

Oxfordshire Infrastructure Strategy

Stage 2 Project Prioritisation Report

**Prepared for the Oxfordshire Leaders
Joint Committee**

January 2026 (Revised April 2026)

Executive Summary

The Oxfordshire Infrastructure Strategy (OxIS) has been prepared on behalf of the Oxfordshire Leaders Joint Committee (OLJC) to provide a comprehensive understanding of the key strategic infrastructure necessary to support future development to 2050.

The Strategy builds upon previous iterations to align with the Strategic Vision for Sustainable Development, focusing on nine key outcomes that include carbon neutrality, enhanced natural environments, and transformed connectivity. As a high-level strategy, it identifies the critical systems, facilities, and services required to enable long-term growth across the county.

The Strategy functions as both a statement of ambition and a tool for engagement, intended to inform local plans and guide investment priorities for local authorities, government bodies and infrastructure providers.¹

Responding to Growth

Oxfordshire is planning for substantial growth by 2050, with its population forecast to grow by approximately 221,000 to 250,000 people, a 29% to 33% increase that will see the total number of residents reach one million.

To support this rising population, the Strategy outlines theoretical scenarios projecting between 123,000 and 134,000 additional homes across the county by 2050.

This residential growth is matched by significant economic ambitions, driven by Oxfordshire's role in the Golden Triangle and the Oxford-Cambridge Growth Corridor, with major developments planned, including the UK's first AI Growth Zone at Culham, approximately 400,000 sqm of data centre

floorspace in the Science Vale Enterprise Zones and a potential New Town in Heyford Park.

This future development represents a transformative scale of change for the county and a significant infrastructure delivery challenge across sectors.

Key Infrastructure Challenges facing Oxfordshire

With regards to **transport infrastructure**, the Stage 1 Report highlights a significant expansion of services, specifically a 70% increase in rail passenger services and improved calling patterns by 2028 to meet rising demand. Key regional projects such as East West Rail and the Oxford Rail Corridor Phase 2 are essential for enhancing connectivity and supporting planned housing and job growth. Furthermore, the analysis highlights a critical need to address bus depot capacity, which is already operating at capacity due to additional space requirements of transitioning to electric fleets. To support modal shift, the Strategy highlights the important development of Strategic Active Travel Networks (SATN) and the continued rollout of Local Cycling and Walking Infrastructure Plans (LCWIPs) across major settlements.

Energy and digital infrastructure requirements are driven by Oxfordshire's status as a global innovation hub and its net-zero commitments. The Strategy identifies significant electricity network constraints, particularly in Bicester and Oxford City, where connection times currently hinder development. Total electricity demand is estimated to rise by at least 966 MWh by 2050, requiring changes in the energy system that will be further detailed in the upcoming Oxfordshire Local Area Energy Plan (OxLAEP) and related strategic reinforcements to the electricity network that will be set out annually by the

¹ Since the publication of the Stage 2 report, the Government has made announcements about the Greater Oxford Development Corporation as well as further funding. More information can be found here: <https://www.oxford.gov.uk/news/article/1829/statement-on-greater-oxford-development-corporation> and here: <https://www.gov.uk/government/news/oxford-cambridge-corridor-to-be-uks-silicon-valley>

Distribution Network Operators. Additionally, energy demand from the newly announced AI Growth Zone at Culham and a surge in data centre, which currently totals approximately 637 MW, present challenge to Oxfordshire's energy infrastructure. For digital connectivity, the goal is to achieve 99% gigabit-capable coverage by 2030 while overcoming the heritage-related engineering challenges that have left Oxford City with only 27% full-fibre coverage.

Water and environmental management recommendations focus on resilience against climate change and resource scarcity, with a projected supply-demand deficit of -90 Ml/d by 2045. In terms of wastewater, major upgrades to Oxfordshire's Sewage Treatment Works, including Oxford Sewage Treatment Works, are critical to unlocking planned housing development from 2027 onwards. The Strategy also identifies the Oxford Flood Alleviation Scheme as a priority for protecting existing homes and key transport corridors. Green infrastructure needs are similarly substantial, with a theoretical requirement for over 280 hectares of formal outdoor playing fields and 420 hectares of natural greenspace to support the growing population.

Social and health infrastructure planning is increasingly focused on the needs of an ageing population and rising student numbers. The Strategy estimates that Oxfordshire will require approximately twelve additional 10-form-entry secondary schools and nearly 1,900 additional SEND places by 2050. In healthcare, the focus is on consolidating services into primary healthcare hubs to achieve better efficiencies. Engagement with the ICB has highlighted primary healthcare projects being hindered by reimbursement

mechanisms proposed by developers not aligning with national Premises Cost Directions. While there are plans for a major new mental health hospital at Warneford Park, the renewal of Horton General Hospital remains a challenge after a bid for central government funding was rejected. Addressing the £370 million funding gap for this facility is a key concern for maintaining acute care capacity in the north of the county.

Infrastructure Funding Gap

Delivering the necessary infrastructure to support growth from 2025 to 2050 is estimated to cost at least £9 billion in capital alone, excluding ongoing revenue, maintenance, and land costs; of which currently identified secured funding is limited to £1.4 billion, highlighting a remaining funding gap of over £7.6 billion. It is important to note that this funding gap is a gross figure and does not account for future developer contributions, utility company investment, or other funding sources not yet confirmed.

Infrastructure Project Schedule

The Strategy identifies over 550 strategic infrastructure projects required to support future development to 2050. This highlighted the need to undertake a logical, consistent and transparent sifting process to reduce the number of projects for inclusion in the focused prioritisation framework. **Chapter 2** provides details on how this process was undertaken.

Following the project sifting, a remaining schedule of 115 projects were taken forward for further consideration through the Prioritisation Framework Multi-Criteria Assessment (MCA). The full list of Infrastructure projects as recorded prior to sifting is included in **Appendix A3**.

The Strategy has identified a number of key infrastructure delivery dependencies and synergies, including:

- Oxfordshire's ability to deliver sustainable development depends on addressing electricity network constraints, notably in Bicester and Oxford City, wastewater treatment capacity upgrades, water supply resilience, and improved digital and transport connectivity. These systems are critical foundations for a sustainable future, including enabling grid connections for rail electrification and EVs, unlocking stalled housing schemes, and supporting the economic ambitions for Oxfordshire's innovation ecosystem, including the AI Growth Zone at Culham.
- There are identified cross-sector benefits from delivering an integrated blue and green infrastructure network alongside other sectors' infrastructure investment to address sub-regional greenspace needs and nature recovery. This includes nature-based solutions to flood mitigation and the delivery of active travel networks. Landscape-scale projects such as the Evenlode Landscape Recovery Project and Ock and Thame Freshwater and Floodplain Restoration, as well as countywide active travel network delivery through LCWIPs and SATN, illustrate how coordinated investment can create a resilient blue and green infrastructure network that supports health, biodiversity and climate adaptation. Further opportunities for nature recovery are also identified through Oxfordshire's Local Nature Recovery Strategy.
- Cross-sector and joint infrastructure planning is also critical to help identify delivery interdependencies. For example, the Oxford Flood Alleviation Scheme is critical to reducing flood risk to residential, commercial and strategic transport assets, and enables the reopening of the Cowley Branch Line to passenger services by providing necessary mitigation. This however requires the parallel delivery of the A423 Kennington Improvements to allow flood water to flow back into the Thames. In combination with East West Rail and Oxford Station Redevelopment, this integrated package, alongside key priorities set out in OxRAIL 2040: Plan for Rail, underpins rail-capacity growth and wider connectivity across the Oxford-Cambridge Growth Corridor.
- In addition to opportunities to strengthen Oxfordshire's life sciences sector, including investment in the Warneford Park Mental Health Hospital and Research Campus, there is substantial need to address significant estate, funding and procurement challenges in primary and acute healthcare.
- The Strategy also highlights potential for coordinated infrastructure delivery to support regeneration opportunities in Banbury, Bicester and Oxford West End, as well as ambitions for the Science Vale area.

How to use the Prioritisation Framework Most Effectively

The Prioritisation Framework as developed provides the OLJC and partners with a tool and not just a set of fixed outcomes.

While this Strategy has chosen to present one set of base case outcomes as a demonstration to reflect the balanced score card approach across all themes and criteria, the Framework can be further used to present more refined outcomes according to the thematic, spatial or temporal interest of the user. Utilising the implementation filters, the following focused outcomes can be generated:

- **Thematic/Geography** – The Project Schedule can be filtered to show one or a group of specified infrastructure types. This would enable the priority infrastructure projects for a specific type to be presented for any scale/geography.
- **Project Basis** – The Project Schedule is also categorised according to whether these projects unlock stalled development, mitigate impacts of development or are proposed for other reasons (i.e. strategic innovation).
- **Project Status and Timing** – Categorisation by project status and also the likely delivery timing provide further potential filters. For example, the OLJC and partners can use the Framework to focus on projects grouped as committed and pending short term priorities. Alternatively, the Framework could be used to focus on projects grouped as longer term project currently being investigated.
- **Project Finances** – Whilst the project finance information held within the OxIS project list requires further development it does contain cost and current funding positions where possible. This provides additional options for framework use to focus attention on project lists according to those with considerable funding challenges or alternatively projects close to fully funded and would require a smaller effort to complete project finances and enable delivery.

The screenshot displays the OxIS Prioritisation Framework Dashboard with several filter panels on the left and a main table of projects on the right.

Filter Panels:

- Location:** National/Regional, District scale - West Oxfordshire, District scale - Vale of White Horse, District scale - South Oxfordshire, District scale - South Ox & Vale, District scale - Oxford City, District scale - Cherwell, Countywide.
- Short or Longer Term projects:** Long Term (2040-80), Medium - Long Term (2030-40), Medium Term (2020-40), Short - Long Term (2025 - 2038), Short - Medium Term (2025 - 2040), Short Term (to 2025).
- Finance - Cost:** High Cost Project, Lower Cost Project, Medium Cost Project, To be confirmed, Very High Cost Project.
- Basis of Project Requirements:** Addressing blocked development, Enabling new development, Mitigating impacts of new development, Strategic innovation and enhancements.
- Status:** Committed, Investigating, Pending.
- Finance - Funding:** Funded by Service Provider, No funding, Partially funded, To be confirmed.
- Type:** Energy and Utilities, Green Infrastructure, Health and Social Care, Social Infrastructure, Transport, Water.
- Delivery Complex...** High Complexity Project, Medium Complexity Project, Very High Complexity Proj...
- Sub Type:** Active Modes, Active Modes, Acute Healthcare, Bus, Coach and SRT, Digital Infrastructure, Emergency Services, Energy Infrastructure, Flood Risk Management, Flood Risk Management, Green Infrastruc..., Further and Higher Education, Further and Higher Education, Mental He..., Green Infrastructure, Green Infrastructure, Active Modes, Highways, Highways, Active Modes, Highways, Bus, Coach and SRT, Active M..., Highways, Bus, Coach and SRT, Active M..., Highways, Rail, Bus, Coach and SRT, Acti..., Primary Healthcare and Public Health, Rail, Rail, Active Modes, Rail, Active Modes, Rail, Bus, Coach and SRT, Rail, Bus, Coach and SRT, Active Modes, Rail, Bus, Coach and SRT, Active Modes, Regeneration and Placemaking, Highway...

Project List Table:

	Appraisal Score
Oxford Station Redevelopment	53
Cartton-Winley Oxford Mass Rapid Transit Corridor	52
Oxford Flood Alleviation Scheme (OFAS)	51
Reopening of the Cowley Branch Line for Passengers	47
Cowley GSP SGP Projects	47
East Claydon GSP SGP Projects	47
Proposed Ardley Railway Station	46
Oxfordshire Metro	46
Proposed Begbroke Railway Station	46
East-West strategic movements: multi-modal corridor improvements	46
Delivery of walking and cycling infrastructure within LOWIPs	43
Central Oxfordshire Movement and Place Framework	43
Freshwater Habitats Trust - Oak and Thame Farmers: Freshwater and Floodplain Restorat	43
Oxford Sewage Treatment Works Upgrade	42
Improvements to the A4074 Travel Corridor	42
North Cotswold Line Improvements	42
Rail Capacity improvements between Didcot and Oxford, including four tracking between	42
Varsity Way Cycleway Interventions	41
Didcot Central Corridor	40
Milton Park to Abingdon, west of Sutton Courtenay (SATN)	40
Banks Bucks & Oxon Wildlife Trust (BBOWT) - Reconnecting Beirwood, Otmoor and the R	40
Evenlode Landscape Recovery	40
Chiltern Mainline non-continuous electrification	39
New direct rail services between Oxford to Bristol which could in time serve new stations	39
New Wantage and Grove Railway Station	39
Culham Railway Station Development	39
Warneford Park Mental Health Hospital and Medical Research Campus	38
A34 Corridor Improvements	38
A40 Grade Separated Crossing, Eynsham	38
Abingdon to Culham, with Thames Crossing (SATN)	38
Grove to Milton Park and Didcot, via Stevenston (Cinder Track extension) (SATN)	38
Hinton Hospital Site Expansion	38
Oxford Greenways	38
Ock Street (SATN)	37

Example screenshot of the OxIS Prioritisation Framework Dashboard, illustrating the available implementation filter options

Stage 2 Project Prioritisation Report

Contents

01

Introduction

Provides an overview of the methodology used to produce the strategy, including the methodology implemented to produce the prioritisation framework

1.1	Introduction	5
1.2	Project Methodology	10
1.3	Growth Context	16
1.4	Stage 1 Key Findings	19

02

Prioritisation Framework

Presents the outcome from applying the prioritisation framework, in particular highlighting the priority projects identified at a national/regional scale, at a countywide scale and at the district scale for each local authority

2.1	Introduction to Framework	23
2.2	Framework Scales	24
2.3	Project Sifting	25
2.4	Multi- Criteria Assessment	27

03

Prioritisation Outcomes

Provides an overview of the complex landscape of infrastructure provision in Oxfordshire

3.1	Introduction	37
3.2	National and Regional Infrastructure	38
3.3	Countywide Infrastructure	42
3.4	District Scale Infrastructure	46

04

Infrastructure Delivery and Funding

Provides an overview of existing infrastructure delivery and funding routes and specifically identifies options that could be explored through the implementation of the OxIS

4.1	Introduction	67
4.2	Infrastructure Delivery Challenges	68
4.3	The Funding Challenge	73
4.4	Delivery and Funding Opportunities	74

05

Recommendations and Next Steps

Provides recommendations to the OLJC reflecting the outcomes of the prioritisation framework

5.1	Recommendations	85
-----	-----------------	----

A1

Glossary

Lists the abbreviations and acronyms used in this report

A2

Stage 2 Prioritisation Framework MCA

Provides Prioritisation Framework MCA details at project level

A3

OxIS Full Project Schedule

Provides complete project list pre-Stage 2 sifting exercise

01

Introduction

1.1 Introduction

The Oxfordshire Infrastructure Strategy (OxIS) has been prepared on behalf of the Oxfordshire Leaders Joint Committee (OLJC) (formerly the Future Oxfordshire Partnership) to provide a comprehensive understanding of the strategic infrastructure necessary to support future sustainable development to 2050.

It aims to deliver the Strategic Vision for Sustainable Development in Oxfordshire, first published in May 2021 and adopted by all six councils.

The Oxfordshire Leaders Joint Committee (OLJC) is a joint committee of the six councils of Oxfordshire, including:

- Cherwell District Council
- Oxford City Council
- Oxfordshire County Council
- South Oxfordshire District Council
- Vale of White Horse District Council
- West Oxfordshire District Council

This third iteration of the Oxfordshire Infrastructure Strategy builds upon previous versions prepared in 2017 and 2021.

The Strategy functions as both a statement and technical evidence base of Oxfordshire's ambition for sustainable infrastructure development that both enables planned growth but recognises and seeks, where necessary, to mitigate its impacts on the environment. It will form part of the evidence base sitting beneath the Oxfordshire Strategic Vision but will not be a statutory policy document.

This document presents Stage 2 of the OxIS and should be read in conjunction with the Stage 1 Baseline Report.

The Strategy is intended for the following audiences:



Members and officers of Oxfordshire County Council and the five District and City Councils

To inform and be informed by individual Local Plans, planning policies, decisions and supporting studies



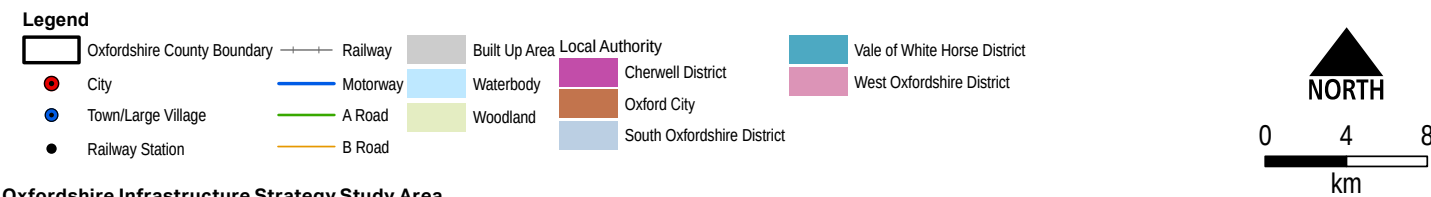
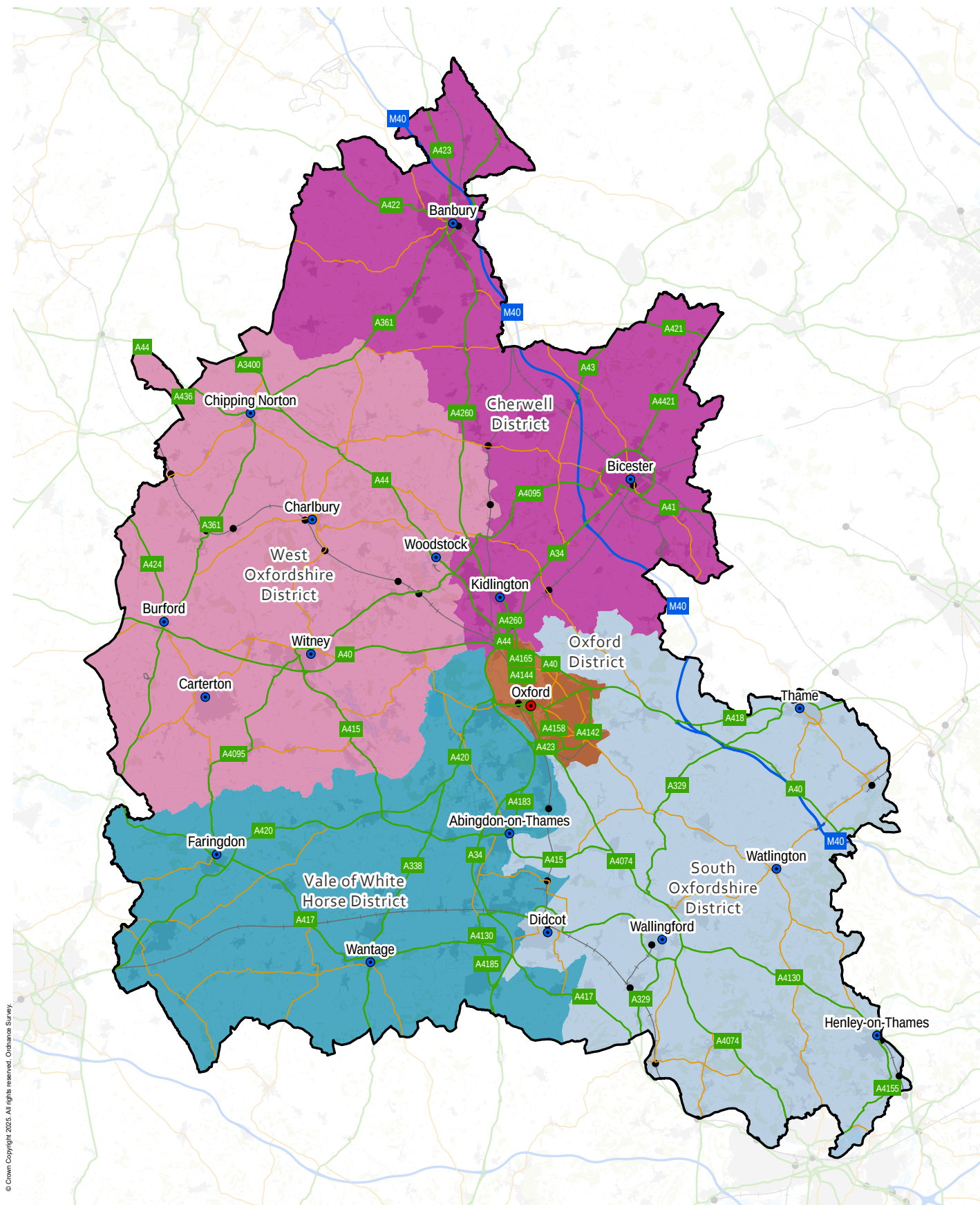
Government and infrastructure providers

To demonstrate potential infrastructure requirements and their associated delivery and funding opportunities and barriers, and to help ensure a coordinated approach to the delivery of strategic infrastructure across Oxfordshire and in the wider region to 2050 and beyond



Oxfordshire's business community and residents

To inform investment priorities, provide a county-wide view of strategic infrastructure needs, and highlight both the challenges and opportunities associated with infrastructure delivery in Oxfordshire



Note 1: The mapped railway features at Chinnor and Wallingford correspond to the Chinnor & Princes Risborough Railway and the Cholsey & Wallingford Railway, both of which operate as heritage railways providing leisure and tourism services rather than scheduled public transport. Their inclusion is intended solely to reflect the physical infrastructure and should not be taken to imply the availability of regular passenger rail services.

Note 2: The settlement labels shown on this map (City and Town/Large Village) are derived from the Ordnance Survey Towns Data and are provided for mapping reference only. They do not represent formal settlement hierarchy classifications which are determined and reviewed individually through each local planning authority's Local Plan process.

