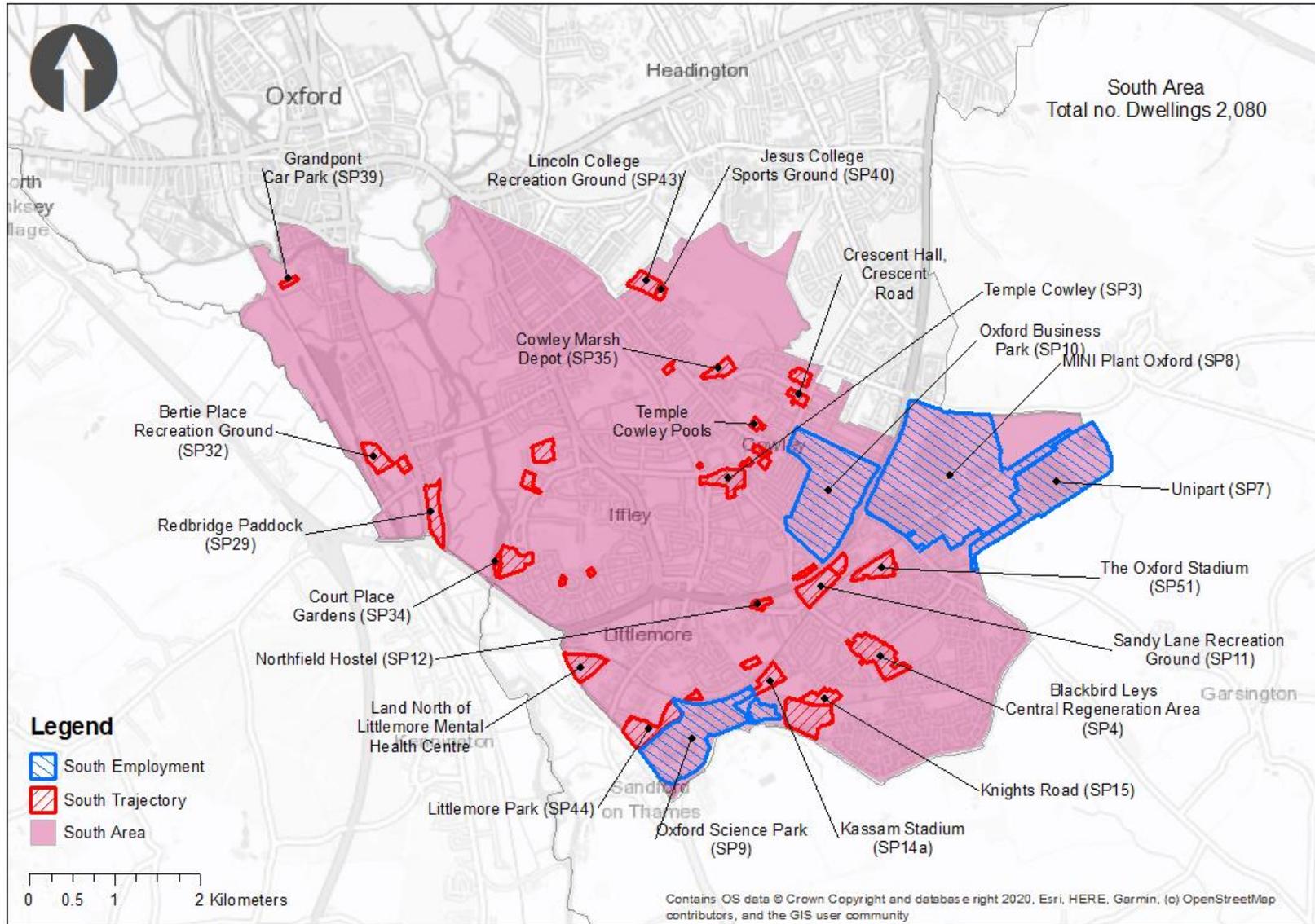


Figure 11: Housing sites (red) and employment sites (blue) within South Oxford

5.3 Unmet need sites beyond the city boundary

As noted above, at the time of preparing the Local Plan, it was established that only a part of Oxford's identified housing need could be accommodated within the city boundary. As a result, the other four authorities in Oxfordshire have allocated sites within their respective local plans^{30 31 32 33} to accommodate the unmet need. The details of these sites are set out in Table 2 below, and shown in Figure 12 on the following page.

Local authority	Site	Total dwellings
Cherwell	Land East of Oxford Road	690
Cherwell	Land West of Oxford Road	670
Cherwell	Land South East of Kidlington	430
Cherwell	Land at Stratford Farm	120
Cherwell	Land East of the A44	1,950
Cherwell	Land West of Yarnton	540
South Oxfordshire	Land South of Grenoble Road	3,000
South Oxfordshire	Land at Northfield	1,800
South Oxfordshire	Land North of Bayswater Brook	1,100
Vale of White Horse	Oxford and Abingdon Fringe area of search	2,200
West Oxfordshire	West of Eynsham	550
West Oxfordshire	Salt Cross Garden Village	2,200
Total dwellings on unmet need sites		15,250

Table 2: Total dwelling capacity on unmet need sites beyond the city boundary

Whilst each of these authorities has respectively justified the acceptability of the sites through the examinations of their plans and will be responsible for their delivery, Oxford City Council retains a strong interest in seeing them developed in a sustainable manner. In infrastructure terms this means that they should be well connected into existing networks, and reflect Oxford's particular approach to transport provision in particular (i.e. a very high standard of dedicated walking and cycling provision). This is particularly the case as several of the sites will effectively form extensions to Oxford's existing built-up area, and will function as part of the city despite lying outside of it for administrative purposes.

The figures above only include the unmet need sites. Each local plan includes a number of additional sites, some of which will be located relatively close to the boundary with Oxford, with the potential to add further pressure to existing infrastructure provision.

³⁰ [Adoption | Adopted Cherwell Local Plan 2011-2031 \(Part 1\) Partial Review - Oxford's Unmet Housing Need | Cherwell District Council](#)

³¹ [Adopted Local Plan 2035 - South Oxfordshire District Council \(southoxon.gov.uk\)](#)

³² [Local Plan 2031 - Vale of White Horse District Council \(whitehorsedc.gov.uk\)](#)

³³ [Local plan - West Oxfordshire District Council \(westoxon.gov.uk\)](#)

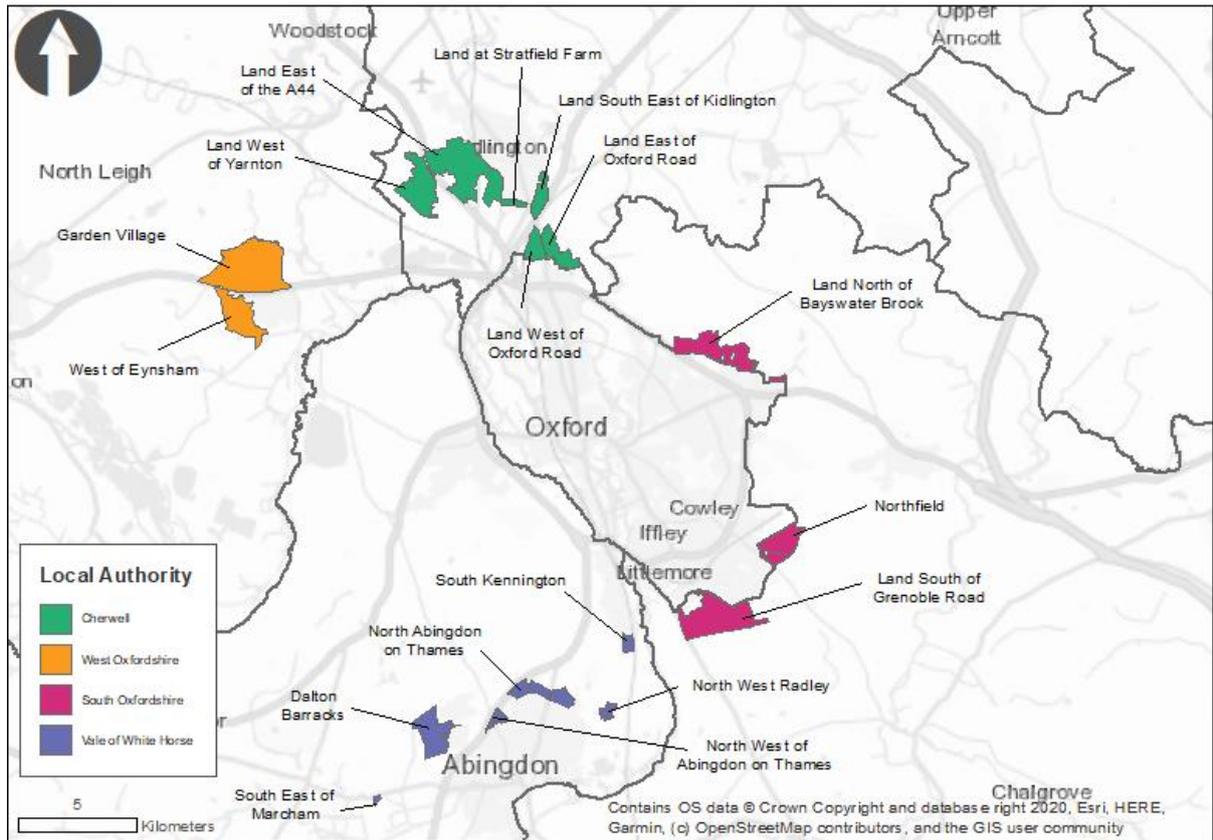


Figure 12: Location of unmet need housing sites within local authorities surrounding Oxford

6 Approach and methodology

This IDP is intended to form an update to the Council's most recent IDP from 2018. However, the opportunity has been taken to focus the structure of this IDP to reflect the circumstances facing the Council at the current time – namely, helping to implement the sites allocated in the adopted Local Plan 2036 and lay the ground for infrastructure matters to be considered in the Council's new Local Plan to 2040.

The preceding chapters of the document have set out the contextual issues that have been considered in preparing the IDP. This chapter sets out the approach and methodology taken by the IDP, with conclusions on infrastructure performance and needs within the city being set out in Chapter 7 and the Infrastructure Schedule in Annex A.

The methodology has had two stages – research and engagement (Stage 1), and the subsequent production of the infrastructure schedule (Stage 2). However, the production of an IDP needs to be flexible, and allow ongoing iteration and the incorporation of new information which arises during its production. Engagement and research have therefore continued throughout.

6.1 Stage 1 – Research and engagement

Review of existing strategy documents

At the outset of the project a detailed review was undertaken of a comprehensive array of existing documents, policy and context. These can be found in Appendix A.

This review process enabled it to be identified that transport infrastructure was likely to be an area for significant focus, given the significant amount of policy and scheme development that has taken place since the publication of the 2018 IDP. This set the focus for the work throughout the subsequent tasks – particularly the interactions with stakeholders.

Stakeholder Engagement

Effective and timely engagement with relevant stakeholders and infrastructure providers is an essential component in the production of an IDP.

A number of initial meetings were held with stakeholders between January and March 2021. Follow-up discussions were also held with several of these stakeholders since that time, where required to discuss matters of further detail. A full list of stakeholders that were engaged with throughout the preparation of the IDP are set out in Table 3 below.

Online meetings were held with each stakeholder, seeking to understand:

- The nature of any infrastructure constraints and/or network performance issues, and their relationship to the locations of planned growth;
- What infrastructure schemes exist or are being developed to address identified needs;
- Any issues which need to be overcome in order to develop schemes, and what actions might be needed to achieve this;
- The costs of identified schemes, and preferred approaches to funding.

Stakeholder	Infrastructure types discussed
Oxfordshire County Council	Active travel Bus services Rail services Highways Primary education Secondary education Special educational needs provision Social care provision Libraries Fire and rescue Digital infrastructure
Oxford City Council	Green spaces Playing pitches Community centres Leisure centres Cemeteries
Highways England	Highways
Oxfordshire Clinical Commissioning Group	Primary healthcare
Thames Valley Police	Policing
Scottish and Southern Electricity	Electricity supply
Southern Gas Networks	Gas supply
Thames Water	Water supply Sewerage

Table 3: Infrastructure providers engaged with during the production of the IDP, and infrastructure types discussed

There are two infrastructure types where it was attempted to engage with stakeholders throughout the production of the IDP but was ultimately unsuccessful – secondary healthcare, and allotments. The IDP has relied upon information already in the public domain for the consideration of these infrastructure types.

Engagement with other Oxfordshire authorities

Infrastructure needs and infrastructure networks do not align with administrative boundaries, making it important to discuss potential cross-boundary infrastructure implications with neighbouring authorities. This is particularly the case for this IDP, given the proximity of the large unmet need sites to Oxford on all sides. In January and February 2021 online meetings were held with officers from Cherwell District Council, South Oxfordshire District Council and Vale of White Horse District Council. Email correspondence also took place with officers from West Oxfordshire District Council.

These meetings covered:

- The pattern of existing cross-boundary infrastructure demand, both from those districts into Oxford and from Oxford out into those districts;
- Specific infrastructure provision associated with development on the unmet need sites close to Oxford's boundary, including the potential for this to serve growth within nearby parts of Oxford;
- Respective inputs to the OxIS process (see below).

Engagement with the production of OxIS

Alignment with the Oxfordshire Infrastructure Strategy (OxIS) was a key part of the production of the IDP. This has been a two-way process – the success of OxIS is reliant upon the provision of detailed, accurate and coordinated inputs from each of the Oxfordshire authorities. The IDP has similarly benefitted from the OxIS Stage 1 report consultation version published in July 2021 – this has provided evidence on infrastructure gaps across Oxfordshire, and assisted us in refining the details for a number of the schemes in the Infrastructure Schedule, Annex A.

6.2 Stage 2 – Producing the infrastructure schedule

Refining a longlist of schemes

Stage 1 generated a significant volume of information, and suggestions for a wide array of infrastructure schemes. Some of these were at an advanced stage and eminently worthy of inclusion in the Infrastructure Schedule. Others required further discussions or information from stakeholders in order to understand whether a specific scheme existed, or whether the development of a scheme would need to follow at a later stage (for example, as a recommendation for considering whilst preparing the new Local Plan).

Regular ongoing discussions have been undertaken with Council officers to assist in this process of refinement – for example, to understand whether identified schemes would in practice be likely to be capable of being funded through developer contributions. Using this as a basis, the Infrastructure Schedule was progressively compiled. The introduction to Annex A sets out details of the information included in the Schedule, the definitions used and basis upon which these were established.

Establishing demand

For most infrastructure types, infrastructure providers have indicated what infrastructure will be required to support. However, there are a small number of infrastructure types for which this has not been possible, either due to unique circumstances within Oxford or the need for further evidence-gathering to take place in the context of the new Local Plan. Because of these circumstances the IDP does not prescribe a modelled approach to establishing demand, although future iterations of the IDP alongside the new Local Plan should consider how demand is established for the following infrastructure types. Further detail on recommendations for the new Local Plan are set out in Chapter 7.

