



Oxfordshire Local Investment Plan

Spatial Planning and Infrastructure Partnership



Foreword



The previous Local Investment Plan (LIP) for Oxfordshire, finalised in March 2010, was created when Oxfordshire was selected by the Homes and Communities Agency (HCA) as one of the pilot areas for their new Single Conversation. Following the success of this, I am pleased to introduce the updated Local Investment Plan (LIP) for May 2013. As before, the Spatial Planning and Infrastructure Partnership (SPIP) and its supporting Executive Group will continue to conduct the Single Conversation on behalf of Oxfordshire and have prepared this Plan.

The LIP provides a strategic framework for growth and investment in Oxfordshire and demonstrates the continual coordinated approach between a

range of partners to the housing, economic development, regeneration and infrastructure plans in Oxfordshire

Working collectively over the previous three years has enabled a more holistic approach to producing sustainable development and I feel that as a consequence it has greatly strengthened Oxfordshire. I am confident that the LIP will continue to evolve suitably to accommodate growth and generate success in the future for all of the Districts in Oxfordshire.

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Leader of the South Oxfordshire District Council and Chair of the Spatial Planning and Infrastructure Partnership

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Executive Summary

This Local Investment Plan (LIP) for 2013, builds on the initial document resulting from Oxfordshire's 'Single Conversation' with the Homes and Communities Agency (HCA) in March 2010.

This Plan has been prepared by the Oxfordshire Spatial Planning and Infrastructure Partnership (SPIP) as a draft for consultation. It sets out a shared vision and priorities for delivering economic growth, housing development, regeneration, and infrastructure; to support the development of a world class economy and healthy and thriving communities.

The purpose of the Local Investment Plan is to provide a strategic framework for growth and investment over the next twenty years. It will inform work on Local Plans and the Community Infrastructure Levy (CIL) and the development of other strategies and programmes. By looking across a wide area it provides the basis for aligning the capital investment programmes of the local authorities and other service providers; for ensuring that investment programmes and plans of other delivery agencies reflect Oxfordshire's needs; and for bidding for funds from national and local funding pots for Oxfordshire.

This LIP outlines and integrates the plans of Cherwell, Oxford, South Oxfordshire, Vale of White Horse and West Oxfordshire District Councils, Oxfordshire County Council, the Oxfordshire Local Enterprise Partnership, South East Midlands Local Enterprise Partnership, the Highways Agency, Network Rail, the Environment Agency and the Oxfordshire Primary Care Trust to deliver economic and housing growth and associated strategic infrastructure to 2030. Collectively these plans will help meet the requirements of the five Local Plans, Oxfordshire 2030 (Oxfordshire Sustainable Community Strategy), the five District Sustainable

Community Strategies and the priorities of the two Local Enterprise Partnerships.

The Government introduced in the Localism Act 2011 the duty to cooperate across administrative boundaries with a range of stakeholders. In Oxfordshire the SPIP is a well established partnership which brings together the local authorities, and other key stakeholders to discuss and agree on cross boundary issues relating to housing and planning, economic development and infrastructure. This LIP is a key document which captures the all of this work in a holistic way, under a shared vision and objectives, with a clear process and priorities.

This LIP responds to the economic growth and housing development opportunities and challenges that the members of the Oxfordshire SPIP are tackling individually and collectively.

Internationally Oxfordshire is recognized as a centre of excellence for learning and research, and also contains Western Europe's highest concentration of science and biotechnology industries. It plays a critical role in the regional and national economies and, in many respects, internationally. This has been recognised through Government approval for the formation of the Oxfordshire LEP and SEM LEP, and Oxfordshire Science Vale UK Enterprise Zone.

The long term challenge is to ensure that Oxfordshire continues to compete globally and assure the continued prosperity of its growing population. In particular through enabling and delivering growth in our knowledge intensive economy. The focus of our activity will be on Science Vale UK, Oxford, and Bicester whilst enabling planned development in other locations. Over the next twenty years, significant housing development, population and business and economic growth is

anticipated across Oxfordshire. All SPIP partners face challenges in enabling growth in a way that reflects priorities for the economy, housing and regeneration and provide the infrastructure that will support and drive that growth. At the same time the environmental quality of the County and our impact on environmental sustainability are at the forefront of our plans.

There will be a need for considerable investment in new and improved infrastructure to support the priority of securing economic growth, notably in our transport networks and broadband. Economic prosperity and quality of environment make Oxfordshire an attractive place. But there are pockets of deprivation where residents have lower wages, lower skills, and poor housing; where young people do not fulfil their potential at school; and where older people have poorer health, and significantly shorter life expectancy. The LIP has a vital part to play in addressing these issues.

Four overarching strategic objectives continue to underpin this LIP, these are to:

- Drive economic growth
- Deliver new housing, including affordable homes
- Achieve regeneration and/or tackle deprivation
- Contribute to meeting strategic infrastructure needs

The LIP covers the period up to 2030, but focuses primarily on our 5-year development programme across Oxfordshire to meet these strategic objectives. All the schemes outlined in this document are priorities for Oxfordshire given the pressing need for more economic development and more homes and the transport, education and other infrastructure that these developments will require.

We have derived a 'shortlist' of infrastructure schemes that are based on those that are expected to deliver growth within the first 5 years, or need significant upfront infrastructure delivered in the first 5 years, to ensure the development can take place in years 6 to 10 (2016-21).

Taken together, the 'short list' of 10 schemes have the capacity to facilitate over 75,000 jobs and 37,000 new homes. It is the view of all SPIP partners that every scheme on the long list of short term deliverable schemes requires funding. However, if there is insufficient funding in the future to fund all of the short term deliverable schemes; the highest priority shortlist should be where the funds are used.

This information is based upon best estimates at the time of writing, but clearly changes in the economy, and the viability of schemes can and do have a significant impact on delivery. The collaborative working of SPIP will seek to monitor and manage delivery, and where appropriate the SPIP partners will take appropriate action.

Place making across Oxfordshire

We consider economic and housing growth and strategic infrastructure investment holistically by eleven key urban localities. We also consider housing growth and strategic infrastructure across all the rural areas as in effect a twelfth locality. The localities are:

- Abingdon and Faringdon
- Banbury
- Bicester and Upper Heyford
- Botley
- Oxford
- Science Vale UK including Didcot, Wantage, Grove, Harwell and Culham Science Centre

- Thames
- Wallingford
- West Oxfordshire strategic sites
- Rural housing sites across Cherwell, South Oxfordshire, Vale of White Horse and West Oxfordshire

Next steps

The Plan is necessarily a living document. The Spatial Planning and Infrastructure Partnership will review it every 18 months to ensure it reflects the progress in delivery and implementation of our priorities, as well as the evolution both of the five Local Plans and other local strategies and government policy. The SPIP will also need to review the extent to which short-term housing and infrastructure plans are delivered

There is a close working cooperation between the SPIP and the LEP. The priorities and actions of the LEP have informed the LIP. The LIP is also vital in informing SPIP members' individual and collective thinking on the infrastructure required through S106 agreements, the Community Infrastructure Levy, other mechanisms for obtaining contributions from developments and other related grants such as the New Homes Bonus, getting Britain Building, in the future.

The LIP's overview of the investment required to deliver affordable housing and infrastructure will provide a robust foundation for discussion with other national agencies around how they might best support local development aspirations.

SPIP partners will seek to engage other partners in this LIP. House builders, for example, both private and social alike, have a central role in delivering the housing growth in Oxfordshire and need to understand this LIP. Other service and infrastructure providers will be involved in securing the priorities for investment in this Plan. We hope the document will lead to

greater certainty and clarity among all stakeholders.

Part 1:

Shared vision and objectives

Context

Oxfordshire is renowned as a place of architectural and natural beauty. The internationally famous city of Oxford is at the heart, with a series of historic market towns serving communities across the county and including Abingdon, Banbury, Bicester, Henley, Thames, Wallingford, Wantage and Witney. Oxfordshire has many villages set in attractive countryside including three areas of outstanding natural beauty: the Chilterns, the Cotswolds and North Wessex Downs.

Oxfordshire is acknowledged internationally as a centre of excellence for learning and research, with the highest concentration of science and biotechnology industries in Western Europe. Some of the world's foremost academic institutions and major research and development organisations are located here. The University of Oxford and Oxford Brookes University have strong links to a network of high technology companies located throughout the county. 'Science Vale UK', in the southern part of the county, is a concentration of important research and business parks, including the Harwell Science and Innovation Campus, Culham Science Centre, Milton Park, which are served by Didcot, and Wantage and Grove.

Challenges for the future

Over the next twenty years, significant population and development growth is

planned for Oxfordshire. All SPIP partners face challenges in enabling that growth in a way that reflects priorities for the economy, housing, and regeneration pressures and provides sufficient infrastructure. At the same time the environmental quality of the county and our impact on environmental sustainability are at the forefront of our plans.

In the period from 2013 up to 2026 Oxfordshire's population is predicted to grow by around 7.7%, whilst over the same time span the number of people aged 75 and over is expected to increase on by about 48%¹. Growth in the number of older people has implications for the type of housing that is required and for the services that will be needed. It will be critical to ensure that appropriate housing and support are available for our older people, to enable them to remain independent and/or live in homely environments in the community, for as long as possible.

The long term challenge however is to ensure continuing capacity of Oxfordshire to compete globally and assure the continued prosperity of its growing population. Central to this is enabling and delivering growth in our knowledge intensive economy that is faster and more sustainable; and addressing skills shortages and particular concerns about young people who are not in education employment or training and employment (NEET). There is a clear need to promote investment in and new and improved facilities for skills development that supports growth in key sectors.

In this context the Oxfordshire Local Enterprise Partnership was formed in response to the government's request that business and the public sector work together to drive growth and help

generate local jobs. The Oxfordshire LEP brings together business, university, local authority and other public sectors and is focussed on increasing the number of high value-adding, sustainable (i.e. not dependent on the public sector), jobs in Oxfordshire. In addition, government approved the creation of the Oxfordshire Science Vale Enterprise Zone to provide added incentives to economic growth in that area.

The Localism Act 2011 will enable the Regional Strategies to be rescinded. However in the meantime much of the current county-wide planning strategy flows from both the South East Plan and indeed the County Structure Plan before that.

Each District is at a different point in the preparation of their Local Plans, which will establish the housing figures. Tables 1 and 2 below set out the information based upon the adopted or emerging Local Plans. The SPIP provides the forum to discuss and agree on cross boundary issues.

Across Oxfordshire as a whole, the main locations for economic growth are Science Vale UK, Oxford and Bicester. Science Vale UK has now been allocated two Enterprise Zones. The main locations for the residential growth reflect the economic pattern of growth, Didcot, Wantage and Grove, Oxford and Bicester. Bicester had been selected as one of the first four government-backed eco towns in the country, with a 5,000-home eco development at NW Bicester.

¹ Population data for Oxfordshire available online at: http://public.tableausoftware.com/views/population-correct/Population-numbers?&:display_count=no#1

Table 1: Economic development

	Cherwell	Oxford	South	Vale	West	Total
2006-12 Actual	24,005m ²	94,000m ²	19,281m ²	105,870 m ²	85,095m ²	328,251 m²
2013-17	55,565m ²	129,300m ²	1,000m ²	210,000 m ²	54,000m ²	449,865m²
2018-30	524,970m ²	238,000m ²	54,000m ²	414,000 m ²	128,000m ²	1,358,970m²
Total	604,540m²	461,300m²	74,281m²	729,870m²	267,095m²	2,137,086m²

Table 2: Housing development

	Cherwell	Oxford	South	Vale	West	Total
2006-12 Actual	2,898	2,472	2,319	2,784	3,061	13,534
2013-17	2,779	3,022	2,893	4,627	1,796	15,117
2018-30	10,780	2,506	6,223	7,831	3,704	31,044
Total	16,457	8,000	11,435	15,242	8,561	59,695

NB: South figures are to 2026/27. Vale housing figures are to 2028/29. West housing figures are to 2029.

Outside the major towns, Oxfordshire is predominantly a rural county, with a large number of villages and hamlets. Access to affordable housing in rural areas is restricted by the small number of properties coming onto the market. The effect is a lack of new housing options and the departure of young people from rural areas.

There will be a need for considerable investment in new and improved infrastructure to support the priority of securing economic growth and to meet the pressures on essential services such as schools, transport and other community facilities against a background of reducing spending by the public sector. At the same time the level of spending will be constrained compared to previous years so innovative ways of securing funding will be required.

Tourism is important to the economy in Oxfordshire, thus a vital challenge will be to maintain the areas attractiveness for visitors whilst continuing to grow the economy.

An additional key challenge is the lack of superfast broadband, particularly in the rural areas of the county. Delivering next generation superfast broadband is critical to realising our ambition for the economy. The Oxfordshire Local Enterprise Partnership highlights the need for superfast broadband, and its importance in removing barriers to business, job creation and self-employment throughout Oxfordshire.

Ensuring our transport and communication networks are fit for purpose is a priority. An essential part of this is the transport investment required for strategic road and rail networks and promoting sustainable travel.

The provision of public transport increases access to jobs and services, and reduces road congestion and carbon emissions. While Oxford has an extensive public transportation system, many parts of rural Oxfordshire experience real isolation and would greatly benefit from improved public transport services and infrastructure.

A rapid and substantial growth in demand for primary school places is forecast over the period to 2016, which will feed through to secondary places in due course.

The growing number of older people and people with disabilities will continue to increase demand for public services, including social and health care and extra care housing.

These issues will have to be addressed in the context of a changed planning and local government finance regime. In particular the move to localised business rates has the potential to confirm change from housing to an economic led growth model with profound implications for the ambitions around growth and how we work.

The LIP has a vital part to play in addressing these issues.

Oxfordshire 2030

The Oxfordshire Partnership² sets out in Oxfordshire 2030 (Oxfordshire's Sustainable Community Strategy) a vision for Oxfordshire based around the following ambitions:

- Create a world class economy for Oxfordshire building particularly on the high tech sector;
- Have healthy and thriving communities to sustain what is good about the city, towns and villages but also respond to the needs of the 21st century including the impact of demographic and lifestyle changes;
- Look after the environment and respond to the threat of climate change and the potential for more extreme weather

² Partnership of organisations from the public, private, voluntary and community sectors working together to address local priorities through specific outcomes and targets

conditions, particularly the threat of flooding;

- Break the cycle of deprivation by addressing the regeneration needs of disadvantaged communities; reducing the gap between the best and worst off; and supporting people to maximise their talents and raise their aspirations.

Each Local Authority has developed its own vision, ambitions and priorities for its own area which both inform, and are informed by, the Oxfordshire 2030 vision. These are available on the websites of each council.

Oxfordshire Local Economic Partnership

The Oxfordshire LEP sets out four priority themes in its Business Plan:

Business Leadership:

- To provide strategic leadership at an international, national and local level that enables Oxfordshire's economic potential to be realised

Addressing Skill Deficiencies:

- To keep the skills needs of the local economy under review and produce an annual local statement of skill needs

Supporting Innovation and Growth, including Access to Finance and Inward Investment:

- To develop a portal that provides businesses with a single point of access to business advice
- To address barriers that restrict businesses gaining access to timely finance
- To actively market Oxfordshire as a location for investment, including inward investment
- To support the promotion of the visitor economy through Visit

Oxfordshire and alignment with inward investment

Securing Investment for Infrastructure Priorities:

- To ensure that strategic opportunities for economic development are identified and brought forward
- To ensure that the infrastructure requirements to realise the strategic opportunities are identified and taken forward as part of the Infrastructure Framework for Oxfordshire.