Strategy Scope

The Strategy focuses on six key strategic infrastructure areas and over 20 sub-topics identified by and agreed with the Oxfordshire Leaders Joint Committee, including transport, energy and utilities, green infrastructure, water, social infrastructure, as well as healthcare and social care.

The Strategy applies to all local authorities within Oxfordshire and considers the county in its wider regional context. This includes key interrelationships with neighbouring authorities and strategic geographies such as England's Economic Heartland (EEH) and the Oxford-Cambridge Corridor.

The Strategy does not seek to duplicate existing Infrastructure Delivery Plans prepared to support current and emerging Local Plans. Rather, it focuses on identifying and prioritising infrastructure of strategic importance at the county-wide level.

It sets out strategic infrastructure requirements up to 2050, aligning with the Strategic Vision for Oxfordshire. These requirements are assessed across three time horizons:

- **Short term (2025-2030):** Immediate infrastructure priorities within the next five years
- **Medium term (2030-2040):** Emerging infrastructure needs to 2040, aligned where possible with Local Plan periods which ends between 2040 and 2045
- **Longer term (2040-2050):** Future infrastructure requirements beyond current Local Plan timeframes, looking ahead to 2050

Drawing on comparable studies and stakeholder engagement, this Strategy defines strategic infrastructure as '**critical systems, facilities and services enabling sustainable growth and development across a larger than local area**'.

The following criteria are considered when sifting out non-strategic infrastructure projects:

- If the project is addressing a localised issue, i.e. if the project is addressing an issue which is confined to a single settlement area
- If the project is likely to be directly delivered by developers building a new housing or employment site
- If the project is to enable specific development(s), is likely to be delivered off-site, and wholly funded by developer contributions
- If the project is required as ongoing maintenance or refurbishment of infrastructure
- If the project has a notably small capital cost to deliver

TRANSPORT



Highways



Rail

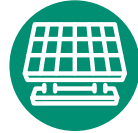


Bus,
Coach and
Strategic
Rapid Transit

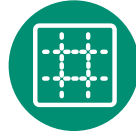


Active
Modes

ENERGY & UTILITIES



Energy
Infrastructure



Digital
Infrastructure



Waste
Infrastructure

GREEN INFRASTRUCTURE



Green
Infrastructure

WATER



Flood Risk
Management



Water Supply



Wastewater
Treatment

SOCIAL INFRASTRUCTURE



Secondary
Education



Special
Education
Needs and
Disabilities



Further
and Higher
Education

*For the purposes of OxIS, community facilities are classified as non-strategic infrastructure projects in line with the identified criteria.

HEALTH AND SOCIAL CARE



Primary
Healthcare
and Public
Health



Acute
Healthcare



Mental
Healthcare



Social Care



Emergency
Services

1.2 Project Methodology

Stage 1 Project Approach

The Stage 1 Baseline Report was produced and published for consultation in August 2025, and should be read in conjunction with this Report.

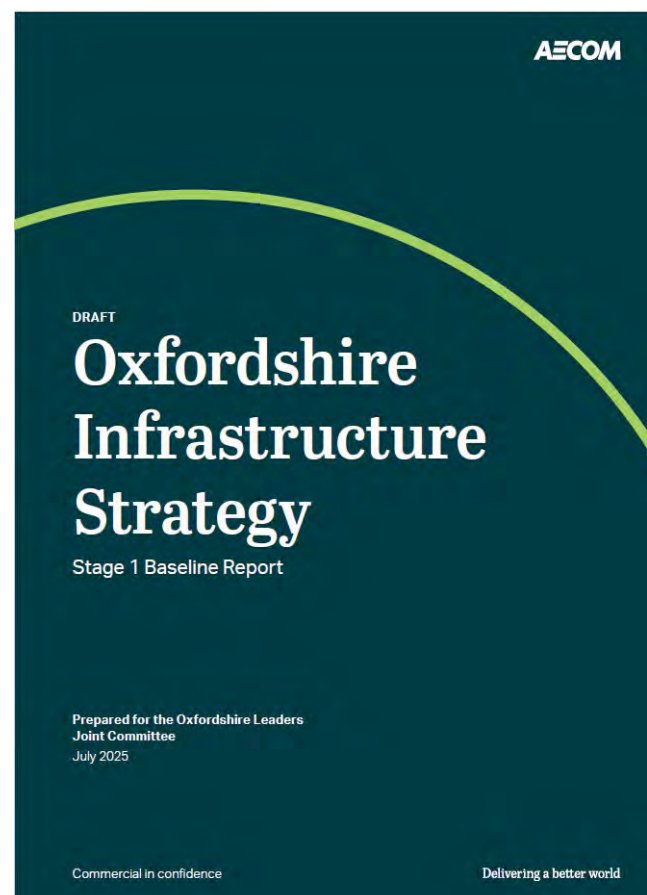
The Stage 1 Baseline Report focused on building a comprehensive understanding of the baseline infrastructure delivery and future strategic infrastructure requirements to support development to 2050, at a County wide level, structured as follows:

- **Chapter 2** introduced the study area and sets out the housing and economic growth context in Oxfordshire, including the theoretical growth scenarios that underpin the infrastructure analysis;
- **Chapter 3** provided an overview of how infrastructure is planned and delivered across Oxfordshire;
- **Chapter 4** presented a topic-by-topic assessment of strategic infrastructure needs across the County, focusing on existing capacity and future strategic requirements to support growth to 2050;
- **Chapter 5** summarised the Stage 1 draft Project Schedule which collates infrastructure investments required to support Oxfordshire's growth ambitions, including indicative costs and funding assumptions;
- **Chapter 6** explored the potential risks and barriers to delivering infrastructure. These are examined further at Stage 2, along with potential mitigation strategies;
- **Chapter 7** outlined the next steps for Stage 2 of this Strategy's development, which will include further refinement of the strategic infrastructure project pipeline and prioritisation of future strategic infrastructure projects through a structured framework.

This phase of work was also informed by a series of thematic Stage 1 Technical Stakeholder Engagement Workshops with over 35 targeted stakeholders.

These focused on validating the defined parameters for strategic infrastructure and strategic baseline findings on key challenges and opportunities.

They were also used to seek stakeholder views on the infrastructure project pipeline to 2050, including committed and planned investments, as well as to facilitate discussion on strategic infrastructure requirements to support growth to 2050 as well as key Drivers of Change which may impact the quantum and type of future requirements.



Stage 1 Technical Consultation

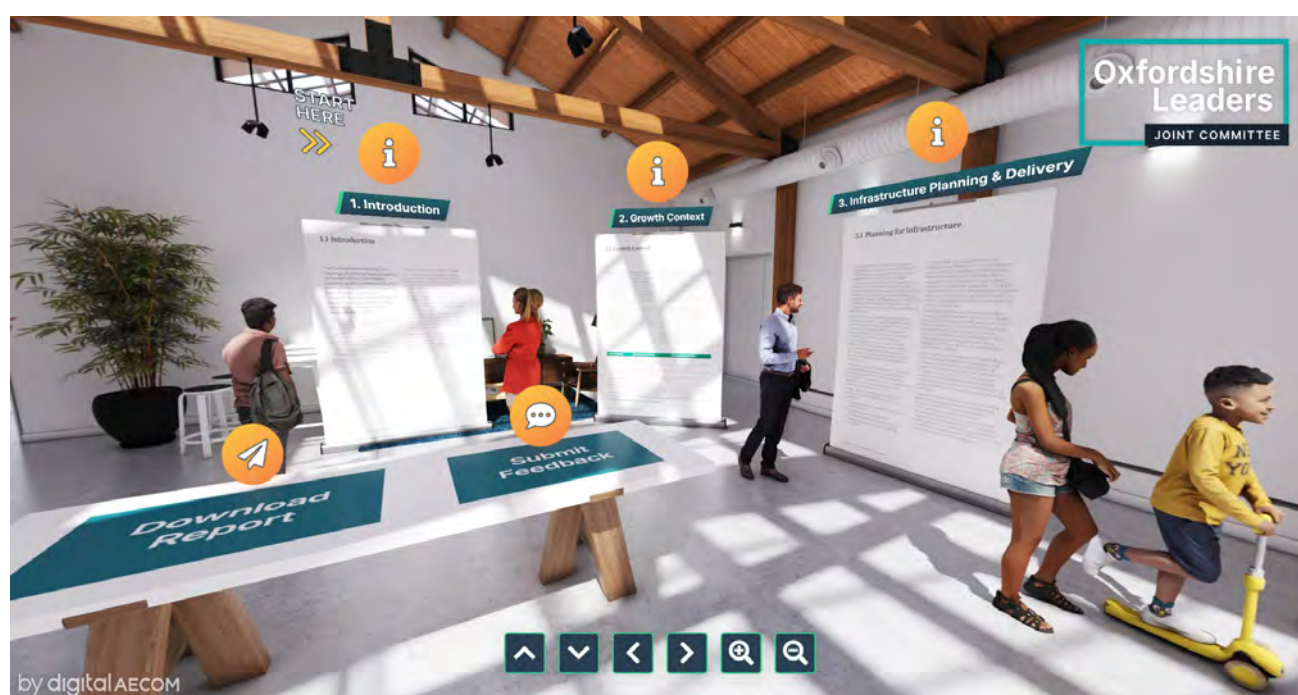
The Stage 1 Baseline Report was published for technical consultation between August 2025 to September 2025 through the AECOM Virtual Consultation Room.

Over 110 technical stakeholders were invited to review and provide feedback on the baseline analysis and initial Project Schedule of strategic infrastructure projects. The report was also made publicly available through the Oxfordshire Joint Leaders Committee website for feedback.

The Stage 1 Technical Consultation generated more than 400 comments from a variety of technical stakeholders including:

- Representatives from each local authority
- Innovate Oxfordshire
- Anglian Water
- Oxford Health NHS Trust
- National Highways
- East West Rail
- Thames Water
- Sport England
- Natural England
- BOB ICB
- Road Haulage Association (RHA)

Headline findings from the consultation are summarised over the following pages.



Strategy Purpose, Structure and Governance

- Strong support for the continued commitment to shaping infrastructure planning and delivery across Oxfordshire with clarity and ambition;
- Suggestion to consider 'Drivers of Change', particularly to reflect the importance of embedding adaptability and innovation in infrastructure investment;
- Suggested opportunity to align OxIS with broader innovation governance initiatives, ensuring future decisions are informed by emerging technologies, behavioural insights, and real-time data;
- Challenges highlighted in planning infrastructure for the 2041–2050 period due to uncertainty around future growth locations.

Need for Infrastructure Prioritisation

- Clear support for the need and overall approach to infrastructure prioritisation;
- Importance of considering the combined impacts of less strategic infrastructure schemes;
- Importance of illustrating critical infrastructure requirements with a sequenced timeline to support future Growth Plans;
- Considering the interrelationships between schemes, including their sequencing, interdependencies and cross-sectoral benefits, to deliver optimal impacts;
- Careful consideration to be given to long term and theoretical projects which may play important roles in enabling OxIS objectives;
- Prioritising infrastructure schemes with

most significant impacts in unlocking growth and amplifying national infrastructure investment.

Topic-by-Topic Strategic Infrastructure Assessment

- Recommendation to consider emerging mobility technologies, such as autonomous vehicles, drones and other emerging mobility solutions. Innovate Oxfordshire highlighted its work on AV trials, sensor harmonisation and regulatory learning;
- RHA suggested recognising the local logistics sector as a strategic priority, and recommended planning for ultra-rapid charging infrastructure HGVs, associated grid access improvements and land allocation for lorry parking and motorway service areas;
- Funding for local maintenance was highlighted as a strategic issue, given that a significant proportion of the population will continue to rely on road-based travel by car or public transport;
- Retrofit was identified as a critical infrastructure gap. Although diffuse in nature, it is considered a strategic underpinning to other investments, minimising the need for grid reinforcement and reducing the scale of solar investment required. The PaZCO report references an estimated £1.5 billion investment need;
- Timely grid connection was highlighted as a key challenge to enabling growth;
- Further considerations suggested in relation to the National Grid and UKPN network;
- Electrification of transport infrastructure was highlighted as a key challenge to energy infrastructure;

- Agreement from water supply and wastewater infrastructure providers on the delivery barriers and risks highlighted, particularly in relation to skills and construction, and the water sector's capacity to frontload infrastructure delivery;
- Particular concerns were raised around swimming pool provision, with a need for new facilities or strategic extensions at the regional level identified. Opportunities were also noted to co-locate swimming pool facilities with infrastructure that generates heat, such as data centres and hospitals;
- Health stakeholders supported the production of a comprehensive infrastructure strategy to ensure health infrastructure can be appropriately planned in response to population growth across Oxfordshire;
- Key challenges in primary care were highlighted, including the lack of suitable funding or suitable sites for new or redeveloped GP facilities; complexity of the existing service contract systems within GPs and how GPs are funded by the NHS; and, increasing pressure on services in Banbury, Berinsfield and Eynsham in addition to those identified through the report;
- Improved connectivity for staff and patients, particularly within Oxford and through enhanced bus links, was highlighted as a key enabler of effective health infrastructure;
- Stakeholders expect increasing infrastructure investment focused on improving access to community healthcare including neighbourhood-level health infrastructure, particularly in South Oxfordshire and Banbury, aligning with the NHS Long Term Plan;
- Adult social care requirements, including the provision of bed spaces, were also identified as important. Greater focus was suggested on the role of new infrastructure across all sectors in addressing deprivation and reducing health inequalities;
- A number of additional areas of importance, not currently included within the project scope, have been suggested. These include libraries, parks, leisure centres, museums, sports facilities, the historic environment, housing, and funding for regeneration schemes.

The comments received during the Stage 1 consultation have been addressed and incorporated in the Stage 2 project methodology and report where appropriate. It is acknowledged that some suggestions proposed fall outside the current project scope, and these have been noted for consideration in future work.

Stage 2 Project Approach

Stage 2 of the project encompassed the following tasks which took place between August 2025 to December 2025¹:

- Technical Consultation of Draft Stage 1 Baseline Report
- Stage 2 Stakeholder Engagement
- Prioritisation Framework Development
- Project Sifting and Prioritisation
- Infrastructure Funding and Delivery Review
- Strategy Development

This document presents the Stage 2, structured as follows:

- **Chapter 2** provides an overview of the methodology used to produce the strategy, including the methodology implemented to produce the prioritisation framework;
- **Chapter 3** presents the outcome from applying the prioritisation framework, in particular highlighting the priority projects identified at a national/regional scale, at a countywide scale and at the district scale for each local authority;
- **Chapter 4** provides an overview of existing infrastructure delivery and funding routes and specifically identifies options that could be explored through the implementation of the OxIS;
- **Chapter 5** provides recommendations to the OLJC reflecting the outcomes of the prioritisation framework.

A number of relevant strategies and evidence bases are being or have been developed in parallel with this Strategy for Oxfordshire. The outputs of this study has been shared throughout the strategy development process with key stakeholders including through regular alignment meetings and engagement.

Key strategy and evidence workstreams are summarised below and on the facing page.

Oxfordshire's Local Nature Recovery Strategy (LNRS)

The Oxfordshire Local Nature Recovery Strategy (LNRS) is a tool to help conserve and restore nature across the county. It is part of a wider national ambition to create strategies covering the whole of England to help deliver the 2021 Environment Act.

A series of documents, including a Local Habitat Map, Statement of Biodiversity Priorities, Species Priorities List and a Description of the Strategy, was published in November 2025. These documents describe and map important nature-recovery actions developed through local engagement.

The strategy is intended to act as a tool to help inform decisions about nature recovery actions and help landowners, conservation groups, and local communities to target their coordinated efforts to create a stronger and more connected natural landscape.

¹ Since the publication of the Stage 2 report, the Government has made announcements about the Greater Oxford Development Corporation as well as further funding. More information can be found here: <https://www.oxford.gov.uk/news/article/1829/statement-on-greater-oxford-development-corporation> and here: <https://www.gov.uk/government/news/oxford-cambridge-corridor-to-be-uks-silicon-valley>

Oxfordshire Local Area Energy Planning (OxLAEP)

The OLJC is supporting the six Oxfordshire councils to develop Local Area Energy Plans (LAEPs) for Oxfordshire. Local Area Energy Planning (LAEP) provides an action plan that takes into account energy and infrastructure plans at the national level. It incorporates technical evidence on the whole energy system, wider non-technical factors, and engagement with stakeholders. Emerging findings from OxLAEP has been considered to date and has continued to inform the development of OxIS across both Stage 1 and Stage 2.

OxRAIL 2040: Plan for Rail

The OxRAIL 2040: Plan for Rail was published in December 2025 by Oxfordshire County Council that sets out a long-term vision for the development of rail across the county. It sits around three key themes including improving connectivity and enhancing infrastructure, climate action, and rail as a place-shaper. The plan sets out how key priority projects such as Oxford Railway Station, the Reopening of Cowley Branch Line to passenger services, East West Rail and new trains will help transform rail travel in Oxfordshire and beyond, supporting improved public transport access to housing and jobs.

Wider government ambitions including the Oxford-Cambridge corridor, the Oxford Growth Commission and the New Towns Programme

In early 2025, ambitions for major investment into the Oxford-Cambridge corridor were announced. The Government aims to anchor fields including AI, life sciences and semiconductors in the Corridor, creating wider investment opportunities across the UK. The Oxford Growth Commission has been established to accelerate the growth potential of Oxfordshire, with a focus upon Oxford and the surrounding areas. The Interim Report of the Oxford Growth Commission was published in December 2025.

In addition, the Government confirmed in September 2025 that it will progress work on a new generation of new towns across England, following publication of the New Towns Taskforce's report, which recommends 12 locations as potential new towns. Redevelopment of the former airbase at Heyford Park in Cherwell is identified as one of the twelve recommended locations and is expected to connect to Oxford and build on the existing progress and commitment to high-quality placemaking, referencing the area's past and supporting its future in innovative technology industries. A New Towns Unit will be established by the government to progress development of the new towns.

1.3 Growth Context

The Stage 1 Baseline Report set out the growth context for Oxfordshire which is summarised here:

Economic growth

The context for economic growth in OxIS is a baseline trajectory that suggests that employment growth could increase by around 100,000 jobs by 2050. These are however high-level estimates to 2050 intended to support long-term infrastructure planning and are not presented as evidence of employment need. Specifically this doesn't mean that emerging or new local plans will plan for this figure, and OxIS does not intend to set binding targets (explicitly or implicitly) for employment or housing growth across Oxfordshire. That is the remit of comprehensive, statutory, local plan process.

Looking to 2050, there is a growing emphasis on sustainable and inclusive economic growth, with a vision that sets the foundational economy gaining prominence alongside high-growth sectors. This shift is supported by the Oxfordshire Strategic Economic Plan and a stronger focus on the infrastructure investment required across transport, digital, water and energy systems to sustain Oxfordshire's position as a globally significant innovation ecosystem.

A resilient and thriving natural environment is also recognised as critical to a functioning economy. Within this context, a Local Nature Recovery Strategy has recently been prepared, and the Oxfordshire Local Nature Partnership is working to enhance nature across the county through innovative financing.

Some of the key growth sectors across Oxfordshire include digital technologies, life sciences, clean energy, advanced manufacturing, defence, and creative industries. AI development and data centres are also a key area of growth. These key growth sectors are associated with a number of key growth sites that are planned or committed across Oxfordshire including the Culham AI Growth Zone, the Begbroke Science Park, and the Didcot Growth Accelerator Enterprise Zone amongst others.

Housing growth

For the purposes of OxIS, three theoretical scenarios were used to estimate housing growth. This work does not replace housing and economic needs assessments. The Growth Scenarios are not indicative of housing need and should not be used or interpreted as such.

These have estimated between **approximately 123,000 and 134,000 additional homes across Oxfordshire by 2050** (annual average of between approximately 4,730 and 5,190 homes). This compares to average annual completions of 3,638 homes per annum (15-year horizon).

The figure overleaf illustrates key committed and planned strategic housing growth across Oxfordshire. These identified housing sites do not equal the total number of homes planned for each local authority, as it is focused on strategic sites, and additionally, not all Local Plans are at a stage where site allocations have been identified or confirmed for inclusion.