- **Primary healthcare:** All residents in new development will expect to register with a GP surgery. Patient yields within Oxford are typically skewed by the city's demographics, with a significant population of young adult students who typically exhibit lower levels of need for primary healthcare. The approach to establishing patient demand is therefore more nuanced than applying a straightforward ratio. At this stage it has not been possible for the Oxfordshire CCG to indicate how much new capacity might be required, although the CCG has nevertheless indicated that levels of growth in the current Local Plan will necessitate the provision of new surgery capacity within the city.
- **Green infrastructure:** Chapter 5 of the Local Plan 2036 establishes a network of green infrastructure across Oxford. It sets out requirements for this network to be protected from development, and for new development to contribute to its enhancement. This reflects the large expanse of the city's green infrastructure network, and means that ratio-based approaches to establishing green space requirements (i.e. a certain amount of space based upon the number of residents in an

area) would be inappropriate. However, Policy G8 in the Local Plan does require 10% of new residential sites over 1.5ha to be set aside as green space.

Establishing infrastructure costs

The IDP uses the experience of infrastructure providers to establish the costs of each infrastructure item set out in the Infrastructure Schedule – either on the basis of specific costs, or formulae. However, in a small number of cases this has not been possible. In these cases, costs have been established as follows:

- **Education:** Costs for new primary school schemes set out in the Infrastructure Schedule have been derived from the Department for Education’s 2019 Scorecard³⁴. This sets out average costs for school construction (both new-build and extension) in each local education authority, based upon actual recorded build prices. Because of the impacts of the Covid-19 pandemic, the 2019 Scorecard is the most recently available. For primary school extensions, the Oxfordshire cost is £3.94 million per form of entry – a form of entry equating to 210 pupils, i.e. 30 pupils in each of a primary school’s seven year groups. This is derived from the Scorecard’s cost of £18,750 per pupil.
- **Allotments:** A cost estimate have been established for the new allotment provision identified within the Infrastructure Schedule. This is based on Building Cost Information Service (BCIS) estimates across a period from 2017 to 2021, adjusted to reflect our experience of live projects. A South East regional variation adjustment factor of 0.98 has also been applied. This results in an estimated cost of £24,494 per hectare of provision, not including land costs.

For some schemes it is not currently possible to estimate a cost (with that being noted within the Infrastructure Schedule where relevant) – either due to a lack of detail about the scheme at this stage, or because costs have not yet been formulated by the delivery body. In all cases, the costs set out in the Infrastructure Schedule should be treated as indicative, with more detailed re-calculation being necessary at the time development comes forward or funding applications are made.

³⁴ [Local authority school places scorecards 2019 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/422222/local-authority-school-places-scorecards-2019.pdf)

7 Conclusions by infrastructure theme

This chapter sets out conclusions for each of the infrastructure types considered throughout the preparation of the IDP. Under each theme, the following are set out:

- The pattern of existing provision for that infrastructure type, including any challenges and capacity issues that have emerged through the discussions undertaken with infrastructure providers;
- A summary of the schemes set out within the Infrastructure Schedule (Annex A) which have been identified to address the impacts of the growth planned within the current Local Plan to 2036, or are otherwise required to address wider pressures;
- Recommendations to be considered during the preparation of the new Local Plan, to understand and address emerging infrastructure pressures.

7.1 Transport

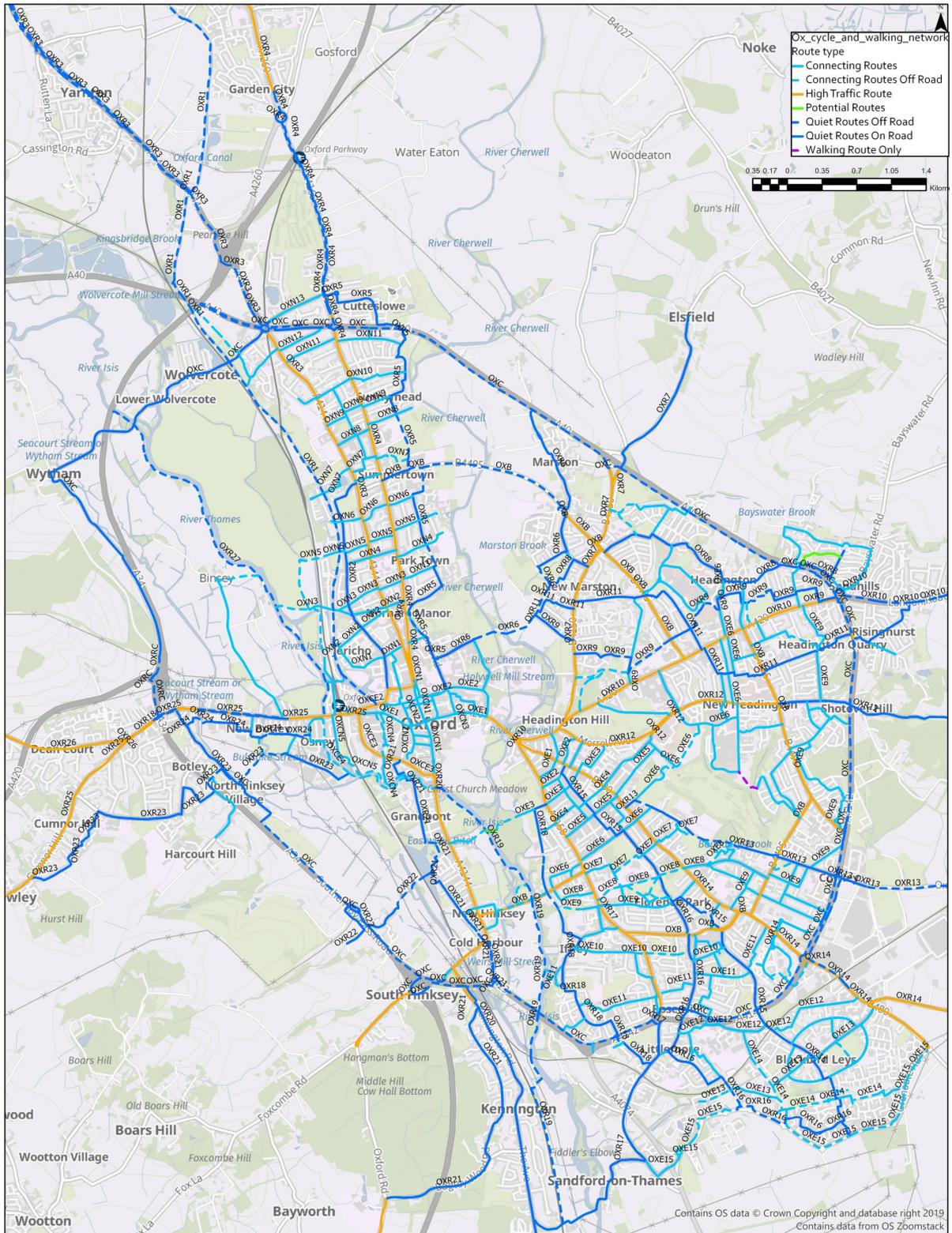
This section considers all modes of transport provision within Oxford. Transport infrastructure of one form or another is likely to be utilised by most residents on a daily basis, as well as by every visitor to the city. The provision of transport infrastructure, particularly that which supports the transition to zero carbon, therefore has a crucial impact on how the city operates – on the environment, on the economy, and on quality of life. The following infrastructure types are considered:

Existing provision

Active travel – Statistics produced by the Department for Transport³⁵ show that Oxford has an extremely high rate of cycling – 43.0% of residents cycle at least once per month, compared to an average of 16.1% for England as a whole. This is despite the relatively undulating terrain in East Oxford and South Oxford, and is second only to Cambridge at a national level. Figure 13 on the following page shows the city’s comprehensive active travel network around the city, with a large number of low and zero traffic ‘quiet routes’, for example along the River Thames corridor. However, it is notable that the majority of the active travel network is on street in mixed traffic.

Bus services – Oxford benefits from a comprehensive network of bus services. Figure 14 on page 36 shows that these primarily serve radial corridors, with the majority of corridors providing multiple overlapping routes into the city centre, with high combined service frequencies which generally operate on a ‘turn-up-and-go’ basis without the need to first check a timetable. There are a smaller number of circumferential services between North Oxford, East Oxford and South Oxford; providing access to major destinations such as the JR Hospital without the need to pass through the city centre. Oxford is also served by a comprehensive network of park and ride sites on the edge of the city adjacent to the strategic road network, providing car drivers with viable alternatives to driving into the city centre. These can suffer from capacity constraints at peak times. Oxford’s bus services are mostly provided by two operators – the Oxford Bus Company and Stagecoach. SmartZone inter-operator tickets are available, providing passengers with flexibility to catch any bus rather than having to wait for those of a specific operator.

³⁵ [Walking and cycling statistics \(CW\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/walking-and-cycling-statistics-cw)



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Figure 13: Map of Oxford's active travel network (Extract from Oxford Local Walking and Cycling Infrastructure Plan³⁶)

³⁶ Oxford LCWIP | Oxfordshire County Council

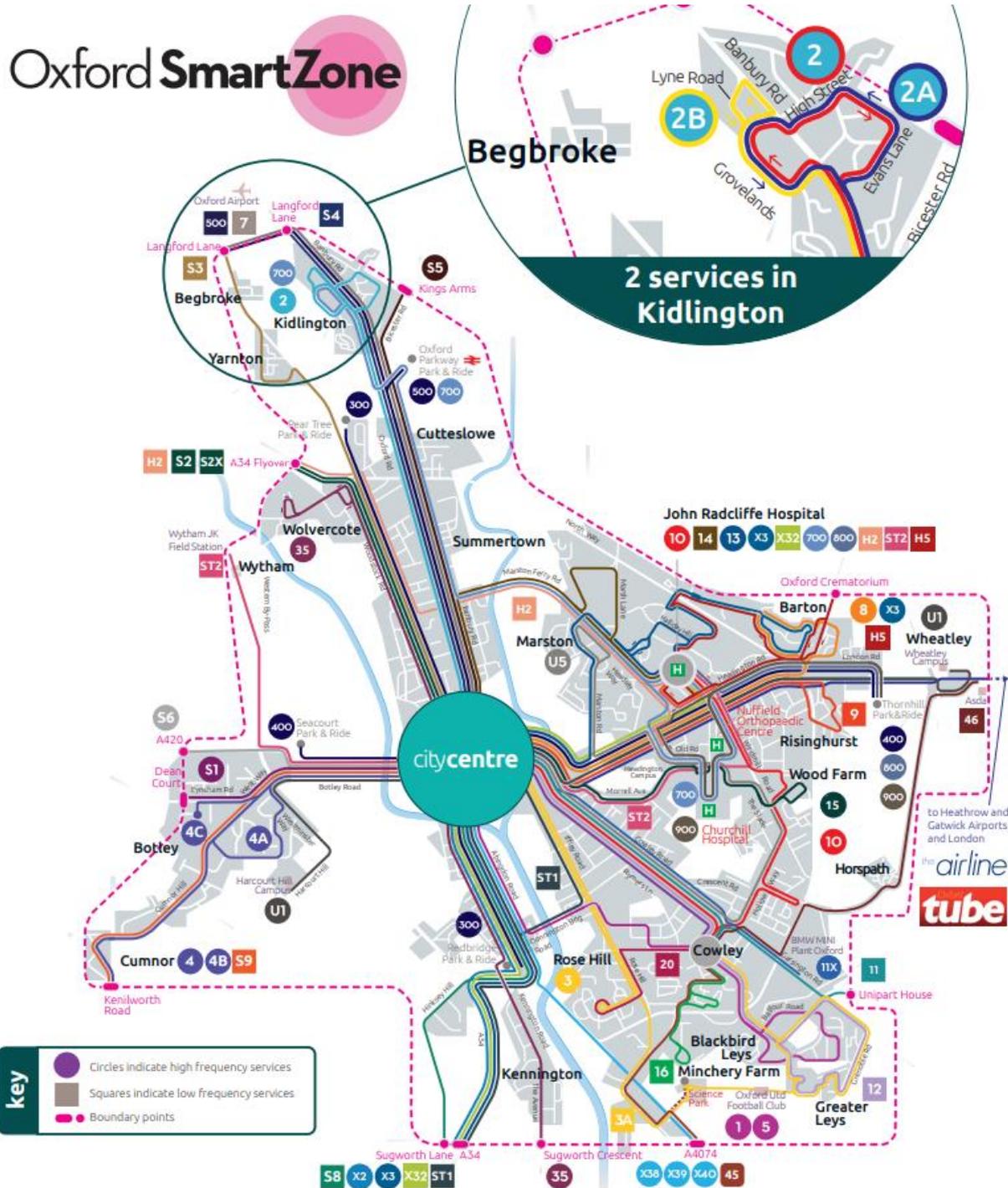


Figure 14: Bus services across all operators within Oxford and adjacent parts of Cherwell, South Oxfordshire and Vale of White Horse³⁷

Rail services – There is one railway station within Oxford, on the western edge of the city centre. This provides five main services, with direct connections to a large part of the UK:

- GWR services to Didcot, Reading and London Paddington
- GWR services via the Cotswold Line to Worcester
- GWR local stopping services to Banbury

³⁷ Times & maps - Oxford Bus

- CrossCountry services north to Banbury, Birmingham and Manchester; and south to Southampton and Bournemouth;
- Chiltern Railways services to Bicester, High Wycombe and London Marylebone.

Both the railway station and railway line through Oxford are significantly constrained and operate above capacity, with limited flexibility in the event of delays and disruption.

North Oxford is also served by Oxford Parkway Railway Station, located a short distance beyond the city's northern boundary in Cherwell District. This provides services on the Chiltern Railways route to London Marylebone.

Highways – Figure 15 below shows Oxford's highways network. It has a clear pattern of radial routes out from the city centre, with a relatively limited range of circumferential routes. The radial routes connect into a ring road which is partly within and partly outside the city boundary. Despite the high levels of active travel provision within the city and range of high-quality bus services, Oxford still suffers from vehicular congestion and its associated air quality impacts. This partly reflects the historic nature of much of the city, with many streets physically incapable of handling larger amounts of traffic. This has resulted in the need to restrict through traffic from much of the city centre. The ring road also suffers from a need to accommodate long-distance vehicular flows as well as supporting local traffic, with significant congestion.