LIP strategic objectives

Having considered Oxfordshire 2030, the LEPs Business Plan, the district Sustainable Community Strategies, and the local authorities corporate plans, the SPIP have focused on four strategic objectives for this LIP. They are of equal weight, and have been used to arrive at the LIP's priorities. The strategic objectives are:

- Drive economic growth
- Deliver new housing, including affordable homes
- Achieve regeneration and/or tackle deprivation
- Contribute to meeting strategic infrastructure needs

Drive economic growth

While Oxfordshire has a strong economy, attributed in part to the knowledge based industries spinning out of Oxford and Science Vale UK, we have been affected by the global economic crisis. It is particularly important to maintain a strong diverse economy and provide an opportunity for growth and inward investment. The challenges ahead mean a proactive approach is required in partnership between the LEP and the local authorities. This includes allocating more land for economic development. The priority economic development schemes in this LIP include Science Vale

UK, Oxford and Bicester. But we also seek to raise educational attainment, improve skill levels to support the needs of local businesses, and help young people to get into employment.

This area of work is central to the role of the Oxfordshire Local Enterprise Partnership. In order to deliver on its overarching objective of creating high value-adding, sustainable jobs it is focussing on five key programmes:

- Getting the county connected to fast broadband access and improve mobile phone coverage
- Improving the skills of Oxfordshire's workforce and those about to enter it, to improve their employability
- Maximising Oxfordshire's potential to increase inward investment
- Providing the local link for business support
- Enabling infrastructure for growth and reducing barriers

As part of these strategies the Local Enterprise Partnership is focussing on the development of three geographical areas of strong economic potential (Science Vale, Bicester and Oxford) and on five key business clusters (bio technologies and medical research, space and earth observation, cryogenics, automotive and precision engineering and information technologies including publishing) in which Oxfordshire has particular strengths that will enable it to compete successfully in the world economy in the years to come.

Small businesses in our market towns and rural areas make an important contribution to the local and national economy; we will also allocate land in these areas to enable businesses to thrive and grow and for the establishment of new businesses.

Deliver new housing, including affordable homes

Oxfordshire has a huge housing need, both in the supply of housing as well as the type of housing to support economic growth. The types of housing needs include affordable homes in both urban and rural areas, the provision of a variety of house sizes particularly for young families and the elderly, the provision of supportive housing for those with physical and/or learning disabilities, and the provision of specialist housing e.g. Gypsy and Traveller sites.

The LIP identifies the locations for housing development which are deliverable within the period up to 2016 and over the longer term to support economic growth and provide new homes, including affordable homes (see part 2).

At the same time we will continue activities to maximise the use of existing stock, tackle empty properties and support under-occupiers to move to smaller accommodation – all of which play a part in addressing housing need, as well as wider objectives.

Extra Care Housing remains a key part of our response to an ageing population and in particular to deliver measures aimed at release of under-occupied dwellings, modernisation of existing sheltered housing and reduction in care home and hospital admissions. Overall, the ECH strategy is on course to meet its target of 900 units by 2016.

Achieve regeneration and/or tackle deprivation

There are pockets of deprivation within Oxfordshire characterised by poorer housing stock, limited access to employment opportunities, lower paid jobs, limited education attainment, poor health and shorter life expectancy. Regeneration is not only about the physical changes to an area but also the

need to tackle social and economic issues.

Within Oxfordshire, the places with the highest levels of deprivation are parts of Banbury and Oxford. The priority regeneration schemes are the Canalside area in Banbury and Barton, Blackbird Leys and Greater Leys, Rose Hill and Wood Farm in Oxford. These schemes provide particular benefits in tackling the cycle of deprivation through revitalisation to improve the quality of life for residents and businesses.

Oxford has a challenge relating to homelessness. While over recent years partners in Oxford have done great work to provide services and programmes for the homeless, the city still attracts homeless people from across the region. Oxford is currently facing greater homeless challenges as the economic crisis continues but it has also successfully opened the innovative homelessness project at the Old Fire Station.

Contribute to meeting strategic infrastructure needs

In this LIP we distinguish between key infrastructure which is needed for economic and housing growth, such as a new hospital or improvements to a motorway junction, which we term 'strategic' infrastructure and the infrastructure needed as a direct result of a single development, such as an extension to a school, which we term 'mitigation' infrastructure.

The infrastructure identified in the LIP falls within two categories. There is the Oxfordshire wide infrastructure which is not tied to any individual development, but adds to the economic prosperity of Oxfordshire as a whole. This would include schemes such as east West Rail, and broadband. The other type of infrastructure is mitigation infrastructure to support an individual scheme or schemes. This includes items such as

education. These cover public transport facilities, improvements to and additional road schemes, education programmes and facilities, community amenities, facilities and services, improvements to hospitals and emergency services, waste management sites, and green infrastructure to improve energy efficiency, mitigate the effects of climate change and create more sustainable places.

The delivery of strategic infrastructure facilitates the creation of a complete place by providing access and amenities and/or contributing to the overall sustainability of the existing or new community. Strategic infrastructure is an essential component in the delivery of many of the economic, housing, or regeneration-led schemes which are identified in this LIP.

This is also the case outside of the main urban centres and towns. Oxfordshire is a predominantly rural county within which its market towns play a critical role in acting as service centres for large rural hinterlands. The importance of this role in delivering sustainable thriving local communities and the need to support the timely provision of key elements of supporting infrastructure is also recognised within the LIP.

Substantial investment in transport will be needed to facilitate new development, to improve accessibility by alternative modes of transport and to enable movement around the county to work, education and other key services. Key to this will be:

- enabling the A34, and the network in its vicinity, to fulfil its various local to international roles;
- securing improvements to junctions 9 and 10 of the M40;
- delivering strategic rail network enhancements, such as the Chiltern Railways Evergreen 3 project and East-West rail;
- transforming transport in Oxfordshire and implementing

other Local Transport Plan 3 projects.

- Oxfordshire wide improvements to ICT services, including broadband and wireless Oxford.

The local authorities and partners face important challenges in enabling growth and providing the necessary infrastructure. A key aim of the LIP is to provide clarity on the priorities for delivering strategic infrastructure to support growth when it is required over the next 15 to 20 years. The Plan focuses on the key “strategic” infrastructure needed to drive economic growth and deliver significant numbers of new jobs and housing. In particular the infrastructure that serves a wider area than just that needed to deliver specific sites are judged to be a priority for the area's growth.

There are a number of significant challenges in bringing forward infrastructure to support economic growth. Perhaps the most significant is securing significant funding.

Shared ambitions

A series of shared ambitions for Oxfordshire underpin the vision and strategic objectives:

Economy

- Create a world-class economy – world leader in education, science and technology
- Contribute to and benefit from economic prosperity
- Create prosperous, inclusive and thriving communities in urban and rural areas
- Provide good access to a range of jobs

Education and Skills

- Develop an educated and skilled workforce

- Provide services to ensure that everyone can realise their potential

Housing and affordable housing

- Deliver more housing, including affordable housing and key worker housing
- Provide good access to a range of housing options
- Create quality and sustainable construction
- Regeneration
- Provide for more rural housing
- Provide decent Gypsy and Traveller sites that provide access to sufficient service provision

Health and Social Inclusion

- Create safer, stronger, healthier, more cohesive communities
- Break the cycle of deprivation by addressing the regeneration needs of disadvantaged communities, and reduce inequalities
- Provide for an ageing population, including opportunities for independent living
- Encourage active participation in local communities.
- Provide good access to a range of services

Infrastructure

- Coordinate infrastructure investments to support new development
- Improve existing infrastructure, including public transport to facilitate access to employment and services

Services (especially rural services)

- Maintain or enhance local services, particularly in rural communities

- Improve accessibility to basic services by alternative modes of transport

Sustainability

- Ensure everyone can feel safe and enjoy life.
- Meet the needs of current and future generations without compromising the natural and built heritage or significantly changing the intrinsic character of the district.
- Continue to be one of the best places in which to live, work, play and visit.
- Ensure new development respects and complements the distinctive character of Oxfordshire
- Maintain a network of safe, inclusive, vibrant and prosperous market towns and villages
- Create and ensure a healthy and attractive environment

Environment

- Ensure an outstanding environment and high quality of life
- Look after our environment
- Improve the quality of our built environment

Climate change

- Reduce greenhouse gas emissions to mitigate adverse impacts of climate change through:
 - Zero carbon developments
 - Waste and carbon reduction
- Adapt to cope with the impacts of climate change, particularly flooding
- Provide alternative transport options

Part 2:

Our Priorities

Development programme for the period up until 2030

Each Local Authority has also taken a long term view of which sites and schemes are likely to come forward over in the period up until 2030. The long term sites are based primarily on evidence from the Local Plans, Strategic Housing Land Availability Assessments, the Strategic Economic Land Availability Assessments and the local knowledge of the housing, planning and economic teams. This information is of key importance when taking a long term view of the development pressures facing an area, and the infrastructure needed.

Prioritisation process

Each Local Authority has identified schemes which are deliverable within the first 5 year period (up to 2016). At the current time there is a lack of clarity about the amount of funding available over this period. But the process will require to a greater or lesser degree a process of prioritisation.

The Local Authorities have developed the following assessment process to come up with the lists of priority projects. The full SPIP Board has endorsed the process set out below.

For each scheme we have considered:

- strategic fit, statutory requirements, and linkages
- delivery of economic and housing development
- delivery of wider benefits including social, transport and sustainability
- deliverability and timescale
- overall investment required

- value for money
- an assessment of the risk

In developing infrastructure priorities consideration is also given to the role that infrastructure can play as a catalyst for development, the needs to meet statutory obligations, and the ability of infrastructure to encourage commercial investment and create sustainable communities.

We have looked at the infrastructure needed to support the planned growth to 2030 – evidenced from emerging Local Plans, and infrastructure development plans. From the long lists of infrastructure projects in the county a short list of key schemes to deliver growth has been drawn up to deliver development in the short, and longer term.

Short term priorities

In developing a short list of priorities the long list of schemes in the appendices of the March 2010 LIP3 have been reviewed and prioritised. From these long lists of infrastructure a short list of key schemes to deliver growth has been drawn up to deliver development in the short, medium and long term. We have produced a summary of economic development and housing schemes across the county, shown in Table 3.

³ Local Investment Plan 2010 available at: <http://portal.oxfordshire.gov.uk/content/public/oxfordshire-partnership/Partnerships/spip/OxfordshireLIP.pdf>

Table 3: Top Priority Growth Schemes ('Shortlist') Deliverable in the Short Term 2011-2016

District	Scheme	Up to 2030	Up to 2016
		Homes, affordable homes, economic floor space	Homes, affordable homes, economic floor space
Cherwell	Banbury	3,942 homes in total, including 1,576 affordable homes 170,762 m ²	500 homes in total, including up to 200 affordable 55,565 m ²
Cherwell	Bicester and Upper Heyford	6,404 homes in total, including 2,561 affordable homes 323,965 m ²	915 homes in total, including 366 affordable homes
Oxford	Barton (Barton and Northway Estates)	1,000 homes in total, including 500 affordable 500 m ²	275 homes in total, including 137 affordable 200 m ²
Oxford	Oxford West End Renaissance	750 homes in total, including 375 affordable homes 35,000 m ²	588 homes in total, including 294 affordable homes 35,000 m ²
Oxford	Northern Gateway	200 homes in total, including 100 affordable homes 80,000 m ²	200 homes in total, including 100 affordable homes 10,000 m ²
South	Thame	914 homes in total, including 365 affordable homes 2ha	139 homes in total , including 55 affordable homes
South	Wallingford	555 homes in total, including 222 affordable homes 2ha	110 homes in total, including 44 affordable homes
South / Vale	Science Vale UK including Didcot, Wantage, Grove, Harwell and Culham Science Centre	14,419 homes in total, including 5767 affordable homes 306.1ha with up to 19,000 new jobs	2,323 homes in total, including 929 affordable homes 93.7ha with approximately 8,500 new jobs
Vale	Abingdon, Botley and Faringdon	1,222 homes in total, including 488 affordable homes Up to 9.8ha or approximately 39,200 m ²	872 homes in total, including 348 affordable homes
West	Carterton	1,300 homes in total, including 520 affordable homes	500 homes in total, including 200 affordable homes
West	Witney	1,300 homes in total, including 520 affordable homes 10ha (B1 B2 and B8 use classes)	300 homes in total, including 120 affordable homes 2.5ha (B1 B2 and B8 use classes)
West	West Oxfordshire Small and Medium Market Town Schemes	2,000 homes in total, including 800 affordable homes	500 homes in total, including 200 affordable homes
ALL	Oxfordshire Rural Housing Schemes	3,733 homes in total 172, 500 m ²	1,580 homes in total 8000 m ²

NB: South figures include sites of 40 or more homes only. Vale figures are sites of 10 or more homes only. South and Vale's conversion of hectares of employment land to square metres is based on a formula in South Oxfordshire's employment land review (hectares x 10000 x 40%). Affordable housing predictions are based on a calculation of 50% of the new homes for Oxford and 40% for other districts.

We have already secured funding for a number of key projects, some of which have begun to deliver. These are outlined in Table 4a. In addition a number of infrastructure requirements are likely to be delivered in full by external bodies including utility companies, developers and rail providers. These schemes are outline in Table 4b.