+123-134k

Estimated housing growth to 2050 based on theoretical scenarios

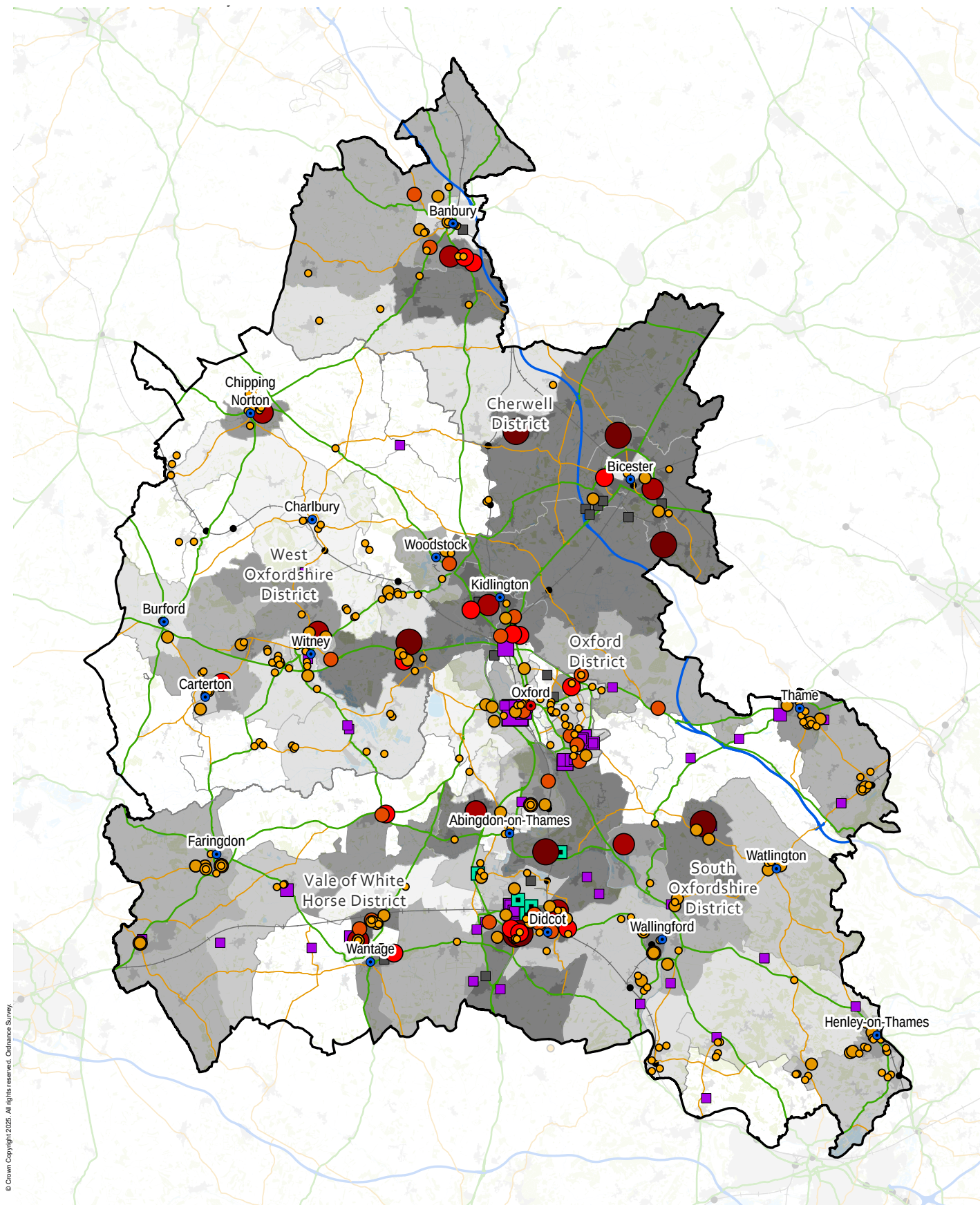
Population growth

OxIS-specific housing-led population projections have been modelled based on the three theoretical growth scenarios set out in the Stage 1 Report. These projections estimate **population growth of 221,000 to 250,000 people by 2050** (+29% to +33%), reaching over 1 million by 2050.

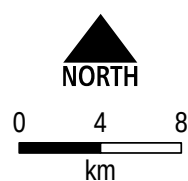
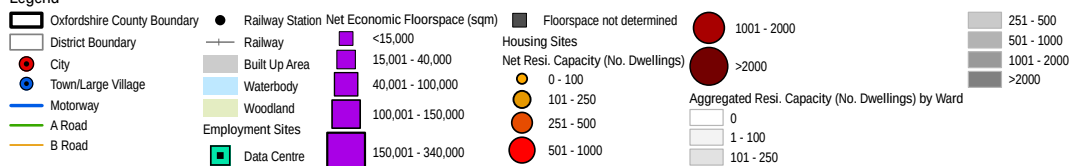
Oxfordshire County Council analysis of 2021 Census data shows a trend of ageing in the county with a 25% increase in the number of people aged 65 and over, and a 27% increase of people aged over 50, while the number of young children aged 0-4 was in decline by 8%. This indicates an ageing population across the County which entails an increasing need for healthcare, social care and age-friendly infrastructure.

+221-250k

Projected population growth based on OxIS housing growth scenarios



Legend



Committed and Planned Strategic Housing and Economic Growth across Oxfordshire

Note: The figure illustrates key committed and planned strategic housing and economic growth across Oxfordshire. These identified development sites do not equal the total number of homes or economic floorspace planned for each local authority, as it is focused on strategic sites, and additionally, not all Local Plans are at a stage where site allocations have been identified or confirmed for inclusion.

1.4 Stage 1 Key Findings



TRANSPORT

Key Findings

- Congestion hotspots on A34, A43, M40, Oxford Ring Road and city/town centres, with improvements necessary on the A40, A420, A41, A44, A4074 and M40/A34
- ORCS identified the need for a **70% increase in passenger services** and calling patterns and service coverage by 2028
- East West Rail presents opportunities for improved regional and national connectivity and increased freight capacity
- All Oxford based bus depots are at full capacity which may hinder network growth going forward
- Existing active travel infrastructure falls short of latest design standards, with **poor walking and cycling links to key destinations** such as rail stations
- Need for inter-urban active travel routes
- Delays to the Road Investment Strategy 3 (RIS 3) programme have created **uncertainty over the delivery of strategic road schemes**, posing risks to meeting long-term capacity needs and aligning transport upgrades with other infrastructure investment and planned growth.
- Realising the benefits of planned and future rail investment will require **coordinated planning for supporting infrastructure**, including interchange hubs, enhanced electricity supply and network reinforcements, and improved digital connectivity such as 5G mobile coverage.



ENERGY & UTILITIES

Key Findings

- Oxfordshire faces **significant constraints on its electricity network**, with exceptionally long connection times for new housing development in Bicester due to the need for reinforcements at the Grid Supply Point (GSP). The SSEN Network Capacity Map indicates that **electrical infrastructure is constrained** in parts of the county, which could **limit development before 2030 until scheduled reinforcement upgrades are completed**.
- Additional demand is anticipated from **Oxfordshire's AI Growth Zone and data centre developments**, reflecting its position as a global innovation hub. There are also **opportunities to capture waste heat** from data centre operations through a whole energy systems approach, for example, by supplying it to nearby housing developments or large heat users via district heating networks.
- Oxfordshire authorities are developing Local Area Energy Plans (LAEP) to shape a coordinated energy transition. Emerging analysis indicates rising electricity demand from rail and heat electrification and increasing battery electric vehicles including bus fleet.
- Only **62% of premises in Oxfordshire currently have access to full-fibre connectivity**, with Oxford City having the lowest coverage (27%) despite its status as a global innovation and economic hub. Most local authority areas in Oxfordshire have **5G coverage below 10%**.



GREEN INFRASTRUCTURE

Key Findings

- A large proportion of Oxfordshire does not meet any of the Accessible Greenspace Standards, with **over 50 urban neighbourhoods identified as areas of concern or priority.**
- There are **no existing publicly accessible green spaces large enough to meet the sub-regional Accessible Greenspace Standard.**
- Significant green infrastructure delivery will be required to support planned and future housing growth in Oxfordshire. While relevant open space and biodiversity requirements can be partially delivered through individual sites, **strategic investments such as the Evenlode Landscape Recovery Project and the Oxfordshire Nature Recovery Fund will be needed to meet sub-regional needs and enhance connectivity.**
- Integrated infrastructure planning presents an **opportunity to maximise the role of green infrastructure in enhancing health and wellbeing outcomes and providing natural solutions for flood risk mitigation.**



WATER

Key Findings

- There are 4,500 properties in Oxford at a 1% or higher annual risk of flooding. This figure could rise to nearly 6,000 by the year 2080 with the predicted effects of climate change.
- By 2050, **7% of properties will be at risk of hydraulic flooding internally from the sewerage system** for up to 1 in 50-year storm event.
- Thames Water forecasts **supply-demand deficit of -90MI/d by 2045** and may no longer routinely meet potable water demand of non-residential development, such as data centre development, which would require investment in water management.
- Of the 501 waterbodies in the River Thames basin, 94% are at less than good ecological status.
- **77% of Sewage Treatment Works catchments were vulnerable** to the risks of growth and climate change
- There is currently no statutory obligation for infrastructure providers or developers to construct assets aimed at reducing flood risk in already-developed areas. This limits the ability to address **legacy flood risk** issues through planned infrastructure investment.
- There are no further identified **strategic natural flood management (NFM) or nature-based solutions (NBS) projects** in Oxfordshire beyond those already in progress, although partial opportunity modelling has been undertaken.



SOCIAL INFRASTRUCTURE

Key Findings

- **Limited long-term projections:** Education planning currently **operates on a five-year cycle**, and there are no available projections to estimate infrastructure needs beyond 2027/28.
- **Condition and accessibility of existing facilities:** While much of the projected demand could be met through new developments, there are ongoing challenges relating to the condition of existing school buildings and the adequacy of walking, cycling, and public transport links to them, which will need holistic consideration.



HEALTH AND SOCIAL CARE

Key Findings

- Oxfordshire's **healthcare estate is ageing**, with limited space to expand in response to housing growth or increased staffing needs.
- This is combined with a **significant investment backlog**. A number of existing GP practices are in poor condition, but there is a lack of funding or suitable sites to support redevelopment or provision of a new facility. The ICB also does not have any dedicated funding for new primary care estate development and is faced with **financing and procurement challenges**.
- Primary healthcare services are already under pressure in **Oxford City, Bicester, Didcot, Wantage, Banbury, Berinsfield and Eynsham**.
- The NHS 10-Year Health Plan proposes the introduction of **neighbourhood health centres** to deliver more personalised, community-based care, alongside the creation of neighbourhood service providers to support this new approach to healthcare delivery.
- Opportunities for **world class life sciences and healthcare infrastructure**
- Health and care infrastructure planning in Oxfordshire is **generally focused on the short term**, with some estate strategies not extending beyond the current year. There are currently **no confirmed updates to address longer-term needs** arising from population growth and demographic change.

02

Prioritisation Framework

2.1 Introduction to Framework

This chapter of the Strategy sets out the Prioritisation Framework and specifically the criteria taken into account during this process as part of the second stage of the study.

As has been demonstrated through the Stage 1 Baseline Report, a wide range of infrastructure issues and opportunities exist across Oxfordshire. The Strategy has identified a large number of infrastructure projects required in order to support the economic, social and environmental development of Oxfordshire. As the Strategy is taken forward and used as a tool by the OJLC and its partners, a focus is required on which projects represent a priority in order to:

- Meet the OJLC objectives for OxIS and to align with the Outcomes of the Oxfordshire Strategic Vision
- Identify and promote the infrastructure investment supporting sustainable growth of Oxfordshire
- Demonstrate clear investment priorities to government, the Oxford Growth Commission, and funding providers, having been established through an evidence based process and consulted with stakeholders.
- Extract the most value and efficiencies from limited funding available, in the context of competition for increasingly limited public sector funding and the limitations of developer contributions to fund large scale infrastructure projects.

It should be noted that OxIS is based upon a snapshot in time. As development sites, infrastructure projects and policies continue to evolve, more information may become known about projects over time. The assessment of projects and subsequent prioritisation will similarly not be fixed and will continue evolving, but provides a useful reference point to help inform decisions at this point in time. The comprehensive project schedule and GIS mapping generated through this Strategy will provide an invaluable tool for future revisions to infrastructure needs and opportunities across Oxfordshire.

The process has been two staged which will be explained in further detail in this chapter:

1. Project Sifting
2. Multi Criteria Assessment

The development of this process has included a review of the approach employed on previous iterations of the OxIS work in 2017 and 2020 to ensure any lessons learnt have been incorporated. Alongside this, a benchmarking process was undertaken to consider comparable infrastructure strategies and assessments and the prioritisation methods employed on those. Alongside, stage 1 stakeholder engagement feedback on prioritisation was also factored in for consideration.

2.2 Framework Scales

The Strategy has identified a large number of strategic infrastructure projects that are needed to 2050. In order to identify, sift and appraise these projects in a logical way, a set of geographic scales have been employed, to which each of the projects have been assigned. This approach has been adopted from previous OxIS frameworks and is designed so as not to favour one geographical area or project over another. The three scales are summarised here and used to present the outcomes of the approach throughout the remainder of the document.

National/Regional Infrastructure

Projects have been categorised as national or regional where they satisfy one of the following criteria:

- Project is of national or regional importance
- Project crosses through or adjoins Oxfordshire

Countywide Infrastructure

Projects have been categorised as countywide where they satisfy one of the following criteria:

- Project is of countywide importance
- Project crosses more than one local authority within Oxfordshire

District Scale Infrastructure

Projects have been categorised as District scale where they are required to deliver or safeguard specific sites (or group of sites) within a local authority of Oxfordshire.

- Oxford City
- West Oxfordshire
- Cherwell
- South Oxfordshire*
- Vale of White Horse*

**Infrastructure investment covering the Harwell-Milton-Didcot area, along with network-related infrastructure supporting Abindgon and Culham, appears under both South Oxfordshire and Vale of White Horse categories to reflect its cross-boundary relevance.*



2.3 Project Sifting

Project Sifting

The Stage 1 Project Schedule has been reviewed with stakeholders post publication and refined further. This process has led to some projects being removed and other projects being added to the schedule. The review process has enabled further information and details to be recorded although gaps in information remain. At the point of prioritisation the Stage 1 schedule included 550 projects (**Appendix A3**).

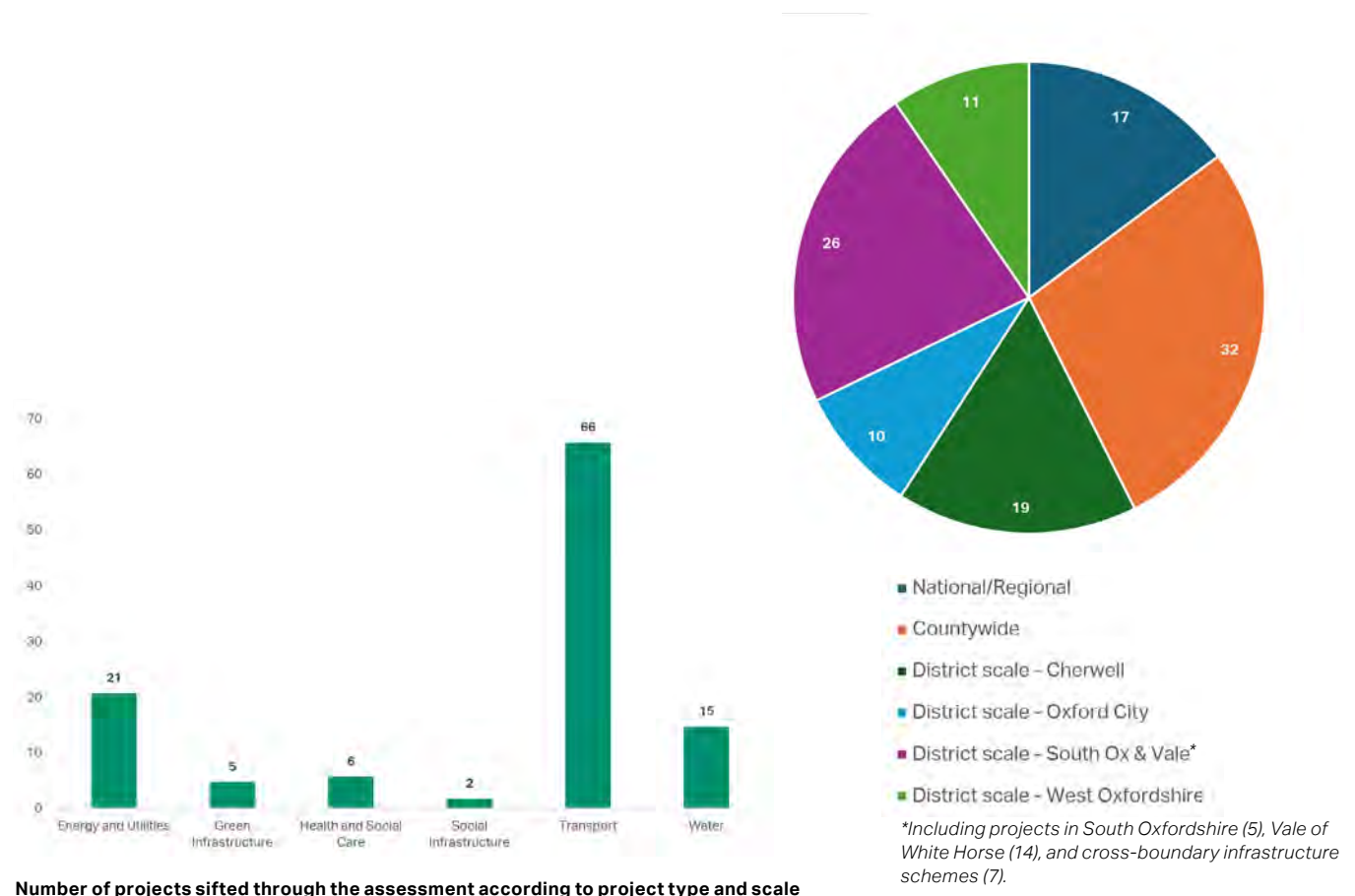
For the purposes of a prioritisation process the project schedule required sifting to enable an appropriate number of projects to be reviewed in more detail. The sifting criteria employed are set out in the table on the following page.

If any projects were categorised to match one of the 'sift out' decisions in the table, these projects were not taken forward to the Multi-Criteria Assessment.

It is important to stress that this does not relegate the importance of these projects and as such they remain important components of the overarching OxIS Project Schedule.

The diagram below illustrates the number of projects sifted through the assessment stage according to project type and scale / geography.

Following the Project Sifting, a remaining schedule of 115 projects were taken forward for further consideration through a Multi-Criteria Assessment (MCA) tool.



Sifting Categorisation	Considerations	Sift In	Sift Out
Project Scope	Check to exclude projects not within scope of OxIS Prioritisation Framework	In Scope	- Duplicate - Out of Scope
Spatial Scale	Check to exclude projects not of strategic scale (i.e. Addressing localised issue / directly delivered by developers)	- National/ Regional Scale - Countywide Scale - District Scale	Non-strategic
Basis of Project Requirement	Check to exclude projects not supporting good growth in Oxfordshire	- Addressing blocked Development - Enabling new development - Mitigating impacts of new development - Strategic innovation and enhancements	- Addressing existing shortfalls - Maintenance or refurbishment
Project Status	Check to exclude projects already in development	- Committed - Pending - Investigation	- Completed - Under construction - Ambition
Cost and Funding Status	Check to exclude projects already fully funded or expected to be funded by development	- No Funding - Partially Funded	- Fully Funded* - Developer Direct Delivery or Contributions
Confidence in Information	To check potential limitations to knowledge and whether additional research is required to improve the basis of categorisation	- Comprehensive Information - Partial Information	- Poor Level of Information - No Information

Sifting criteria used to determine projects taken forward

*This excludes energy and water projects which have a recognised funding route but no clear commitments to funding

2.4 Multi Criteria Assessment

Multi-Criteria Assessments can vary in complexity and this assessment has been designed to be as logical and transparent as possible.

The assessment has been organised under broad themes to ensure a holistic approach and a number of sub criteria to ensure specific elements are incorporated. In compiling these themes and criteria, the Oxfordshire Strategic Vision has been taken into account to ensure alignment as far as possible.

The Strategic Vision Outcomes have influenced the themes and criteria to ensure that the appraisal of projects takes into account the protection of the environment, a carbon neutral / negative future, health and well-being, strengthening of the local economy, fairness and equality, the historic and cultural offer, improved connectivity and the delivery of affordable and efficient homes.



FUTURE OXFORDSHIRE PARTNERSHIP
futureoxfordshirepartnership.org

The Oxfordshire Strategic Vision

THE VISION

The Oxfordshire Strategic Vision sets out a highly ambitious pathway for long-term change towards a more sustainable future. Prepared by the Future Oxfordshire Partnership,¹ the Vision is designed to be overarching and cross-cutting to inform a range of local and national plans, strategies and programmes. Enhanced wellbeing sits at the heart of our ambition. We want Oxfordshire's people, places and environment to thrive so that the lives of current and future generations are enhanced. To achieve this will require bold, collaborative and inclusive thinking, with decisions and actions that deliver real and lasting change in ways that build resilience and enhance our shared prospects for the future.

OUTCOMES

These are the outcomes we want to have achieved by 2050:

- Our **natural environment** will be in a better state than that in which we found it
- We will already be carbon neutral and accelerating towards a **carbon negative future**
- Our residents will be **healthier and happier**, and overall wellbeing will have improved
- Our local economy will be **globally competitive**, sustainable, diverse and inclusive
- Our county will be a more **equal, fair and inclusive** place for everyone
- Our **vibrant historic and cultural offer** will be rich, diverse and enhanced
- We will have energy **efficient and affordable homes** in the right number, location and tenure
- Our county's **connectivity** will be transformed in ways that enhance wellbeing
- Our diverse and vibrant communities will thrive with a strong **sense of identity**

ACHIEVING GOOD GROWTH

National policies require Oxfordshire to plan positively for growth in ways that achieve economic, social and environmental sustainability. We have defined what good growth means for Oxfordshire to ensure it is compatible with our guiding principles and strategic outcomes. Good growth will:

- Enhance the historic and natural environment
- Support a diverse high-value economy
- Be high-quality and resilient to change
- Embrace innovation and technology
- Be sustainable, clean and green
- Be healthy and inclusive

GUIDING PRINCIPLES

Taken together with our Outcomes and definition of good growth, our Guiding Principles form our overarching approach to long-term sustainable development in Oxfordshire. We will:

- Reverse the impacts of climate change
- Improve wellbeing and reduce inequalities
- Enhance our natural environment
- Reflect our diverse communities and places
- Deliver homes that meet our needs
- Embrace technological changes
- Support a prosperous and inclusive economy
- Expect high-quality development
- Help people to help each other
- Maximise the benefits of strong collaboration

¹ The Strategic Vision has been prepared by the Future Oxfordshire Partnership, which comprises the six councils of Oxfordshire and key strategic partners.

The Oxfordshire Strategic Vision, Future Oxfordshire Partnership (2025)

Themes and Criteria

The MCA Themes include:

- Environment
- Place
- Social
- Productivity
- Connectivity

The MCA Criteria which support each of these themes are set out over the following pages.

All criteria impacts are scored between negative/negligible (0), low positive (1), medium positive (2), high positive (3), and very high positive (4).

The weighting of scores across the five themes is based on a balanced score card approach which represents the broad remit of the OxIS scope and intended objectives of the strategy. Therefore, the importance of one theme is not elevated above another.