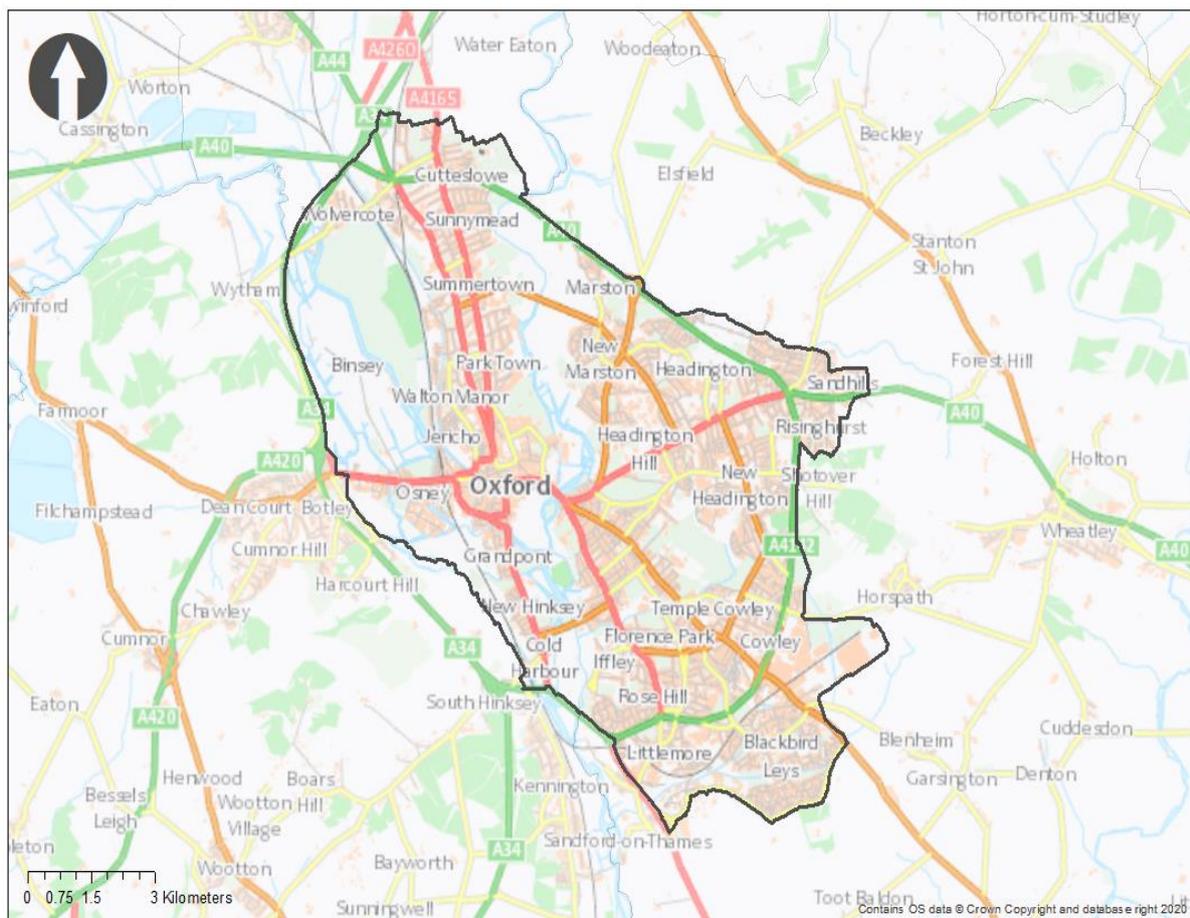


Figure 15: Map showing the highways network within and around Oxford

Schemes to address growth and other needs

The majority of schemes in the Infrastructure Schedule are transport schemes, and the majority of these are active travel schemes. The Oxford Local Cycling and Walking Infrastructure Plan (LCWIP) provides a comprehensive set of schemes to improve the active travel network around the city and provide connections to new development sites, with a mixture of on-street and off-street routes. Other notable schemes include the packages to provide new bus services on circumferential corridors around the city (such as around the Eastern Bypass), and the cluster of schemes to improve rail connectivity into Oxford. This includes the Cowley Branch Line, a railway reopening scheme which would provide Oxford's first intra-city rail service – with trains from Cowley to the City Centre in just a few minutes, and easy onward connectivity to the rest of the UK. This is an important scheme to support growth in the south of the city, as well as on the unmet need sites in South Oxfordshire.

Most of the highway schemes identified are focussed on decarbonisation and otherwise reducing environmental impacts from road traffic – for example, the provision of electric vehicle charging infrastructure and introduction of a zero emissions zone for the City Centre. Other than providing connections to new development sites, there are deliberately very few highway schemes with a focus on improving access and reducing journey times for motorists.

Recommendations for the new Local Plan

A wide range of strategies and schemes have been developed to invest in active travel and public transport provision and support modal shift, helping to address the climate crisis and local network congestion. These strategies and schemes should be kept under review throughout the preparation of the new Local Plan, but there are not currently considered to be any significant gaps in evidence which need to be addressed.

Given the large number of schemes identified in the Infrastructure Schedule, and substantial costs associated with delivering these, it is important that the Local Plan process focusses on the delivery of these – for example, the use of Section 106 agreements to help fund active travel schemes in the vicinity of new development sites where it can be demonstrated that it would be viable for developers to do so. This should be done on the basis of apportioned costs, based on the particular impacts of sites and groups of sites, to ensure that opportunities to attract developer funding are not lost.

As discussed within section 4.1, the embedded cost of carbon will become an increasingly significant consideration in planning for the delivery of infrastructure. There are a number of schemes which will contribute towards climate mitigation, and resilience to climate change, are likely to result in a reduction in carbon emissions compared to the 'do nothing' alternative. Therefore, the relative carbon costs from various infrastructure approaches should be considered as part of the preparation of the new Local Plan, as well as any future IDP updates.

7.2 Education

This section considers the full spectrum of education provision within Oxford. The provision of high-quality education infrastructure has a huge role to play in the social fabric of the city, and its location has important interactions with transport given the need to ensure sustainable patterns of movement for education. The following infrastructure types are considered:

Existing provision

Primary schools – Figure 16 below shows the distribution of primary schools within Oxford. There are 32 primary schools across the city, generally well distributed, although with relatively few in Central and West Oxford. From discussions with Oxfordshire County as local education authority, it is understood that the provision of new schools has typically kept up with rates of development in recent decades. Given changing demographics within the city, there is now a relatively significant amount of spare capacity within a number of the city’s primary schools.

Secondary schools – Figure 16 shows the distribution of secondary schools in Oxford. There are 10 secondary schools around the city in total, again broadly evenly distributed. Whilst there are no secondary schools within Central and West Oxford, pupils in West Oxford are within a relatively short commute to Matthew Arnold School in Botley (Vale of White Horse District) and pupils in the City Centre have easy access to schools in other parts of the city. As with primary schools, it is understood from discussions with Oxfordshire County Council that there is a relatively significant amount of spare capacity within the city’s secondary schools.

Special educational needs provision – Oxford has five schools providing special educational needs and disability (SEND) provision. In addition, three of the city’s other schools (two primary, one secondary) provide some on-site SEND provision. Each of these eight schools provides specialised provision, reflecting that SEND is generally provided on a county-wide basis. This means that the city’s SEND schools serve a wide catchment, with some pupils from Oxford travelling out of the city to schools elsewhere. Oxfordshire County Council has indicated that there are new SEND schools being provided elsewhere in the county at present, with no significant need for new SEND provision within Oxford at the current time.

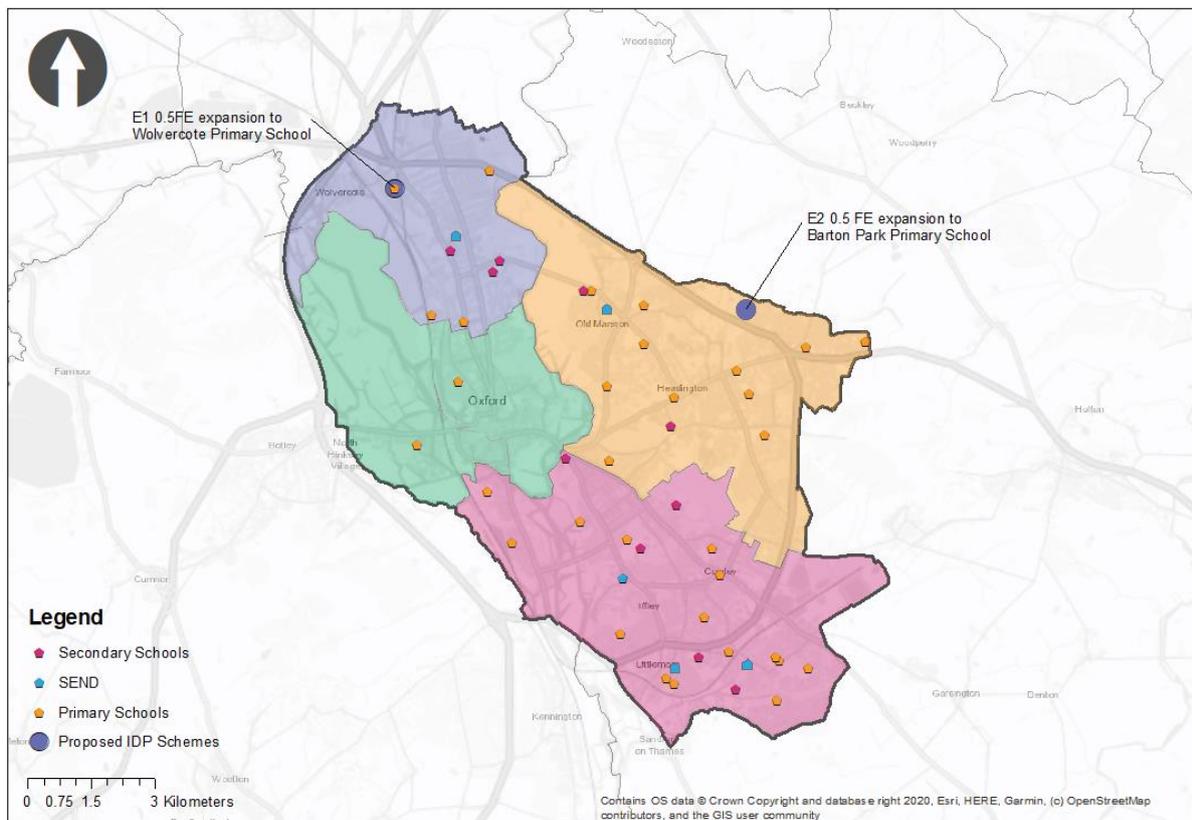


Figure 16: Primary schools, secondary schools and special educational needs provision within Oxford, alongside education schemes identified in the Infrastructure Schedule

Schemes to address growth and other needs

The Infrastructure Schedule contains two education schemes – both relatively minor (0.5 Form of Entry, equivalent to 105 new pupils) extensions to existing primary schools. The first, at Wolvercote Primary School, would serve growth across North Oxford; with an extension to the new Barton Park Primary School (passive provision for this extension was included as part of the new school’s initial construction) serving growth across East Oxford.

Recommendations for the new Local Plan

The relative lack of need for new education provision reflects current understanding of the city’s demographics, and hence forecast future capacity within new schools. This should be kept under review during the preparation of the new Local Plan, as demographic changes (which use up this capacity) could mean that entirely new schools become necessary. Given the nature of Oxford’s available development land (typically small, previously developed sites) the identification of land for a new school may be challenging if required, and require the allocation of land solely for that purpose within the new Local Plan.

7.3 Healthcare

This section considers healthcare provision within Oxford. The provision of the right healthcare infrastructure is crucial to wellbeing and quality of life. The following infrastructure types are considered:

Existing provision

Primary healthcare – Oxford is currently served by 24 GP surgeries, distributed in all parts of the city. There is some notable clustering of surgeries, for example around Beaumont Street in the City Centre where there are three adjacent surgeries, and around the JR Hospital where there are three surgeries in close proximity. From our discussions with the Oxfordshire Clinical Commissioning Group (CCG) there are understood to be significant constraints within some existing surgeries, with these being close to capacity with no room to expand. This includes small existing surgeries located within former dwellings, where expansion would either be inappropriate (given the ongoing presence of adjoining residential properties) or is physically impossible.

Secondary healthcare – Oxford has three main hospitals – the JR Hospital providing general care, the Churchill Hospital providing cancer treatment and other specialist care, and the Nuffield Orthopaedic Centre. In addition the Warneford Hospital provides mental health care, and the Nuffield Hospital provides private care. All five of these hospitals are located in relatively close proximity in East Oxford – a significant secondary healthcare cluster which serves a regional catchment as well as Oxford and Oxfordshire. Like all secondary healthcare provision nationally, particularly in the context of Covid-19, the four NHS hospitals are operating under challenging circumstances. The Oxford University Hospitals Trust was rated as ‘requires improvement’ by the Care Quality Commission in 2019³⁸ – however, this related to the specific condition of operating theatres which have since been refurbished. Throughout the process of preparing the IDP, no developed plans for immediate investment in secondary healthcare in the city were identified.

³⁸ [Hospital ratings - Oxford University Hospitals \(ouh.nhs.uk\)](https://www.ouh.nhs.uk)

Social care provision – In 2016 the Council undertook a review of older person’s accommodation in Oxford³⁹. This considered the current provision of sheltered and other housing options for older people aged 55+ in Oxford, and found that there is a range of sheltered and general needs accommodation provided in Oxford. Demand and take-up is relatively low, with the waiting list for extra care schemes being relatively short. It was therefore concluded that social care provision within Oxford currently meets demand, and the Local Plan makes no specific allocations for new accommodation for older persons.

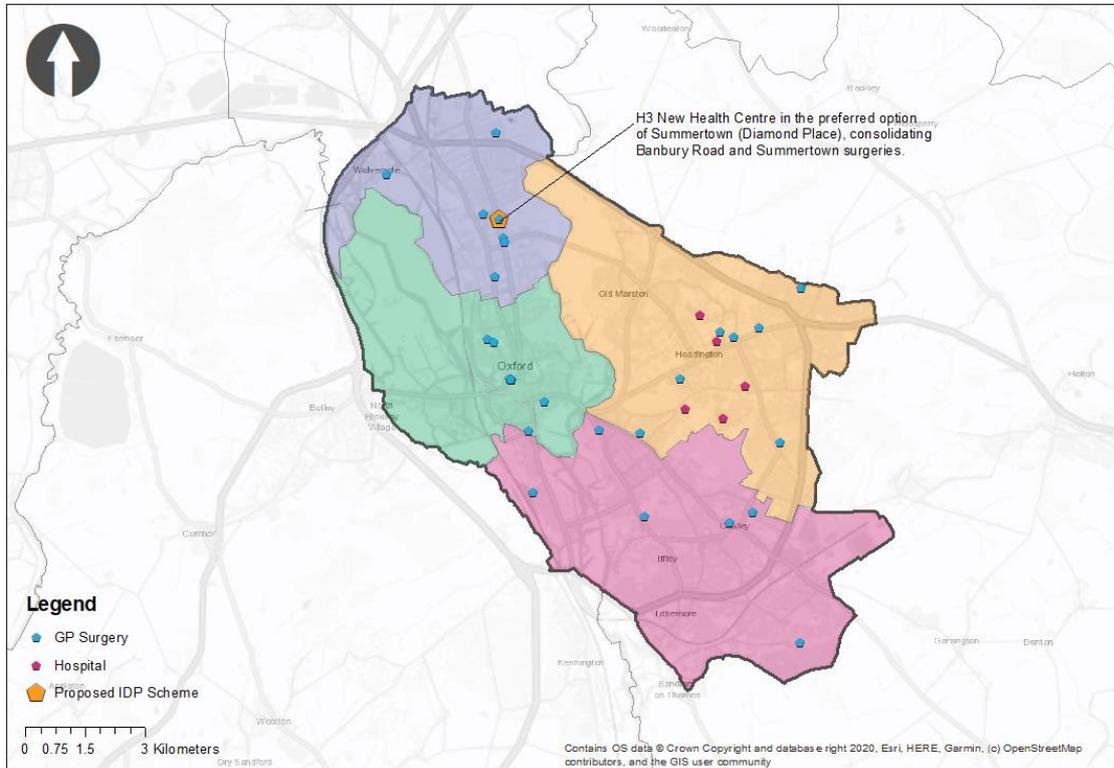


Figure 17: GP surgeries and hospitals within Oxford, alongside healthcare schemes identified in the Infrastructure Schedule

Schemes to address growth and other needs

The Infrastructure Schedule includes two healthcare schemes, which are related to one another. The first is a proposal for a new health surgery in Summertown, North Oxford (the CCG’s preferred option being for it to be within the Diamond Place redevelopment), allowing the merger and replacement of the existing Banbury Road Surgery and Summertown Surgery. This scheme has the potential to accommodate new patients from development elsewhere in North Oxford. The CCG has indicated its desire for this scheme to also allow a merger with the existing Wolvercote Surgery. The surgery currently has planning permission to relocate to the Wolvercote Mill development – the second healthcare scheme in the Infrastructure Schedule – but the CCG’s preference is now for a smaller number of consolidated surgeries to be provided. This would allow more efficient operation through economies of scale.