Table 4a: Fully Funded Strategic Infrastructure Project 2011-2016

District	Infrastructure Project	Area linked to Infrastructure	Lead Agency
County wide	Electrification and signalling of Great Western main line	Oxford and Science Vale UK	Network Rail
County wide	Facilitating movement of freight by rail	All areas	Network Rail
County wide	Broadband and Wireless Oxford	All areas	ISPs plus County
Cherwell	Banbury Flood Alleviation Scheme*	Banbury	Environment Agency
Cherwell	Hanwell Fields old mineral railway path improvements	Banbury	County
Cherwell	South West Bicester perimeter road*	Banbury	County
Cherwell	Junction 9 (phase 2) and 10 of the M40	Bicester	HA (plus County)
Cherwell	Bicester Park and Ride and associated measures	Bicester	County
Oxford	Oxford Southern Approaches Phase 1 (Heyford Hill, Kennington)*	Oxford	County
Oxford	Frideswide Square and approaches	Oxford	County
South	Thornhill Park and Ride extension and associated measures	Oxford	County
South	Didcot Parkway Station Interchange	Didcot	County
South	Didcot Leisure Centre	Didcot	South
South/ Vale	Milton Interchange	Science Vale	County
West	A40 Junctions, Witney	Witney	County
Total: 15 Projects			

* Project delivered

Table 4b: Top priority infrastructure projects funded by external body 2011-16

District	Infrastructure Project	Area linked to Infrastructure	Lead Agency
County wide	Chiltern Railway Evergreen 3 Project	Oxford and Bicester	Chiltern Railways
County wide	Sufficient accommodation to delivery pupil places for early years, primary, SEN, secondary, 6 th form education, and training	Particularly related to major development areas	County
Cherwell	Improvements to Howes Lane/Lords Lane	Bicester	County
Cherwell	Water supply upgrades at Banbury and Bicester	Banbury, Bicester	Thames Water
Cherwell	Sewage treatment works upgrade at Banbury and Bicester	Banbury, Bicester	Thames Water
Cherwell	Bicester Community Hospital	Bicester	PCT
Cherwell	Emergency service facilities (police, fire, ambulance)	Banbury, Bicester	Emergency services / County
Cherwell	Secondary school provision and 6 th form	Heyford	Private sector
South	Northern Perimeter Road Phase 3	Didcot	Developer with County
South	Didcot town centre phase two development with provision of a new library and community hub	Didcot	South and County
South	Water supply and sewage treatment works upgrade at Wallingford	Wallingford	Thames Water
Vale	Abingdon town centre redevelopment inc health and library	Abingdon	Vale and County
Vale	Premium bus routes and strategic east-west bus services	Science Vale	County
South/Vale	Science and FE Learning Park, west of Great Western Park, Didcot	Science Vale	South and County
West	New Shilton Link Road	Carterton	County
West	Downs Road/A40 junction	Witney	Developer with County
West	Upgrades to sewage treatment works /main sewers	Witney, Carterton	Thames Water
Total: 17 Projects			

Table 4c: Top priority strategic infrastructure projects requiring funding 2011-2016

District	Infrastructure Project	Area linked to Infrastructure	Lead Agency
County wide	East West Rail Stage 1	Oxford, Bicester and Science Vale UK	East-west rail consortium
County wide	Improvements to A34	Science Vale UK, Oxford and Bicester	County and HA
Cherwell	Bicester peripheral route improvements	Bicester	County
Cherwell	Banbury Station improvements	Banbury	County, Chiltern Railway, Network Rail
Oxford	Oxford Station and Oxford City Centre transport package	Oxford	County
Oxford	Eastern Arc Transport Improvements	Oxford	County
Oxford	Oxford Northern Approaches (including A40-A44 link)	Oxford	County
South / Vale	Science Vale UK Integrated transport package	Science Vale	County
Vale	Wantage Eastern Link Road	Science Vale	County
West	Provide "A" Road access and improved signage to Carterton	Carterton	County
Total: 10 Projects			

The short term priorities that have outstanding funding requirements within Table 4c are outlined in more detail in Appendix 1.

Longer term priorities

The longer term priorities that have outstanding funding requirements are listed in Table 4d and outlined in more detail in Appendix 2.

It is important to note that these are the agreed priorities as we publish this Local Investment Plan in January 2013. It is the

view of all SPIP partners that every scheme on the longer term priority list requires funding. However, if there is funding in the future it should be directed towards the projects in Table 4C to begin with. If sufficient funding becomes available for more schemes then these funds should be directed towards longer term priority schemes in Table 4D.

Table 4d: Lower priority or longer term infrastructure projects requiring funding up to 2030

District	Infrastructure Project	Area linked to Infrastructure	Lead Agency
Cherwell	Banbury north – south route improvements	Banbury	County
Cherwell	Relocation of Banbury United Football Club	Banbury	BUFC, FA
Oxford	Redbridge Park and Ride extension and Oxpens coach park relocation	Oxford	County
Oxford	Pearlree Park and Ride extension/relocation	Oxford	County
South	Didcot Station Buildings and Platform capacity improvements including (Foxhall Car Park and Pedestrian Improvements)	Science Vale	Network Rail
South	Improvements to Cow Lane underpass to Didcot link town centre and northern developments	Science Vale	County and South
South	Station improvements at Culham – Provision of a car park, footpath into Culham Science Centre with a new accessible footbridge	Science Vale	County/ Network Rail / Train and station operator
South	Remodelling of Hitchcock Way and the roundabout on Lower Broadway	Science Vale UK	Oxfordshire County Council
Vale	Grove station	Science Vale UK	County/ Network Rail / Train and station operator
West	Eynsham Park and Ride	Oxford and Witney	County
West	A40 Improvements	Oxford and West	County
West	West End Link	Witney	County
Total: 12 Projects			

The lower order or longer term priorities that have outstanding funding requirements within Table 4d are outlined in more detail in Appendix 2.

The infrastructure list in table 4 reflects key requirements identified at the point of writing the plan. However, detailed assessments are being progressed for the Community Infrastructure Levy (CIL) and the Local Plans and the programmes for

each district are at different stages. Consequently the accuracy and completeness of infrastructure lists will be different for each district area. As CIL lists and Local Plans are progressed they will bring forward information to further

inform the total infrastructure requirements.

Table 4 concentrates on setting out the 'strategic infrastructure' needed to deliver growth, however there will be other elements of infrastructure which need to be delivered as part of developments, which may include:

- General expansion of Primary, Secondary, Special Schools and 6th Form
- Libraries
- Adult Learning
- Elderly Day Care places
- Fire Stations
- Early Intervention Centres
- Early Years
- Children's centres
- Museums
- Waste
- Extra Care Housing
- Care Homes
- Supported Housing
- Learning Disabilities Day Centres
- Rights of Way Registration Offices
- Highways Depot

Part 3:

Sustainable Development

Place making is a holistic approach to development in a locality. We have considered by locality what development is expected to take place, the infrastructure required to deliver it, and identified the various funding streams and agencies involved. The approach is based on the concept that aligning capital investment in key locations, and linking the capital investment with housing and economic and regeneration schemes, will produce more efficient strategies which better coordinate public and private spending within a place *and* create a more complete place.

Across Oxfordshire as a whole, the main locations for economic growth are Science Vale, Oxford and Bicester. Part of Science Vale UK has become an Enterprise Zone. The focus for housing development is on the main urban areas and reflects the economic pattern of growth, Didcot, Wantage and Grove, Oxford and Bicester. Bicester had been selected as one of the first four government-backed eco towns in the country, with a 5,000-home eco development at NW Bicester. The plan focuses in particular on infrastructure needed to secure the outcomes we are seeking for these three priority growth areas.

Banbury, in the north of the county and Witney and Carterton in west Oxfordshire also have important roles to play in providing for new housing and employment growth. A lot of new housing is however planned to be built in the other market towns and villages including the former RAF Upper Heyford. We have identified ten key localities that would benefit from a place making approach due to their future housing and economic growth:

- Abingdon and Faringdon
- Banbury
- Bicester and Upper Heyford
- Botley
- Oxford
- Science Vale UK including Didcot, Wantage, Grove, Harwell and Culham Science Centre
- Thame
- Wallingford
- West Oxfordshire strategic sites
- Rural housing sites across Cherwell, South Oxfordshire, Vale of White Horse and West Oxfordshire

The commentary and diagrams on the following pages aim to illustrate the essential linkages between economic, housing and regeneration and the

infrastructure to support it by location. Our hope is that all stakeholders can be persuaded to channel capital funds through our place making agenda.

Abingdon and Faringdon

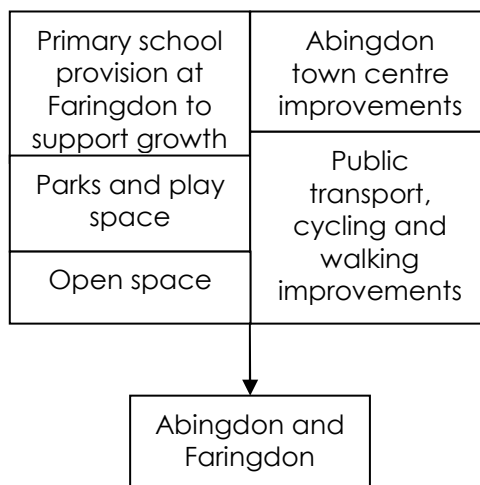
The area of Abingdon and Faringdon in the Vale of White Horse District has the capacity to deliver approximately 935 homes by 2016. Growth in this area is attributed to four housing led schemes. These include; Former Nursery and Cricket Ground Faringdon, South of Park Road and Coxwell House Faringdon, Old Gaol Abingdon, and two sites in Sutton Courtenay. There is no specific employment allocation at Abingdon. However, the Employment Land Review

has identified opportunities two existing sites by approximately 1.4ha. In addition it has identified additional capacity on existing sites in Faringdon of approximately 4.4 ha. The emerging Local Plan is also looking to allocate up to 4ha of employment land in Faringdon.

Three priority strategic infrastructure projects will be required in the short-term. This includes expansion of primary school provision at South of Park Road, Faringdon. Improvements to Abingdon town centre include plans for public realm and access improvements including re-provision of the healthcare and library.

		Timescale	Abingdon/Faringdon
DEVELOPMENT	Housing	Short term	935
		Medium term	476
		Long term	0
		Total	1,411
	Economic development	Short term	8.8ha
Medium term			
Long term			
Total		8.8 ha	
INFRASTRUCTURE	Abingdon town centre improvements including re-provision of Library and health centre	Underway	✓
	Public transport, cycling and walking improvements	Short to long term	✓
	Open space infrastructure to be developed as part of strategic allocations	Short to medium term	✓
	Parks and play space infrastructure to be developed as part of strategic allocations	Short to medium term	✓
	Primary school provision at Faringdon to support growth	Short to Medium term	✓

Infrastructure



Development Schemes

	Land east of Drayton Rd	Land r/o Coxwell Road, Faringdon	Former nursery and Cricket ground	South of Park Road, Faringdon
Short Term 2011-15	40 homes	35 homes	277 homes	80 homes
Medium Term 2016-20	120 homes	-	-	300 homes
Long Term 2021-30	-	-	-	-
Total	160 homes	35 homes	277 homes	380 homes

NB: This is not an exhaustive list. There may be other strategic infrastructure and partners involved

Banbury

Banbury is the most northern major town within Oxfordshire and has not only major catchments and linkages within Oxfordshire, but also across the county boundary with Northamptonshire and Warwickshire. It also has strong links to the surrounding rural areas. Banbury has a well defined local housing market area and economy with a distinct character. There is a focus on continued local growth and a strong emphasis on urban regeneration to tackle the cycle of deprivation and enhance the local economic and employment base.

Several priority growth schemes have been identified that will commence in

the short term. These include: Southam Road, West of Bretch Hill, North of Hanwell Fields and Bankside, which are residential led schemes, and Land West of M40 which is a strategic employment site.

These Banbury schemes have the capacity to deliver 55,565 m² of economic development and 500 new dwellings by 2016. The strategic infrastructure necessary to deliver these schemes includes Banbury Priority north-south vehicular corridor, Banbury Connect cycle bridge, a new primary school as part of Banbury Canalside and Bankside urban extension, and a new library in Banbury. The Banbury flood alleviation scheme is now complete.

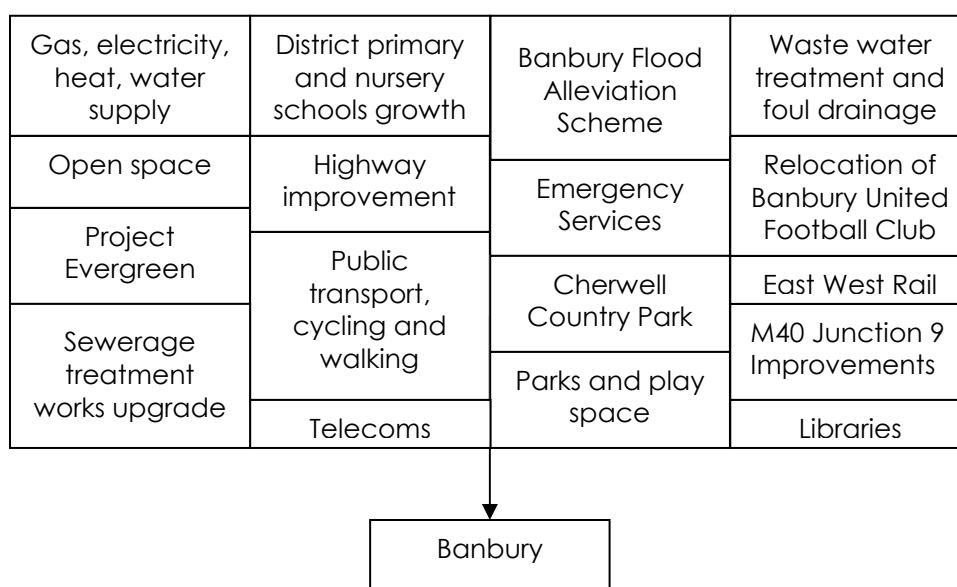
		Timescale	Banbury
DEVELOPMENT	Housing⁴	Short term	500
		Medium term	1,450
		Long term	1,992
		Total	3,942
	Economic development⁵	Short term	55,565m ²
		Medium term	115,197m ²
Long term		-	
Total		170,762m²	
INFRASTRUCTURE	M40 Junction 9 Improvements	Short term	✓
	East West Rail	Medium term	✓
	Project Evergreen	Short term	✓
	Banbury Station, car park and access improvements to access all models	Short to medium term	✓
	Public transport, cycling and walking	Short to long term	✓
	Highway improvement schemes focussing on the north-south corridor	Short to long term	✓
	District primary schools growth	Short to medium term	✓
	District nursery schools growth	Medium term	✓
	Relocation of Banbury United Football Club	Medium term	✓
	Open space infrastructure to be developed as part of strategic allocations	Short to long term	✓
	Parks and play space infrastructure to be developed as part of strategic allocations	Short to long term	✓
	Cherwell Country Park	Short to medium term	✓
	Libraries	Medium term	✓

⁴ The strategic schemes listed in the main document

⁵ Estimate of floor space (m²) on proposed employment site allocations in Proposed Submission Local Plan 2012.

	Timescale	Banbury
Emergency Services	Short to long term	✓
Gas, electricity, heat, water supply	Short to long term	✓
Waste water treatment and foul drainage	Short to long term	✓
Sewerage treatment works upgrade	Short to long term	✓
Telecoms	Short to long term	✓
Completion of Banbury Flood Alleviation Scheme	Short term	✓

Infrastructure



Development Schemes

	Southam Road	West of Bretch Hill	North of Hanwell Fields	Bankside	Canalside
Short Term 2011-16	150 homes	150 homes	150 homes	50 homes	-
Medium Term 2016-21	400 homes	250 homes	350 homes	400 homes	50 homes
Long Term 2021-30	50 homes	-	-	1,042 homes	900 homes
Total	600 homes	400 homes	500 homes	1,492 homes	950 homes

NB: This is not an exhaustive list. There may be other strategic infrastructure and partners involved

Bicester and Upper Heyford

Bicester has significant locational advantages with excellent road and rail connections to the Midlands, London and other economic hubs in South East England. The town is close to the M40 (London – Birmingham) and A34 (Midlands – Southampton) road corridors; and the A41 provides links to Aylesbury. There are excellent rail links to London which will be enhanced by the proposed Evergreen 3 Oxford – Marylebone link which could be opened in the latter half of 2013, and by East West Rail.