The MCA criteria and scoring could be adapted for specific parallel assessment exercises, but the OxIS MCA should be seen as a baseline assessment, from which bespoke prioritisation exercises can be produced for specific purposes using the incorporated implementation filters.

Environment

- E1 - Protecting and enhancing environment and biodiversity
- E2 - Contribution to reduction in emissions
- E3 - Contribution towards climate change resilience
- E4 - Contribution towards sustainable water systems

Place

- PI1 - Numbers of new homes directly unlocked by the project
- PI2 - Scale of homes supported by the project
- PI3 - Contribution towards priority Regeneration and Place Making schemes
- PI4 - Contribution towards wider infrastructure projects (Unlocking interdependent schemes)

Social

- S1 - Supporting Health and Well-being
- S2 - Supporting access to social and cultural infrastructure
- S3 - Addressing social deprivation and exclusion

Productivity

- Pr1 - Number of new jobs directly unlocked by the project
- Pr2 - Scale of jobs supported by the project
- Pr3 - Contribution towards an inclusive existing economy
- Pr4 - Enabling new/priority economic growth sectors

Connectivity

- C1 - Supporting sustainable connectivity between settlements
- C2 - Supporting sustainable connectivity within settlements
- C3 - Supporting sustainable digital connectivity of Ox-shire
- C4 - Supporting sustainable energy network across Ox-shire

Criteria	Consideration	Score 0	Score 1	Score 2	Score 3	Score 4
Environment						
Protecting and enhancing environment and biodiversity	To what extent could the project positively protect and enhance environment and biodiversity	Negligible	Low	Moderate	High	Very High
Contribution to reduction in emissions	To what extent could the project positively contribute to a reduction in emissions	Negligible	Low	Moderate	High	Very High
Contribution towards climate change resilience	To what extent could the project positively contribute towards climate change resilience	Negligible	Low	Moderate	High	Very High
Contribution towards sustainable water systems	To what extent could the project positively contribute towards sustainable water systems	Negligible	Low	Moderate	High	Very High

Multi-Criteria Assessment Framework - Environment Theme

Criteria	Consideration	Score 0	Score 1	Score 2	Score 3	Score 4
Place						
Numbers of new homes directly unlocked by the project	To what extent could the project have a direct impact in terms of enabling or unlocking housing growth. Based on recorded data on committed and planned development sites linked to an infrastructure project.	<100 Homes	100 - 500 Homes	500 - 1000 Homes	1,000 - 2,500 Homes	>2,500 Homes
Scale of homes supported by the project	To what extent could the project support homes generally across the study area. Informed by GIS spatial analysis based on scale of associated homes for project using GIS analysis of local plan housing sites and proximity to infrastructure projects	<1,000 Homes	1,000 - 2,500 Homes	2,500 - 5,000 Homes	5,000 - 10,000 Homes	>10,000 Homes
Contribution towards priority Regeneration and Place Making schemes	To what extent could the project positively contribute towards supporting or enabling a priority Regeneration and Place Making scheme/s.	Negligible	Low	Moderate	High	Very High
Contribution towards wider infrastructure projects (unlocking interdependent schemes)	To what extent could the project positively contribute towards supporting wider infrastructure projects. This relates to highlighting the importance of interdependent schemes which are necessary in order to allow associated infrastructure projects to take place.	Negligible	Low	Moderate	High	Very High

Multi-Criteria Assessment Framework - Place Theme

Criteria	Consideration	Score 0	Score 1	Score 2	Score 3	Score 4
Social						
Supporting Health and Wellbeing	To what extent could the project positively contribute towards supporting health and wellbeing	Negligible	Low	Moderate	High	Very High
Supporting access to social and cultural infrastructure	To what extent could the project positively contribute towards supporting access to social and cultural infrastructure	Negligible	Low	Moderate	High	Very High
Addressing social deprivation and exclusion	To what extent could the project positively contribute towards addressing social deprivation and exclusion	Negligible	Low	Moderate	High	Very High

Multi-Criteria Assessment Framework - Social Theme

Criteria	Consideration	Score 0	Score 1	Score 2	Score 3	Score 4
Productivity						
Numbers of new jobs directly unlocked by the project	To what extent could the project have a direct impact in terms of enabling or unlocking job growth? Based on recorded data on committed and planned development sites linked to an infrastructure project.	< 100 Jobs	100 - 500 Jobs	500 - 1,000 Jobs	1,000 - 2,500 Jobs	> 2,500 Jobs
Scale of jobs supported by the project	To what extent could the project support jobs generally across the study area. Informed by GIS spatial analysis based on scale of associated jobs for project using GIS analysis of local plan employment sites and proximity to infrastructure projects.	< 1,000 Jobs	1,000 - 2,500 Jobs	2,500 - 5,000 Jobs	5,000 - 10,000 Jobs	> 10,000 Jobs
Contribution towards an inclusive existing economy	To what extent could the project positively contribute towards supporting an inclusive existing economy at the local, regional and or national scale.	Negligible	Low	Moderate	High	Very High
Contribution towards priority economic growth sectors	To what extent could the project positively contribute towards supporting priority economic growth sectors (supporting inclusive and green economy)	Negligible	Low	Moderate	High	Very High

Multi-Criteria Assessment Framework - Productivity Theme

Criteria	Consideration	Score 0	Score 1	Score 2	Score 3	Score 4
Connectivity						
Supporting sustainable connectivity between settlements	To what extent could the project positively support sustainable connectivity between settlements across Oxfordshire and the wider sub region	Negligible	Low	Moderate	High	Very High
Supporting sustainable connectivity within settlements	To what extent could the project positively Support sustainable connectivity within settlements within Oxfordshire	Negligible	Low	Moderate	High	Very High
Supporting sustainable digital connectivity of Ox-shire	To what extent could the project positively support sustainable digital connectivity across Oxfordshire	Negligible	Low	Moderate	High	Very High
Supporting sustainable energy network across Ox-shire	To what extent could the project positively support the sustainable energy network across Oxfordshire	Negligible	Low	Moderate	High	Very High

Multi-Criteria Assessment Framework - Connectivity Theme

Project Appraisals

The appraisal of projects within the MCA is informed through three processes which are explained below:

1. Project typology benchmarking

Benchmarking scores have been developed for all qualitative-based MCA criteria. These benchmarks ensure a consistent approach is applied across projects of the same typology, providing a logical and transparent basis for scoring where project-specific information is limited. In effect, they offer a default fallback position that supports robust and consistent MCA scoring whenever detailed assessments are not yet possible.

2. Project location-based analysis

Six of the criteria have also been informed by GIS based spatial analysis. This is summarised in the table on the following page.

3. Project line-item information review and sense checking

The third process employed for the appraisal was to undertake a sense check and review of the MCA outcomes. This required each project entry and its associated project details to be checked across each thematic criteria consideration and benchmark score. Where GIS spatial analysis or project details recorded for a project provided evidence to suggest a divergence from the typology based benchmark score this was applied manually.

Theme	Criteria	Project location-based analysis
Environment	Protecting and enhancing environment and biodiversity	Spatial analysis of proximity of infrastructure project to the following sensitive sites: Special Protection Areas, Special Areas of Conservation, RAMSAR, National Nature Reserves, Site of Special Scientific Interest, Ancient Woodland, Priority Habitats, Local Nature Reserves, National Parks, National Landscape
Place	Scale of homes supported by the project	Spatial analysis of planned housing sites from Stage 1. Catchment buffers applied to all applicable infrastructure projects. Analysis records scale of planned homes potentially supported by the infrastructure project. Not assumed to directly unlock sites (different criteria) but to support.
	Contribution towards priority Regeneration and Place Making schemes	Spatial analysis of proximity of infrastructure project to the following regeneration areas: Welch Way (Witney), Banbury, Bicester, Kidlington, Berinsfield Garden Village, Blackbird Leys / Greater Leys, West End and Botley Area, Marston Road and Old Road Area, Cowley Branch Line and Littlemore
Social	Addressing social deprivation and exclusion	Spatial analysis of proximity of infrastructure project to identified communities with high levels of deprivation as defined through 2025 Index of Multiple Deprivation (top 3 deciles)
Productivity	Scale of Jobs supported by the project	As above for Scale of Homes Supported by the Project' but analysis of Stage 1 employment sites to record scale of planned employment sites and associated Jobs supported by project.
	Contribution towards priority economic growth sectors	Spatial analysis of proximity of infrastructure project to the sites associated with Oxfordshire economic growth sectors including for example Upper Heyford Creative City, Motorsport Valley, Oxford City Science Area, Culham AI Growth Zone, Milton Park / Didcot Garden Town, Williams Innovation & Technology Campus, Harwell Campus, Begbroke Science Park, University of Oxford, Activate Learning Campuses, Didcot Growth Accelerator Enterprise Zone

Criteria considered in the location-based analysis

Implementation Filters

Project deliverability is an important consideration but has been separated out from the MCA. This is because many of these factors do not fit a scoring approach in the same way that the thematic criteria of the MCA do and are more subjective as to whether they result in a positive or negative outcome. For example, a project that has a high level of complexity could be scored negatively as the implementation will be challenging but equally the project could be scored positively to attract a greater level of intervention and support.

Instead, the deliverability of the schemes has been grouped alongside other practical categorisations of the projects under an 'implementation' umbrella. The intention being that the Prioritisation Framework includes these implementation filters to allow the outcomes of the MCA to be filtered according to the needs of the user. This enables the framework to be used as a tool to, for example, provide spatially relevant project lists, temporal and status-based lists, or funding related lists. The implementation filters are shown in the table on the following page.

Engagement and Refinement

The development and application of the Prioritisation Framework followed a collaborative process with ongoing involvement from the project steering group, Oxfordshire Local Authorities and OCC service leads. This has followed an iterative process as set out below:

1. Stage 2 Project Schedule refinement following stakeholder engagement at the conclusion of Stage 1
2. Sifting criteria development with the project steering group and application to the draft Stage 2 Project Schedule
3. Sifted project schedule review and finalisation by project steering group, Oxfordshire Local Authorities and OCC service leads
4. MCA core component, including infrastructure scales, assessment themes and criteria, drafted by OxIS Project Team and reviewed by project steering group
5. Infrastructure scales, assessment themes and criteria refinement and finalisation based on feedback from project steering group
6. MCA tool application to the sifted project schedule to generate draft outcomes. Draft MCA outcomes presented to project steering group and shared with Oxfordshire Local Authorities and OCC service leads for review.
7. Project partner's feedback consolidation, review and consistency sense-check undertaken by the OxIS project team
8. Draft MCA outcome presentation within the Stage 2 Report for consideration by the OxIS EOG.

Filters	Consideration	Filter Options
Scale / Location	Filters to focus project list relevant to specific area (useful for district scale basket of projects to differentiate LPAs)	National / Regional
		Countywide
		District scale - Oxford City
		District scale - West Oxfordshire
		District scale - Cherwell
		District scale - South Oxfordshire
		District scale - Vale of White Horse
Project Basis	Filtering projects based on their rationale*	Addressing blocked development
		Enabling new development
		Mitigating impacts of new development
		Strategic innovation and enhancements
Project Status	Filtering projects on the level of existing commitment and readiness to progress forward	Investigation
		Committed
		Pending
		Partially completed
Project Delivery Timeframe	Filtering projects on the envisaged timing of project delivery	Short Term (to 2030)
		Short - Medium Term (2025 - 2040)
		Short - Long Term (2025 - 2050)
		Medium Term (2030 - 40)
		Medium - Long Term (2030 - 2050)
		Long Term (2040 - 2050)
Delivery Complexity & Risks	Filtering projects on the envisaged complexity of project (typology and project specifics based) and potential level of risk	Very High Complexity Project
		High Complexity Project
		Medium Complexity Project
		Low Complexity Project
Finance - Cost	Filtering projects based on the estimated cost of delivery (i.e. selecting low cost projects or alternatively big ticket items)	Very High Cost
		High Cost
		Medium Cost
		Lower Cost
		To be confirmed
Finance - Funding	Filtering projects based on the funding status (focusing on projects in need of assistance to address funding gaps)	Funded by Service Provider
		Partially funded
		No funding
		To be confirmed

Implementation filters

* This assessment is based on high level understanding of each project's scope and assumptions. It should be noted that the identification of scale and spatial distribution of growth should be established through individual Local Plan process. OxIS does not seek to identify growth requirements or locations.

03

Prioritisation Outcomes

3.1 Introduction

This section sets out the results of the prioritisation of strategic infrastructure projects required to support planned growth across Oxfordshire to 2050.

It focuses on projects currently at the planning or investigation stage, where additional intervention may be required to accelerate delivery or unlock future infrastructure provision. The prioritisation methodology is described in **Chapter 2**.

A total of 115 strategic infrastructure projects were initially appraised. Through further consolidation and grouping of some related projects the final project list as presented in this chapter totals 103 projects.

These have been presented according to the scale of impact (National/Regional, Countywide and District Scale).

For each project, the following information is provided:

- Thematic project scoring based on the multi-criteria assessment framework as summarised in the tables overleaf
- Ranking based on the Multi-Criteria Assessment (MCA) score
- Indicative delivery phasing between 2025 and 2050

It is important to note that the order in which these infrastructure projects are presented reflects only the scores they achieved in the OxIS Multi-Criteria Assessment. This ordering does not necessarily indicate the sequence in which investment should be prioritised. Rather, it provides an evidence-based platform from which future investment decisions can be developed and refined. The recommendations set out within **Chapter 5** include guidance on how to use the Prioritisation Framework most effectively.

It is also recognised that specific project impacts may be refined as individual schemes progress through later stages of design and development, which may in turn identify specific enhancement and mitigation opportunities.

Appendix A2 details the full appraisal results of the Oxfordshire Infrastructure Strategy prioritisation framework.

3.2 National and Regional Infrastructure

The table overleaf presents the outcomes of the prioritisation analysis for strategic infrastructure projects required to support sustainable growth. [Appendix A2](#) provides further detail on each project, including delivery status, organisation, risks, dependencies, complexity, cost and funding and the respective MCA score.

This grouping comprises projects of [national or regional significance](#), as well as those that pass through or adjoin the County.

The analysis focuses on schemes currently at the planning or investigation stage, where further intervention may be required to accelerate delivery or enable future infrastructure provision. Other key infrastructure projects*, such as those that are fully funded or at an ambition stage, are set out in [Appendix A3](#).



Project Spotlight

Enabling Oxfordshire's Growth through Rail including East West Rail and Reopening of the Cowley Branch Line to passenger services

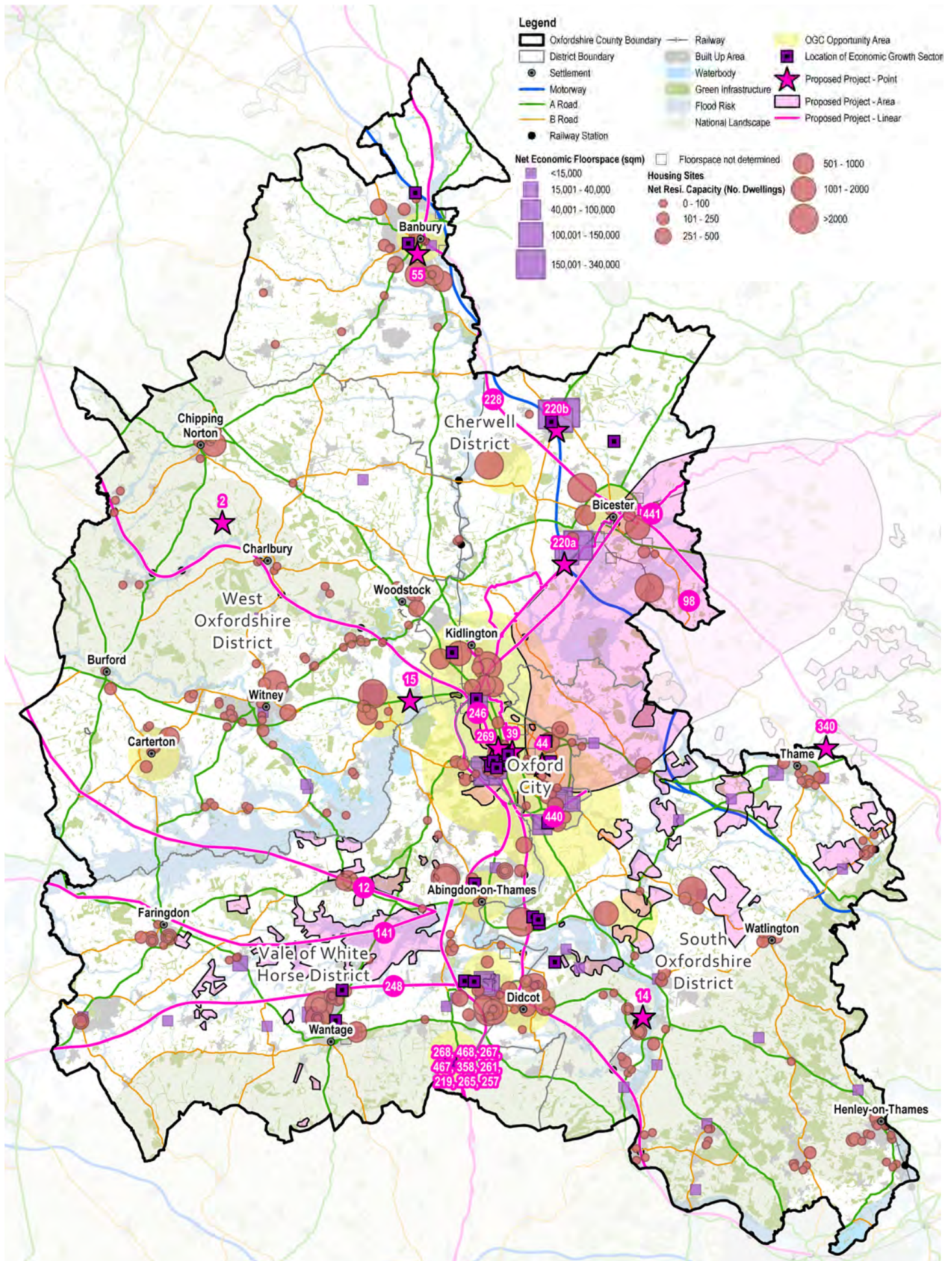
Rail infrastructure is identified as critical to enable growth in Oxfordshire, to drive the regional economy and to connect with other growth locations in the South East.

East West Rail will improve the County's links to Milton Keynes, Bedford and Cambridge and underpin the Government's ambitions for growth across the Ox-Cam Corridor.

Reopening of the Cowley Branch Line to passenger services will increase access to sustainable mobility within and to/from Oxford through construction of new stations at Oxford Littlemore and Oxford Cowley on the existing Cowley Branch Line.

As a priority for OxRAIL 2040: A Plan for Rail, the redevelopment of Oxford Station will increase rail capacity to enable more frequent services, unlock new homes and jobs and is key to the success of other rail projects including, East West Rail and the Reopening of the Cowley Branch Line to passenger services.

*This includes East West Rail and the South East Strategic Reservoir Option (SESRO) Abingdon Reservoir, which are not included in the Stage 2 Sifted Project List owing to their advanced funding position. Further details on these projects are provided in [Appendix A3](#).



Prioritised OxIS National and Regional Infrastructure Projects

*The numbered labels shown on the map correspond directly to the strategic infrastructure project reference numbers listed in the subsequent table.

** The interim Oxford Growth Commission's Opportunity Areas shown are indicative and provided for contextual purposes only. Decisions regarding growth quantum and locations will be established through future Local Plan processes.

National and Regional Infrastructure Projects

No	Infrastructure Type	Project	2025-2030	2031-2040	2041-2050
2	Green Infrastructure	Evenlode Landscape Recovery			
12	Water	Severn to Thames Transfer			
14	Water	Improvements to Moulsoford groundwater source output			
15	Water	Development of Oxford Canal - Transfer from Dukes Cut to Farmoor			
39	Social Infrastructure	University of Oxford Additional Teaching and Research Facilities			
44	Health and Social Care	Warneford Park Mental Health Hospital and Medical Research Campus			
55	Health and Social Care	Horton Hospital Site Expansion			
98	Green Infrastructure	Berks Bucks & Oxon Wildlife Trust (BBOWT) - Reconnecting Bernwood, Otmoor and the Ray (RBOR)			
228	Transport	Chiltern Mainline non-continuous electrification			
246	Transport	North Cotswold Line Improvements			
248	Transport	New direct rail services between Oxford to Bristol which could in time serve new stations along the line			
269, 324	Transport	Oxford Station Redevelopment			
340	Green Infrastructure	Thame to Haddenham Greenway			
440	Transport	Reopening of the Cowley Branch Line for Passengers			
441	Transport	Varsity Way Cycleway Interventions			
220a	Transport	M40 Improvements: Safety and Capacity Improvements at Junction 9 Wendlebury Interchange			
220b	Transport	M40 Improvements: Safety and Capacity Improvements at Junction 10 Padbury Roundabout and Banyards Green roundabout			
268, 468, 267	Transport	A34 Corridor Improvements			
141	Green Infrastructure	Freshwater Habitats Trust - Ock and Thame Farmers: Freshwater and Floodplain Restoration Landscape Recovery			



Project Spotlight

Warneford Park Mental Health Hospital and Medical Research Campus

Development of a world class, state-of-the-art medical research campus focused on mental health at the Warneford Hospital site in Headington. This includes a new mental health hospital which will provide Warneford Hospital in modern form and consolidation of other mental health wards in Oxford City; a new home for the University of Oxford Department of Psychiatry and other related academic disciplines, with additional space for biotech, pharmaceutical and start up companies; and a new graduate college for the University of Oxford focused on medical sciences, bioengineering and related disciplines.