Development is also currently underway at Northgate within the City Centre⁴⁰, providing a new surgery which will allow the merger of surgeries currently located on Beaumont Street. However, it is understood that this will not cater for any additional new patient demand.

³⁹ [Review of Older Persons Accommodation | Oxford City Council](#)

⁴⁰ [The Redevelopment of Northgate - Jesus College \(ox.ac.uk\)](#)

Because of the advanced stage of construction, this scheme is not included in the Infrastructure Schedule.

Recommendations for the new Local Plan

The CCG has indicated that levels of growth in the current Local Plan, particularly towards the latter part of the plan period, will necessitate the provision of new surgery capacity within East Oxford, South Oxford or Central and West Oxford (or potentially several of these areas). At this stage it has not been possible for the CCG to indicate how much new capacity may be required. Additional demand will also be generated by development on the unmet need sites, with those within Cherwell and South Oxfordshire likely to look to Oxford for primary healthcare provision.

The CCG has indicated that there may be scope to expand an existing surgery in South Oxford, but this is only likely to accommodate a small part of the forecast demand. It is therefore likely that at least one entirely new surgery will need to be provided. Given the complexity of this process and need to identify a site (or sites), this should be considered as part of the process of preparing the new Local Plan. It should also continue to be discussed with neighbouring authorities – it may for example be appropriate for a new surgery to be provided within one of the unmet need sites, meeting demand across both sides of the boundary.

In terms of social care provision, despite relatively low current levels of demand, the current Local Plan notes the need for an ongoing focus on accommodating older people aged over 75 as well as younger people with significant health needs. Oxfordshire County Council also indicates a typical expectation that around 25 extra care housing units will be required for every 1,000 people aged over 75 – with an aging population, this may result in a need for new accommodation in the future. This should be considered when establishing the city's housing needs for the new plan period.

7.4 Green Infrastructure

This section considers all forms of green infrastructure provision within Oxford. Green infrastructure provides an important amenity, and is as important to plan for as what might traditionally be thought of as 'grey' infrastructure, such as utilities. It is likely to be enjoyed on a frequent basis by most residents and visitors – if not to physically use, as a backdrop and visual amenity that frames the city's unique sense of place. Much like healthcare infrastructure, green infrastructure plays an important role in ensuring the physical and mental wellbeing of residents, while also being key in ensuring resilience to future climate change impacts. An example of this is through cooling to counter urban heat island effects, as well as acting as water storage and slowing surface run-off, reducing flood risk. The following infrastructure types are considered:

Existing provision

Green spaces – Oxford benefits from a diverse array of green spaces – from the wide open meadows along the river corridors which form distinctive green infrastructure wedges and define the city's character, to large formal parks such as University Parks and South Park, to smaller amenity green spaces around the city. Many of these green spaces are designated – either nationally or locally – for their biodiversity value and serve as a key component of the wider ecological network (e.g. SAC, SSSIs and local wildlife sites etc.). These are shown in

Figure 18 below. The Council published a Green Spaces Strategy⁴¹ in 2013 examining existing provision and setting out a number of improvement schemes – however, the evidence behind this study is now increasingly out of date, with most schemes now having been implemented. Through discussions with Council officers it is understood that Oxford’s focus is on enhancing existing green space provision – this reflects the limited scope to provide new green infrastructure (except on development sites) due to the constrained nature of the City.

Playing pitches – Similarly to green spaces, Oxford has a wide range of playing pitch provision across all parts of the city – shown in Figure 19 below. However, not all of this is publicly accessible, including many school playing fields and the various recreation grounds belonging to University of Oxford colleges. The Council published a Playing Pitch and Outdoor Sports Strategy⁴² in 2012, which established a near-sufficient amount of provision for most sports – but that this relied upon the use of pitches which were not secured in perpetuity. The evidence behind this study is also becoming increasingly out of date, although the Council is in the process of producing an update to this study.

Allotments – Oxford has a range of allotment sites and sizes spread throughout the city, although it is noted that there are relatively few sites within North Oxford (Figure 20 below). It is understood that the Oxford & District Federation of Allotment Associations has a waiting list, suggesting that there is an undersupply of allotments at the present time, as well as many existing allotments requiring improvement.

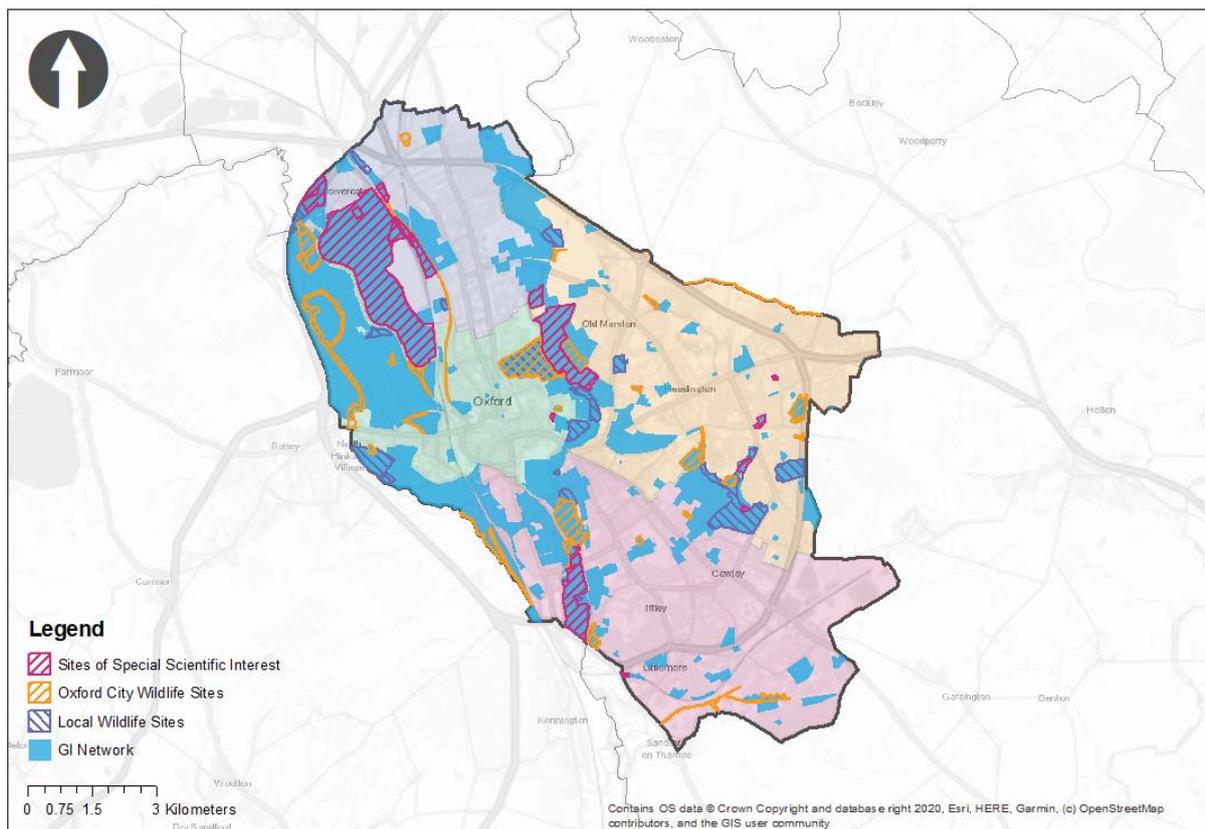


Figure 18: Oxford’s network of green infrastructure assets, also showing wildlife sites, and Sites of Special Scientific Interest

⁴¹ [Green Spaces Strategy 2013-2027 | Oxford City Council](#)

⁴² [Playing Pitch and Outdoor Sport Strategy | Oxford City Council](#)

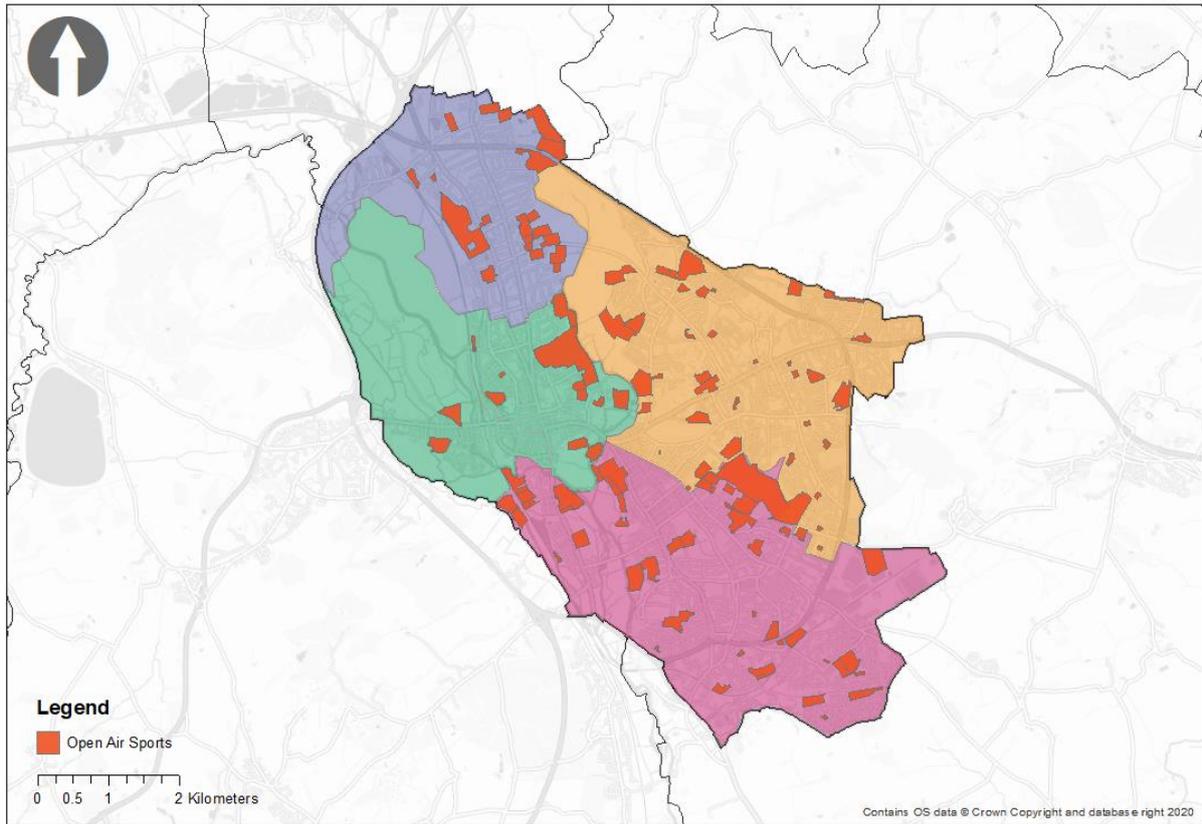


Figure 19: Locations of open air sports and playing pitch provision within Oxford

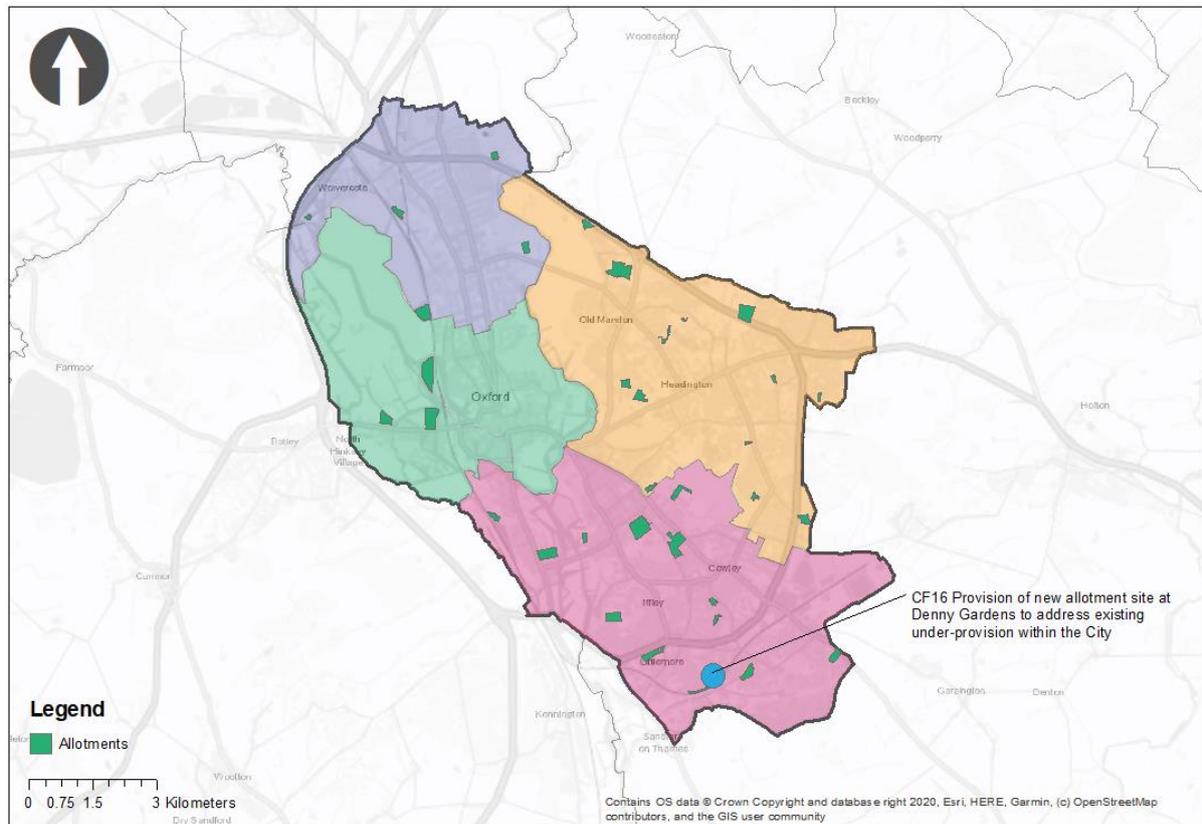


Figure 20: Locations of existing allotments within Oxford, and the location of a new allotment scheme identified in the Infrastructure Schedule

Schemes to address growth and other needs

The Infrastructure Schedule includes nine green infrastructure schemes. These primarily relate to specific short-term public realm and biodiversity enhancement schemes – some of these would address existing needs, whilst others would serve new development sites in the vicinity. The Oxford & District Federation of Allotment Associations has also identified a specific scheme to provide new allotments at Denny Gardens in South Oxford, partly addressing the shortfall identified above.

In the absence of up-to-date strategies for green spaces and playing pitches, the coverage of schemes in the Infrastructure Schedule is considered incomplete. This results in a risk that any emerging green infrastructure needs within the city will go unaddressed, particularly given the increased focus on green infrastructure to provide for residents' health and wellbeing following the Covid-19 pandemic (see Section 4.2). This is particularly the case as OxIS has also identified a gap in green infrastructure provision and schemes, both for Oxford and for Oxfordshire as a whole.