The Oxfordshire Local Enterprise Partnership priority for Bicester is to use the eco town proposal to act as the focus for delivering an international exemplar of sustainable development. This provides the opportunity for Bicester to reposition itself as a place where new communities are built to high environmental standards and where people across the town enjoy more sustainable lifestyles such as first rate public transport, excellent cycling and walking facilities and zero carbon technology

The key challenge facing Bicester is to develop the jobs and skills base of the town to achieve a better balance between housing and employment and reduce the need for people to commute out to work. In the short term securing planned improvements to Junction 9 and 10 of the M40 is seen as fundamental to unlocking employment sites – in particular the proposed Bicester Business Park.

Bicester is highly accessible and relatively unconstrained environmentally, making it the primary growth area within Cherwell District. Much of the future development in Bicester will be in proposed strategic extensions.

Bicester has been one of the Country Towns identified as a main focus of housing growth in successive structure plans. An increase in economic development and more new local jobs would now help improve its self containment and therefore its sustainability.

Within the period up to 2016, Bicester has the capacity to deliver 915 homes on the following strategic sites; NW Bicester Eco-town, Graven Hill, SW Bicester and SE Bicester. The redevelopment of the MOD site at Graven Hill, which will deliver 2,000 jobs and 1,900 homes overall in the period up until 2030, has a conditional resolution to approve. The MOD propose to rationalise their logistics site at nearby Arcott with an additional 200 jobs. In addition, 761 homes (net) are proposed at former RAF Upper Heyford, of which 150 are anticipated to be built within the period up to 2016.

The Bicester schemes represent a mix of economic development and housing led schemes, which aim to increase local employment, provide for more housing opportunities and reduce local commuting pressures. Employment schemes are proposed at Bicester Business Park, Bicester Gateway, North East Bicester Business Park and East Bicester.

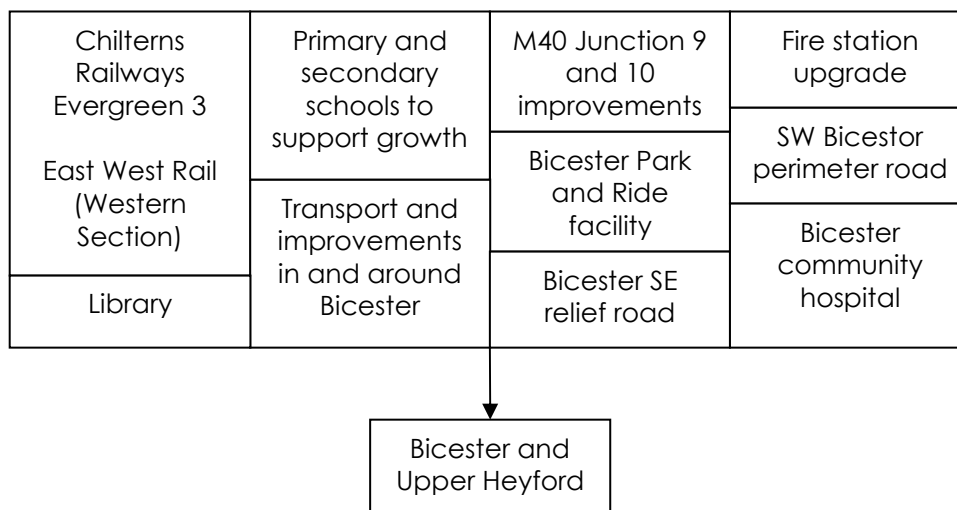
The strategic infrastructure necessary to deliver these priority projects include a mix of transport, education and community facilities. The transport infrastructure includes Bicester Peripheral Route Improvements, Bicester Park and Ride, M40 Junction 9 and Junction 10, Chiltern Railways/Evergreen 3 project and the first phase of the East West Rail project from Reading. Additional infrastructure includes new primary schools and secondary schools to support growth, a new library and an upgrade to the fire station at Bicester. . A new free school is proposed at Heyford.

		Timescale	Bicester
DEVELOPMENT	Housing⁶	Short term	915
		Medium term	2,525
		Long term	2,964
		Total	6,404
	Economic development⁷	Short term	-
		Medium term	2,900m ²
		Long term	310,065m ²
Total		323,965m²	
INFRASTRUCTURE	M40 Junction 9 and 10 Improvements	Short term	✓
	East West Rail	Medium term	✓
	Evergreen3 rail link from Oxford to London Marylebone	Short term	✓
	Travel Planning Initiatives	Short term	✓
	Electric Buses	Short term	✓
	Bicester Premium Bus Route	Short term	✓
	Remote Park and Ride at Bicester	Medium to Long term	✓
	Public transport, cycling and walking	Short to long term	✓
	Various highway improvement schemes	Short to long term	✓
	Zero carbon school at Bicester	Medium term	✓
	Bicester secondary schools growth	Short to Medium term	✓
	Bicester primary schools growth	Short to Medium term	✓
	Bicester community hospital	Short to long term	✓
	Bicester Civic Centre building	Short to medium term	✓
	Enhanced community facilities provision at North West and South West Bicester	Short to medium term	✓
	Open space infrastructure to be developed as part of strategic allocations	Short to long term	✓
	Parks and play space infrastructure to be developed as part of strategic allocations	Short to long term	✓
	Waste management and disposal	Short to long term	✓
	Libraries	Medium term	✓
	Cemeteries	Medium term	✓
	Emergency Services	Short to long term	✓
	CHP	Medium to long term	✓
	Gas, electricity, heat, water supply	Short to long term	✓
	Waste water treatment and foul drainage	Short to long term	✓
	Sewerage treatment works upgrade	Short to long term	✓
	Anaerobic Digester Plan as part of NW Bicester	Medium to Long Term	✓

⁶ The strategic schemes listed in the main document

⁷ Estimate of floorspace (m²) on proposed employment site allocations in Proposed Submission Local Plan 2012.

Infrastructure



Development Schemes

	NW Bicester ↓	Graven Hill ↓	SW Bicester ↓	Gavray Drive ↓
Short Term 2011-16	70 homes	150 homes	570 homes	125 homes
Medium Term 2016-21	700 homes	700 homes	750 homes	375 homes
Long Term 2021-30	1,074 homes	1,050 homes	840 homes	-
Total	1,844 homes	1,900 homes	2,160 homes	500 homes

NB: This is not an exhaustive list. There may be other strategic infrastructure and partners involved

Botley

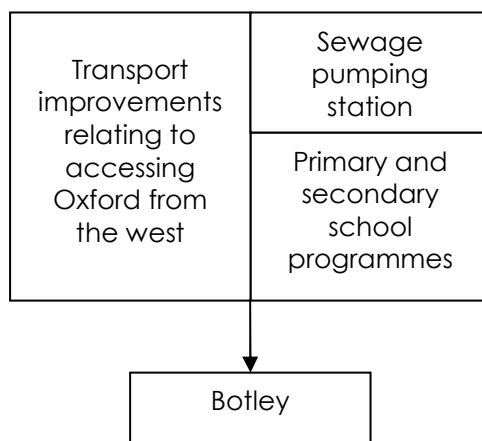
Botley is located in the Vale of White Horse, to the west of Oxford. There are important economic development, housing and infrastructure linkages between Botley and Oxford.

The infrastructure that has been identified to deliver these housing schemes include primary and secondary school programmes and various transport improvements as they relate to accessing to Oxford from the west.

Three priority schemes have been identified in Botley. These schemes include Lime Road, Tilbury Lane and Timbnet. Together these housing led schemes have the capacity to deliver a total of 501 homes in the years up to 2016 and a total of 621 homes in the period up to 2030.

		Timescale	Botley
DEVELOP- MENT	Housing	Short term	501
		Medium term	120
		Long term	0
		Total	621
INFRASTRUCTURE	Sewage pumping station	Complete	✓
	Primary and secondary school programmes	Short term	✓
	Transport improvements as they relate to accessing to Oxford from the west	Short to medium term	✓

Infrastructure



Development Schemes

	Timbmet, Cumnor Hill	Tilbury Lane, Botley	Lime Road, Botley
	↓	↓	↓
Short Term 2011-15	192 homes	100 homes	96 homes
Medium Term 2016-20	-	50 homes	40 homes
Long Term 2021-30	-	-	-
Total	192 homes	150 homes	136 homes

NB: This is not an exhaustive list. There may be other strategic infrastructure and partners involved

Oxford

Oxford is the city at the heart of the Oxfordshire sub-region, and acts as the centre of economic activity and transport services serving the needs of the wider region. The Oxfordshire Local Enterprise Partnership priority for Oxford is to continue to invest in supporting the work that already makes Oxford a world – class centre of education, research and innovation. Oxford has strategic importance in the delivering of economic growth, homes including affordable homes and regeneration.

Eight priority short term deliverable growth schemes have been identified in Oxford. Oxford West End renaissance and the Northern Gateway site have the capacity to provide significant floor space and economic opportunities which will enhance the Oxfordshire economy.

In the short term (by 2016) Oxford has the capacity to deliver 3,262 homes. This includes housing schemes at Barton, Blackbird and Greater Leys, Oxford West End, Northern Gateway and small and medium housing sites throughout Oxford.

Oxford's adopted Regeneration Framework sets out an action plan to tackle not just the physical, but also social and economic activities necessary to deliver regeneration, and seeks to break the cycle of deprivation. There are regeneration schemes to address five areas in Oxford; Barton, Northway, The Leys, Rose Hill and Wood Farm. In addition, there are a variety of projects aimed at tackling Homelessness.

Thirteen pieces of strategic infrastructure have been identified to deliver the priority housing, economic development and regeneration schemes:

- Chiltern Railway's Evergreen 3 proposal (which will deliver the first part of East West Rail);
- Thornhill Park and Ride expansion;
- the extension/relocation of Pear Tree Park and Ride;
- and the extension of Redbridge Park and Ride with the relocation of Oxpens coach park;
- Oxford station enhancement and improvements to Frideswide Square;
- the northern and southern approaches to the city have been identified as strategic transport infrastructure;
- a package of transport improvements in the 'Eastern Arc';
- New primary schools capacity to support growth has been identified to serve development at Barton, the Leys and the West End, plus expansion of secondary schools;
- The Oxford Flood Alleviation Scheme;
- the relocation of Emergency Services to the Northern Gateway site;
- the new swimming pool at the Leys;
- implementing a city-wide Cycling Strategy; and
- low carbon scheme infrastructure.

		Timescale	City Centre and the West End	Economic areas and the Leys	Cowley Road	Headington, Barton and the hospitals	Summertown and Northern Gateway
DEVELOPMENT	Housing	Short term	444	1182	271	696	669
		Medium term	187	300	70	865	-
		Long term ⁸	115	160	80	40	305
		Total	746	1,642	421	1,601	974
	Economic development ⁹	Short term	42,300m ²	43,300m ²	2,100m ²	17,500m ²	10,000m ²
		Medium term	20,000m ²	149,100m ²	-	64,400m ²	45,000m ²
		Long term	-	-	-	20,000m ²	25,000m ²
Total		62,300m²	192,400 m²	2,100 m²	101,900m²	80,000m²	
INFRASTRUCTURE	Rose Hill multi-functional community facility	Short term		✓			
	Barton Community Hub	Short term				✓	
	Cowley Community Centre	Short term		✓			
	Northway Community Centre	Short term				✓	
	Blackbird Leys Swimming Pool	Short term		✓	✓		
	Sports Pavilions	To be determined	✓	✓	✓	✓	✓
	West End District Heating System	Short term	✓				
	Low carbon Scheme Infrastructure	Short term	✓	✓	✓	✓	✓
	West End Public Realm improvements	Short term	✓				
	Combined Direct Services Depot	Short term	✓	✓	✓	✓	✓

⁸ Long term forecast include windfalls dwellings at 100 dwellings per year

⁹ Forecast based on estimate of floor space in m²

		Timescale	City Centre and the West End	Economic areas and the Leys	Cowley Road	Headington, Barton and the hospitals	Summertown and Northern Gateway
	New Emergency Services at Northern Gateway	Medium term	✓	✓	✓	✓	✓
	Implementing City-wide Cycling Strategy	Short to Medium term	✓	✓	✓	✓	✓
	Improvements to City-wide Pedestrian Routes	Short to Medium term	✓	✓	✓	✓	✓
	Jackdaw Lane Pedestrian and Cycle Bridges¹⁰	Medium term	✓		✓		
	Oxpens Pedestrian and Cycle Bridges¹¹	Medium term	✓				
	Oxford Retail Park junction improvements	Short term		✓			
	Chiltern Railways Evergreen 3	Short term	✓	✓	✓	✓	✓
	Oxford Rail Station improvements	Short term	✓	✓	✓	✓	✓
	Thornhill Park and Ride expansion	Short term	✓			✓	
	Redbridge Park and Ride improvements and tourist coach parking	Medium term	✓		✓		
	Peartree Park and Ride improvements / relocation	Medium term	✓				✓
	Northern Approaches improvements	Short to Medium term					✓

¹⁰ Part of package of measures on City-wide Cycling Strategy

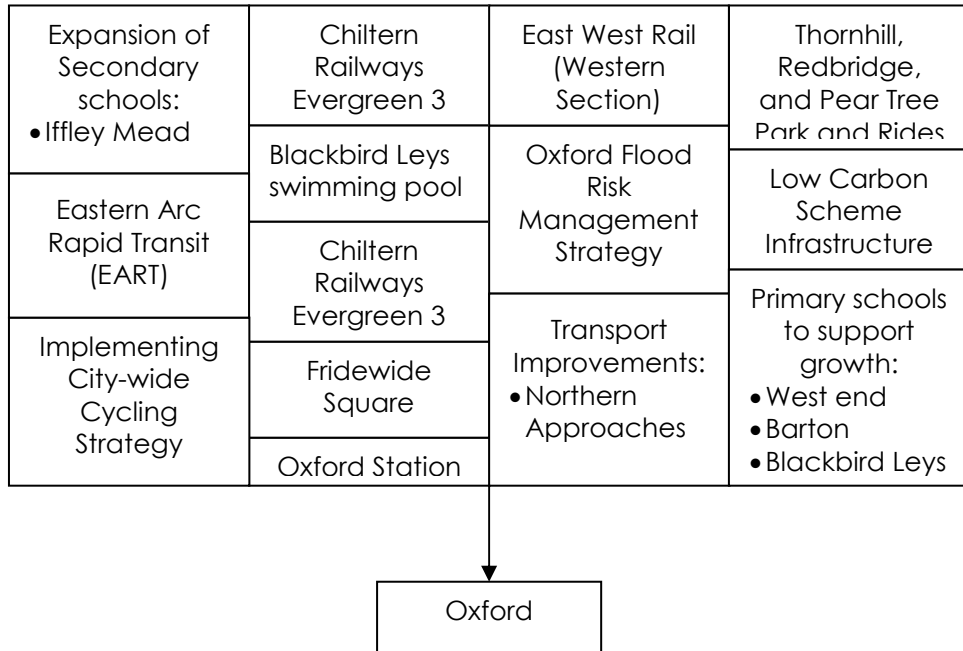
¹¹ Part of package of measures on City-wide Cycling Strategy

		Timescale	City Centre and the West End	Economic areas and the Leys	Cowley Road	Headington, Barton and the hospitals	Summertown and Northern Gateway
	Southern Approaches improvements	Short ¹² and Medium term ¹³	✓	✓	✓	✓	✓
	Eastern Arc Transport Package	Medium term		✓		✓	✓
	Controlled Parking Zones extension	Short term	✓	✓	✓	✓	✓
	Frideswide Square improvements	Short term	✓				
	Primary Schools growth	Short term	✓	✓	✓	✓	✓
	Secondary Schools growth	Short term	✓	✓	✓	✓	✓
	Primary Healthcare provision to meet population growth	To be determined	✓	✓	✓	✓	✓
	Oxford Flood Defence Measures	Short term	✓	✓			✓

¹² Kennington Junction

¹³ Hinksey Hill Junction and Littlemore Junction

Infrastructure



NB: This is not an exhaustive list. There may be other strategic infrastructure and partners involved

Development Schemes

	Small / Medium / Windfall Housing Sites	Oxford West End Renaissance	Barton (Barton and Northway Estates)	Blackbird / Greater Leys	Northern Gateway	Churchill Hospital site	Oxford Business Park	Oxford Science Park
Short Term 2011-16	2,210 homes 2,300m ²	588 homes 35,000 m ²	275 homes 500 m ²	208 homes	200 homes 10,000 m ²	28,200 m ²	27,750 m ²	21,490 m ²
Medium Term 2016-21	226 homes 5,000m ²		725 homes	300 homes 4,000m ²	45,000 m ²	-	13,880 m ²	10,750 m ²
Long Term 2021-30	700 homes 5000m ²	172 homes	-	-	25,000 m ²	-	-	-
Total	3,136 homes 12,300 m ²	760 homes 35,000 m ²	1,000 homes	508 homes 4,000m ²	200 homes 80,000 m ²	28,200 m ²	41,630 m ²	32,240 m ²

NB: This is not an exhaustive list. There may be other strategic infrastructure and partners involved.