E1	E2	E3	E4	PI1	PI2	PI3	PI4	S1	S2	S3	Pr1	Pr2	Pr3	Pr4	C1	C2	C3	C4	Appraisal Score
4	2	4	4	0	1	2	1	3	3	2	0	0	3	3	2	2	0	1	40
0	0	4	4	0	4	0	0	0	0	0	0	4	0	1	0	0	0	1	18
0	1	3	4	0	4	0	0	0	0	0	0	0	0	1	0	0	0	1	14
0	0	4	4	0	4	0	0	0	0	0	0	4	0	1	0	0	0	1	18
1	0	2	2	3	1	3	0	2	3	1	3	1	2	4	0	1	3	2	36
1	1	2	1	1	1	4	0	4	3	3	1	1	3	4	0	1	2	2	38
1	0	2	1	0	4	4	0	4	3	2	0	2	3	4	0	1	2	2	38
4	2	4	4	0	3	2	1	3	3	2	0	0	3	1	2	2	0	1	40
1	3	2	1	0	4	3	3	2	2	0	0	4	2	4	3	1	1	2	39
1	3	2	1	0	4	3	3	2	2	2	0	4	2	4	3	1	1	2	42
1	3	2	1	0	4	3	0	2	2	2	0	4	2	4	3	1	1	2	39
0	3	2	0	3	4	4	4	2	3	2	4	4	3	4	4	3	1	1	53
3	3	3	2	0	0	3	2	3	2	0	0	0	2	1	3	4	0	1	34
1	3	2	1	4	1	3	3	2	2	3	4	4	2	3	2	2	1	2	47
2	3	1	1	0	4	3	3	3	2	0	0	4	2	3	2	4	1	1	41
0	0	0	0	4	2	1	2	0	1	0	0	3	1	1	1	1	1	0	18
0	0	0	0	3	1	1	2	0	1	0	0	3	1	1	1	1	1	0	16
1	3	2	0	2	4	2	3	3	1	2	0	4	1	3	3	1	1	0	38
4	3	4	4	0	3	2	1	3	3	2	0	0	3	3	2	2	0	1	43



Project Spotlight

Freshwater Habitats Trust - Ock and Thame Farmers: Freshwater and Floodplain Restoration Landscape Recovery

A landscape recovery project to deliver landscape-scale restoration and connect the Freshwater Network across the Ock and Thame lowland catchments. The project supports climate resilience, enhances protected environmental sites and strengthens biodiversity, while also supporting sustainable food production. The project spans 8,500 hectares of farmland, arable and pastures, including 5,000 hectares of floodplain and ten protected sites.

3.3 Countywide Infrastructure

The table overleaf presents the outcomes of the prioritisation analysis for strategic infrastructure projects required to support sustainable growth. [Appendix A2](#) provides further detail on each project, including delivery status, organisation, risks, dependencies, complexity, cost and funding and the respective MCA score.

This category comprises projects of [countywide significance](#) and those that cross more than one local authority area.

The analysis focuses on schemes currently at the planning or investigation stage, where further intervention may be required to accelerate delivery or enable future infrastructure provision. Other key infrastructure projects, such as those that are fully funded or at an ambition stage, are set out in [Appendix A3](#).



Project Spotlight

Energy infrastructure as critical foundation for Sustainable Growth

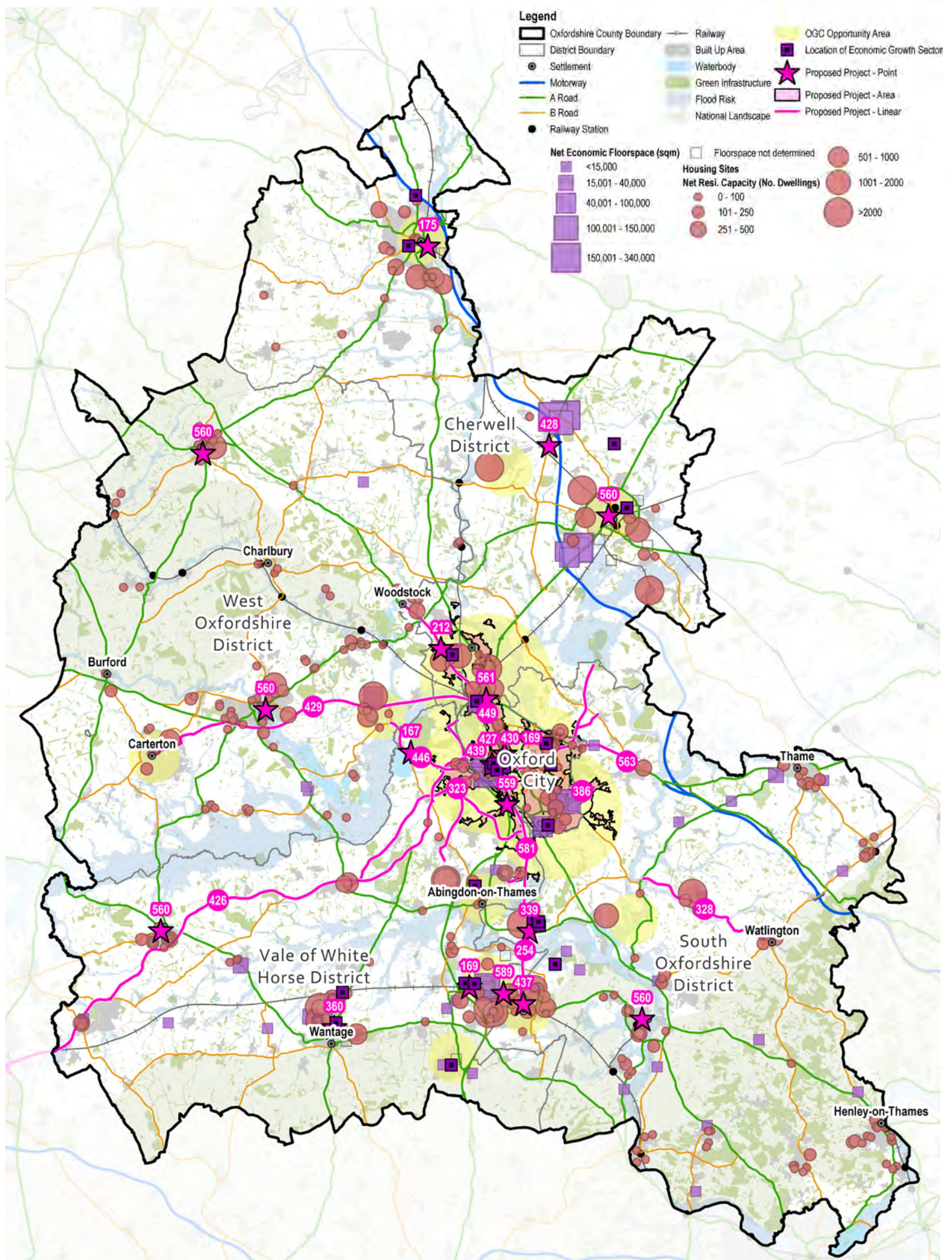
SSEN is developing Strategic Development Plans (SDPs) for key Grid Supply Points (GSPs) including Cowley and East Claydon to map future network needs for net zero, integrating local plans and the Oxfordshire Local Area Energy Plan (OxLAEP) to guide investment in new infrastructure for increased demand from homes, jobs, and energy generation across Oxfordshire.



Project Spotlight

Oxfordshire's Local Cycling and Walking Infrastructure Plans

Oxfordshire's LCWIPs serve as strategic blueprints to transform active travel across the county, as part of the Local Transport and Connectivity Plan. Several LCWIPs have been adopted or are in final development stages including Oxford, Bicester, Kidlington, Abingdon, Witney, Thame, Banbury, Didcot, Carterton, Chipping Norton and Woodstock. The LCWIPs are critical enablers for sustainable growth locations across the County.



Prioritised OxIS Countywide Infrastructure Projects

*The numbered labels shown on the map correspond directly to the strategic infrastructure project reference numbers listed in the subsequent table.

** The interim Oxford Growth Commission's Opportunity Areas shown are indicative and provided for contextual purposes only. Decisions regarding growth quantum and locations will be established through future Local Plan processes.

Countywide Infrastructure Projects

No	Infrastructure Type	Project	2025-2030	2031-2040	2041-2050
1	Water	Oxford Flood Alleviation Scheme (OFAS)			
17	Water	Oxford Sewage Treatment Works Upgrade			
167	Energy and Utilities	Proposed new Farmoor GSP			
169	Energy and Utilities	Low Carbon Hub - Solar Rooftop Pipeline			
170	Energy and Utilities	Mobile Digital Twin Platform			
175	Transport	Improvements to Banbury Station			
212	Transport	Proposed Begbroke Railway Station			
254	Transport	Rail Capacity improvements between Didcot and Oxford, including four tracking between Radley and Oxford			
323	Green Infrastructure	Oxford Greenways			
328	Transport	B480 improvements for buses, pedestrians and cyclists			
339	Transport	Culham Railway Station Development			
360	Transport	New Wantage and Grove Railway Station			
386	Transport	Improving NCN57 between Horspath and Littleworth			
426	Transport	A420 Corridor Improvements			
427	Transport	Oxfordshire Metro			
428	Transport	Proposed Ardley Railway Station			
429	Transport	Carterton-Witney-Oxford Mass Rapid Transit Corridor			
430	Transport	Delivery of walking and cycling infrastructure within LCWIPs			
437	Transport	Didcot Parkway Station upgrades, including additional platform and grade separation south of the station			
439	Transport	The Electrified Railway: A zero-carbon railway for Oxfordshire			
446	Transport	Eynsham to Botley Community Path Walking and Cycle Route via B4044			
449	Transport	A40-A44 Link Road			
559	Transport	A423 Kennington Improvements			
560	Health and Social Care	Oxfordshire Fire and Rescue Service Improvements: Creation of 5 day shift stations through existing on-call stations at Bicester, Chipping Norton, Faringdon, Wallingford or Crowmarsh and Witney			
561	Health and Social Care	Oxfordshire Fire and Rescue Service Improvements: New Fire Station at north of Oxford			
450, 453, 454 499, 523, 524	Energy and Utilities	Cowley GSP SDP Projects			
	Energy and Utilities	East Claydon GSP SDP Projects			
563	Transport	Wheatley to Oxford (SATN)			
581	Transport	Abingdon to Oxford via Radley and Kennington (SATN)			
589	Energy and Utilities	New Didcot GSP			

E1	E2	E3	E4	PI1	PI2	PI3	PI4	S1	S2	S3	Pr1	Pr2	Pr3	Pr4	C1	C2	C3	C4	Appraisal Score
4	2	4	4	0	1	4	4	3	2	2	3	4	2	4	1	3	0	2	51
2	1	3	4	4	4	3	3	2	0	2	4	3	1	4	0	0	0	1	42
1	3	3	0	0	4	0	4	0	0	0	1	3	1	3	2	2	2	4	33
1	4	3	1	0	1	2	1	2	1	3	0	1	2	2	0	0	0	4	30
0	1	1	1	0	0	1	1	0	1	1	0	0	1	1	1	1	3	1	16
0	3	1	0	0	3	3	3	1	2	2	0	2	2	3	2	2	1	1	33
1	3	1	1	3	1	4	3	2	3	1	4	3	3	4	3	2	1	1	46
1	3	2	1	0	4	3	3	2	2	2	0	4	2	4	3	1	1	2	42
3	3	3	2	0	2	3	1	3	2	3	0	0	2	1	2	4	0	1	38
0	3	1	0	0	2	2	2	2	2	3	0	2	3	3	3	3	1	2	36
0	3	1	0	4	2	3	2	1	2	2	4	2	2	3	2	2	1	1	39
1	3	1	1	0	2	1	4	2	3	1	3	1	3	4	3	2	1	1	39
2	3	1	1	0	0	0	1	4	2	2	0	0	3	2	2	4	1	1	32
1	3	2	0	2	4	2	3	3	1	1	0	4	1	2	3	1	1	0	36
0	4	2	0	0	4	3	2	3	3	3	0	4	3	3	3	3	1	2	46
1	3	1	1	4	3	1	4	2	3	1	4	2	3	4	3	2	1	1	46
1	4	2	1	4	3	4	1	3	3	3	0	3	4	4	4	2	1	2	52
2	3	1	1	0	4	3	2	4	2	3	0	1	3	3	2	4	1	1	43
0	3	1	0	4	4	2	2	1	2	0	0	2	2	3	2	2	1	1	33
1	4	2	1	0	1	0	3	2	0	0	0	4	2	3	3	1	1	4	33
2	3	1	1	0	2	3	1	4	2	0	0	0	3	3	2	4	1	1	35
1	0	0	0	1	3	2	1	0	1	0	3	3	1	1	1	1	1	0	20
0	3	3	2	0	1	2	4	0	1	2	2	4	2	3	2	2	0	0	34
0	0	2	1	0	4	1	0	3	1	0	0	3	1	0	0	0	0	0	17
0	1	2	1	0	4	1	0	3	1	0	0	4	1	1	0	0	0	0	20
0	3	3	0	4	4	3	4	0	0	2	4	4	1	4	2	2	2	4	47
0	3	3	0	4	4	3	4	0	0	2	4	4	1	4	2	2	2	4	47
2	3	1	1	0	0	0	1	4	2	3	0	0	3	2	2	4	1	1	33
2	3	1	1	0	2	0	1	4	2	3	0	1	3	2	2	4	1	1	36
1	3	3	0	1	4	0	4	0	0	0	2	4	1	4	2	2	2	4	37

3.4 District-Scale Infrastructure

Oxford City

The table overleaf presents the outcomes of the prioritisation analysis for strategic infrastructure projects required to support sustainable growth at the **city scale in Oxford City**. This category covers strategic projects beyond those considered in detail through existing and/or emerging Infrastructure Delivery Plans.

Appendix A2 provides further detail on each project, including delivery status, organisation, risks, dependencies, complexity, cost and funding and the respective MCA score.

The analysis focuses on schemes currently at the planning or investigation stage, where further intervention may be required to accelerate delivery or enable future infrastructure provision. Other key infrastructure projects, such as those that are fully funded or at an ambition stage, are set out in **Appendix A3**.



Project Spotlight

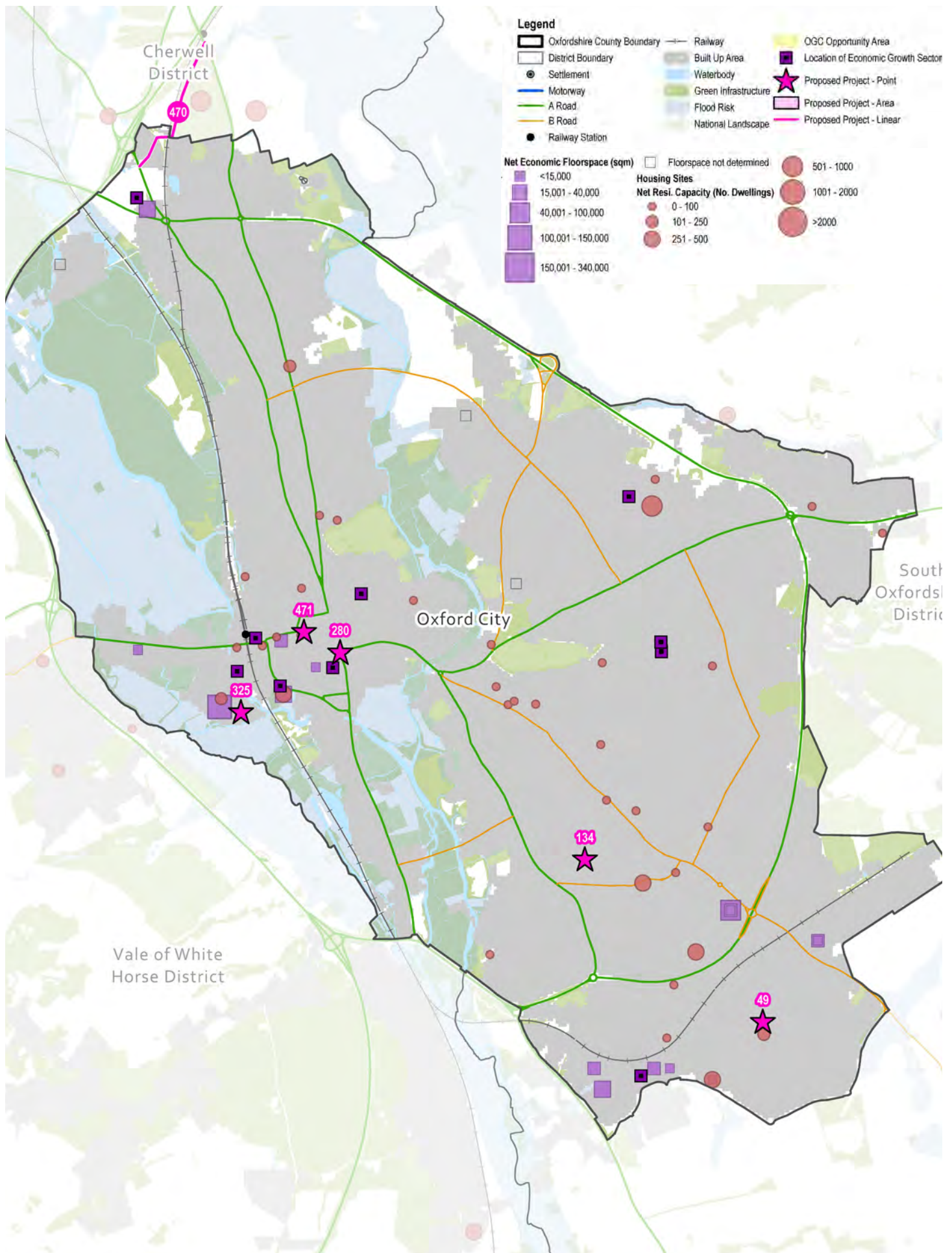
Oxford Flood Alleviation Scheme

Delivery of a two-stage channel within the floodplain west of Oxford to improve water flow and reduce flood risk to developed areas. The scheme will create a new stream and wetland corridor, spanning approximately 5 km from north of Botley Road to the River Thames south of the A423 Kennington Railway Bridge. It adopts a nature-based design, delivering over 20 hectares of new wetland habitat and 16 hectares of floodplain meadow, linking existing wildlife sites.

The scheme will reduce the risk of flooding to over 1000 residential and commercial properties, 3 schools, health and community centres, plus water, electricity and telecommunications infrastructure. Estimated damages avoided over the life of the scheme are over £1.8billion. Delivery of the scheme will also enable reopening of the Cowley Branch Line to passenger services by flooding mitigation.

The parallel delivery of the A423 Kennington Improvements along the scheme is critical, as the new bridge design allows flood water to flow back into the Thames.

As of May 2025, the Secretary of State has approved the Compulsory Purchase Order enabling procurement of land needed for the project. Planning application of the project has been approved subject to the S106 legal agreement between the Environment Agency and the Council. Upcoming stage of the project includes Full Business Case to be approved by HM Treasury. The project has been identified as part of the UK infrastructure Pipeline.



Prioritised OxIS District-Scale Infrastructure Projects (Oxford City)

*The numbered labels shown on the map correspond directly to the strategic infrastructure project reference numbers listed in the subsequent table.

** The interim Oxford Growth Commission's Opportunity Areas shown are indicative and provided for contextual purposes only. Decisions regarding growth quantum and locations will be established through future Local Plan processes.

District-Scale Infrastructure Projects (Oxford City)

No	Infrastructure Type	Project	2025-2030	2031-2040	2041-2050
49	Health and Social Care	South City Community Healthcare Hub			
134	Water	Lye Valley Catchment Flow Reduction and Florence Park SuDS			
280	Transport	Central Oxfordshire Movement and Place Framework			
325	Transport	Provision of a pedestrian and cycle bridge from Oxpens to Osney Mead			
470	Transport	Oxford North / Oxford Parkway Pedestrian and Cycle Route			
471	Energy and Utilities	Oxford Heat Network			



Project Spotlight

Oxford Sewage Treatment Works Upgrade

The Oxford Sewage Treatment Works is undergoing a major upgrade to deliver a significant increase in treatment capacity, larger storm tanks, and a higher quality of treated effluent discharged to the river. This will enable the works to accommodate population growth projections to 2040, including previously stalled housing schemes. Phases 1 and 2, focusing on inlet works improvements and process optimisation, commenced in January 2026 and are currently progressing.

A key project risk identified relates to inadequate power capacity on site to support the STW upgrade. Thames Water has confirmed that upgrades to both National Grid and SSE electricity network infrastructure will be critical. Stakeholders are currently exploring interim additional power supply options ahead of the main power upgrade works, while also seeking to mitigate the risk of delayed delivery of the additional power required for Phase 4 of the project.

Further investigations into the additional infrastructure investment required beyond 2040 are ongoing. Thames Water will also be producing a long-term strategic plan to 2075 for the Sewage Treatment Works.

E1	E2	E3	E4	PI1	PI2	PI3	PI4	S1	S2	S3	Pr1	Pr2	Pr3	Pr4	C1	C2	C3	C4	Appraisal Score
1	1	1	1	0	0	4	0	3	3	4	0	1	3	2	0	0	1	1	29
3	0	4	4	0	0	1	0	2	1	2	0	0	2	1	0	1	0	0	23
2	3	2	1	3	1	4	1	2	4	2	0	4	3	2	0	4	1	1	43
2	3	1	1	0	0	0	1	4	2	0	0	2	3	2	2	4	1	1	31
2	3	1	1	0	0	3	1	4	2	0	0	3	3	3	2	4	1	1	36
0	4	3	1	0	4	3	0	1	0	3	0	4	2	3	0	0	0	4	33



Growth Area Spotlight

Oxford West End

Oxford's West End is one of the most significant city-centre regeneration opportunities in the UK. Comparable in scale and ambition to King's Cross, Cambridge's CB1 and Bristol's Temple Quarter, it has the potential to deliver more than 5.3 million sq ft of commercial space, over 800 new homes, around 2,500 construction jobs, 14,000 direct new jobs and at least £7.8bn in additional GVA for the UK.