Recommendations for the new Local Plan

Further evidence on green infrastructure and playing pitch provision is currently being prepared to inform the new Local Plan. This will allow the Council's understanding of the quantity and quality of provision to be brought up to date, with a strategy and potential interventions prepared to address and deliver any identified needs. It is anticipated that this work will be completed in Spring 2022, and its recommendations will feed into future iterations of the IDP.

In the absence of an up-to-date understanding of current capacity, it has not been possible to establish exactly how much new green infrastructure provision might be required (i.e. having regard to existing levels of provision). However, the approach in the current Local Plan is to protect and enhance the existing network of green infrastructure around the city, with on-site provision of open space (10% of site area) only required for sites over 1.5ha. This approach should be kept under review based upon the new green infrastructure and playing pitch evidence being produced.

It will be key that all opportunities are sought to incorporate more informal provision of green infrastructure within new development, through schemes such as green walls / roofs, trees, and smaller biodiverse areas of planting. Developer contributions towards biodiversity net gain (subject to the detailed implementation of the Environment Bill) could also play an increasing role in providing for the enhancement of green infrastructure within the city. The new Local Plan, as well as any additional design guidance or other evidence base documents, can help to maximise these opportunities. It is also recommended that the Council considers the need for further allotment provision across Oxford, to address the current waiting list, and provide capacity for the residents of new developments. This will create more opportunities for residents to live healthy and sustainable lifestyles.

7.5 Community Facilities

This section considers all forms of community facility provision within Oxford. Community facilities form the backdrop to some of the most important events in our lives – they are places to gather, share ideas, relax, keep fit, learn and much more. The provision of community facilities provides for many of our human needs, and contributes to quality of life,

through reducing loneliness, improvements in mental health and the building of social cohesiveness. The following infrastructure types are considered:

Existing provision

Community centres – Oxford has a large number of community centres – Figure 21 shows that these are spread across all areas of the city, although there is a greater concentration in East Oxford and South Oxford.

Leisure centres – Oxford has four indoor leisure centres providing a general range of sports and leisure facilities, in addition to two more specialist facilities – the Oxford Ice Rink in the City Centre, and Hinksey Outdoor Pool in South Oxford. These are considered to offer a relatively good coverage of provision, well located relative to growth locations. However, it was noted through discussions with the Council’s leisure team that several are in need of refurbishment. Projects are already being undertaken to reduce the carbon emissions from some leisure centres, such as air source heat pump installation at Hinksey Outdoor Pool.

Libraries – Oxford has eight libraries, spread across all parts of the city (Figure 23). The services offered through these have changed in response to demand in recent years, but are not generally considered to be constrained. However, the need for improvements at some libraries have emerged though our discussions with Oxfordshire County Council.

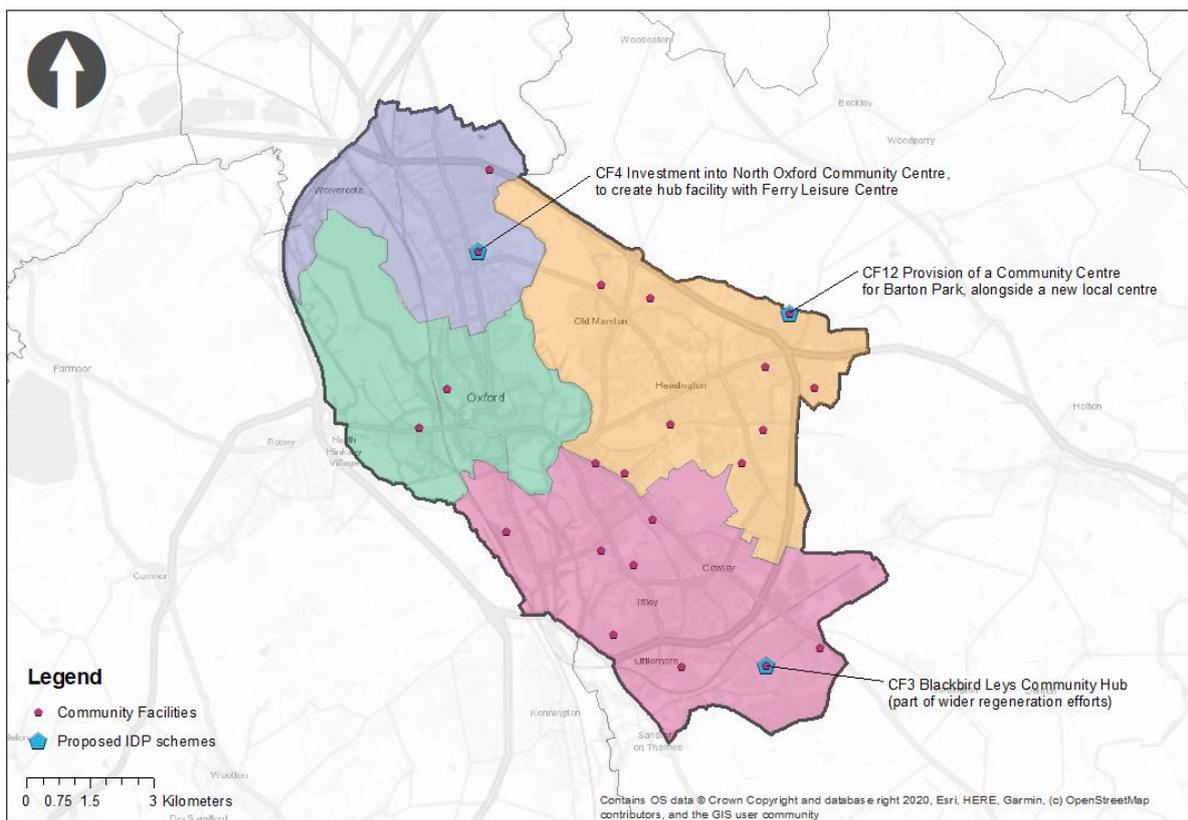


Figure 21: Locations of existing community centres within Oxford, and the location of community centre schemes identified in the Infrastructure Schedule

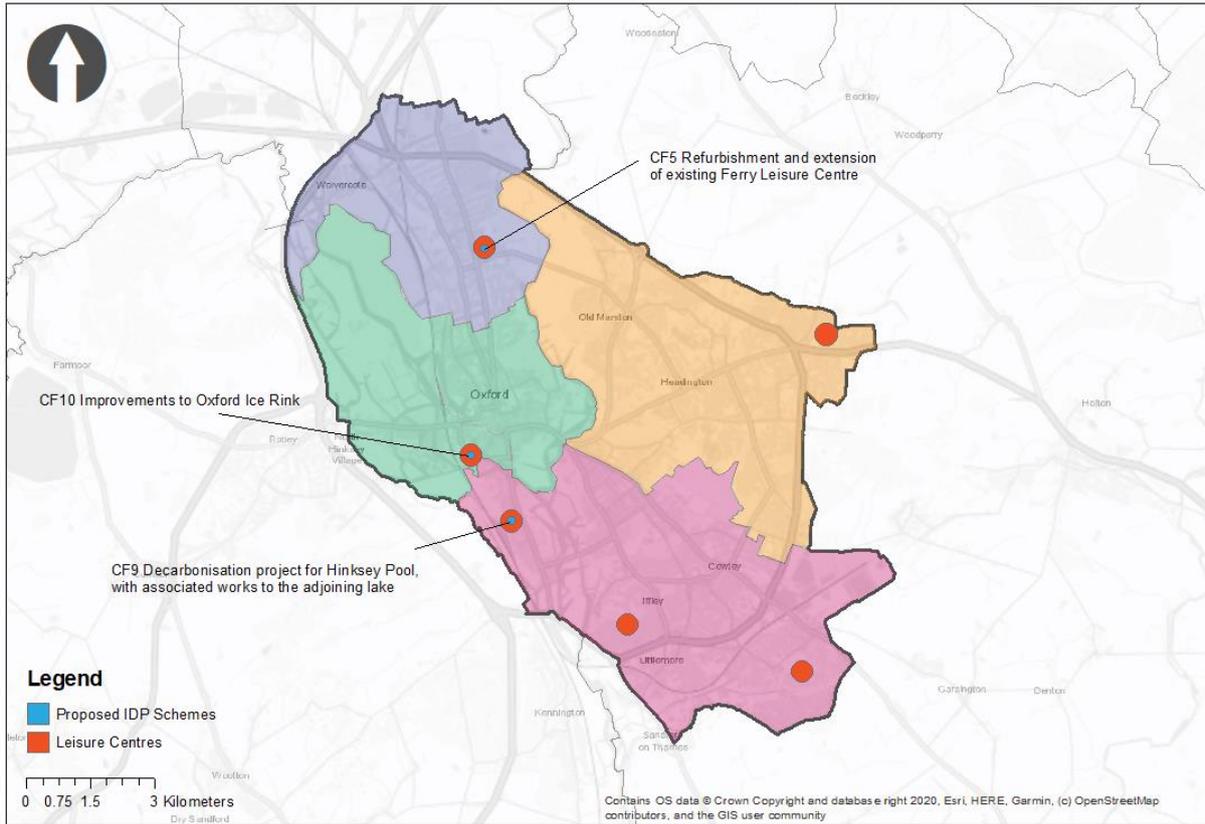


Figure 22: Locations of existing leisure centres within Oxford, and the location of leisure centre schemes identified in the Infrastructure Schedule

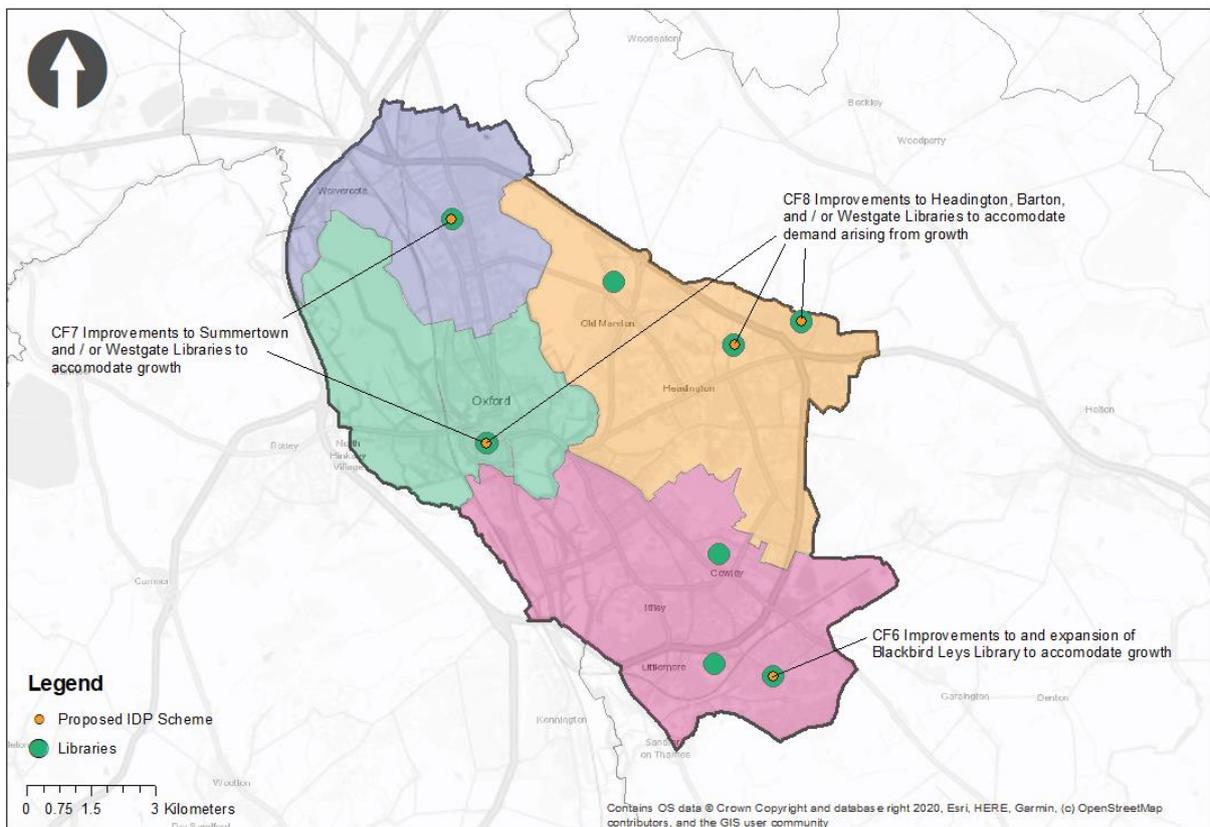


Figure 23: Locations of existing libraries within Oxford, and the location of library schemes identified in the Infrastructure Schedule

Cemeteries – Oxford has four cemeteries – Botley Cemetery (Central and West Oxford), Headington Cemetery (East Oxford), Rose Hill Cemetery (South Oxford) and Wolvercote Cemetery (South Oxford). In addition, Oxford Crematorium is located close to Headington, within South Oxfordshire District. It is understood from our discussions with Council officers that new cemetery capacity will be required to accommodate the demand associated with planned development.

Policing – Oxford has two police stations – St Aldates Police Station in the City Centre, and Cowley Police Station in South Oxford. From our discussions with Thames Valley Police, it is understood that these provide sufficient coverage for current policing requirements. Thames Valley Police has indicated that the policing estate is kept under regular review, and that new development within the city has the potential to require new or expanded police buildings and equipment. However, at the current time, Thames Valley Police has not identified any requirements.

Fire and rescue – Oxford has two fire stations – Rewley Road Fire Station in the City Centre, and Slade Park Fire Station in East Oxford. From our discussions with Oxfordshire Fire and Rescue Service and Oxfordshire County Council, it is understood that these provide sufficient coverage for current fire and rescue requirements. Oxfordshire Council has indicated that the fire and rescue estate is kept under regular review, and that new development within the city has the potential to require new capital spend on fire and rescue. However, at the current time, Oxfordshire County Council has not identified any specific requirements.

Schemes to address growth and other needs

The Infrastructure Schedule includes ten schemes for community facilities, across all community facility types except for policing and fire and rescue. Nine of these relate to the refurbishment or expansion of existing facilities, with only one being directly related to planned growth – that being the provision of a new community centre for the Barton Park development. This reflects the nature of the development planned in the city, which is generally set within and around existing communities. This provides an opportunity to fund and support the viability of valued facilities that already exist. The need for capacity increases at existing cemeteries within Oxford is planned to be met at the Shotover Cemetery, which is a cross-boundary scheme with South Oxfordshire District Council, and will require effective engagement to deliver.

Recommendations for the new Local Plan

The majority of identified community facility schemes have been prioritised as ‘important’. This reflects the fact that, whilst supporting the creation and maintenance of sustainable communities, they are not necessarily needed to allow development to take place. In preparing the new Local Plan, it is therefore recommended that more formal and specific schemes related to community infrastructure provision are identified, in order to help direct funding towards them in the future. This would enable the focus to be on the mechanisms required to help to deliver them – for example, the use of Section 106 agreements to fund community facilities in the vicinity of new development sites where it can be demonstrated that it would be viable for developers to do so.