Science Vale UK

Science Vale UK is the name that the partners have adopted for the southern Oxfordshire area which includes the strategic employment sites of Harwell Oxford, Culham Science Centre and Milton Park. It includes a world class concentration of cutting edge research and science and technology businesses that is unrivalled anywhere in the UK. The area is important to the national economy (the Government invested £40m in 2010 at Harwell for a new international space centre and in the 2011 budget Harwell was one of four centres to share £100m for new science facilities).

The Oxfordshire Local Enterprise Partnership priority for Science Vale is to build on its designation as a national science and innovation campus to become the National Centre of Excellence for Science and Innovation.

By 2030 the ambition is that Science Vale will:

- be recognised around the world as a centre for science, innovation and enterprise
- have created an additional 16,000 jobs, principally at the main employment centres of Harwell, Culham and Milton Park with significant medium to longer term potential for 1,500-4,000 jobs on land currently home to Didcot power station
- have improved accessibility and connectivity within and between the main locations, with an emphasis on improved public transport and facilities for walking and cycling, and on enhancing east-west movement to connect new jobs and homes.
- see more than 14,000 new homes built across Science Vale UK.

Didcot

Didcot is at the centre of Science Vale UK. It is one of Oxfordshire's two New Growth Point areas and will deliver approximately 5,837 new homes by 2030. The provision of affordable housing and development of a thriving town centre at Didcot is central to the planned employment growth of the science parks in Science Vale UK, one of which falls within the town at Milton Park. A further phase of town centre retail and leisure development is underway. This town centre development is estimated to create more than 1,000 new jobs.

Didcot development area straddles the district boundary of South Oxfordshire and Vale of White Horse and for a number of years cross boundary collaboration has enabled the delivery of this housing growth.

Five housing led schemes have been identified as priorities. These schemes have the capacity to deliver 1,248 homes in the period up to 2016. They include Great Western Park (South), Great Western Park (Vale), Valley Park (West of Great Western park) (Vale), Ladygrove East (South), Vauxhall Barracks (South), Orchard Centre Phase 2 (South) and Didcot North East Urban Extension (South). Housing proposals are also being prepared for the 'island site' opposite Didcot station. It is also proposed that the redevelopment of the site will include a hotel, enhancing Didcot's role as a hub for business activity.

Didcot Parkway Station Interchange, Didcot Parkway Foxhall Car Park and Pedestrian Improvement and Didcot Parkway Station Building and Platform Capacity Improvement will also enhance Didcot's role as a major transport hub.

Milton Park is located at Didcot and is one of the largest business parks in Europe and is a cluster of knowledge

based businesses. It covers 77 ha of land and has 340,000 m² of floor space, employing more than 6,500 people. Within this 28 ha of land has been designated as part of the Enterprise Zone and a Local Development Order is in place.

In addition, Didcot A power station is due to close by 2016, releasing around 50 hectares of land north east of Didcot town (in Vale) including a functioning rail head. Planning for the future re-use of this site is at an early stage, but suggests potential for at least 150,000 m² (footprint) of predominantly employment uses in the medium to longer term, and scope for 1,500-4,000 jobs depending on final use. Didcot B power station will remain operation and additional land is reserved for potential expansion of power generation on-site.

As well as existing sites the area attracts large scale speculative applications due to the large demand for businesses to locate in the area. For example, an application for redevelopment of a site next to the Didcot A site of 23.5ha is in its early stages. The proposal is to create a distribution centre with approximately 93,000m² of floor area, which will provide employment for between 1,500 and 2,000 people with mixed skills.

Wantage, Grove and Harwell

Wantage, Grove and Harwell form the western boundary for the Science Vale UK. Wantage and Grove will deliver major housing development to support the expansion of employment in the Science Vale area including at Harwell. The Local Plan already allocates Grove Airfield for 2,500 homes and the emerging Local Plan is proposing to allocate up to 1,500 homes north-east of Wantage, up to 750 homes north of Grove and up to 400 homes at Harwell.

Harwell Oxford is set on a campus of nearly 300 hectares. The campus

employs around 4,500 people in around 150 organisations. It is home to some of the world's leading science research facilities, for example, Diamond the national synchrotron¹⁴, UK Atomic Energy Authority, Rutherford Appleton Laboratory¹⁵, European Space Agency¹⁶, Science and Technology Facilities Council and ISIS at Rutherford Appleton and the Medical Research Council (MRC)¹⁷. The EZ proposals at Harwell Oxford include 64 hectares of additional employment development that will build on the prestige of these organisations and the existing business base. There are many proposals for B1 uses on the campus indicating that demand for accommodation there remains buoyant.

Harwell Oxford has 64 hectares of land earmarked for business-led development as part of the Enterprise Zone bid. There is a further 15 ha of land identified for residential uses. An additional 24 ha of land could be used for business development in the period to 2020. An additional 100 ha has been ear marked for a mix of science, business and residential development from 2020 onwards.

In addition there is likely to be 6 ha of additional employment land adjoining the Williams F1 site. This is likely to be equivalent to 600 new jobs. Grove Technology Park is proposed to develop an additional 5.4ha of employment land, which is approximately 3,000 new jobs.

Culham Science Centre

Also within the Science Vale UK area is Culham Science Centre. Culham is of international importance as a leading fusion research and technology centre. The site already supports 2000 jobs with development plans being progressed to create a further 1000 jobs in the short

¹⁴ www.diamond.ac.uk/

¹⁵ www.isis.stfc.ac.uk/about-isis/aboutisis.html

¹⁶ www.esa.int/esaCP/

¹⁷ www.har.mrc.ac.uk/

term. The site is home to Culham Centre of Fusion Energy (CCFE) which includes the Joint European Torus fusion facility and the UK's premier fusion research programme MAST¹⁸.

Improvements at Culham Station will enhance sustainable access to the Culham Science Centre. Improvements required are the provision of a car park and footpath into Culham Science Centre, with a new accessible footbridge.

Infrastructure

The employment and housing growth in this area are interdependent. They are both needed in order to deliver economic growth in Science Vale UK.

Science Vale UK is strategically well located. By road it is very close to the A34, which provides further links to the M40 and M4, and is only about 60 minutes from Heathrow Airport. By rail, Didcot Station is served by frequent trains from London Paddington to the West and to Oxford. The journey to Paddington is only 45 minutes and the line is to be electrified shortly.

Whilst this is a strength, there are clear weaknesses. In particular;

- the A34 is close to capacity and prone to congestion and junction queuing;
- rail links to the south and to the north beyond Oxford are poor;
- the local pattern of roads provides inadequate linkages to Harwell Oxford, and between the two EZ sites and the housing growth sites;
- as well as adding to journey times this puts local villages, especially Harwell, at risk of unacceptable through traffic; and

- provision for commuting by public transport and cycle is poor – especially to Harwell Oxford.

All these problems will be exacerbated by the projected growth in the Science Vale UK area. Without significant new infrastructure, they will become progressively more severe and be a major barrier to the economic success of the area. There is a risk not just of unacceptable congestion, but of the Highways Agency objecting to the growth happening at all because of the potential impact on the A34.

Each of the areas which form Science Vale UK have specific infrastructure needs but the over-arching infrastructure requirements for the whole of the Science Vale UK area is the Science Vale UK integrated transport package. This is essential to the delivery of new housing and economic development is the strategic infrastructure necessary to support these schemes.

Additionally, new primary and secondary schools to support growth have been identified as well as a new sport and leisure centre and a new library. Plans are being developed for a science-based learning park at Didcot to service the needs of growth businesses and to meet further education demands within Science Vale UK.

Due to recent economic conditions and reduction in funding sources there is not a confirmed funding source for this strategic infrastructure. Without investment into the schemes the growth in the Science Vale UK area would be unsustainable and would be put at risk. If a solution for the delivery of this strategic infrastructure in a sustainable way cannot be found, then the principle of this level of growth would have to be reviewed.

Infrastructure improvements will address many of the economic challenges in the

¹⁸ www.ccfef.ac.uk/

Science Vale area and will enable the key employment sites and associated housing sites to be fully developed, contribute to the future economic success of the area.

The Science Vale UK growth strategy is of international importance due to the nature of the science and technology businesses and organisations in this area, which are expected to invest here in the future. Internationally renowned large science facilities such as Diamond and

ISIS are located within Science Vale UK. It currently provides 4% of England's research and development employment. However, Science Vale UK is competing internationally for science and technology inward investment. Access to markets, customers and clients is the most important factor in locating a business. Therefore, if the transport improvements are not secured this may result in these businesses being lost.

		Timescale	Didcot	Wantage and Grove	Harwell and Milton	Culham Science Centre
DEVELOPMENT	Housing	Short term	1,248	623	312	0
		Medium term	2,098	1,784	1,582	0
		Long term	2,491	3,031	1,500	0
		Total	5,837	5,438	3,394	0
	Economic development	Short term	29ha	11.4ha	113ha	5.3ha
		Medium term				
		Long term				
Total	29ha	11.4ha	113ha	5.3ha		
INFRASTRUCTURE	Accessing Science Vale UK transport package	Short to long term	✓	✓	✓	✓
	Didcot Northern Perimeter Road phase 3	Short to medium term	✓			
	Didcot Parkway Station interchange	Underway	✓			
	Didcot Parkway Station buildings and platform capacity improvements	Short to medium term	✓			
	Cow Lane underpass improvements, Didcot	Short to medium term	✓			
	Realignment of Hitchcock Way and roundabout improvements	Short to medium term	✓			
	Science Vale UK Learning Park, Didcot	Medium to long term	✓			

		Timescale	Didcot	Wantage and Grove	Harwell and Milton	Culham Science Centre
	Science Vale UK high speed broadband access	Short term	✓		✓	✓
	Didcot Town Centre Phase 2 redevelopment including community hub and library	Short to medium term	✓			
	Leisure Centre at Didcot	Short to medium term	✓			
	Primary and Secondary Schools to support growth	Short to long term	✓	✓	✓	
	Wantage Eastern Link Road	Short to medium term		✓		
	Road link north of Grove	Short to medium term		✓		
	Library at Grove	Medium to long term		✓		
	Grove Station	Long term		✓		
	Culham station improvements	Medium to long term				✓

Infrastructure

Accessing Science Vale UK transport package	Didcot town centre phase 2 development including community hub and library	Leisure centre, Didcot	Primary and secondary schools to support growth
Didcot northern perimeter road phase 3			Didcot Parkway Station buildings and platform capacity improvements
Wantage Eastern Link Road	Didcot Parkway station interchange	Cow Lane underpass improvements, Didcot	
Library at Grove	Road link north of Grove		Grove Station

↓

Science Vale UK, including: Didcot, Wantage, Grove, Harwell and Culham
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Development Schemes

	Didcot (South and Vale)	Wantage and Grove (Vale)	Harwell and Milton (Vale)	Culham Science Centre (South)
Short Term 2011-15	1,248 homes	623 homes	312 homes	
Medium Term 2016-20	2,098 homes	1,784 homes	1,582 homes	5.3ha
Long Term 2021-30	2,491 homes	3,031 homes	1,500 homes	
Total	5,837 homes 29ha	5,438 homes 11.4ha	3,394 homes 113ha	5.3ha

NB: This is not an exhaustive list. There may be other strategic infrastructure and partners involved

Thame

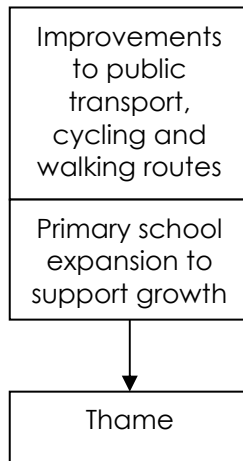
The Thame area has the capacity to provide 885 homes by 2030. This expansion is attributed to three housing led schemes; extension to Thame through the Neighbourhood Plan, the redevelopment of Thame United Football Club, and redevelopment of Memec.

Thame will have 2ha of new employment land and additional growth of retail uses in the town centre will be encouraged.

Four strategic pieces of infrastructure have been identified to ensure a holistic development within the town. This includes a new primary school, secondary education provision; a youth support centre and a new fire station.

		Timescale	Thame
DEVELOPMENT	Housing	Short term	488
		Medium term	397
		Long term	0
		Total	885
DEVELOPMENT	Economic development	Short term	2ha
		Medium term	
		Long term	
		Total	2ha
INFRASTRUCTURE	Public transport, cycling and walking improvements	Short to long term	✓
		Primary school provision to support growth	Short to Medium term

Infrastructure



Development Schemes

	Thame Neighbourhood Plan sites ↓	Thame United Football Club ↓	Memec redevelopment ↓
Short Term 2011-15	354 homes	99 homes	35 homes
Medium Term 2016-20	390 homes	-	-
Long Term 2021-30	31 homes	-	-
Total	775 homes	99 homes	35 homes

NB: This is not an exhaustive list. There may be other strategic infrastructure and partners involved

Wallingford

The area comprising Wallingford in South Oxfordshire has the capacity to deliver a total of 698 homes by 2030. The priority housing scheme identified is the greenfield extension to Wallingford made through the Local Plan.