Key infrastructure projects supporting Oxford West End include:

- Oxford Station Redevelopment
- Central Oxfordshire Movement and Place Framework
- Botley Road bus and cycle enhancements
- The Energy Systems Accelerator
- Oxford Flood Alleviation Scheme
- Delivery of Core Traffic Schemes (including Traffic Filters)
- Oxpens River Bridge

Cherwell

The table overleaf presents the outcomes of the prioritisation analysis for strategic infrastructure projects required to support sustainable growth at the **district scale in Cherwell**. This category covers strategic projects beyond those considered in detail through existing and/or emerging Infrastructure Delivery Plans.

Appendix A2 provides further detail on each project, including delivery status, organisation, risks, dependencies, complexity, cost and funding and the respective MCA score.

The analysis focuses on schemes currently at the planning or investigation stage, where further intervention may be required to accelerate delivery or enable future infrastructure provision. Other key infrastructure projects, such as those that are fully funded or at an ambition stage, are set out in **Appendix A3**.

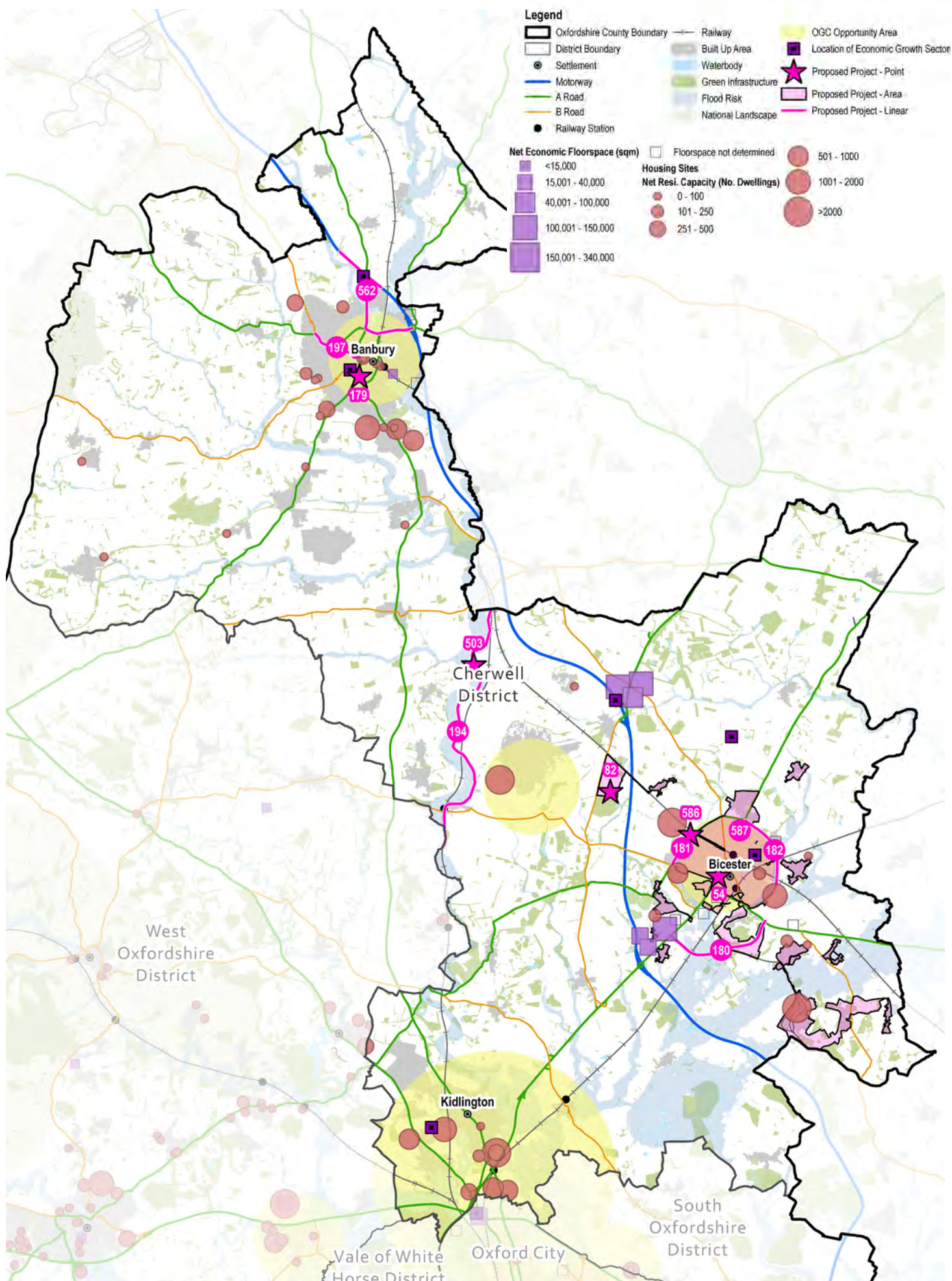


Growth Area Spotlight

Bicester Growth

A number of key infrastructure projects featured in the Countywide and District Priority lists are required to support substantial growth at Bicester including:

- Bicester Sewage Treatment Works
- Bicester Community Hospital Extension
- Extension of North West Bicester District Heating Network
- Highway capacity improvements (peripheral routes, southern corridor, and eastern corridor).



Prioritised OxIS District-Scale Infrastructure Projects (Cherwell)

*The numbered labels shown on the map correspond directly to the strategic infrastructure project reference numbers listed in the subsequent table.

** The interim Oxford Growth Commission's Opportunity Areas shown are indicative and provided for contextual purposes only. Decisions regarding growth quantum and locations will be established through future Local Plan processes.

District-Scale Infrastructure Projects (Cherwell)

No	Infrastructure Type	Project	2025-2030	2031-2040	2041-2050
54	Health and Social Care	Bicester Community Hospital Extension			
82	Energy and Utilities	Extension of North West Bicester district heating network and potential connection to Ardley ERF			
179	Transport	East-West strategic movements: multi-modal corridor improvements			
180	Transport	A41 Highway capacity improvements to southern corridor (Bicester South East Perimeter Road)			
181	Transport	Highway capacity improvements to peripheral routes in Bicester area			
182	Transport	Highway capacity improvements to eastern corridor around Bicester			
194	Green Infrastructure	River Cherwell Waterway Park			
197	Transport	East-west strategic movements: Warwick Road Corridor			
503	Water	Cherwell Natural Flood Management			
562	Transport	Banbury Access to the Strategic Road Network			
586	Transport	A4095 SLR Howes Lane			
587	Water	Bicester Sewage Treatment Works			



Growth Area Spotlight

Banbury Growth

A number of key infrastructure projects featured in the Countywide and District Priority lists are required to support substantial growth at Banbury including:

- East Claydon GSP SDP Projects (energy capacity)
- Improvements to Banbury Station
- East-West strategic movements: Multi-modal Corridor improvements
- East-west strategic movements: Warwick Road Corridor
- Banbury Access to the Strategic Road Network
- Horton Hospital Site Expansion

E1	E2	E3	E4	PI1	PI2	PI3	PI4	S1	S2	S3	Pr1	Pr2	Pr3	Pr4	C1	C2	C3	C4	Appraisal Score	
1	0	2	1	0	2	3	0	3	3	2	0	2	3	3	0	1	1	1	31	
0	4	3	1	0	3	2	0	1	0	1		4	2	1	0	0	0	4	27	
2	3	2	1	4	3	3	3	2	3	3		0	0	3	2	2	4	1	2	46
1	0	0	0	4	3	2	3	0	1	2		0	3	1	2	1	1	1	0	26
1	0	0	0	4	3	2	3	0	1	0		0	2	1	2	1	1	1	0	22
1	0	0	0	4	3	2	3	0	1	0		0	0	1	2	1	1	1	0	20
3	1	3	3	0	1	2	1	3	2	2		0	0	2	0	2	3	0	1	31
1	0	0	0	4	2	1	3	0	1	2		0	0	1	2	1	1	1	0	21
3	2	4	4	0	2	1	2	2	1	0		0	0	2	0	0	1	0	0	25
0	0	0	0	4	2	1	2	0	1	2		0	0	1	1	1	1	1	0	18
1	0	0	0	4	3	1	0	0	1	0	4	2	1	2	1	1	1	0	22	
2	1	3	4	4	3	2	0	2	0	1	4	3	0	2	0	0	0	0	1	33

South Oxfordshire

The table overleaf presents the outcomes of the prioritisation analysis for strategic infrastructure projects required to support sustainable growth at the **district scale of South Oxfordshire**. **Appendix A2** provides further detail on each project, including delivery status, organisation, risks, dependencies, complexity, cost and funding and the respective MCA score.

Cross-boundary infrastructure investment associated with the Harwell-Milton-Didcot area, as well as network-based infrastructure serving Abingdon and Culham are presented collectively for both South Oxfordshire and Vale of White Horse.

This category covers strategic projects beyond those considered in detail through existing and/or emerging Infrastructure Delivery Plans.

The analysis focuses on schemes currently at the planning or investigation stage, where further intervention may be required to accelerate delivery or enable future infrastructure provision. Other key infrastructure projects, such as those that are fully funded or at an ambition stage, are set out in **Appendix A3**.



Project Spotlight

Great Western Park Health Centre

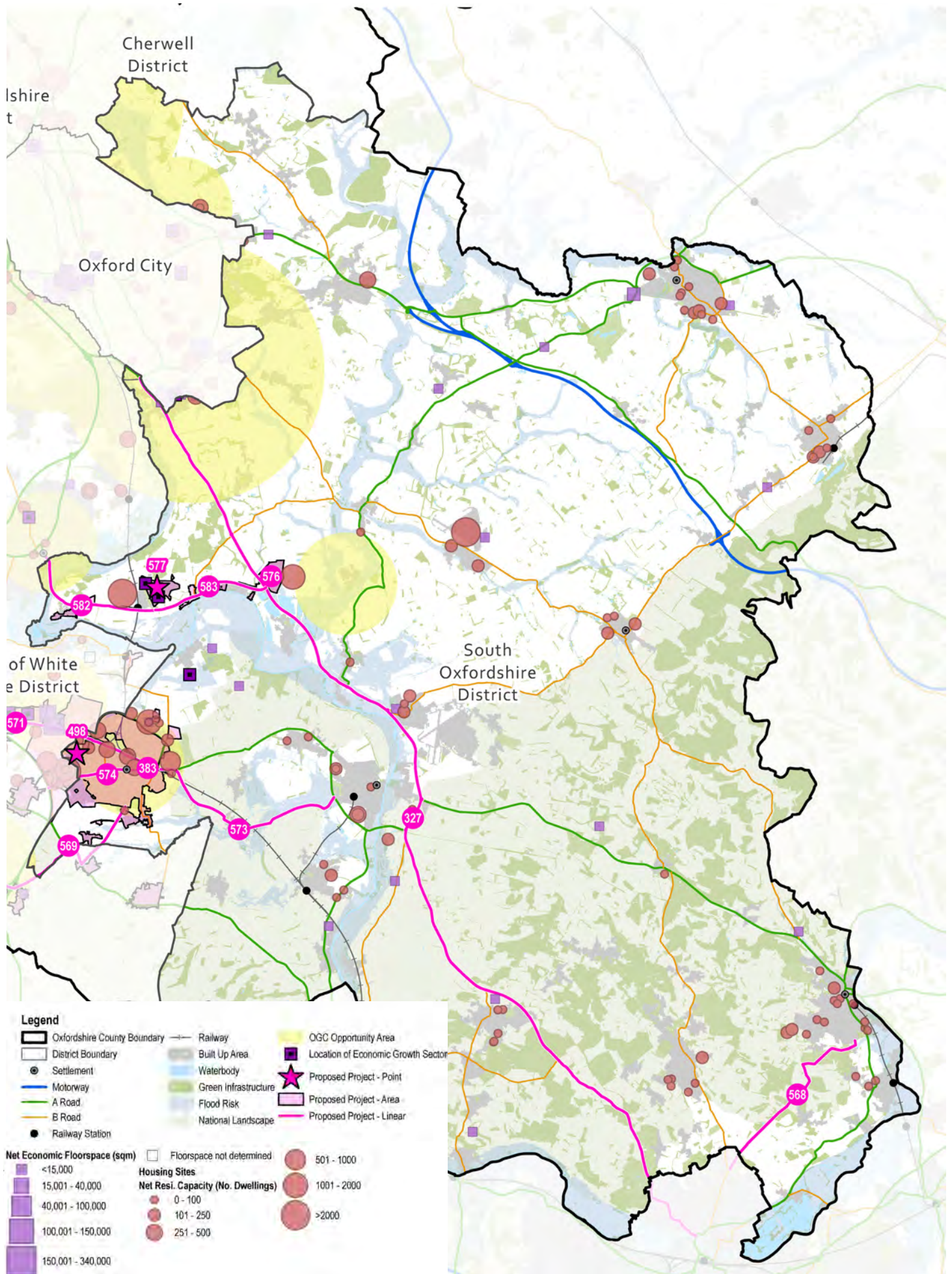
In addition to the identified strategic healthcare infrastructure projects, Oxfordshire has also experienced ongoing challenges in the funding and delivery of primary healthcare facilities.

An example includes the ongoing delays in delivering the committed Great Western Park Health Centre in Didcot, which was originally planned in 2008, with revised plans receiving planning permission in April 2025.

Historical delays in delivery have been identified as being due to the legal complexities of developer contributions, multi-agency involvement, and challenging economic circumstances. The project is now identified as a top priority by the Integrated Care Board.

However, the identification of a suitable reimbursement mechanism has been challenging, with recent reimbursement proposals by the developer partner not aligning with the national Premises Cost Directions and found to not represent value for money.

Wider factors include increasing costs of delivering healthcare facilities and the need to identify a mechanism through which future providers of the GP services can be appropriately reimbursed.



Prioritised OxIS District-Scale Infrastructure Projects (South Oxfordshire)

*The numbered labels shown on the map correspond directly to the strategic infrastructure project reference numbers listed in the subsequent table.

** The interim Oxford Growth Commission's Opportunity Areas shown are indicative and provided for contextual purposes only. Decisions regarding growth quantum and locations will be established through future Local Plan processes.

District-Scale Infrastructure Projects (South Oxfordshire)

No	Infrastructure Type	Project	2025-2030	2031-2040	2041-2050
327	Transport	Improvements to the A4074 Travel Corridor			
568	Transport	Henley-on-Thames to Caversham in Reading (SATN)			
573	Transport	Didcot to Wallingford, via Hithercroft (SATN)			
576	Water	Culham Sewage Treatment Works			
577	Energy and Utilities	Culham Campus Heat Network			

District-Scale Infrastructure Projects (South and Vale)

No	Infrastructure Type	Project	2025-2030	2031-2040	2041-2050
383	Transport	Didcot Central Corridor			
569	Transport	Harwell Campus to Didcot, via Hagbourne Hill (SATN)			
571	Transport	Grove to Milton Park and Didcot, via Steventon (Cinder Track extension) (SATN)			
574	Water	Didcot Sewage Treatment Works			
582	Transport	Abingdon to Culham, with Thames Crossing (SATN)			
583	Transport	Abingdon to Berinsfield via A415 (SATN)			
498	Health and Social Care	Great Western Park Health Centre, Didcot			

E1	E2	E3	E4	PI1	PI2	PI3	PI4	S1	S2	S3	Pr1	Pr2	Pr3	Pr4	C1	C2	C3	C4	Appraisal Score	
0	3	1	0	4	3	3	2	2	2	3	0	2	3	3	3	3	1	2	42	
2	3	1	1	0	0	0	1	4	2	0		0	0	3	2	2	4	1	1	29
2	3	1	1	0	2	0	1	4	2	0		0	3	3	2	2	4	1	1	34
2	1	3	4	4	3	2	0	2	0	0		4	2	0	3	0	0	0	1	32
0	4	3	1	0	2	2	0	1	0	3	0	1	2	3	0	0	0	4	27	

E1	E2	E3	E4	PI1	PI2	PI3	PI4	S1	S2	S3	Pr1	Pr2	Pr3	Pr4	C1	C2	C3	C4	Appraisal Score						
2	3	2	1	3	4	1	1	3	4	0	0	4	3	1	0	4	1	1	40						
2	3	1	1	0	3	0	1	4	2	0					0	4	3	3		2	4	1	1	37	
2	3	1	1	0	4	0	1	4	2	0					0	4	3	3		2	4	1	1		38
2	1	3	4	4	4	0	0	2	0	0					4	2	0	3		0	0	0	1		
2	3	1	1	0	4	0	1	4	2	3	0	0	3	3	2	4	1	1	38						
2	3	1	1	0	3	2	1	4	2	0	0	1	3	3	2	4	1	1		36					
1	1	1	1	4	4	2	1	3	3	3	0	0	3	2	0	0	1	1			34				

Vale of White Horse

The table overleaf presents the outcomes of the prioritisation analysis for strategic infrastructure projects required to support sustainable growth at the **district scale of Vale of White Horse**. **Appendix A2** provides further detail on each project, including delivery status, organisation, risks, dependencies, complexity, cost and funding and the respective MCA score.

Cross-boundary infrastructure investment associated with the Harwell-Milton-Didcot area, as well as network-based infrastructure serving Abingdon and Culham are presented collectively.

This category covers strategic projects beyond those considered in detail through existing and/or emerging Infrastructure Delivery Plans.

The analysis focuses on schemes currently at the planning or investigation stage, where further intervention may be required to accelerate delivery or enable future infrastructure provision. Other key infrastructure projects, such as those that are fully funded or at an ambition stage, are set out in **Appendix A3**.

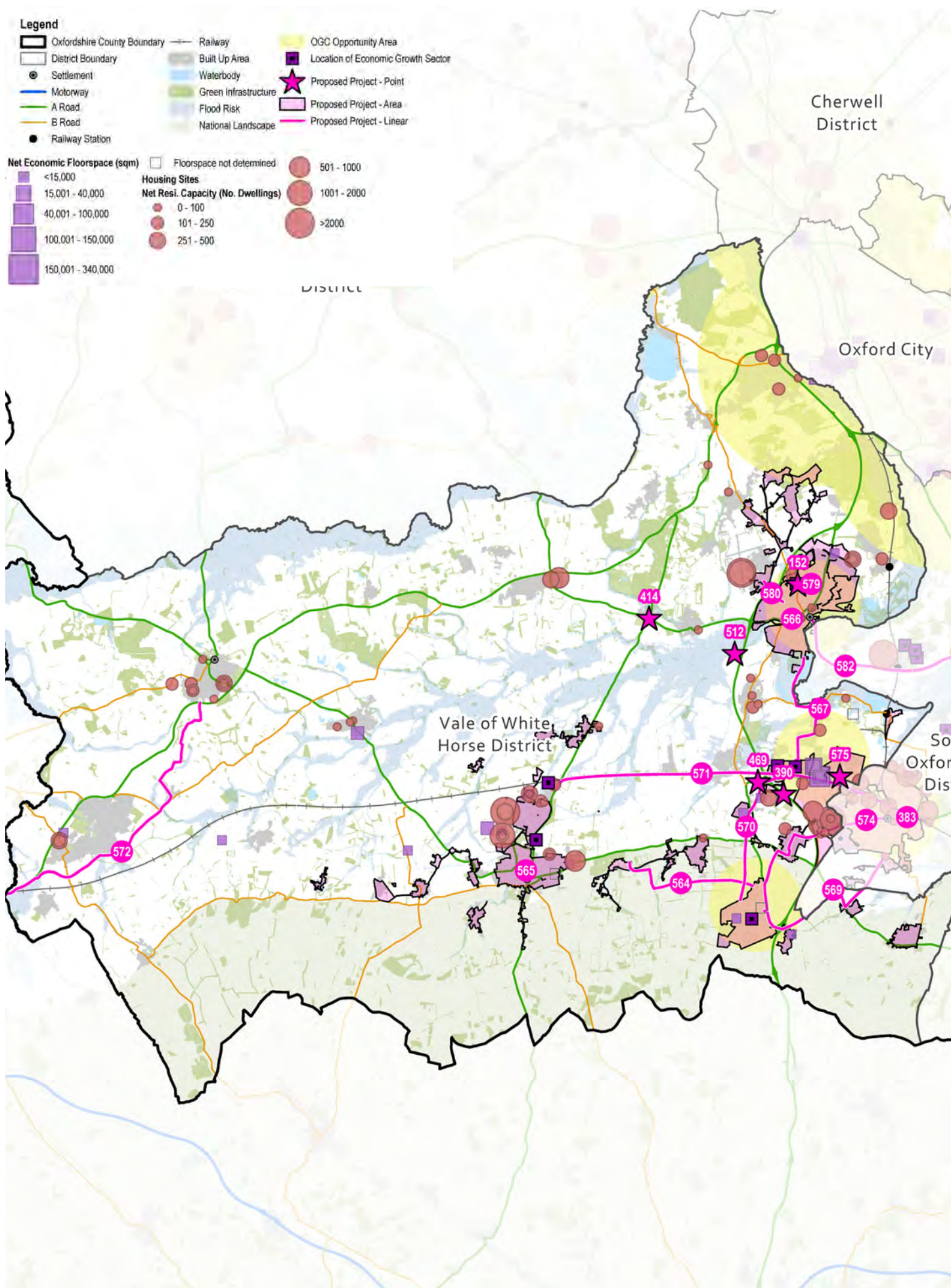


Growth Area Spotlight

Oxfordshire is progressing a programme of next-generation digital connectivity infrastructure to strengthen its innovation economy in R&D, advanced manufacturing and engineering and education. Two physical 5G infrastructure deployments have recently been delivered through the England's Connected Heartland programme, funded by the Department for Science, Innovation and Technology (DSIT).

The programme has established a secure, business grade 5G network at the **Harwell Science and Innovation Campus**, and a trackside 5G system along the Bicester-Bletchley section of the **East West Rail**. This creates the platform for improved passenger and transport infrastructure's digital connectivity along the Oxford-Cambridge Growth Corridor, with the added benefit of addressing persistent mobile 'not-spots' affecting rural communities.

The Science Vale Enterprise Zone and the UK's first AI Growth Zone in Culham present wider opportunities to establish a digitally enabled innovation corridor, integrating advanced wireless networks with research campuses, transport infrastructure and energy systems. Oxfordshire County Council is further examining enabling infrastructure including the **Mobile Digital Twin Platform** and **Small Cells** in urban areas to support 5G expansion.