7.6 Utilities

This section considers all forms of utility provision within Oxford. Utilities infrastructure is essential to the effective day-to-day functioning of our homes, workplaces, leisure facilities and open spaces. The following infrastructure types are considered:

Existing provision

Electricity supply – From our discussions with Scottish and Southern Electricity (SSE), it is understood that the city’s electricity network performs relatively well at present. However, in some areas the network operates relatively close to capacity, meaning that reinforcements are needed to support significant amounts of new development.

Gas supply – From our discussions with Southern Gas Networks (SGN), it is understood that the city’s gas supply network generally has capacity for the levels of development proposed within the current Local Plan. This position would need to be confirmed at the point developers make connection requests to SGN (as capacity could continue to be consumed in the meantime), but this would be a matter between SGN and developers. SGN has also indicated a likely need to undertake like-for-like replacements of some older parts of the city’s gas supply network in the medium term, with a number of schemes under development. However, these are not currently in the public domain.

Fresh water supply and sewerage – Thames Water have indicated that the scale of development across the local catchment (which extends beyond the city boundary) is likely to require upgrades to water supply and sewerage networks. However, it is understood that these would be relatively localised in nature, with Thames Water indicating a desire for developers to liaise with them at an early opportunity so that upgrades can be planned for and phased accordingly.

Flood risk mitigation – Oxford is bisected by the River Thames and River Cherwell, with large areas to either side of both rivers being at risk of flooding. The climate emergency is increasing this risk, with more frequent and severe flooding likely in the future.

Digital infrastructure – Some 99.3% of properties within Oxford have superfast broadband, with 90% capable of receiving ultrafast broadband. Whilst this is a high level of connectivity, Oxfordshire County Council aspires to increase this coverage further. There is also the likelihood of additional digital infrastructure schemes required as technology changes, to accommodate 5G, autonomous vehicles etc.

Schemes to address growth and other needs

The Infrastructure Schedule includes six utilities schemes. Three of these are critical capacity upgrades within the city’s electricity supply network to meet the demand being generated by new development on a number of sites around the city. Two relate to major sewerage and flood defence works, both of which are of national significance and are fully funded, but recorded for completeness (see Oxford Flood Alleviation Scheme, Section 4.1).

The final scheme is digital infrastructure – the progressive countywide rollout of full fibre broadband to commercial buildings. This programme is a tactical approach by Oxfordshire County Council, as it lays the ground for commercial providers to then extend fibre connectivity to nearby residential properties at their own expense.

Recommendations for the new Local Plan

Through our discussions with utility providers, no ‘showstopper’ infrastructure constraints have been identified – nor any significant gaps in provision which need to be addressed. The focus in preparing the new Local Plan should therefore be on continuing to undertake early engagement with providers, allowing them to proactively plan to meet the demand generated by new development. For digital infrastructure, Oxfordshire County Council now recommends that planning policies require the provision of fibre connectivity in new development – it is recommended that this is included in the new Local Plan, subject to it being demonstrated to be viable.

The Council could also consider adopting a more integrated approach to utilities planning within new development, and setting out policies which help to manage demand. For example, this could include policies on water demand management, energy efficiency, decentralisation of heat networks and the incentivisation of retrofitting existing buildings rather than building new.

Appendix A: Review of existing strategy documents

At the outset of the project a detailed review of a comprehensive array of existing documents, policy and context was undertaken. This included:

National Policy Context

- National Planning Policy Framework (2021)
- Planning Practice Guidance – Plan-making (2019)
- Planning Practice Guidance – Viability (2018)
- National Infrastructure and Construction Pipeline 2020/21 (2020)
- The Community Infrastructure Levy (Amendment) (England) Regulations (2019)

Oxford City Policy Context

- Oxford Local Plan 2016 – 2036 (2020)
- Oxford Community Infrastructure Levy (CIL) Charging Schedule (2013)
- Oxpens Masterplan SPD (2013)
- Barton Area Action Plan (2012)
- Northern Gateway Area Action Plan (2015)
- Jericho Canalside SPD (2013)
- Diamond Place SPD (2015)
- Oxford Station SPD (2017)

Neighbouring Authority Policy Context

- South Oxfordshire District Council Local Plan (2020)
- Vale of White Horse District Council Local Plan – Part 1 (2016)
- Vale of White Horse District Council Local Plan – Part 2 (2019)
- West Oxfordshire District Council Local Plan (2018)
- Cherwell District Local Plan (2016)
- OxIS Stage 1 Summary Report for Consultation (2021)
- OxIS Stage 1 Technical Report for Consolation (2021)

Transport

- Highways England Strategic Business Plan 2020-2025 (2020)
- Highways England Delivery Plan 2020-2025 (2020)
- Oxfordshire County Council Rail Strategy & Delivery Plan (2012)
- Oxfordshire County Council Connecting Oxfordshire Volume 1 – Policy and overall strategy (2016)
- Oxfordshire County Council Connecting Oxfordshire Volume 2 – Bus Strategy
- Oxfordshire County Council Connecting Oxfordshire Volume 3 – Rail Strategy (2016)
- Oxfordshire County Council Connecting Oxfordshire Volume 4 – Active Healthy Travel Strategy
- Oxfordshire County Council Connecting Oxfordshire Volume 5 – Freight Strategy
- Oxfordshire County Council – Local Transport Plan – A40 route strategy
- Oxfordshire County Council – Local Transport Plan – A420 route strategy
- Oxfordshire County Council Connecting Oxfordshire Volume 8 part i – Oxford Transport Strategy

- Network Rail Western Route Strategic Plan (2019)
- Oxford City Council – Parking Standards SPD (2007)
- Oxford Local Cycling and Walking Infrastructure Plan (2020)

Education and Social Infrastructure

- Oxfordshire County Council – Pupil Place Plan 2019 – 2023 (2019)
- Oxfordshire County Council – Special Educational Needs & Disability Sufficiency of Places Strategy 2018 – 2027
- Oxfordshire County Council – Improving Education Outcomes – a strategic review (2019)
- Department for Education Thames Valley Area Review (2016)
- Oxfordshire County Council Secondary schools with place (2020)
- Oxfordshire County Council Primary and Infant schools with place (2020)
- OxLEP Skills Strategy
- Statutory Guidance for Local Authorities on Services and Activities to Improve Young People’s Well-being (2012)
- Oxfordshire County Council – A strategy for partnership working in Oxfordshire (2007)
- Oxford City Council – Children and Young People’s Strategy
- Oxford City Council – Children and Young People Needs Assessment
- Oxford City Council – Community Centres Strategy

Healthcare

- General Practice Forward View (2016)
- NHS Long Term Plan (2019)
- Oxfordshire Joint Health and Wellbeing Strategy – 2018 – 2023 (2019)
- Oxfordshire Clinical Commissioning Group – OCCG’s Strategy 2014 – 2019 and Plan 2014-2016
- Oxfordshire Joint Strategic Needs Assessment (2020)
- Oxfordshire Director of Public Health report (2013)
- Oxfordshire CCG Primary Estates Strategy (2020-2025)
- Locality Place Based Primary Care Plan: Oxford City Locality (2018)

Green Infrastructure

- Oxfordshire County Council Full Biodiversity and Planning in Oxfordshire guidance (2014)
- Oxfordshire County Council Environmental Sensitivity to Change (2016)
- Oxford City Council – Playing Pitch and Outdoor Sports Strategy 2012 – 2026
- Oxford City Council – Green Spaces Strategy 2013 – 2027 (2013)
- Oxford City Council – Leisure and Wellbeing Strategy 2015 – 20
- Oxford City Council – Green Spaces biodiversity and open air sports background paper
- Oxford City Council – Green Infrastructure Study (2017)
- Oxford City Council – Oxford City Green Belt Study (2017)
- Natural England’s Green Infrastructure Guidance (2014)

Utilities

- Southern Gas Networks Long Term Development Statement (2020)
- Thames Water – Our Business Plan (2020-2025)
- Thames Water – Our long-term strategy (2015-2040)
- Oxfordshire County Council – Local Flood Risk Management Strategy
- Oxford City Council – Strategic Flood Risk Assessment Level 1 (2011)
- The National Flood and Coastal Erosion Risk Management Strategy for England (2020)
- Oxfordshire County Council – Oxfordshire’s Resources and Waste Strategy (2018-2023)
- Oxfordshire County Council – Oxfordshire Minerals and Waste Local Plan – Part 1- Core Strategy (2017)
- UK Government – UK Digital Strategy (2017)
- UK Government – Future Telecoms Infrastructure Review (2018)
- Next Generation Mobile Technologies: A 5G Strategy for the UK (2017)
- Oxfordshire County Council Digital Strategy
- Oxford City Council – Telecommunications SPD (2007)
- Oxford City Council – Digital Infrastructure Strategy (2020)

Annex A – Infrastructure Schedule

Schemes included in the Infrastructure Schedule

The Infrastructure Schedule sets out the details of each specific infrastructure scheme currently anticipated within Oxford over the remainder of the plan period to 2036. These schemes have been identified through:

- Existing schemes already identified in the previous 2018 Oxford IDP, which have not yet been provided and continue to be required;
- Engagement with infrastructure providers during the production of this updated IDP;
- Schemes identified through the parallel Oxfordshire Infrastructure Study (OxIS), which considers strategic infrastructure needs across Oxfordshire as a whole;
- The identification of desired interventions and corporate priorities by Oxford City Council, where linked to growth or the need to address existing infrastructure deficits.

As Chapter 7 indicates, there is a need for new or improved infrastructure across most infrastructure types and themes. However, there are a number of infrastructure types where the IDP has identified a need, but stakeholder discussions have indicated that further evidence is required before specific schemes to meet that need can be identified. For example, whilst there is known to be a need for new GP surgery provision, further work needs to be undertaken by the Oxfordshire Clinical Commissioning Group to establish where and how that need can be met. The Infrastructure Schedule therefore does not include specific schemes for these infrastructure types, although they should be included in future iterations of the IDP once schemes are identified.

Further details on the basis on which schemes have been included in the IDP is set out in the methodology in Chapter 6.

In total, the Infrastructure Schedule includes 106 separate schemes. Around three-quarters of these are transport schemes, with the remainder covering the other infrastructure themes considered in the IDP. The total combined value of schemes for which it is possible to estimate a cost is some £892 million. This is a significant amount, many times more than the levels of funding currently collected through developer contributions by the Council (see Chapter 3). This means that an infrastructure funding gap exists, and highlights the importance of partnership working and external funding sources in infrastructure delivery. It also highlights the potential role that could be played by maximising levels of developer contributions for infrastructure (insofar as can be demonstrated to be viable) as part of the process of producing the new Local Plan.

Structure of the Infrastructure Schedule

The Infrastructure Schedule is set out in the same order as the headings for each infrastructure theme within Chapter 7. It provides consistent information for each infrastructure scheme, across the following columns:

- **Reference** – For ease of reference, each scheme has been given a unique reference number.

- **Infrastructure type** – The infrastructure type under which the scheme sits. Some are cross-cutting across several different infrastructure types.
- **Scheme** – Summary details of the specific scheme; setting out its name, location and what it would achieve.
- **Prioritisation** – To support future investment and funding decisions, schemes have been assigned a recommended priority level based on our assessment of their relative significance. It should be noted that these may not necessarily reflect political and infrastructure provider views, but are intended to be a practical and pragmatic basis upon which the Council can make decisions when faced with the need to balance competing priorities. The prioritisation should not be interpreted as indicating that lower priority schemes are not necessary to make development acceptable in planning terms, and developers will still be expected to deliver all identified infrastructure needs as far as is viable (see Chapter 3).

The three categories are:

- **Critical** – Infrastructure that must be provided for development to proceed. This generally includes connections to infrastructure networks, and will often be triggered by the commencement of development.
- **Essential** – Infrastructure that will mitigate impacts arising from development. It will often address demand generated by the occupiers of new development (whether residential or commercial), and be triggered upon first occupation. Alternatively, essential schemes may be needed to address wider societal pressures, such as the climate emergency.
- **Important** – Infrastructure that is required to achieve sustainable growth and deliver high-quality places. It will generally improve operational infrastructure capacity, and/or deliver wider benefits to society.

For cross-boundary schemes, the prioritisation scoring set out in the schedule is Oxford-centric. Schemes such as T25 (provision of bus services into and through the Bayswater Brook site in South Oxfordshire District) would likely be considered critical in a South Oxfordshire IDP, but are only considered important to Oxford.

- **Cost** – The current best estimate of cost for each scheme, based upon the most recent published costs provided by infrastructure providers. These are generally subject to indexation (to adjust for inflation and other influences) over time. Actual costs should therefore be treated as indicative, with more detailed re-calculation being necessary at the time development comes forward. For some schemes it is not currently possible to estimate a cost (with that being noted where relevant) – either due to a lack of detail about the scheme at this stage or because costs have not yet been formulated by the delivery body.
- **Confirmed funding** – The amount and source of funding which is already confirmed to be in place for schemes, where relevant. For schemes where this column is blank, the scheme would need to be funded in accordance with the principles set out in Chapter 3.
- **Delivery body** – The infrastructure provider and/or public body with responsibility for the delivery of the scheme. Responsibility may be shared between several delivery bodies, with this indicated where appropriate.

- **Delivery phasing** – The broad timescales within the plan period where it is expected that the scheme will be delivered, based upon the time needed to fund and develop the scheme. Where relevant, this also reflects the pace of development in the vicinity which results in the need for the scheme.
- **District area** – The area of the city where the scheme will be located. This is either:
 - One or several of the four areas of the city considered throughout the IDP;
 - City-wide, for schemes which apply across the city or have no fixed location at the current time;
 - Locations outside the city in cases where the scheme straddles the city boundary, for example for schemes which include the unmet need sites in surrounding districts.
- **Source** – The means by which the scheme and the need for it have been identified.

Schemes no longer included from the 2018 IDP

The Infrastructure Schedule in the 2018 IDP includes a number of infrastructure schemes which have now been completed, or are otherwise no longer required or considered appropriate to include in the IDP. These are set out within Table 4 below.