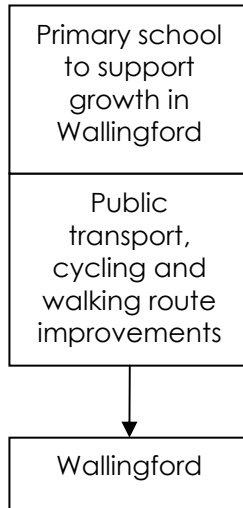
Coupled with this housing led scheme new primary and secondary school

improvements have been identified as strategic pieces of infrastructure. In addition there is an ambition to replace the fire station with a new facility at Wallingford.

Wallingford will have 2ha of new employment land and additional growth of retail uses in the town centre will be encouraged.

		Timescale	Wallingford
DEVELOPMENT	Housing	Short term	126
		Medium term	407
		Long term	165
		Total	698
	Economic development	Short term	2ha
Medium term			
Long term			
Total		2ha	
INFRASTRUCTURE	Public transport, cycling and walking improvements	Short to long term	✓
	Primary school provision to support growth	Short to Medium term	✓

Infrastructure



Development Schemes

Land to the west of Wallingford

↓

Short Term 2011-15	40 homes
Medium Term 2016-20	350 homes
Long Term 2021-30	165 homes
Total	555 homes 2ha

NB: This is not an exhaustive list. There may be other strategic infrastructure and partners involved

West Oxfordshire strategic sites

Significant growth is anticipated at Witney and Carterton. Some growth is also expected to come forward through various small and medium market town schemes.

Witney is the largest town in West Oxfordshire and has seen considerable expansion over the last 20 years. Further growth will come forward primarily through a strategic allocation of 1,000 dwellings at the West Witney/North Curbridge SDA. Around 300 of these will be provided in the period up to 2016. The West Oxfordshire Draft Local Plan (October 2012) identifies a further strategic allocation of 300 dwellings at East Witney.

Carterton is the second largest town in West Oxfordshire and has seen recent growth through the Shilton Park development. 200 new homes will be provided at north Carterton through the final element of the Shilton Park scheme

for which resolution to grant permission has been agreed subject to a Section 106 legal agreement. These 200 homes are expected to be delivered by 2016.

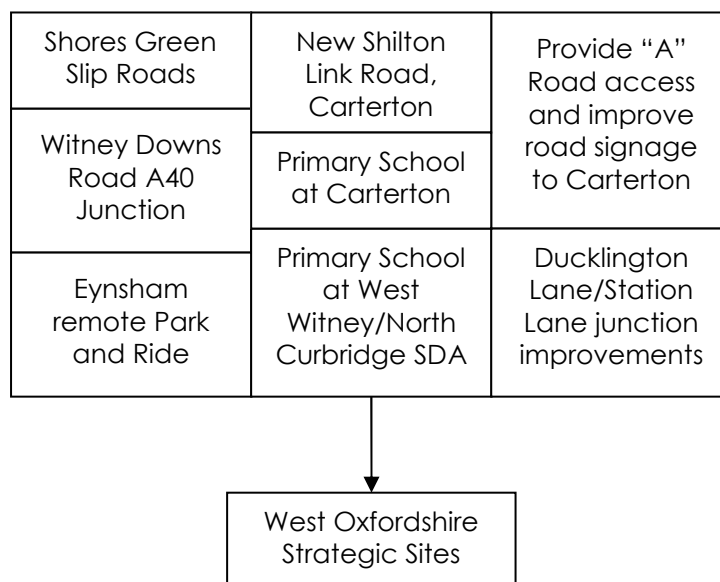
A further 1,100 dwellings will be provided at Carterton. This will be achieved through two strategic allocations including land at East Carterton (700) and land at REEMA North/Central (400). Around 300 of these are expected to be delivered in the period up to 2016.

It is anticipated that a further 2,000 dwellings will be provided through various small and medium market town schemes. 500 of these are expected to be delivered by 2016.

The strategic infrastructure required to support these schemes includes the Witney Downs Road A40 junction, Shores Green Slip Roads, improvements around Ducklington Lane/Station Lane, new Shilton Road link, Carterton, the provision of A-road access to Carterton, remote park and ride at Eynsham and new primary schools at Witney and Carterton.

		Timescale	Carterton Expansion	North Carterton	West Witney/and East Witney SDA	Market Town Schemes
DEVELOPMENT	Housing	Short term	300	200	300	500
		Medium term	400	-	1,000	500
		Long term	400	-	-	1,000
		Total	1,100	200	1,300	2,000
	Economic development	Short term	-	-	2.5 ha	-
		Medium term	-	-	7.5 ha	-
		Long term	-	-	-	-
		Total	-	-	10 ha	-
INFRASTRUCTURE	Shores Green Slip Roads	Short term			✓	✓
	Ducklington Lane/Station Lane junction improvements	Short term			✓	✓
	Witney Downs Road A40 Junction, Witney	Short term			✓	✓
	New Shilton Road Link, Carterton	Short term	✓	✓		
	Provide "A" Road access to Carterton and improve road signage to Carterton	Medium term	✓	✓		
	Eynsham remote Park and Ride	Medium term			✓	✓
	Primary School at West Witney/North Curbridge SDA	Short term			✓	
	Primary School at Carterton	Short term	✓			

Infrastructure



Development Schemes

	Carterton Expansion, Carterton	North Carterton	East Witney SDA	West Witney/ North Curbridge SDA	Market Town Schemes
Short Term 2011-16	300 homes	200 homes	-	300 homes 2.5ha	500 homes
Medium Term 2016-21	400 homes	-	300 homes	700 homes 7.5ha	500 homes
Long Term 2021-30	400 homes	-	-	-	1,000 homes
Total	1,100 homes	200 homes	300 homes	1,000 homes 10ha	2,000 homes

NB: This is not an exhaustive list. There may be other strategic infrastructure and partners involved

Rural Housing

Almost half (49%) of the population of Oxfordshire live in rural settlements, making Oxfordshire the most rural county in the South East region. The Oxfordshire Rural Housing Strategy (RHS) recognises 450 rural settlements in Oxfordshire, which accounts approximately for 19% of the rural settlements in the region.

While house prices vary significantly across Oxfordshire, there is strong evidence of high prices in many rural parishes and affordability is a key concern. The supply of affordable housing in rural areas is limited due to the fact that the total number of properties coming forward is limited. As a result, there is a lack of accommodation for newly forming households wishing to live in rural settlements and many young people are leaving rural areas.

Many small villages are becoming increasingly exclusive communities of the retired and wealthy commuters. The loss of services, schools and shops in rural areas contributes to longer commute times and places a toll on the local economy. For this reason Oxfordshire County Council's primary Strategy for Change reaffirms its commitment to keeping local schools. There are no proposals for the closure of rural primary schools.

The aim is to promote sustainable communities in the rural areas of Oxfordshire, prevent the decline of local services and enhance community life. The importance of market towns in the role of delivering sustainable, thriving local communities is recognised.

The population of Oxfordshire is getting older and the 65 year and older population is expected to grow. This growth is substantial in the rural districts and will have implications for the type of housing that is required and for the services that will be needed. It will be

critical to ensure that appropriate housing and support are available for the elderly in rural areas, to enable them to remain independent and/or live in homely environments in the community, for as long as possible.

Cherwell, South Oxfordshire, Vale of White Horse and West Oxfordshire have identified rural housing schemes. Taken together, the schemes in these four districts are expected to deliver over 1,500 homes within the period up to 2016.

Because these schemes are not site specific it is difficult to identify the specific strategic infrastructure to deliver these rural schemes. While generally speaking existing transportation and education infrastructure would be utilised, the strategic infrastructure would be re-examined as the development programme progresses and the Local Plans are finalised.

Part 4:

Next steps - Delivering the LIP

The Plan is necessarily a living document. That is why the SPIP is refreshing 18 months on and will continue to review it to ensure it reflects the evolution both of the five Local Plans and other local strategies as well as the national framework. The SPIP will also need to review the extent to which short-term housing and infrastructure plans are delivered in light of continuing market difficulties.

Informing Oxfordshire Programmes

The LIP will be used to inform work in the following areas.

LEP and SPIP

There is a close working cooperation between the SPIP and the LEP such that the LIP influences the economic development policies and actions of the LEP and its Business Plan has informed the LIP.

The LIP is vital in informing SPIP members' individual and collective thinking on the infrastructure required through S106 agreements, the Community Infrastructure Levy, other mechanisms for obtaining contributions from developments and other related grants such as the New Homes Bonus, in the future.

Local Plans

Each District has the responsibility to produce a development plan documents to guide the future spatial planning of their district, which is known as the Local Plan. The LIP sets out a shared vision and identifies strategic objectives for Oxfordshire, which the five Local Plans will help deliver.

Duty to cooperate

The LIP is considered to be a useful framework against which to develop the new duty to cooperate on planning issues that cross administrative boundaries, introduced in the Localism Act and National Planning Policy Framework (NPPF). The NPPF explains that the Government expects those involved in this joint working on strategic priorities should consider producing joint planning policies on strategic matters and informal strategies such as joint infrastructure and investment plans.

Community Infrastructure Levy

The LIP is vital in informing SPIP members' individual and collective thinking on the

transition from Section 106 agreements to the new Community Infrastructure Levy (CIL).

SPIP has agreed to use the Local Investment Plan (LIP) as a basis for provision of advice to the Local Planning Authorities on development related infrastructure needs for local government functions, particularly County Council services; and development related Infrastructure needs for other providers. This will inform Local Planning Authority decisions on infrastructure planning in their Local Plan and on the possible introduction of CIL or other mechanisms for obtaining contributions from developments.

Sustainable development

Place making looks at how a 'whole area' approach to public services and investments can lead to better outcomes. It seeks to identify and avoid overlap and duplication between organisations delivering a step change in both service improvement and efficiency at the local level. Through the LIP we have started to apply our Place Making approach to twelve locations across Oxfordshire. This has the potential to be developed into a more formal approach, which could be beneficial in delivering the housing, economic development, and regeneration schemes in Oxfordshire (6 local authorities, LEP, Health and Well being Board).

As a base for bidding for grants

The Local Investment Plan is the shared visions for growth for the Local Authorities in Oxfordshire and key partners such as the Local Enterprise Partnership, the Highways agency, the PCT etc

The LIP is also vital in informing SPIP members' individual and collective thinking on the infrastructure required

through S106 agreements, the Community Infrastructure Levy, other mechanisms for obtaining contributions from developments and other related grants such as the New Homes Bonus, in the future.

The LIP's overview of the public sector investment required to deliver affordable housing and infrastructure will provide a robust foundation for discussion with other national agencies around how they might best support local development aspirations.

Monitoring

The success of any plan is to monitor its impact which, in turn, leads to assessing when and to what degree the document needs to be reviewed. There is already a responsibility on each local authority to monitor issues relating to housing delivery, number of new affordable homes, and economic floor space through the Local Plan related Annual Monitoring Report. SPIP will use this information, as well as other contextual information, to assess the success of the LIP as part of this established cycle.

Reviewing

The LIP is a living document, and the SPIP will have the opportunity to review, and if necessary update this document to reflect changing circumstances. At the same time this needs to have a sufficiently long "shelf life" so that key partners can rely on its content to inform their investment decisions. It is anticipated that the LIP will be reviewed, and if necessary updated, every 18 months

Formal Adoption

The Local Authorities formally sign up to the contents of this Local Investment Plan.

We are clear that the success of this LIP lies in the actions of ourselves and all our partners and that we seek to work together to deliver the growth in

Councillor Barry Wood

Leader, Cherwell District Council

Councillor Bob Price

Leader, Oxford City Council

Councillor Ian Hudspeth

Leader, Oxfordshire County Council

Councillor Ann Ducker

Leader, South Oxfordshire District Council

Councillor Matthew Barber

Leader, Vale of White Horse District Council

Councillor Barry Norton

Leader, West Oxfordshire District Council

Oxfordshire which we have outlined in this document.

On behalf of our individual organisations, working together within the Oxfordshire Strategic Planning and Infrastructure Partnership, we formally adopt this document.

The LIP will be held by SPIP. It will be publicly accessible through the Oxfordshire Partnership website.

Appendix 1: Summary Table of Priority Projects in Table 4c

PRIORITY PROJECTS	Description	Jobs	Housing	Employment floor space (m ²)	Construction jobs ¹⁹	Estimated cost	Money secured	Value for Money -Cost per job ²⁰	Value for Money -Cost per home	What will happen if the project is not funded?	ADDITIONAL INFORMATION					
											Details of relevant work that has been completed to date or in progress.	Cost of that completed work if known	Details of all preparatory / development work required for each project to get them ready for delivery	Approximate cost of that preparatory work	Approximate timeframe needed for the completion of that preparatory work	Estimated commencement and completion date for each project
Wantage Eastern Link Road	Link Road from A338 (at Mably Way) to the A417 near Home Mead Farm. This will act as a perimeter road for Wantage to take traffic of the town centre routes and facilitate easier, quicker movement towards Harwell Oxford and Milton Park to the east. It will also act as a perimeter road for the Crab Hill development. Will seek contribution from housing developers across the Wantage and Grove area.	3,000 Grove Technology Park, plus will help improve movement for access to the other 19,000 jobs within Science Vale UK area	4,900	21,600 Grove Technology Park and 24,000 at site adjacent to Williams F1	10,113	£12.5m	Part of this road is needed to access the development at Wantage (Crab Hill). Overall approximately half will be funded through developer contributions.	£505 per job	£189 per home	This project should be delivered partly by the developers of the Wantage development as access to their site. If the project is provided in part by developers and funding is not available to complete the project then there would be the access benefits for the development but not the wider benefits.	Technical report completed (April 2012) which assesses route options from an engineering perspective, including Witney-Carterton cycle route. High-level cost assessment completed.	£18k	<ul style="list-style-type: none"> Additional route options require assessment and justification underway Preferred solution/s then need to be identified Modelling and scheme development then required to identify deliverable scheme/s. Environmental and ecology surveys Planning permission and land purchase may be necessary 	£30k – scheme identification	January 2013 – Agree Project Brief Aim to identify preferred scheme by end of July 2013, ready for Local Plan EIP. The report won't be available in time for consultation of the submission draft in June, but will be available for EIP. Length of time for scheme development will be dependent on scheme identified.	Linked to securing further funding from the two strategic sites in Carterton to deliver whichever scheme is preferred. Important to establish preferred scheme option now, but report needs to establish delivery timeframe and justification for this.

¹⁹ Based on HCA estimate of 2 jobs per house and construction industry estimate for roads of 25 jobs per £1m.

²⁰ Includes B Class and construction jobs where both are available.