Prioritised OxIS District-Scale Infrastructure Projects (Vale of White Horse)

*The numbered labels shown on the map correspond directly to the strategic infrastructure project reference numbers listed in the subsequent table.

** The interim Oxford Growth Commission's Opportunity Areas shown are indicative and provided for contextual purposes only. Decisions regarding growth quantum and locations will be established through future Local Plan processes.

District-Scale Infrastructure Projects (Vale of White Horse)

No	Infrastructure Type	Project	2025-2030	2031-2040	2041-2050
152	Social Infrastructure	Green Construction Skills Centre			
390	Transport	Milton Heights Active Modes Bridge			
414	Transport	Frilford/ Marcham Lights and Junction Improvements			
469	Transport	Rowstock Area Transport Improvements			
512	Water	Abingdon-on-Thames Flood Alleviation Scheme (AFAS)			
564	Transport	Wantage to Harwell Campus (SATN)			
565	Water	Wantage Sewage Treatment Works			
566	Transport	Ock Street (SATN)			
567	Transport	Milton Park to Abingdon, west of Sutton Courtenay (SATN)			
570	Transport	Harwell Campus to Didcot via Milton Heights and Milton Park (SATN)			
572	Transport	Faringdon to Swindon via Shrivenham and Watchfield (SATN)			
575	Energy and Utilities	Didcot Power Station Heat Network			
579	Water	Abingdon-on-Thames Sewage Treatment Works			
580	Transport	Abingdon to Shippon via A34 pedestrian bridge (SATN)			

District-Scale Infrastructure Projects (South and Vale)

No	Infrastructure Type	Project	2025-2030	2031-2040	2041-2050
383	Transport	Didcot Central Corridor			
569	Transport	Harwell Campus to Didcot, via Hagbourne Hill (SATN)			
571	Transport	Grove to Milton Park and Didcot, via Steventon (Cinder Track extension) (SATN)			
574	Water	Didcot Sewage Treatment Works			
582	Transport	Abingdon to Culham, with Thames Crossing (SATN)			
583	Transport	Abingdon to Berinsfield via A415 (SATN)			
498	Health and Social Care	Great Western Park Health Centre, Didcot			

E1	E2	E3	E4	PI1	PI2	PI3	PI4	S1	S2	S3	Pr1	Pr2	Pr3	Pr4	C1	C2	C3	C4	Appraisal Score	
1	2	1	1	0	0	0	0	1	2	3	0	0	4	4	0	0	1	2	24	
2	3	1	1	0	4	0	1	4	2	0		0	4	3	2	2	4	1	1	37
0	1	0	0	2	1	1	2	1	2	1		0	0	1	0	2	1	1	0	17
0	2	0	0	3	2	2	1	1	1	0		0	4	2	2	2	3	1	1	28
1	0	4	4	0	0	1	0	2	1	0		0	0	2	0	0	1	0	0	17
2	3	1	1	0	3	0	1	4	2	0	0	4	3	3	2	4	1	1	37	
2	1	3	4	4	4	0	0	2	0	0	4	2	0	2	0	0	0	1	30	
2	3	1	1	0	2	0	1	4	2	3	0	1	3	3	2	4	1	1	37	
2	3	1	1	0	3	0	1	4	2	3		0	3	3	3	2	4	1	1	40
2	3	1	1	0	3	0	1	4	2	0		0	4	3	3	2	4	1	1	37
2	3	1	1	0	0	0	1	4	2	0		0	0	3	2	2	4	1	1	29
0	4	3	1	0	4	2	0	1	0	2		0	2	2	3	0	0	0	4	29
2	1	3	4	4	2	0	0	2	0	1	4	2	0	2	0	0	0	1	29	
2	3	1	1	0	2	0	1	4	2	0	0	1	3	3	2	4	1	1	33	

E1	E2	E3	E4	PI1	PI2	PI3	PI4	S1	S2	S3	Pr1	Pr2	Pr3	Pr4	C1	C2	C3	C4	Appraisal Score				
2	3	2	1	3	4	1	1	3	4	0	0	4	3	1	0	4	1	1	40				
2	3	1	1	0	3	0	1	4	2	0					0	4	3	3	2	4	1	1	37
2	3	1	1	0	4	0	1	4	2	0					0	4	3	3	2	4	1	1	38
2	1	3	4	4	4	0	0	2	0	0	4	2	0	3	0	0	0	1	31				
2	3	1	1	0	4	0	1	4	2	3	0	0	3	3	2	4	1	1	38				
2	3	1	1	0	3	2	1	4	2	0	0	1			3	3	2	4	1	1	36		
1	1	1	1	4	4	2	1	3	3	3	0	0	3	2	0	0	1	1	34				

West Oxfordshire

The table overleaf presents the outcomes of the prioritisation analysis for strategic infrastructure projects required to support sustainable growth at the **district scale of West Oxfordshire**. **Appendix A2** provides further detail on each project, including delivery status, organisation, risks, dependencies, complexity, cost and funding and the respective MCA score.

This category covers strategic projects beyond those considered in detail through existing and/or emerging Infrastructure Delivery Plans.

The analysis focuses on schemes currently at the planning or investigation stage, where further intervention may be required to accelerate delivery or enable future infrastructure provision. Other key infrastructure projects, such as those that are fully funded or at an ambition stage, are set out in **Appendix A3**.

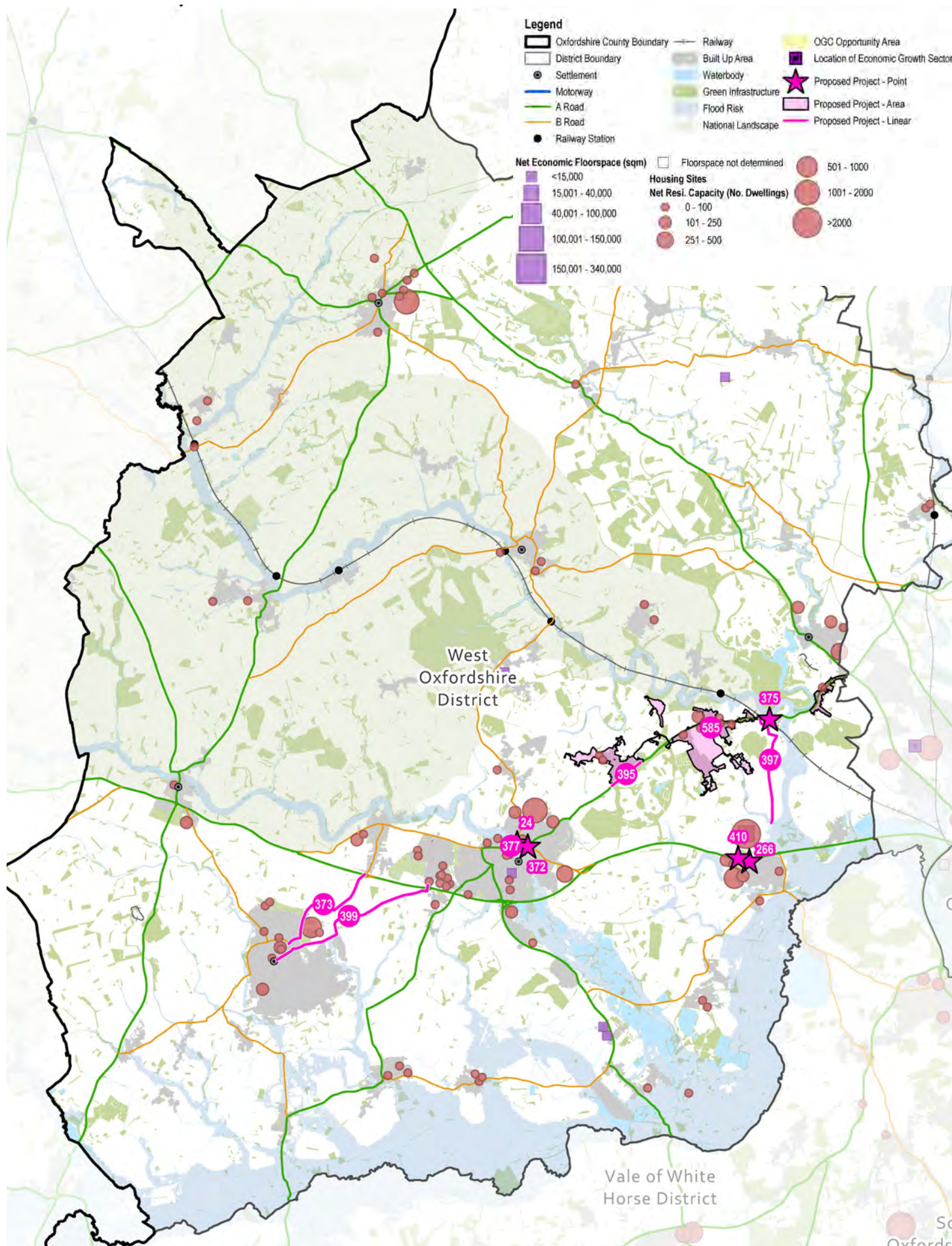


Project Spotlight

Infrastructure to Unblock Stalled Development in West Oxfordshire

The following infrastructure projects have been identified as critical to unblock stalled development within West Oxfordshire:

- Improvements to Bridge Street and Staple Hall junction, Witney including public realm and traffic management
- West End Link Road
- A40 Grade Separated Crossing, Eynsham
- Phases 2–5 A40 Eynsham P&R to Wolvercote
- Upgrades of STW at Church Hanborough
- West End Link Flood Storage Area



Prioritised OxIS District-Scale Infrastructure Projects (West Oxfordshire)

*The numbered labels shown on the map correspond directly to the strategic infrastructure project reference numbers listed in the subsequent table.

** The interim Oxford Growth Commission's Opportunity Areas shown are indicative and provided for contextual purposes only. Decisions regarding growth quantum and locations will be established through future Local Plan processes.

District-Scale Infrastructure Projects (West Oxfordshire)

No	Infrastructure Type	Project	2025-2030	2031-2040	2041-2050
24	Water	River Windrush (Witney) Flood Storage Area			
266	Transport	Phases 2-5 A40 Eynsham Park & Ride to Wolvercote			
372	Transport	Witney Bridge Street Area: Improvements to Bridge Street and Staple Hall junction, Witney including public realm and traffic management			
373	Transport	Access to Carterton: safety enhancements to the B4477 including junction improvements			
375	Transport	Hanborough Station Improvements			
377	Transport	West End Link (WEL2), Witney			
395	Transport	A4095 Cycle Route Gap at North Leigh			
397	Transport	Salt Cross to Hanborough Active Modes Routes - Lower Road Corridor			
399	Transport	Carterton to Witney Cycle Route			
410	Transport	A40 Grade Separated Crossing, Eynsham			
585	Water	Church Hanborough Sewage Treatment Works			



Project Spotlight

Accelerating infrastructure delivery to unblock stalled development: Church Hanborough Sewage Treatment Works

Current capacity constraints at several Sewage Treatment Works (STWs) in West Oxfordshire are considered critical to resolve in order to unlock the delivery of committed and planned housing and employment development.

A programme of upgrades is either under way or planned through Thames Water's current AMP8 investment cycle, particularly at Carterton, Cassington, Chipping Norton, Witney and Church Hanborough. These improvements will also need to be designed with long-term resilience in mind to accommodate additional growth to 2050, including potential site allocations and evidence from the Water Cycle Study emerging through the West Oxfordshire Local Plan 2043.

At **Church Hanborough STW**, the planned upgrade is expected to unblock at least 500 dwellings linked to proposed developments at North Leigh and Long Hanborough, where occupations cannot proceed until the necessary wastewater improvements have been delivered.

E1	E2	E3	E4	PI1	PI2	PI3	PI4	S1	S2	S3	Pr1	Pr2	Pr3	Pr4	C1	C2	C3	C4	Appraisal Score	
3	0	4	4	3	1	2	3	2	1	0	0	0	2	0	0	1	0	0	27	
1	2	1	1	0	2	2	3	1	2	1		1	1	1	2	2	1	2	27	
1	2	2	1	3	2	2	0	2	2	2		0	3	0	0	2	1	1	28	
0	0	0	0	3	1	0	0	1	1	0		0	0	1	0	1	1	1	0	11
0	3	1	0	0	0	2	2	1	2	1		2	2	0	0	2	2	1	1	23
0	1	0	0	3	2	2	3	1	1	2		0	0	1	0	1	1	1	0	20
2	3	1	1	0	0	0	1	3	2	0		0	0	2	0	2	4	1	1	25
2	3	1	1	3	1	0	2	4	2	0		3	3	0	0	2	4	1	1	35
2	3	1	1	0	1	0	1	3	2	0		0	0	2	0	2	4	1	1	26
1	3	1	0	4	2	1	2	3	3	0		4	3	0	3	4	1	1	38	
2	1	3	4	4	2	0	0	2	0	0	4	2	0	1	0	0	0	1	27	

04

Infrastructure Delivery and Funding

4.1 Introduction

This chapter of the Strategy identifies the challenges which are associated with delivering infrastructure, in order to set out the context and drivers for implementation of the strategy. This includes consideration of changes to infrastructure delivery that could be expected in the future and the drivers for these changes.

This chapter then considers the need to review the costs and potential funding of infrastructure, effectively establishing how much the infrastructure required to support growth in Oxfordshire will cost and how it will be funded and delivered. It will provide a critical step along the pathway towards implementation.

4.2 Infrastructure Delivery Challenges

Cost of infrastructure

There is growing demand for infrastructure. Infrastructure is typically expensive, and cost as well as complexity of both providing new infrastructure and maintaining existing infrastructure have increased in recent years due to:

- Inflationary pressures caused by recent worldwide events such as Covid-19 and disruptions to the global energy market;
- A particularly sharp increase in the cost of materials resulting in higher costs to the construction industry;
- Increased interest rates;
- Political changes and instability; and
- Complexities to trading with Europe and supply chain disruption due to Brexit.

There is the added issue that some infrastructure will be reaching an age where it requires either significant repair, restructure, or reprovision, potentially at the same time. Infrastructure that was built at the same time, using similar materials and provision models, are becoming increasingly less fit to service contemporary needs.

The availability of funding from both the public and the private sector is influenced by the macro-economic situation. In the UK in recent years the economy has been stalling or even contracting, and public sector budgets have been squeezed by central government's programme of 'austerity' which has seen successive reductions in grants to local government and public services. Recent political changes may offer a new approach to delivering and funding certain infrastructure but will also offer challenges associated with upheaval and uncertainty.

Development can contribute towards infrastructure through developer contributions and direct provision, but in the current economic climate scheme viability is often challenging.

Market failure

Infrastructure can be seen as a 'public good' in many instances, and challenges to infrastructure provision are often considered an example of 'market failure'. This is because additional demand from population growth can place increasing pressure on essential infrastructure, but unlike commercial services it doesn't necessarily receive proportional revenue and cannot restrict access because of political, legal and practical reasons. Left to competitive markets, infrastructure would frequently not be provided.

Infrastructure projects also often face challenges in attracting sufficient private investment and lend themselves to public financing or public-private partnerships due to various reasons, including:

- High upfront costs and long payback periods;
- Investment risks associated with construction of new projects (operating assets are more attractive);
- Scale effects (significant economies of scale tend to exist in facilities' construction and operation); and
- Information asymmetry, such as a lack of accessible and standardised data on infrastructure capacity, unclear or uncertain investment pipelines and fragmentation of data.

This is particularly challenging in addressing legacy infrastructure deficits such as flood risk, where there is limited market-led investment structure and incentives to construct assets aimed at reducing flood risk in already-developed areas.

Political and community issues

Delivering infrastructure often requires large areas of land which are subject to environmental constraints and fragmented land ownership.

Social, governance and economic changes can also present challenges in delivering infrastructure. These include demographic change such as population growth (and associated development pressures), aging population, decline in household sizes, and an increasingly diverse population. There are also geographical challenges that exist related to inter-generational and intra-generational inequalities and deprivation, with areas of higher deprivation experiencing more need for interventions related to improving physical and mental health.

Furthermore, political uncertainty, electoral terms, and frequent changes of legislation, policy and guidance relating to infrastructure planning, funding, and delivery can all present challenges to growth. Other related issues include organisational change at infrastructure provider / monitoring companies and agencies. Planned Local Government Reform represents another challenge for local authorities over the coming years which will directly impact the longer term planning of growth and infrastructure.

Local communities are also often opposed to infrastructure proposals. Infrastructure projects usually have strategic-scale benefits but can generate adverse effects on local host communities which need to be mitigated. Certain types of infrastructure can particularly generate strong political and community opposition, such as low traffic neighbourhoods, or waste processing facilities, making planning and delivery more difficult.

For this reason, a long-term strategic vision with strong leadership, which can transcend political cycles and localised political issues and challenges, is important for the successful delivery of infrastructure.

Other political and community issues which challenge infrastructure delivery can include a lack of capacity in design and enforcement of policy tools; and cross-boundary issues with statutory decision making, particularly considering the uncertainty surrounding the future of the Duty to Cooperate.

Complexity of infrastructure delivery

There are many infrastructure stakeholders and providers that are involved in funding and providing infrastructure, who have different responsibilities within the process. Close collaboration between local authorities and other bodies who commission, fund, and provide infrastructure is essential to ensure infrastructure planning and delivery is adequate and delivered promptly to meet growing demand.

Infrastructure delivery has not always aligned with the pace of housing and economic development, often due to limited cross-sector integration at early planning stages, long-term underinvestment, variable

funding cycles, and the time required for key delivery processes. As a result, services such as energy connections can sometimes come forward later than needed, which may create capacity pressures for growing communities.

Technology and innovation

Cities and towns are rapidly changing and adapting to existing and future pressures. This change will have an inevitable impact on the type of infrastructure that is delivered and the way in which it is delivered. Technology and innovation can present solutions but also challenges for infrastructure delivery.

The following examples demonstrate changes to infrastructure delivery that could be expected in the future through new technology and innovation:

- Technology can reduce the need to build new infrastructure (by using smart technology to better manage the existing capacity of available assets);
- Technology can increase demand for additional capacity on existing infrastructure (for example increased demand for electricity due to the shift towards decarbonised energy and electric vehicles, and the rising demand for energy and water to support data centres);
- Technology can create demand for a new infrastructure system or mode (for example high speed transport technology, deployment of hydrogen fuels or carbon capture and storage, and creation of new waste streams); and
- Innovation can also reduce demand on existing infrastructure systems or modes (for example the impact of the modern car on the railway network in England in the 20th Century).

Environment

Challenges from an environmental perspective include the climate and nature emergency and national, international, and local commitments to meeting the climate challenge. For example, all six Oxfordshire local authorities are working towards net-zero, with the county aiming to be carbon neutral significantly ahead of 2050, and through the Zero Carbon Oxford Partnership aim for Oxford City to achieve net-zero by 2040. Additionally, the Oxfordshire's Local Nature Recovery Strategy also aims to aid decisions about nature recovery actions.

Furthermore, there is also the need for adaptation (to increasing frequency and severity of flooding and extreme weather events) relating to all types of infrastructure. Other environmental challenges include the quality and design of local built environment and infrastructure, urbanisation, and pollution (air, water, soil, etc.).

Sector Specific Delivery Challenges

A number of sector specific delivery challenges have been recorded through the Stage 1 and Stage 2 analysis and engagement. This includes the following as examples:

- **Highways:** Strategic road schemes face policy uncertainty due to the delay of the Road Investment Strategy 3 (RIS3) publication until April 2026.
- **Rail:** Delivery is heavily dependent on national government spending priorities, where changes can disrupt long-term planning. Additionally, the electrification of the rail network is constrained by a lack of capacity and necessary reinforcement works in the local electricity distribution network.
- **Bus Services:** A critical physical constraint is bus depot capacity, which is forecast to be reached by 2025 due to the extra space required for electric bus infrastructure. Funding beyond 2030 is currently uncertain and remains heavily reliant on Section 106 developer contributions.
- **Electricity Network:** Significant constraints and exceptionally long connection times for new housing are experienced in Bicester and Oxford City. Historically, regulatory frameworks prevented Network Operators from reinforcing the grid ahead of confirmed demand, and new 'anticipatory investment' rules are still challenging to implement. Engagement has confirmed that the current energy funding structure makes it unclear as to how much capacity is required and when it will be available to support growth.

- **Data Centre Demand:** Data Centre developments could be a major challenge to energy infrastructure across Oxfordshire, with nearly half of the estimated demand from committed and potential data centres if built currently lacking a clear mechanism for grid support.
- **Water Supply:** Thames Water forecasts supply-demand deficit of -90Ml/d by 2045 and may no longer routinely meet potable water demand of non-residential development, such as data centre development, which would require investment in water management.
- **Wastewater Treatment and Water Quality:** 77% of Sewage Treatment Works catchments were vulnerable to the risks of growth and climate change, requiring longer term investment to increase their capacity. Of the 501 waterbodies in the River Thames basin, 94% are at less than good ecological status, with 32% linked to water company activities.
- **Flood Risk:** There is no statutory requirement for infrastructure providers to reduce flood risk in already-developed (legacy) areas, limiting investment to new developments.
- **Water Industry Regulation:** Ongoing institutional changes, such as the 2025 announcement to replace Ofwat with a single water regulator, create uncertainty for long-term investment planning.
- **Digital Infrastructure Viability:** Achieving 100% gigabit coverage is hindered by commercial delivery constraints; as fewer properties remain unconnected, the rollout becomes less commercially viable for private providers. Alongside this, Oxford City and historic market towns have lower full-fibre coverage due to engineering challenges and heritage sensitivities associated with deploying infrastructure in a historic urban environment.
- **Acute Healthcare:** A key challenge is the rejection of central government funding for the £370 million rebuild of Horton General Hospital, making its renewal unlikely without new national backing.
- **Primary Care:** Facilities are heavily reliant on CIL/S106 funding, which often fails to cover the full capital costs of new primary healthcare hubs. Alongside this, engagement with the ICB has highlighted primary healthcare projects being hindered by reimbursement mechanisms proposed by developers not aligning with national Premises Cost Directions (which set out the parameters under which the NHS is able to reimburse the future providers of services for the cost of renting the new building from the developer).
- **Education:** While new schools are often funded by developers, the condition of existing school buildings is a major barrier, as these repairs or relocations are typically not supported by developer contributions.