Infrastructure Category	Project Title	Reason no longer included in IDP
Transport	City centre traffic access restrictions	Superseded by various LCWIP walking and cycling schemes
Transport	Gloucester Green Bus Terminal Phase I	From stakeholder engagement, understood to no longer be an active scheme
Transport	Gloucester Green Bus Terminal Phase II	From stakeholder engagement, understood to no longer be an active scheme
Transport	Peartree P&R Extension	Project completed
Transport	Redbridge P&R Extension	Project completed
Transport	Seacourt P&R Extension	Project completed
Transport	A420 (Cumnor) P&R	From stakeholder engagement, understood to no longer be an active scheme
Transport	A34 South (Lodge Hill) P&R and Bus Lane	From stakeholder engagement, understood to no longer be an active scheme
Transport	A4074 (Sandford) P&R and Corridor Improvements	From stakeholder engagement, understood to no longer be an active scheme
Transport	A44 (London Oxford Airport) Corridor Improvements	Not included in IDP as unlikely to serve impact upon Oxford specifically
Transport	Botley Interchange and Approaches	Outside of City Boundary
Transport	Hinksey Interchange	Outside of City Boundary
Transport	Peartree Interchange	Outside of City Boundary
Transport	A40-A44 Strategic Link Road	Outside of City Boundary
Transport	Queen Street Pedestrianisation	Project completed
Energy	North Hinksey primary transformers will require replacement by 2026	From stakeholder engagement, understood to no longer be an active scheme
Flood Risk Management	Boundary Brook Catchment (Florence Park) Flood Alleviation	Project completed
Education	New 1,200 Pupil Secondary School (Swan School) to serve new development	Project completed

Infrastructure Category	Project Title	Reason no longer included in IDP
Health and Social Care	Enhanced community-based care for Headington/ Barton incl. GP	Project completed
Health and Social Care	New City Centre GP provision to replace/enhance Beaumont Street	Project is under construction and approaching completion
Community Centres	East Oxford Community Centre	Project is approaching completion
Community Centres	Jericho Community Centre	Project completed
Green Infrastructure	Green Infrastructure for Healthier Lives in Oxford	Superseded by various LCWIP walking and cycling schemes
Green Infrastructure	Horspath Sports Park	Project completed

Table 4: Schemes identified in 2018 IDP, no longer required to be included

Infrastructure Schedule

Reference	Infrastructure Type	Scheme	Prioritisation	Cost	Funding	Delivery Body	Delivery Phasing	District Area	Source
Transport									
T1	Highways	Various minor works to the A34, including lay-by improvements, increased signage, improvements to the cycle track along the Western bypass and various other safety improvements	Important	Dependent on scope and scale		Highways England	2021-2026	Central and West Oxford	Stakeholder engagement with Highways England
T2	Highways	Zero Emission Zone (Phase I) Pilot	Essential	£300,000	£300,000	Oxford City and Oxfordshire County Councils	2021-2026	City-Wide	OxIS (2017)/ OTS
T3	Highways	Zero Emission Zone (Phase II)	Essential	£1,000,000		Oxford City and Oxfordshire County Councils	2021-2026	City-Wide	OxIS (2017)/ OTS
T4	Highways	Traffic Filters and Supporting Measures for Connecting Oxford Scheme. Outline Business Case is being funded by the Growth Deal.	Essential	£1,000,000	Some scheme costs secured against future income. £500,000 shortfall.	Oxfordshire County Council	2021-2026	City-Wide	LCWIP and Stakeholder engagement with Oxfordshire County Council
T5	Rail	Oxford Rail Corridor Phase 2, including additional platform at Oxford Railway Station, secondary station entrance, replacement of Botley Road Bridge, closure of Yarnton Lane and Sandy Lane level crossings, new high-speed track crossovers at Oxford North Junction, and upgrade of multi-modal interchange (e.g. bus provision and cycle parking)	Essential	£69,000,000 (Network Rail)	Funded in full (DfT)	Network Rail	2021-2026	Central and West Oxford	Stakeholder engagement with Oxfordshire County Council
T6	Rail	Cowley Branch Line passenger reopening, including improvements to mainline track capacity south of Oxford Station and likely additional track around Hinksey. Network Rail undertaking GRIP Study to determine costs. The Growth Deal will contribute towards complementary development work, and there is £50,000 committed funding from CIL for feasibility studies.	Essential	Around £56m	£50,000 CIL funding	Potential for developer contributions from Grenoble Road and Northfield sites / Network Rail / CIL	2026-2031	Cowley	Stakeholder engagement with Oxfordshire County Council
T7	Rail	Potential for new railway station at Begbroke, to connect with the Science Park, and perhaps North Cotswold Line	Important	Dependent on scope and scale		Network Rail	2026-2036	Cherwell District	Stakeholder engagement with Oxfordshire County Council
T8	Bus	Orbital bus route 2 connecting the city centre, Science Vale and Didcot. Delivered as part of wider package to deliver bus priority in the Eastern Bypass (£158m)	Essential	Dependent on scope and scale		Oxfordshire County Council	2021-2026	Central and West Oxford, South Oxford	Stakeholder engagement with Oxfordshire County Council
T9	Bus	Workplace Parking Levy (WPL) to encourage sustainable transport use (Connecting Oxford). Outline Business Case is being funded by the Growth Deal.	Essential	£600,000	Borrowing against future income from scheme	Oxfordshire County Council	2021-2026	City-Wide	LCWIP and Stakeholder engagement with Oxfordshire County Council

Reference	Infrastructure Type	Scheme	Prioritisation	Cost	Funding	Delivery Body	Delivery Phasing	District Area	Source
T10	Active Travel Bus	City Centre Corridor Improvements (West – Hythe Bridge St/ Oxpens Rd/ George St/ New Road), including active travel improvements, linked to LCWIP route CE2 proposal	Essential	£10,000,000		Oxfordshire County Council	2021-2026	Central and West Oxford	OxIS (2017) / LCWIP
T11	Active Travel Bus	City Centre Corridor Improvements (North – St Giles/ Magdalen St/ Broad St, including active travel improvements linked to the LCWIP route CN1 proposals	Essential	£20,000,000		Oxfordshire County Council	2021-2026	Central and West Oxford	OxIS (2017)/ OTS / LCWIP
T12	Active Travel Bus	City Centre Corridor Improvements (South & East – High St/ St Aldates), including active travel improvements linked to LCWIP route CE1	Essential	£8,000,000		Oxfordshire County Council	2021-2026	Central and West Oxford	OxIS (2017)/ OTS / LCWIP
T13	Active Travel Bus Highways	Banbury Road Corridor Improvements between Cutteslowe and St Giles, including active travel improvements linked to LCWIP route 4 proposal	Essential	£12,000,000	£2,414,607 committed through Growth Deal funding, leaving £9,585,393	Oxfordshire County Council / Growth Deal	2021-2026	North Oxford	OxIS (2017) / LCWIP
T14	Active Travel Bus Highways	A4165 Corridor Improvements between Cutteslowe and Kidlington roundabout, linked to LCWIP route 4 proposal	Essential	£10,000,000	£0	Oxfordshire County Council	2021-2026	North Oxford	OxIS (2017) / LCWIP
T15	Highways	Kidlington Roundabout, linked to LCWIP route 4 proposal	Essential	£6,000,000	£1,000,000	Oxfordshire County Council	2021-2026	North Oxford	OxIS (2017) / LCWIP
T16	Active Travel Bus Highways	Woodstock Road Corridor Improvements, including active travel improvements linked to LCWIP route 3 proposal. In receipt of Growth Deal forward funding.	Essential	£12,500,000	£12,500,000	Oxfordshire County Council / Growth Deal	2021-2026	North Oxford	OxIS (2017) / LCWIP
T17	Active Travel Bus Highways	Northern Bypass corridor improvements (Cutteslowe Roundabout. to Marsh Lane)	Essential	£25,800,000		Oxfordshire County Council	2026-2031	North Oxford	OxIS (2017)
T18	Active Travel Bus Highways	Abingdon Road Corridor Improvements, from Folly Bridge to Kennington Roundabout	Essential	£17,606,000		Oxfordshire County Council	2021-2026	South Oxford	OxIS (2017) / Oxford City Council identified scheme
T19	Active Travel Bus Highways	Cowley Road/ Garsington Road/ Watlington Road Corridor Improvements, from Magdalen Road to Grenoble Road, including improvements to Cowley Interchange and active travel improvements linked with route 14 of the LCWIP	Essential	£31,187,000		Oxfordshire County Council	2021-2031	South Oxford	OxIS (2017) / LCWIP
T20	Active Travel Bus Highways	Iffley Road Corridor Improvements, from The Plain to Littlemore roundabout, including active travel improvements linked with LCWIP route 17.	Essential	£18,048,000		Oxfordshire County Council	2021-2026	South Oxford	OxIS (2017) / LCWIP
T21	Active Travel Bus Highways	B4495 Corridor Improvements (Hollow Way/ Between Towns Road/ Donnington Bridge). B4495 Access to Headington funded through the Growth deal.	Essential	£32,046,000		Oxfordshire County Council	2021-2026	South Oxford	OxIS (2017)

Reference	Infrastructure Type	Scheme	Prioritisation	Cost	Funding	Delivery Body	Delivery Phasing	District Area	Source
T22	Active Travel Bus Highways	Eastern Bypass corridor improvements (incl. Littlemore Roundabout & Heyford Hill), between and exclusive of Kennington Roundabout and Cowley Interchange, including Orbital bus route 1 connecting the Eastern Arc, hospital and Cowley	Essential	£157,803,000		Oxfordshire County Council	2026-2031	East Oxford, South Oxford	OxIS (2017) / stakeholder engagement with Oxfordshire County Council
T23	Active Travel Bus Highways	London Road Corridor Improvements, between St Clements and Green Road roundabout	Essential	£17,155,900		Oxfordshire County Council	2021-2026	East Oxford	OxIS (2017) / OTS / LCWIP
T24	Bus	Park and Ride Service serving Eynsham Garden Village, linking to Oxford via a near continuous bus lane on the A40	Important	£2.97m		Apportioned between developments	2026-2036	Central and West Oxford, North Oxford, West Oxfordshire District	Stakeholder engagement with Oxfordshire County Council
T25	Bus	Extension of existing bus routes (funding for additional vehicles) into Bayswater Brook site in South Oxfordshire, linking to City Centre and Eastern Arc	Important	Dependent on scope and scale		Developer contributions from Bayswater Brook	2026-2036	Central and West Oxford, East Oxford, South Oxfordshire District	Stakeholder engagement with Oxfordshire County Council
T26	Bus	Extension of existing bus routes (funding for additional vehicles) into Northfield site in South Oxfordshire, linking to City Centre and Science Vale	Important	Dependent on scope and scale		Developer contributions from Northfield	2026-2036	Central and West Oxford, South Oxford, South Oxfordshire District	Stakeholder engagement with Oxfordshire County Council
T27	Active Travel Highways	Low traffic neighbourhoods. Oxfordshire County Council assumes that Assumption that 6 LTNs will be necessary by 2025/2026 and 2 additional LTNs will be necessary by 2030.	Essential	£8,000,000	£50,000 committed through the Active Travel fund awarded by central Government, £200,000 committed through Tranche 2	Active Travel Fund awarded by central government / Oxfordshire County Council	2021-2026	City-Wide	LCWIP and Stakeholder engagement with Oxfordshire County Council
T28	Highways	Controlled Parking Zones (city-wide)	Essential	£1,334,760		Oxfordshire County Council	2021-2036	City-Wide	LCWIP and City/ County Capital Programmes
T29	Bus Highways	Provision of additional coach parking within the city	Essential	£5,000,000		City and County Councils	2021-2031	City-Wide	OxIS (2017)
T30	Highways	Introduction of a scheme of freight vehicle restrictions within the city centre	Essential	£50,000		Oxford City Council	2021-2026	City-Wide	OxIS (2017)
T31	Active Travel	Provision of a network of Cycle Hire Stations	Essential	£2,000,000		Oxfordshire County Council	2021-2036	City-Wide	OxIS
T32	Active Travel	District Centre Improvements (All Centres)	Important	£6,900,000		Oxfordshire County Council	2021-2026	City-Wide	Oxford Transport Strategy
T33	Active Travel	Emergency Active Travel Fund	Essential	£4,500,000	Awaiting confirmation from DfT and OxLEP	Oxfordshire County Council	2021-2026	City-Wide	Oxfordshire County Council

Reference	Infrastructure Type	Scheme	Prioritisation	Cost	Funding	Delivery Body	Delivery Phasing	District Area	Source
T34	Active Travel	Provision of a pedestrian and cycle bridge from Oxpens to Osney Mead bridge over the river, connecting development sites in these locations.	Critical	£6,000,000	£6,000,000 forward funding via Growth Deal	Oxfordshire County Council / Growth Deal	2021-2026	Central and West Oxford	OxIS (2017) / Oxford City Council identified scheme / LCWIP
T35	Highways	Northern Gateway site-link road	Critical	Fully funded via LGF2	Fully funded via LGF2	“Oxford North”	2021-2026	North Oxford	OxIS (2017)
T36	Highways	Horspath Road Junction Improvements	Essential	£4,100,000	£4,100,000	Oxfordshire County Council	2016-2021	South Oxford	OxIS (2017)
T37	Bus	John Radcliffe Hospital on-site bus interchange & priority measures	Essential	£3,000,000		Oxfordshire County Council	2021-2026	East Oxford	OxIS (2017)
T38	Active Travel Bus	Churchill Hospital additional bus & cycle access	Essential	£2,000,000		Oxfordshire County Council	2021-2026	East Oxford	OxIS (2017)
T39	Highways	Headington Roundabout improvements phase II (incl. Collingwood Road)	Essential	£6,100,000		Oxfordshire County Council	2021-2026	East Oxford	OxIS (2017)
T40	Active Travel	Cycle lane through the residential area parallel with Abingdon Road, linking with Osney Mead, linked to active travel improvements in route 20 of the LCWIP	Essential	£12,035,000		Oxfordshire County Council	2021-2026	South Oxford / Central and West Oxford	Oxford City Council identified scheme / LCWIP
T41	Highways	Redbridge park and Ride Electric Vehicle supercharging point	Important	Dependent on scope and scale		Oxfordshire County Council	2021-2026	South Oxford	Oxford City Council identified scheme
T42	Active Travel	Active travel network improvements in Blackbird Leys, including linkages across the Cowley Branch Line	Important	Dependent on scope and scale		Oxfordshire County Council	2021-2026	South Oxford	Oxford City Council identified scheme
T43	Active Travel	Improvements to cycling provision along Botley Road, including active travel improvements linked to route 25 of the LCWIP. Growth Deal funding contributions to support the feasibility works on widening the Botley Road Railway Bridge.	Essential	£19,590,000	£9,100,000	Oxfordshire County Council / Growth Deal	2021-2026	Central and West Oxford	Oxford City Council identified scheme / LCWIP
T44	Active Travel	A40 cycle bridge schemes helping to link Bayswater and Barton Park developments to existing cycle network, as well as providing pedestrian access out for residents	Critical	Dependent on scope and scale		Delivered through Barton Park developers / Oxfordshire County Council	2026-2036	East Oxford, South Oxfordshire District	Oxford City Council identified scheme
T45	Active Travel Highways	Connections to Oxford Parkway Railway Station to be funded by development at Oxford North with a reserved route through Peartree Farm	Critical	Dependent on scope and scale		Oxfordshire County Council	2021-2026	North Oxford	Oxford City Council identified scheme
T46	Highways	Go Ultra Low Oxford Project - electric vehicle charging solutions for residents who do not have off-street parking	Important	Dependent on scope and scale		Oxford City Council / Oxfordshire County Council	2021-2026	City-Wide	Oxford City Council identified scheme
T47	Active Travel	Improve pedestrian and cycle links to wider strategic routes into and out of the city from Summertown District centre, as identified in the Local Plan, including the delivery of cycle stands for public cycle parking within Diamond House and Ewert House.	Essential	Dependent on scope and scale		Delivered through development at Summertown District Centre	2026-2036	North Oxford	Policy AOC5: Summertown District Centre, Oxford Local Plan and Policy SP6: Diamond Place and Ewert House, Oxford Local Plan
T48	Active Travel	Pedestrian and cycle access across the whole allocated site at Old Road Campus as identified within the Local Plan, at	Critical	Dependent on scope and scale		Delivered through development at Old Road Campus	2026-2036	East Oxford	Policy SP21: Old Road Campus, Oxford Local Plan / LCWIP