PRIORITY PROJECTS	Description	Jobs	Housing	Employment floor space (m ²)	Construction jobs ¹⁹	Estimated cost	Money secured	Value for Money -Cost per job ²⁰	Value for Money -Cost per home	What will happen if the project is not funded?	ADDITIONAL INFORMATION					
											Details of relevant work that has been completed to date or in progress.	Cost of that completed work if known	Details of all preparatory / development work required for each project to get them ready for delivery	Approximate cost of that preparatory work	Approximate timeframe needed for the completion of that preparatory work	Estimated commencement and completion date for each project
Bicester Peripheral Route Improvements	<p>Promoting the eastern route around Bicester for strategic and employment traffic, to reduce congestion in Bicester town centre and enable sustainable transport movements within the town.</p> <p>This project includes:</p> <ul style="list-style-type: none"> • A new south-east link road, including junctions and bridging over the railway • Route through the Graven Hill development site • A new link to the east of Wretchwick Way, including junctions • Improvements to the A4221 between junctions with Bicester Road and Launton Road 	19,237 jobs created across the town	<p>6,670 homes in total (2012-2031 (Local Plan)</p> <p>3,207 beyond 2031</p> <p>Total = 9,877</p>	328,532 across the town (2006-2031) (Local Plan)	20,504	£30m, delivery plan being established	The proposed bridge works and road realignment associated with Evergreen 3 and the proposed distributor road that forms part of the Graven Hill application provide the opportunity to implement this project, but these do not provide the complete route. £955,941.44 released for design and contribution towards any alterations to the bridge and road.	£484	£120	Non-provision of these route improvements would result in major congestion hotspots at major junctions south of the town resulting in longer journey times through the central corridor and the western perimeter route. This would have a knock-on effect on the ability to input sustainable transport solutions within the town.	Bicester Masterplan and Movement Strategy has identified the need for a new route. The Movement Study includes a qualitative assessment of options. A quantitative assessment process will now be undertaken.	£30K	<ul style="list-style-type: none"> • Option appraisal to determine most appropriate route • Preliminary and detailed design • Environmental and ecology surveys • Planning permission and land purchase • Delivery plan (as route will be phased) 	£1 – 1.5m	12 – 24 months depending on route chosen	<p>Phased delivery to be determined through Delivery Plan.</p> <p>First phase likely to be around 2017, scheme fully completed approximately 7-10 years later</p>

PRIORITY PROJECTS	Description	Jobs	Housing	Employment floor space (m ²)	Construction jobs ¹⁹	Estimated cost	Money secured	Value for Money -Cost per job ²⁰	Value for Money -Cost per home	What will happen if the project is not funded?	ADDITIONAL INFORMATION					
											Details of relevant work that has been completed to date or in progress.	Cost of that completed work if known	Details of all preparatory / development work required for each project to get them ready for delivery	Approximate cost of that preparatory work	Approximate timeframe needed for the completion of that preparatory work	Estimated commencement and completion date for each project
Science Vale UK Integrated Transport Package	Package of integrated transport measures covering new roads, junction improvements, enhanced bus network and improved cycle network (previously called SCOTS). Lack of investment in Science Vale UK infrastructure has created a major deficit that will prevent further growth unless addressed. Further and continuing work has highlighted the need to add additional projects into the strategic transport package which include: Milton Interchange, Power Station Roundabouts and Manor Bridge (and junctions), Steventon Lights (A4130/B4017 junction) and Jubilee Roundabout. This package will create a transport network suitable for delivering the planned economic growth across the Science Vale UK area.	Approximately 8,500 in the period up to 2016, with a total of approximately 19,000 being created in the period up to 2030.	Approximately 16,000	350,000	33,263	£50.5m+ (based on original SCOTS package). Work underway to review projects and costs	£200,000 in OCC capital programme Potentially up to £10m in S106 contributions (currently secured)	£566 per job	£173 per home	These projects are essential to the delivery of the economic growth in the Science Vale UK area including the delivery of the enterprise zone. The current transport network has exceeded capacity and is therefore a barrier to further growth. To secure quick and reliable access around the area to/from key origin/destinations is essential for businesses. There is currently an existing infrastructure deficit which is seen as a barrier to achieve a transport network fit for future business operation. The growth in homes and jobs in the Science Vale UK area will not be able to continue without the delivery of this package.	<ul style="list-style-type: none"> • SCOTS • ITS town strategy work • DaSTS study • Vale of White Horse Evaluation of Transport Impact (ETI) work 	Over £50.5m	Package of measures being progressed as a programme of work with project plans for each element. Confirmation of all development work required including associated costs and timeframe to get schemes ready for delivery expected to conclude by Dec 2015.			
											<ul style="list-style-type: none"> • Chilton Slips • Feasibility Study completed • Discussions with Land owners started 		<ul style="list-style-type: none"> • Land Purchase • Preliminary Design • HA approval • Planning permission • Detailed Design • Implementation 	£500k £8m	6 months 14 months	Unknown as funding source and financing not yet identified. Ideally before 2015
											<ul style="list-style-type: none"> • Harwell Link Rds • Concept design completed as part of SCOTS • Topographical surveys and alignment options completed 		<ul style="list-style-type: none"> • Priority section between B4493 and A417 • Alignment options • Land Purchase • Planning permission and possible EIA • Detailed design • Implementation 	~ £150k ~ £400k ~ £10m	~6 months ~12months ~5 years	Needs to be completed before Great Western Park development is completed and Valley Park commences development
											<ul style="list-style-type: none"> • Relief to Rowstock • Western-by feasibility completed as part of SCOTS work • Options and elements of project identified 		<ul style="list-style-type: none"> • Further option assessments once other schemes confirmed • Land Purchase • Planning permission and possible EIA • Detailed design • Implementation 	~ 30K ~ £650 ~ £6.5m	~ 6 months ~ 12 months ~ 18 months	Unknown as funding source and financing not yet identified
											<ul style="list-style-type: none"> • Relief to Manor Bridge • Location of new potential new bridge identified 		<ul style="list-style-type: none"> • discussions with Network Rail • Feasibility assessment • Preliminary design • Planning permission and possible EIA • Detailed design • Implementation 	Unknown at present	Unknown at present	Unknown as funding source and financing not yet identified

PRIORITY PROJECTS	Description	Jobs	Housing	Employment floor space (m ²)	Construction jobs ¹⁹	Estimated cost	Money secured	Value for Money -Cost per job ²⁰	Value for Money -Cost per home	What will happen if the project is not funded?	ADDITIONAL INFORMATION					
											Details of relevant work that has been completed to date or in progress.	Cost of that completed work if known	Details of all preparatory / development work required for each project to get them ready for delivery	Approximate cost of that preparatory work	Approximate timeframe needed for the completion of that preparatory work	Estimated commencement and completion date for each project
											<p>The SCOTS strategy work</p> <p>Vale of White Horse Evaluation of Transport Impact (ETI) work</p> <p>A 'Design and environmental scoping report' completed covering alignment, constraints, mitigation required.</p>	£85k	<p>Following discussions with the developers of Crab Hill they are willing to take the work done to date and develop the scheme further.</p>	N/A	<p>Directly linked with site Master planning and Vale Local Plan timeframes.</p>	N/A
Banbury Station improvements	<p>Package of integrated transport measures enhancing access to Banbury Rail station and improve passenger capacity and experience.</p> <p>This will assist in the implementation and delivery of:</p> <ul style="list-style-type: none"> • Banbury Canalside proposals and other strategic sites; • an improved station building; • electrification of the mainline; • access improvements to Banbury rail station by all modes (on-site); • enable buses to route to or via the rail station forecourt; • improve pedestrian routes from rail station to town centre through the Canalside development site; and • enhanced car parking. 	3,635 jobs	4,578 in total (2012- to 2031) (Local Plan) Includes 950 at Canalside	Town centre re-development: Bolton Road-16,900, Spiceball-40,800. Canalside-15,000	9,656	Cost currently unknown. The scope of the work will be defined through the objectives set out in the Banbury Masterplan. Likely to be £20million plus.	<p>Some OCC held flexible s106 could be used for project development and to establish a delivery funding plan.</p> <p>Electrification funded through Government HLOS programme</p> <p>Chiltern have secured c£10m for early Station car park improvements.</p>	£833 per job	£287 per job	<p>Improving the station building will enable Chiltern Railways to achieve their business growth aims.</p> <p>Improving access to the station, including new car parking, improved walking routes to the town centre, an eastern entrance to the station, provision of a bus route to or via the station forecourt will enhance the attractiveness of rail travel, and improve transfer between modes of travel. Without these improvements road congestion and poor interchange facilities are likely to stunt growth at Banbury as it will be a less attractive place to live, or open a business.</p>	Emerging Banbury Masterplan and Movement Study	£15K	<p>Work alongside stakeholders (particularly rail industry and district council) to develop station master plan. Terms of reference and scoping documents about to be signed off.</p> <p>Option testing, design, costing, modelling, and strategy compilation required to identify preferred schemes for station location.</p> <p>Tie in with the redevelopment of Canalside – station key site within allocated land for development</p>	£300K	<p>Dependent upon Canalside terms of reference being agreed, but work would need to be commenced and concluded by the time that the rail line through Banbury is electrified – scheduled for 2019.</p>	Scheme needs to be completed by 2019.

PRIORITY PROJECTS	Description	Jobs	Housing	Employment floor space (m ²)	Construction jobs ¹⁹	Estimated cost	Money secured	Value for Money -Cost per job ²⁰	Value for Money -Cost per home	What will happen if the project is not funded?	ADDITIONAL INFORMATION				
											Details of relevant work that has been completed to date or in progress.	Cost of that completed work if known	Details of all preparatory / development work required for each project to get them ready for delivery	Approximate cost of that preparatory work	Approximate timeframe needed for the completion of that preparatory work
Provide "A" Road access and improved signage to Carterton	Re-designation of existing (B) classified routes to principal (A) classified routes plus associated upgrade of route standard and improvement of junctions, where necessary.	Draft Local Plan identifies 7.5ha of vacant land and premises in the town. Potential to support a further 1,000 jobs through improving the attractiveness of existing employment land.	1,600-1,800	30,000 (assuming 4,000 sq m per hectare)	3,325-3,850	£5-10 million (at present only an outline project scope is available, hence the wide cost margin)	None. Potential for some S.106 collected for transport in Carterton area.	£489 - £853 per job depending on project cost and homes at Carterton, which influences construction jobs	£118 - £199 per home depending on project cost and homes at Carterton.	Delivery of this project will help to unlock potential future economic growth at Carterton. It offers the potential to encourage traffic away from less suitable roads, would deliver improved accessibility to the A40 including potentially improved journey times and quality of public transport. RAF Brize Norton is located adjacent to Carterton and is the largest strategic military air transport base in the Country. The project would improve strategic access to the base for the movement of personnel and military infrastructure. Without funding for this project, these potential benefits may not be possible and although Carterton will continue to function, the town may not be able to fully realise its potential.					
East West Rail Stage 1	New strategic electrified rail link connecting key growth areas (Milton Keynes, Bedford, Bicester, Oxford, Science Vale / Didcot and Reading / Thames Valley) and existing main line rail corridors (Midland, West Coast, Chiltern and Great Western) with frequent connections to Crossrail, enhancing western access to Heathrow Airport. This project is part of the proposed national 'electric spine' rail network. It is calculated to provide a £38m uplift to the south east economy.	12,000	25,000 in Oxon Growth Arc alone		60,000	£400m (£270m for core project + £120m for electrification)	Government Funding secured includes local contribution of between £30m and £50m.	£3,061 per job	£1,063 (Oxon alone)	Planned economic growth in Oxfordshire will be threatened by the absence of strategic transport infrastructure to connect centres of growth that East West Rail provides, principally as an alternative to the A34 for passenger and freight trips. The highway network alone will not be able to support the desired level of growth.	Scheme has been approved by Government and included in July 2012 HLOS proposals for 2014-2019, including full electrification	£400m			

PRIORITY PROJECTS	Description	Jobs	Housing	Employment floor space (m ²)	Construction jobs ¹⁹	Estimated cost	Money secured	Value for Money -Cost per job ²⁰	Value for Money -Cost per home	What will happen if the project is not funded?	ADDITIONAL INFORMATION					
											Details of relevant work that has been completed to date or in progress.	Cost of that completed work if known	Details of all preparatory / development work required for each project to get them ready for delivery	Approximate cost of that preparatory work	Approximate timeframe needed for the completion of that preparatory work	Estimated commencement and completion date for each project
Oxford Northern Approaches (including A40-A44 link)	<p>A new road link between A40 and A44 east of A34 through Northern Gateway site with extended A44 bus lane to Wolvercote Roundabout.</p> <p>Upgrade (to include full or partial signalisation) of Wolvercote and Cutteslowe roundabouts.</p> <p>Enhancement and expansion (and possible relocation) of Peartree Park and Ride.</p> <p>Supports Northern Gateway in the Oxford Local Plan and housing growth in North Oxford.</p> <p>The project would ensure many journeys can avoid congestion at Peartree and Wolvercote junctions and on A40 and A44. This would assist with the longer term project relating to the A40.</p>	3,000 approx	200	<p>Up to 55,000 (by 2026)</p> <p>Up to 80,000 in the longer term</p>	875	£19m	£430k S106 funds secured towards enhancement of Peartree Park and Ride	£4,434 per job	£229 per home	<p>These projects are essential to the delivery of the Northern Gateway development. They address chronic congestion issues. All road users are delayed whilst travelling through the area. The transport problems are a barrier to successful development of the site.</p> <p>The delivery of housing is a small element of the development proposal but all the same an important aspect given the housing shortage in the city.</p>	<p>This was a major part of the Access to Oxford study in 2007-10</p> <p>Feasibility designs and costings were completed for a number of possible schemes.</p> <p>Initial modelling completed.</p>	Approx £150K	<p>Work alongside Northern Gateway Developer, City Council and Highways Agency to update and further develop work done so far.</p> <p>Option testing, design, costing, modelling, and detailed strategy compilation required to identify preferred solutions (detailed strategy).</p> <p>Following agreement of detailed strategy:</p> <ul style="list-style-type: none"> Detailed design Land purchase (if needed) Environmental Assessments Planning permissions (if required) 	£1 – 2m for detailed strategy development	<p>Up to 12 months for agreement of detailed strategy</p> <p>Remaining work up to implementation stage late 2013 onwards for 12 months+ (depending on strategy agreed).</p>	<p>Depends on detailed strategy agreed. For major scheme, earliest commencement 2015/16, completion 2019.</p>
Oxford Eastern Arc transport improvements	<p>A package of transport measures to improve the highway network in the Eastern Arc – facilitating development in the Headington / East Oxford area to support growth at key healthcare, business park and manufacturing sites in Cowley close to the Oxford ring road.</p> <p>Measures would include projects to:</p> <ul style="list-style-type: none"> improve the quality, speed and reliability of orbital bus routes (including developing new services), Park and Ride, and traffic and parking management to enable easier access and measures to encourage more walking and cycling. 	3,300 approx	<p>Headington-700</p> <p>Cowley-1,180</p> <p>Total =1,880</p>	<p>Headington-56,250</p> <p>Old Rd -44,750</p> <p>other sites Churchill, John Radcliffe, Nuffield Orth, Warneford, Neilsens 43,300 (Cowley) sites include Business Park, Science Park, and BMW</p> <p>Total = 99,550</p>	4,435	£27m	None	£2,259 per job	£549 per home	<p>The Eastern Arc has a high concentration of existing and future employment sites in the city – many of which are identified in the city council's emerging Sites and Housing DPD. Without improvements to the highway network for all users, there is little room for these sites to operate near their full potential – there are significant congestion issues on the highway network throughout the Eastern Arc. Some bus services operate in the area but are limited in their scope and subject to the negative effects of congestion. To tackle the transport problems, measures to address congestion and provide alternatives to car travel must be delivered.</p>	<p>Strategy work as part of Oxford Area Strategy (LTP3) identifies Eastern Arc transport improvements as a high priority.</p> <p>Some possible schemes have been costed at feasibility stage</p> <p>Baseline data gathering started autumn 2012 to inform strategy development in first half of 2013.</p>	Approx £15k	<p>Work alongside stakeholders to develop high-level strategy for the Eastern Arc.</p> <p>Option testing, design, costing, modelling, and strategy compilation required to identify preferred solutions (detailed strategy).</p> <p>Following agreement of strategy:</p> <ul style="list-style-type: none"> Detailed design Land purchase (if needed) Environmental Assessments Planning permissions (if required) 	£50k for high-level strategy development	<p>6 months for high-level strategy development (by summer 2013)</p> <p>Up to 12 months for agreement of detailed strategy (summer 2014)</p> <p>Remaining work up to implementation stage late 2013 onwards for 12 months+ (depending on strategy agreed).</p>	<p>Depends on detailed strategy agreed.</p> <p>Smaller schemes could be implemented from 2013 onwards; larger schemes from 2014/15.</p> <p>Completion dates will vary – some smaller schemes may be completed in 2013; larger schemes in later years.</p>