Reference	Infrastructure Type	Scheme	Prioritisation	Cost	Funding	Delivery Body	Delivery Phasing	District Area	Source
		route 12 of the LCWIP. This scheme is being funded through the Growth Deal.							
T49	Active Travel Highways	Average Speed Cameras and 20mph extensions to ensure better speed control on the main road radials to manage traffic and create more attractive cycle routes	Important	£75,000		Oxfordshire County Council	2021-2036	City-Wide	LCWIP
T50	Active Travel	Potential bridge over the River Thames to link to East Oxford via Jackdaw Lane, including widening and resurfacing of the cycle path and addition of solar lighting	Important	£5,000,000		Oxfordshire County Council	2026-2031	South Oxford	LCWIP
T51	Active Travel	A40 Crossing at Collinwood Road, currently at design feasibility stage	Essential	£750,000		Oxfordshire County Council	2021-2026	East Oxford	LCWIP
T52	Bus	Extension of Thornhill Park and Ride by 465 spaces	Important	£2,800,000		Oxfordshire County Council	2021-2026	East Oxford	Draft OxIS Stage 1 Technical Report for Consultation
T53	Rail	Oxford North Rail Junction - provision of an additional track to bypass the junction on the up side, providing additional capacity and resilience	Important	Dependent on scope and scale		Network Rail	2026-2031	North Oxford	Draft OxIS Stage 1 Technical Report for Consultation
T54	Rail	Oxford Canal Rail Junction - provision of crossover between Up and Down Blechley Lines, providing additional capacity and resilience	Important	Dependent on scope and scale		Network Rail	2031-2036	North Oxford	Draft OxIS Stage 1 Technical Report for Consultation
T55	Highways	A40 link road through Bayswater brook from the A40 at Marsh Lane interchange to the east of Sandhills	Important	Approx. £50-70million		Oxfordshire County Council	2026-2031	East Oxford, South Oxfordshire District	Draft OxIS Stage 1 Technical Report for Consultation
T56	Active Travel	Improvements to North Oxford Cycle Route, to address pinchpoints and provide surfacing improvements. The majority of this route is along the highway network, but some sections are on third party land, including active travel improvements linking with LCWIP route 5	Essential	£3,000,000		Oxfordshire County Council	2026-2031	North Oxford	LCWIP
T57	Active Travel	LCWIP Route 1: Canal Path, including the Canal Towpath Extension and Cycle bridge over the Canal linking Nelson Street to the Station. Funded by Growth Deal.	Essential	£2,500,000	£2,500,000	Oxfordshire County Council / Growth Deal	2021-2026	Central and West Oxford	LCWIP
T58	Active Travel	LCWIP Route 2: Walton Street calming and filtering interventions, and Walton Street Shopping QPC	Essential	£1,210,000		Oxfordshire County Council	2021-2026	Central and West Oxford	LCWIP
T59	Active Travel	LCWIP Route 3: Wolvercote Roundabout Crossing	Essential	£1,825,000		Oxfordshire County Council	2021-2026	North Oxford	LCWIP
T60	Active Travel	LCWIP Route 6: Marston, including improvements to the lighting, and upgrades to the bridge, as well as the Marston QPC	Essential	£850,000		Oxfordshire County Council	2021-2026	East Oxford	LCWIP
T61	Active Travel	LCWIP Route 7: Marston Road, including the crossing from Copse Lane to Marston Road	Essential	£200,000		Oxfordshire County Council	2021-2026	East Oxford	LCWIP
T62	Active Travel	LCWIP Route 8: Northway & Barton, including the widening of the subway to Barton and a new path link	Essential	£1,000,000		Oxfordshire County Council	2021-2026	East Oxford	LCWIP

Reference	Infrastructure Type	Scheme	Prioritisation	Cost	Funding	Delivery Body	Delivery Phasing	District Area	Source
T63	Active Travel	LCWIP Route 9: Headington Path, improvements to the street lighting and paths	Essential	£600,000		Oxfordshire County Council	2021-2026	East Oxford	LCWIP
T64	Active Travel	LCWIP Route 11: Quarry and Risinghurst Route Improvements	Essential	£200,000		Oxfordshire County Council	2021-2026	East Oxford	LCWIP
T65	Active Travel	LCWIP Route 12: Old Road, including the extension of the A2H scheme at Old Road, and improvements to Wheatley - Oxford via Shotover, and Morrell Avenue / Warneford Lane (St Clements - Old Road), and the Old Road QPC	Essential	£7,035,000		Oxfordshire County Council / Growth Deal	2021-2026	East Oxford / South Oxfordshire District	LCWIP
T66	Active Travel	LCWIP Route 13: Barracks Lane and Horspath, including surface improvements, widening and removal of barriers at Barracks Lane, a cycle link at Pony Road, and average speed cameras, as well as the Horspath QPC	Essential	£3,085,000		Oxfordshire County Council	2021-2026	City-Wide	LCWIP
T67	Active Travel	LCWIP Route 15: Blackbird Leys, including a link road from Maidstone Road - Barns Road, and various improvements to Barns Road, as well as BBL shopping Street redesign, and the Barns Road QPC	Essential	£9,389,000		Oxfordshire County Council	2021-2026	South Oxford	LCWIP
T68	Active Travel	LCWIP Route 16: Littlemore, including route improvements and a cycle zebra crossing at Long lane, and the Iffley Road QPC	Essential	£1,525,000		Oxfordshire County Council	2021-2026	South Oxford	LCWIP
T69	Active Travel	LCWIP Route 18: Rose Hill, including route improvements and improvements to Cottesmore Bridge - Ringroad	Essential	£2,200,000		Oxfordshire County Council	2021-2026	South Oxford	LCWIP
T70	Active Travel	LCWIP Route 21: South Oxford Path, including surfacing improvements to the South Oxford Cycle Route, replacement of the Pipe bridge and new cycle track by slip road, as well as pedestrian improvements to Bartholomew Road, and the Upper Road Kennington Access QPC	Essential	£6,800,000		Oxfordshire County Council	2021-2026	South Oxford	LCWIP
T71	Active Travel	LCWIP Route 22: South Hinksey Path. Full detail subject to final build-out of Oxford Flood Alleviation Scheme.	Essential	Subject to scope and scale		Oxfordshire County Council	2026-2031	South Oxford	LCWIP
T72	Active Travel	Improvement of footpath from River Thames through Bulstake, linked to Ferry Hinksey Road and Botley Road, linked with Route 23 of the LCWIP.	Essential	£460,000	£330,000	Oxfordshire County Council / Growth Deal	2021-2026	Central and West Oxford	LCWIP / Oxford City Council identified scheme
T73	Active Travel	LCWIP Route 24: West Oxford Path, including surfacing and widening improvements at Oatlands Park	Essential	£120,000		Oxfordshire County Council	2021-2026	Central and West Oxford	LCWIP
T74	Active Travel	LCWIP Route 26: B4044 Community Path from Eynsham - Botley. To be funded by Growth Deal.	Essential	£13,000,000	£13,000,000	Oxfordshire County Council / Growth Deal	2021-2026	Central and West Oxford	LCWIP
T75	Active Travel	LCWIP Route C: Oxford Ring Road, including the widening and resurfacing of Oxford Ring Road, and traffic calming	Essential	£13,160,000		Oxfordshire County Council	2021-2026	North Oxford	LCWIP

Reference	Infrastructure Type	Scheme	Prioritisation	Cost	Funding	Delivery Body	Delivery Phasing	District Area	Source
		measures in Wolvercote Village, as well as the Upper and Lower Wolvercote QPC							
T76	Transport	LCWIP Route CC: City Centre Parking, through delivering the park that Bike proposals	Essential	£75,000		Oxfordshire County Council	2021-2026	Central and West Oxford	LCWIP
T77	Transport	City Centre Cycle Hubs Parking	Essential	£2,000,000		Oxfordshire County Council	2021-2026	Central and West Oxford	LCWIP
Education									
E1	Education	0.5FE expansion to Wolvercote Primary School (1.5-2.0FE), to cater for growth in North Oxford.	Essential	£1,970,000		Oxfordshire County Council / developers	2021-2026	North Oxford	Stakeholder engagement with Oxfordshire County Council
E2	Education	0.5FE expansion to Barton Park Primary School (1.5-2.0FE), to cater for growth in East Oxford.	Essential	£1,970,000		Oxfordshire County Council	2026-2036	East Oxford	Stakeholder engagement with Oxfordshire County Council
Healthcare									
H1	Primary Healthcare	Relocation of Wolvercote surgery to new development at Wolvercote Mill (Noted CCG desire to now amalgamate this into Diamond Place scheme H2 below) - primarily serving existing demand	Essential	Dependent on scope and scale		Oxfordshire CCG	2021-2026	North Oxford	CCG Localities Plan/stakeholder engagement with CCG
H2	Primary Healthcare	New health centre in the preferred option of Summertown (Diamond Place), consolidating Banbury Road and Summertown surgeries. Potential to also include consolidation of Wolvercote surgery, previously to have been relocated to Wolvercote Mill development site - primarily serving existing demand	Essential	Dependent on scope and scale		Oxfordshire CCG	2021-2026	North Oxford	CCG Localities Plan/stakeholder engagement with CCG
Green Infrastructure									
GI1	Green Spaces	Oxford City Biodiversity Enhancements Programme	Essential	£160,000		Oxford City Council	2021-2026	City-Wide	Oxford City Council identified scheme
GI2	Green Spaces	Public realm schemes in Central and West Oxford	Important	Dependent on scope and scale		Oxford City Council	2021-2026	Central and West Oxford	LCWIP and Oxford City Council identified scheme
GI3	Green Spaces	Improvements in accessibility and biodiversity within Oxpens meadows	Important	Dependent on scope and scale		Oxford City Council	2021-2026	Central and West Oxford	Oxford City Council identified scheme
GI4	Green Spaces	Enhancements in the public realm along Oxpens Road to be delivered in tandem with the phases of development that address the Oxpens Road to ensure a high quality environment and setting for maximising the value of new development.	Essential	Dependent on scope and scale		Oxford City Council	2021-2036	Central and West Oxford	Oxford City Council identified scheme
GI5	Green Spaces	Port Meadow biodiversity enhancement schemes	Important	Dependent on scope and scale		Oxford City Council	2021-2026	Central and West Oxford	Oxford City Council identified scheme
GI6	Green Spaces	Improvements and enhancements to Cutteslowe Park through the Oxford North development	Important	Dependent on scope and scale		Oxford City Council	2021-2026	North Oxford	Oxford City Council identified scheme
GI7	Green Spaces	Integrated Green Infrastructure network required for the North of the City, linked with Cherwell sites	Important	Dependent on scope and scale		Oxford City Council	2026-2036	North Oxford, Cherwell District	Oxford City Council identified scheme

Reference	Infrastructure Type	Scheme	Prioritisation	Cost	Funding	Delivery Body	Delivery Phasing	District Area	Source
GI8	Green Spaces	New high-quality public open space to be provided on-site at Osney Mead, as identified within the Local Plan.	Essential	Dependent on scope and scale		Delivered through development at Osney Mead	2021-2026	Central and West Oxford	Policy SP2: Osney Mead, Oxford local Plan
GI9	Allotments	Provision of new allotment site at Denny Gardens to address existing under-provision within the city, as identified by the Oxford & District Federation of Allotment Associations.	Essential	£24,500 based on 1ha site, excluding land costs		Oxford City Council	2021-2026	South Oxford	Oxford City Council / Oxford & District Federation of Allotment Associations
Community Facilities									
CF1	Community Centres	Provision of Blackbird Leys Community Hub as part of wider regeneration efforts within the estate	Important	£550,000		Oxford City Council	2021-2026	South Oxford	Stakeholder engagement with Oxford City Council / Oxford City Community Centres Strategy
CF2	Community Centres	Investment into North Oxford Community Centre, to create hub facility with Ferry Leisure centre	Important	£800,000		Oxford City Council	2026-2031	North Oxford	Stakeholder engagement with Oxford City Council
CF3	Leisure Centres	Refurbishment and extension of existing Ferry Leisure Centre, linked to adjacent Diamond Place regeneration scheme	Essential	£14,000,000		Oxford City Council	2026-2031	North Oxford	Stakeholder engagement with Oxford City Council
CF4	Libraries	Improvements to and expansion of Blackbird Leys Library to accommodate demand arising from growth in South Oxford as well as in South Oxfordshire District	Important	Dependent on scope and scale		Oxfordshire County Council	2021-2026	South Oxford, South Oxfordshire District	Stakeholder engagement with Oxfordshire County Council
CF5	Libraries	Improvements to Summertown and/or Westgate Libraries to accommodate demand arising from growth in North Oxford	Important	Dependent on scope and scale		Oxfordshire County Council	2021-2026	North Oxford	Stakeholder engagement with Oxfordshire County Council
CF6	Libraries	Improvements to Headington, Barton and/or Westgate Libraries to accommodate demand arising from growth in East Oxford	Important	Dependent on scope and scale		Oxfordshire County Council	2021-2026	East Oxford	Stakeholder engagement with Oxfordshire County Council
CF7	Leisure Centres	Decarbonisation project for Hinksey Pool, with associated works to the adjoining lake, through the use of a local heat network consisting of water source heat pumps and battery / thermal storage, powered by renewable energy.	Important	£1,635,000	£1,635,000	Oxford City Council	2021-2026	South Oxford	Oxford City Council identified scheme
CF8	Leisure Centres	Improvements to Oxford Ice Rink, which through an options assessment will either be delivered through enhancement works or a full scale redevelopment	Important	Dependent on scope and scale		Oxford City Council	2026-2036	Central and West Oxford	Oxford City Council identified scheme
CF9	Community Centres	Provision of a Community Centre for Barton Park, alongside a new local centre	Essential	Dependent on scope and scale		Oxford City Council / Barton Park developers	2021-2026	East Oxford	Oxford City Council identified scheme
CF10	Cemeteries	Capacity increases at existing cemeteries within Oxford, including Shotover Cemetery (cross-boundary with South Oxfordshire District Council). Capacity requirements to be established through future Local Plan reviews.	Essential	Dependent on scope and scale		Oxford City Council	2026-2031	City-Wide	Oxford City Council identified scheme

Reference	Infrastructure Type	Scheme	Prioritisation	Cost	Funding	Delivery Body	Delivery Phasing	District Area	Source
Utilities									
U1	Electricity Supply	Reinforcements to Yarnton Bulk Supply Point to support identified development quantum within the Oxford North development	Critical	Cost has been estimated to be between £1-5m		SSE	2026-2036	Cherwell District	Stakeholder engagement with SSE
U2	Electricity Supply	Uprating of a section of the 132kV cable at Osney Lane Bulk Supply Point (BSP) to accommodate demand from development within the city	Critical	Dependent on scope and scale		SSE	2021-2026	Central and West Oxford	OxIS (2017)
U3	Electricity Supply	Delivery of a substation required to support the Diamond Place regeneration scheme	Critical	Dependent on scope and scale		SSE / Oxford City Council	2026-2031	North Oxford	Oxford City Council identified scheme
U4	Sewerage	Oxford Waste Water Treatment Works (WWTW) upgrade	Critical	Dependent on scope and scale	£41,000,000	Thames Water	2026-2036	South Oxford	OxIS (2017)
U5	Flood Risk Defence	Oxford Flood Alleviation Scheme	Essential	£150,000,000	Fully funded	Environment Agency / Growth Deal	2021-2026	City-Wide	OxIS (2017)
U6	Digital	Countywide roll out of fibre broadband in commercial buildings, extended where appropriate to surrounding residential buildings.	Important	Dependent on scope and scale		Oxfordshire County Council / Openreach	2021-2026	City-Wide	Stakeholder engagement with Oxfordshire County Council