PRIORITY PROJECTS	Description	Jobs	Housing	Employment floor space (m ²)	Construction jobs ¹⁹	Estimated cost	Money secured	Value for Money -Cost per job ²⁰	Value for Money -Cost per home	What will happen if the project is not funded?	ADDITIONAL INFORMATION					
											Details of relevant work that has been completed to date or in progress.	Cost of that completed work if known	Details of all preparatory / development work required for each project to get them ready for delivery	Approximate cost of that preparatory work	Approximate timeframe needed for the completion of that preparatory work	Estimated commencement and completion date for each project
Oxford Station and Oxford City Centre transport package	<p>A major enhancement project for Oxford rail station to significantly improve capacity, allowing for projected growth in services and passengers. Together with the planned and funded project for Frideswide Square, the project would ensure that the station will act as a catalyst for and enabling economic growth in the West End and the wider city centre.</p> <p>The package of transport measures for the rest of the city centre includes junction upgrades, public realm enhancements, bus routing changes, interchange facilities and priority measures and further Park and Ride development; for example the extension of Redbridge Park and Ride site. This will encourage and enable economic growth by delivering a world class city centre.</p> <p>This investment has direct linkages to and supports the proposed redevelopment of the Westgate Centre, the regeneration of the West End and the successful delivery of the Radcliffe Observatory Quarter by the University of Oxford.</p>	2,750	450	<p>35,000 B1 (Oxpens)</p> <p>15,000 B1 (West End)</p> <p>34,000 A1 (Westgate)</p> <p>122,500 (Radcliffe Observatory)</p> <p>Total= 206,500</p>	1,950	£42m (not including Park and Ride or extension of Becket Street)	£4m for Frideswide Square	£7,443 per job	£713 per home	Traffic congestion and a poor pedestrian environment will persist if the transport improvements in the city centre are not delivered. The visitor economy has the potential to grow by encouraging people to stay longer and spend more – but current conditions make this difficult.	<p>Station master planning work to be commissioned shortly. Joint working group (city/county/Network Rail set up).</p> <p>Frideswide Square – design approved; detailed design due to start in 2013.</p> <p>City centre strategy well-developed. Feasibility design and costing completed for most elements. Initial modelling about to start.</p>	Approximately £250k	<p>Work alongside stakeholders (particularly rail industry and city council) to develop station master plan. Terms of reference and scoping documents about to be signed off.</p> <p>Option testing, design, costing, modelling, and strategy compilation required to identify preferred schemes for city centre strategy.</p> <p>20+ individual schemes emerging from strategy, all of which will need detailed design, permissions etc.</p>	<p>£150k towards station master planning</p> <p>£30k for remaining city centre strategy development</p> <p>£3m total cost to develop all city centre schemes to detailed design.</p>	<p>Completion of draft station master plan April 2013.</p> <p>6 months for approval of city centre strategy</p> <p>Remaining work up to implementation stage late 2013 onwards for 12 months+ (depending on strategy agreed).</p>	<p>For station, depends on agreed scale and funding; delivery window for station redevelopment is 2015-18.</p> <p>Other city centre strategy work to be completed between 2014 and 2020, depending on funding and progress on development sites such as Westgate.</p>

PRIORITY PROJECTS	Description	Jobs	Housing	Employment floor space (m ²)	Construction jobs ¹⁹	Estimated cost	Money secured	Value for Money -Cost per job ²⁰	Value for Money -Cost per home	What will happen if the project is not funded?	ADDITIONAL INFORMATION					
											Details of relevant work that has been completed to date or in progress.	Cost of that completed work if known	Details of all preparatory / development work required for each project to get them ready for delivery	Approximate cost of that preparatory work	Approximate timeframe needed for the completion of that preparatory work	Estimated commencement and completion date for each project
Improvements to A34	A route strategy to improve access to and journey times along the A34 throughout Oxfordshire to the motorway network (M4 and M40). This will encompass a mixture of measures for example potential junction improvements, online improvements (example - emergency lay-bys, off side lorry restrictions) and network management techniques (example - variable speed limits).	Help support all job growth at Science Vale UK and Bicester along with majority in Oxford (approx. 46,000 jobs)				Currently unknown as will depend on projects. Likely to need to be in order of £40m to achieve any real difference.	None as this route is the A34 is operated and managed by the Highways Agency			Improvements are key to support economic development in the 3 priority localities (Science Vale UK, Bicester and Oxford). The fragility of the A34 is currently a barrier to securing the right business investment in these growth areas stifling economic growth. There is also a sub-national and national interest in the A34 as it provides a key north South link to the port at Southampton and motorway network.	As part of 'Access to Oxford' project base line conditions established and concept ideas / schemes identified	Unknown as only one element 'Access to Oxford'	<ul style="list-style-type: none"> Preferred solution/s need to be identified. Modelling and scheme development then required to identify deliverable scheme/s. Land purchase and environmental and ecology surveys may be required. 	£200k	Up to 6 months to have identified deliverable schemes. Timeframe to get schemes ready for implementation unknown as will be dependent on scheme/s.	Will be dependent on schemes progressed.

Appendix 2: Lower order or longer term priorities from Table 4d

	Didcot Station building and platform improvements	Cow Lane Tunnel Improvements	Culham station improvements	Grove Station	Remodelling of Hitchcock Way and roundabout on Lower Broadway, Didcot	Eynsham Park and Ride	Banbury north-south improvements	Redbridge Park and Ride extension and Oxpens coach park relocation	Peartree Park and Ride extension/relocation	A40 improvements
Description	Revamped and improved station building fit for purpose as a gateway to Science Vale UK and additional platform capacity to reflect the fact that Didcot is an important and Key destination on the rail network. To support economic growth and neighbouring development opposite the station, Didcot requires a station fit for purpose with the kudos and facilities fitting a destination such as Science Vale UK.	Cow Lane Tunnel is the main link between Ladygrove and the town centre and an improvement for all modes is required. OCC is currently looking at what options there are. There is potential that the project may be a pedestrian / cycle improvement scheme only or a widening of the bridge to be two-way.	Improvements to Culham Station and facilities including the station car park and pedestrian links (including an accessible footbridge) to the neighbouring Culham Science Centre (which is identified for redevelopment in the SODC Local Plan). Improvements to existing services and frequency.	Wantage and Grove do not currently have direct access to the rail network. However, a new Grove railway station has been identified as an important strategic scheme that is required in order to accommodate future development in this area. A new rail station at Grove emerged as necessary out of the South Central Oxfordshire Transport Study (SCOTS). The Vale of White Horse suffers from a lack of access by rail, which results in a higher reliance on the private car and the road network. Currently the only rail stations in the Vale are two village stations at Radley and Appleford. Grove station will not only improve accessibility to the rail network for Wantage and Grove but also Faringdon.	Remodel Hitchcock Way and Lower Broadway roundabout. This will involve the creation of a new stretch of road that bypasses this roundabout. This will enable vehicular movement travelling east-west via Hitchcock Way, including users of Didcot Station, to be diverted so that they do not have to navigate across the roundabout. This leaves the roundabout less congested for more local traffic and for public transport. This in turn will assist in enhancements of bus frequencies and travel times.	New park and ride site primarily to serve movements into Oxford but also into Witney, if required, plus associated works and terminal facilities to be served by existing Witney-Oxford service buses. This is aimed at reducing the vehicle mileage generated by existing and new developments by providing an attractive mode.	A package of transport measures to improve the highway network on the Banbury north-south routes via the A4260 and A361 to enable housing and employment growth and the redevelopment of Banbury Town Centre, as set out in draft Local Plan. To fully utilise existing capacity; Reduce congestion; Improve public realm at Banbury Cross including air quality; Improve pedestrian access between the town centre and the rail station; Provide concise route for through traffic; review and revise road signage.	The creation of a multi-functional transport and operational hub at the current Redbridge Park and Ride site. In doing so retaining and enhancing the Park and Ride car park at the existing capacity or beyond, providing a site for the relocation of the City centre Coach Park, and creating a compound for use as a combined operational Depot facility.	Expansion of site to provide new terminal and 500 additional spaces should facility become over capacity as a result of growth, particularly that at Northern Gateway. This supports economic growth at Northern gateway and in city centre, West End and Eastern Arc avoiding excess demand for park and ride with all spaces filling early leading to congestion or cancelled trips. It also indirectly supports housing growth outside Oxford, which relies on city employment.	A study is planned to investigate problems on the A40 from Witney to Wheatley. Major improvements are likely to be needed to relieve congestion and improve access to the A34 at Wolvercote and Cutteslowe roundabouts. Further improvements are likely to be needed at Green Road roundabout to enhance capacity, to implement bus priority measures and enable easier and safer egress from Barton. The study will also assess the Eynsham and Cassington junctions.
Jobs	19,000	This will help facilitate business growth to the north of Didcot for example at Southmead Industrial Estate and increase the accessibility to the town centre developments.	This will assist in facilitating the redevelopment of the Culham Science Centre providing an additional 1,000 jobs as set out in the SODC Local Plan.	Required in order to accommodate future development in the western Science Vale UK area and also Faringdon and western vale.	To support the employment across Science Vale UK by making Didcot train station more accessible by all modes. In addition it will support the Didcot town centre redevelopment by allowing better service by public transport.	Draft Local Plan identifies 10 ha of available employment land at Witney with a further 10 ha to be allocated. Potential to support around 3,000 jobs. Would also support employment growth in and around Oxford.	3,635	3,000 Northern Gateway	Would help to support approx 9,000 jobs (3,000 at Witney and 1,000 at Carterton, 3,000 at northern Gateway and 2,000 elsewhere in and to the north of Oxford).	
Housing	16,000	2,030	N/A	Over 5,500 homes at Wantage and Grove as well as 400 homes at Faringdon. In addition it will support housing development in the rural areas.	This will support the housing in Didcot and the surrounding areas by making the town centre and Didcot station more accessible by all modes of transport.	1,800 – 2,000 at Witney.	4,578		5,000(about 4,000 in West Oxfordshire, 200 at Northern Gateway and 800 at Barton)	
Employment floor space (m²)	350,000	Unknown	Unknown	11.4ha at Wantage and Grove and up to 4 ha in Faringdon.	350,000	80,000 at Witney (assuming 4,000 sqm per hectare).	Land West of M40 139,202. Town centre			175,000 identified (Approx 30 hectares at Witney, Carterton and other locations along A40 corridor)

	Didcot Station building and platform improvements	Cow Lane Tunnel Improvements	Culham station improvements	Grove Station	Remodelling of Hitchcock Way and roundabout on Lower Broadway, Didcot	Eynsham Park and Ride	Banbury north-south improvements	Redbridge Park and Ride extension and Oxpens coach park relocation	Peartree Park and Ride extension/relocation	A40 improvements
							redevelopment: Bolton Road 16900' Spiceball 40,800 and additional at Canalside			120,000 m2 assuming 4,000 m2 per hectare. 55,000sqm at Northern Gateway)
Construction jobs	Unknown at present	Unknown at present	Unknown at present	Unknown at present	Unknown at present	3,675-4,125	8,284			Unknown at present
Estimated cost	Order of £100m	Unknown	Unknown	Unknown	This will require gap funding as some will be funded by developer contributions. It is estimated that the gap funding required will be in the region of £3.5m.	£3-5 million	£3-5million	£12m	£3.6m	
Money already secured	None	None	None	None	None although money will be secured through developer contributions.	None	Developer funds held by OCC Highways and Transport £962,526. Repayment longstop dates apply.	Developer contributions of approximately £4m and £8m expected from the sale of City Council sites.	Developer contributions expected of approximately £430,000	None
Cost per job	Approx. 1,550 per job	Unknown at present	Unknown at present	Unknown at present	Unknown at present	£279/298 - £465-496 per job depending on project cost and final number of homes at Witney, which influences construction jobs.	£231 per job			
Cost per home	Approx. 1,300 per home	Unknown at present	N/A	Unknown at present	Unknown at present	£75/84 - £125/139 per home depending on project cost and final number of homes at Witney.	£80 per home			
What will happen if the project is not funded?	This is required to ensure that Didcot benefits from the additional services that E-W rail will bring. Its connection to London, Oxford and the airports is essential to enable the growth in Science Vale UK.	The poor access and integration to the town centre from the north results in expenditure leakage to competing nearby retail centres. This could undermine the Didcot retail developments.	Without the improvements to the station and the pedestrian links the opportunity for a highly sustainable employment location offering access by sustainable modes of transport will not be fully realised.	Without the new station the large amount of strategic growth at Wantage and Grove will have poor access to the rail network and the western vale area will also remain isolated from the rail network.	Without these improvements accessibility to and from Didcot Station will remain congested resulting in negative impacts on public transport and local employment. Didcot is the only rail station in Science Vale UK and accessibility to the rail network is critical to the employment in the area.	The project could be scaled back by a) not providing terminal/waiting facilities etc but these facilities do increase the security in parking at remote sites or b) reducing the size of the car park initially providing a minimum size of 250-300 spaces.	These projects are essential to the delivery of the economic and housing growth in Banbury and the rural hinterland. The current transport network has reached capacity and if no action is taken, long term will present a barrier to growth. The delivery of the housing and employment alongside the associated infrastructure will be critical to the success of the area and investment will be essential for Banbury to maintain its role as a Primary regional Centre.	The relocation of the coach park from enables the development of the Oxpens site. The Master Planning of the site, currently underway, should deliver new land uses and buildings.	It would be possible to provide the additional spaces without a new terminal building but this reduces the improved attractiveness of the facility as a whole that the project would provide.	The traffic congestion on the northern approaches to Oxford will worsen and deter investment in homes and the economy in West Oxfordshire and the Northern Gateway. It would undermine the investment in Evergreen 3 and Oxford Airport and harm the functionality of RAF Brize Norton. It could also harm the economic potential of the eastern arc, Bicester, Begbroke Science Park and would make the area less attractive for investment in the hospitals and universities.