4.3 The Funding Challenge

The OxIS research and project schedule sought where possible to record any identified costs and secured funding for existing projects. This information remains limited in many cases, with project costs as high level estimates or estimates produced at an earlier date.

Given the different levels of cost information and timelines at which each project is progressing, it is not felt as beneficial to present a detailed review of the current aggregated costs and funding.

A detailed assessment of infrastructure costs can be advanced further through further project scoping and business case development, including specific cost research related engagement with stakeholders and the application of up-to-date industry standard benchmarks for costing future infrastructure requirements.

To recap on the summary of infrastructure costs for all OxIS projects identified through Stage 1 of the Strategy the figure below illustrates the scale of financial challenge. There is a predictable, significant gap between the finances required to deliver the OxIS infrastructure projects and funding available to enable this.

The remainder of this chapter therefore explores the various sources of potential funding for Oxfordshire infrastructure. Most infrastructure receives all or a major part of their funding from national government, and distributed through OCC, local councils or a central government agency. Funding also comes from the charitable sector and the private sector, in the form of private equity and financial or in-kind contributions from developers. This chapter will now look in more detail at the mainstream funding sources, developer contributions and wider funding sources.



4.4 Delivery and Funding Opportunities

Oxfordshire Opportunities

Oxford Growth Commission

The Oxford Growth Commission was established by the UK Government in 2025 to review how best to unlock and accelerate sustainable economic growth in Oxford and its surrounding area by focusing on delivery of key infrastructure, housing and employment opportunities. It brings together central and local government, business and academia to identify barriers to growth, prioritise infrastructure investment (including transport, utilities and housing), and encourage public and private sector funding and delivery. The Commission's work supports the wider Oxford-Cambridge Growth Corridor objectives and is preparing recommendations to the UK Government on how to maximise the economic benefits of growth locally and nationally.

The Growth Commission represents a unique opportunity for Oxfordshire to benefit from this government priority and strongly complements the timing and outputs of the OxIS. The Commission will produce a final report in Autumn 2026 but recently published an interim report setting out the opportunities and issues in delivering growth alongside its stated priorities and next steps.

Enterprise Oxfordshire

Enterprise Oxfordshire focuses on securing and directing larger investment funds (like the Local Growth Fund, Getting Building Fund) for infrastructure, innovation, and skills.

Since 2014, Enterprise Oxfordshire has secured over £107.5million of investment to transform Oxfordshire businesses and communities through the government's Local Growth Fund. By 2030, all Local Growth Fund projects are collectively anticipated to lead to the creation of 9,500 jobs, support the development of 1,800 new homes and enable at least another £850million-worth of additional funding. In August 2020 Enterprise Oxfordshire secured £8.4 million from the government's Getting Building Fund to give Oxfordshire businesses and communities a boost following the Covid-19 outbreak. This is set to ensure the creation of 640 new jobs in the county by 2025, the preservation of a further 290, assistance for 350 businesses, and opportunities for approximately 500 new learners.

Oxon Green Futures / 100 Together

Oxon Green Futures is a prospectus and platform for investment-ready environmental projects in Oxfordshire, developed in partnership with the 100 Together initiative. Both are designed to attract private and public investment in green infrastructure, technology, and nature recovery to achieve the county's net-zero and nature-positive goal. The Oxon Green Futures initiative is a joint venture by Oxfordshire County Council and Enterprise Oxfordshire to create a comprehensive, auditable pipeline of green investment projects. The goal is to provide a platform for investors seeking high-impact, scalable opportunities that offer both financial

returns and measurable environmental impact. The OxIS Stage 2 project list incorporates example projects from the 100 Together initiative.

Higher Education Institutional Investment

The University of Oxford and Oxford Brookes University are central to Oxfordshire's ability to attract and justify strategic investment. Together they anchor the county's knowledge economy, strengthen the case for public funding, and help draw in long-term private capital by providing confidence in sustained growth, skills and innovation.

The University of Oxford represents a global economic driver whose research excellence, spin-out activity and international reputation support investment in transport, digital connectivity, utilities and major mixed-use development. Its leadership in large partnerships and development ventures, often backed by institutional investors, demonstrates how university involvement can unlock private finance alongside government funding. Alignment with national priorities such as science, productivity and Net Zero strengthens local infrastructure business cases and elevates Oxfordshire's profile in competitive funding processes.

Oxford Brookes University provides a complementary civic and applied role, with strong links to local communities, public services and employers. Its research and teaching strengths in the built environment, health, sustainability and skills development support infrastructure planning that delivers social value and inclusive growth. Its contribution to evidence-based policy, pilot projects and workforce development helps de-risk investment and strengthens bids for targeted infrastructure funding.

Active partnership with both universities enhances credibility with funders, supports robust infrastructure strategies and helps ensure that investment delivers long-term economic, social and environmental benefits across Oxford City and the wider county.

AI Growth Zone

Culham AI Growth zone designation includes policies to speed up planning permissions for AI infrastructure, reducing development timelines and uncertainty for private investors. Culham was specifically chosen because the decommissioning of the Joint European Torus (JET) fusion energy project freed up significant power capacity which is a crucial ingredient for energy-intensive data centres and a major draw for investment. The UK Atomic Energy Authority (UKAEA) is working on a private sector partnership, to develop a commercial masterplan for the campus, securing private funding for the necessary infrastructure development, redevelopment, and refurbishment. This model has the potential to blend public investment with private finance to bring forward infrastructure at speed, from data centres to supporting digital and energy infrastructure. The growth zone has the potential to de-risk and accelerate delivery of strategic infrastructure by aggregating demand, unlocking new funding partnerships.

Development Funding Infrastructure

The town planning process provides the means for developers to contribute to the cost of infrastructure necessary to support new development. This can be in various forms including planning conditions (which bind developers to provide infrastructure on-site 'in-kind'), S106 agreements between local authorities and developers, unilateral agreements provided by developers or landowners, Section 278 agreements which cover contributions to highways, and CIL for those authorities who have one in place.

OCC and the district councils have the statutory responsibility for entering into legal agreements with developers, monitoring the progress of development, relevant triggers in the agreement, compliance with specific obligations, receiving and holding financial contributions, and ensuring that money received is spent in accordance with the legal agreement, providing public accountability over this.

Section 106 Agreements

Section 106 of the Town and Country Planning Act 1990 (as amended) allows a LPA to approve a development proposal that would not otherwise be acceptable on planning grounds, on various conditions set out in agreements negotiated between local authorities and developers. These commonly include an obligation for developers to provide affordable housing (of various types and at various times) and to secure financial contributions and land from developers for all types of supporting infrastructure. Planning obligations can also be used as one of the mechanisms to secure biodiversity net gain.

The Community Infrastructure Levy Regulations 2010 (as amended) specify that Section 106 agreement can be concluded, only where such an agreement is: necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development.

Section 106 agreements should focus on specific measures to mitigate the planning issues which would otherwise lead to refusal of the planning application. Funding received under a Section 106 agreement must be spent on the infrastructure agreed to be delivered, pursuant to a developer contribution agreement.

Community Infrastructure Levy

The Community Infrastructure Levy is a fixed, tariff-based planning charge, which allows LPAs to require developers of particular types of development to pay a levy based on the size of the development (per square metre). The levy is intended to recognise the costs to LPAs in providing infrastructure to support the cumulative impact of development. LPAs are required to publish an annual Infrastructure Funding Statement (IFS) to provide transparency on the projects or types of infrastructure the council intends to fund and details of receipts and expenditure for the previous year. LPAs can determine whether or not to institute such a levy and the per square metre rates used for different development types.

The current status of CIL across the Oxfordshire districts is as follows:

- Cherwell – Draft charging schedule (2024)
- Oxford City – Adopted charging schedule (updated July 2025)
- South Oxfordshire - Adopted charging schedule (updated Dec 2022)
- Vale of White Horse - Adopted charging schedule (updated Oct 2021)
- West Oxfordshire - Adopted charging schedule (Oct 2025)

Development Viability

Any contribution by a developer to infrastructure (through an agreement) is dependent on the proposed development being commercially viable. Development viability acts as a financial constraint, fundamentally limiting the funds that can be secured to underwrite infrastructure requirements. Because the projected return or residual land value of a development must exceed the total cost (including infrastructure levies) to remain commercially feasible, there is a maximum amount that can realistically be extracted from the scheme. This ceiling in available development contributions ultimately influences how many projects on a long list of infrastructure needs can be fully financed and delivered.

The viability of prospective developments is sensitive to the value of the land on which the development is to be built and the level of contributions sought from developers to fund infrastructure. Higher land values indicate a greater prospect that a development will be able to contribute towards costs of the required infrastructure while remaining viable. Likewise development on existing brownfield land

and within built up areas will likely have higher remediation and development costs than development on greenfield sites.

Planning Reform

The Levelling-up and Regeneration Act 2023, which received Royal assent in 2023, included provisions for a new national Infrastructure Levy to replace CIL and reform the current developer contribution system so it is simpler and more consistent.

The current UK government has indicated it will not however take forward the Infrastructure Levy and has instead committed to improving the existing developer contribution system. The government will focus on refining and enhancing the CIL and section 106 agreements to ensure developers provide adequate funding and support for local infrastructure and affordable housing. Efforts will focus on ensuring that developers make fair and significant financial contributions to local infrastructure, including schools, healthcare facilities, and green spaces, as well as affordable housing. The government also aims to grant local authorities greater powers to determine how these developer contributions are used to support local community needs.

Mainstream Funding

The following section summarises the key delivery bodies, funding bodies and related infrastructure funding sources available in Oxfordshire, by infrastructure type. This is accompanied by a more detailed look at some of those key funding sources.

Infrastructure Type	Delivery Bodies/Operators	Funding Bodies	Funding Streams
Transport			
Highways	National Highways, OCC, Enterprise Oxfordshire	Department for Transport	National Highways funds, Government Grants (i.e. LGF), DfT capital grants
Public Transport	OCC, Oxford Bus Company, Stagecoach Oxfordshire, Enterprise Oxfordshire	Department for Transport	The Local Transport Grant (LTG) Bus service Operators Grant Plus (BSOG+)
Rail	Network Rail, Great Western Railway, Chiltern Railways, East West Rail	Department for Transport	Rail Network Enhancements Pipeline
Active Travel	OCC, Active Travel England	Department for Transport	Active Travel Capability fund
Education			
Primary, Secondary Schools and SEND	OCC, Academy Trusts, Foundation Schools	Department for Education	Dedicated Schools Grant (DSG)
Further Education	OCC, Colleges	Education and Skills Funding Agency (ESFA)	ESFA allocation, Adult Skills Fund
Higher Education	Oxford University, Oxford Brookes University	Universities funding model	Operator Funded, Donations, Research Grants etc.
Health and Social Care			
Acute Healthcare, Mental Health and community services	Oxford University Hospitals NHS Foundation Trust, Oxford Health NHS Foundation Trust (OHFT) (OUH), NHS Property Services	Department of Health & Social Care, NHS England	Core NHS Funding allocation, Better Care Fund, Govt Research Grants, UKRI Infrastructure Fund
Primary Healthcare and Public Health	Buckinghamshire, Oxfordshire and Berkshire West ICB NHS Property Services	Department of Health & Social Care, NHS England	Core NHS Funding allocation, Public Health Grant
Social Care and Support for Adult, Children, Young People and Families	Oxfordshire County Council	Department of Health & Social Care, NHS England	Local government finance settlement, Better Care Fund, Local tax (Council Tax, business rates)
Green and Blue Infrastructure			
Active and Healthy Places	OCC, Oxfordshire councils, Natural England, Environment Agency	DEFRA/EA, OCC	Oxon Green Futures, 100 Together initiative, Government Grants, National Lottery. Oxfordshire Local Nature Partnership (OLNP)
Ecosystem Restoration	OCC, Oxfordshire councils, Local Nature Partnership (OLNP)	DEFRA, National Lottery	Defra Environmental Land Management - Landscape Recovery Scheme, Nature for Climate Fund, Species Survival Fund, National Lottery Heritage Fund - Landscape and Nature programmes

Infrastructure Type	Delivery Bodies/Operators	Funding Bodies	Funding Streams
Emergency Services			
Ambulance	South Central Ambulance Service (SCAS) NHS Foundation Trust	NHS Integrated Care Boards	Service Level Agreements (SLAs) with Integrated Care Boards (ICBs)
Fire and Rescue Service	Oxfordshire Fire and Rescue Service	OCC	Central Government Grant, OCC, Local tax (council tax)
Police	Thames Valley Police	Home Office	Home Office Grants, Local tax (council tax) set by Police & Crime Commissioner (PCC)
Energy			
Electricity	Scottish and Southern Electricity Networks (SSEN) and UK Power Networks (UKPN), SGN, NGN	Energy Companies	Operator Funded
Renewables	Department for Energy Security and Net Zero, OCC, Low Carbon Hub, private companies	Department for Energy Security and Net Zero	Local Area Energy Plan (OxLAEP), Green Heat Network Fund (GHNF)
Flood Risk and Water Management			
Flood Risk Management	OCC, LLFA, Environment Agency (EA)	DEFRA / EA	Flood Defence Grant-in-Aid (FDGiA)
Wastewater Treatment	Thames Water	Thames Water	Operator Funded
Water Supply	Thames Water	Thames Water	Operator Funded
Digital Infrastructure			
Digital Infrastructure	OCC, Commercial operators (BT Openreach, etc.)	Department for Digital, Culture, Media & Sport	UK Research and Innovation (UKRI)'s Infrastructure Fund, telecom company investment
Waste Management			
Waste Management	OCC, LPAs, private operators	OCC	OCC Capital Programme

Mainstream Infrastructure Funding in Oxfordshire (exc. Dev contributions)

Infrastructure Funds	Description
Housing and Infrastructure Fund (HIF) – (closed)	The UK's Housing Infrastructure Fund (HIF), a £5 billion fund to unlock new homes by funding essential infrastructure, has allocated over £4 billion to local authorities (although with slow spending and significant funds unspent). Fund was administered by Homes England. The core HIF period ran until 2022/23 although funds are still being managed. Oxfordshire was awarded a £215 million HIF deal in 2018 which was managed by the former Oxfordshire Growth Board (now Oxfordshire Leaders Joint Committee) to coordinate sustainable housing, economic, and infrastructure development across the county's six councils.
Enterprise Zone Business Rate Retention	Oxfordshire benefits from two Enterprise Zones at Science Vale UK and the Didcot Growth Accelerator. Enterprise Zones are designated areas aimed at stimulating economic growth by offering incentives to businesses to establish or expand their operations within them. All business rates growth generated within the Enterprise Zones is retained for 25 years – 2038 for Science Vale and 2041 for Didcot Growth Accelerator – and reinvested in local economic development. Enterprise Zone income is helping to fund a number of infrastructure projects in Oxfordshire. So far, this has included road improvement projects and enhancements to the area's public and active transport offerings.
Levelling Up Fund	The Levelling Up Fund is £4.8 billion which will be used to invest in infrastructure across the UK, including regenerating town centres and high streets, upgrading local transport, and investing in cultural and heritage assets.
Safer Streets Fund	Launched in 2020, the Home Office Safer Streets Fund has delivered £167 million through five rounds to go towards 413 projects. The funding supports measures proven to prevent neighbourhood crime.
Innovate UK Launchpad Programme	Innovate UK's Launchpad programme is aimed at supporting clusters of small and medium sized enterprises (SMEs) and the most innovative businesses to progress their ideas toward commercialisation, contributing to local economic growth. Innovate UK releases a range of funding for SMEs throughout the year and within different fields. There is specific funding available for digital and green infrastructure.
Active travel capability fund	Funding from DfT to support local transport authorities with developing and constructing walking, wheeling and cycling facilities in England outside London. The revenue funding will support network planning and early scheme design plus community engagement and training activities. Oxfordshire County Council has received funding of over £20 million for a 4 year period to 2030.
Active Travel Innovation Fund	The Department for Transport (DfT) and Active Travel England (ATE) launched the Active Travel Innovation Fund in late 2025, a £1 million competition offering grants up to £100,000 for small businesses, charities, and NGOs to develop new ideas or scale existing projects that encourage walking, wheeling (cycling/scooting), and active travel, focusing on accessibility and underrepresented groups

Infrastructure Funds	Description
Brownfield, Infrastructure and Land Fund	The Brownfield, Infrastructure and Land Fund is for public and private sectors to unlock strategic housing sites where brownfield, infrastructure, or land project face delivery and or viability challenges. The £1 billion fund supports projects that meet the strategic aims of the fund and will contract by 31 March 2026.
Green Heat Network Fund	The Green Heat Network Fund delivers support from £1 to £1 million for the commercialisation and construction of new low and zero carbon heat networks and the retrofitting and expansion of existing heat networks. The fund started in 2022, and the total amount available is £288 million which will be paid out over three years in quarterly funding rounds. The deadline for applications for this fund is 29th November 2024.
Local Power Plan	The Local Power Plan published in February 20026 is a national initiative led jointly by the Government and the Great British Energy (GBE) to expand local and community-owned clean energy. It commits up to £1 billion in funding to support over 1000 local and community energy projects through early stage support and development funding.
The Community Ownership Fund	The Community Ownership Fund (COF), is a £150 million fund to support taking ownership of assets which are at risk of being lost to the community. In March 2024, the final round of the COF was announced. Voluntary and community organisations or parish, town and community councils can apply by submitting an expression of interest form. Individuals can apply for a mix of capital and revenue funding: • Capital funding – up to £2 million for all asset types, but it is expected that most awards will be closer to the £250,000 range; • Revenue funding – cannot be more than 20% of capital funding or £50,000, whichever is smaller.
England Woodland Creation Offer	The England Woodland Creation Offer (EWCO) supports the establishment of new woodlands and is administered by the Forestry Commission (FC). It is funded by the Exchequer through the Nature for Climate Fund, to support projects that will help the UK achieve Net Zero by 2050, as well as helping nature recovery and delivering other objectives in the 25 Year Environment Plan. Public bodies can apply to the EWCO for support to create new woodland, including through natural colonisation, on areas as small as one hectare. Up to £10,200 is available per hectare and the total size of the grant scheme is £115 million.

Infrastructure-focused Investment Funds

Wider Income Sources

In addition to mainstream funding sources and developer contributions as described above, other funding sources potentially available to fund infrastructure in Oxfordshire are set out below.

Homes Bonus Accelerator programme

The New Homes Accelerator is a collaboration between the government, Homes England, local authorities, developers and other key stakeholders. It aims to unblock and accelerate the delivery of housing developments that have for various reasons become delayed, or which are not progressing as quickly as they could be. The programme was launched in 2024 and is actively intervening in projects across the country. Importantly for this document, a key tool within the programme is the distribution of grants to local authorities as part of a package of interventions.

UK Shared Prosperity Fund (UKSPF)

While a member of the EU, the UK received around £2bn in structural funding, and could also access the European Investment Bank. Arrangements for national successor funding were confirmed in April 2022 when the Government launched the UKSPF¹. This is a £3.5bn fund (2022 – 2026) for local investment with local authorities across the UK receiving an allocation via a funding formula rather than a competition. The fund is centred around three key themes: Community and Place, Supporting Local Businesses and People and Skills.

Business Rates Retention

Since reforms in 2013/14, local authorities have kept 50% of the business rates revenues raised locally (the grant received from central government has been adjusted to compensate those who generate less locally-raised revenue). There may be scope for Oxfordshire authorities to review current arrangements with central government and argue a case for the retention of a greater proportion of business rates in order to raise funding for infrastructure.

Tax Increment Financing (TIF)

Tax Increment Financing can use future growth in business rates on commercial property from new development within a defined area, initiated through associated infrastructure investment, to repay upfront borrowing for that infrastructure, effectively letting councils “borrow against tomorrow’s taxes” for today’s projects like roads or regeneration. This value capture tool funds improvements by earmarking the increase in local taxes generated by the development, creating economic benefits (jobs, growth) without raising current tax rates. This approach could also be expanded by capturing revenue from residential property taxes from new homes unlocked by infrastructure investment.

Stamp Duty Land Tax (SDLT)

SDLT must be paid if a person buys a property or land over a certain price in England. This includes when a person buys a freehold property, buys a new or existing leasehold or buys a property through a shared ownership scheme. An SDLT supplement of 3% applies where a buyer purchases a second property for £40,000 or more, such as a buy-to-let property or a holiday home. SDLT goes to HM Revenue and Customs i.e. central government,

¹ <https://www.gov.uk/government/publications/uk-shared-prosperity-fund-prospectus/uk-shared-prosperity-fund-prospectus>.

but a supplement could be charged and passed to a local authority to fund local infrastructure.

Council Tax Levies

Council tax is a compulsory charge on properties in England. It is set by local authorities to raise money for providing services and infrastructure. Typically, anyone who is over 18 and owns or rents a home has to pay council tax. Council tax helps to fund numerous services such as rubbish collection, street lighting, libraries, police and fire services, community centres and recreation facilities. Council tax bills also include additional charges called levies which pay for other services. One levy goes towards the cost of care homes and other adult social care services. Another is set by local police and fire authorities to help fund their services. Some cities with mayors, such as London and Manchester, can also add a separate levy that covers funding various services.

Parking Revenue

In 2022-23, local authorities in England generated £962m in parking charges². Income from parking charges is generally spent on running parking services and any surplus is spent on essential transport projects such as road repairs, reducing congestion, tackling poor air quality and supporting local bus services.

Public Works Loan Board (PWLB)

Councils can obtain loans at low rates from the PWLB under prudential principles. HM Treasury manages lending via the UK Debt Management Office (DMO). However, the availability of revenue funding to repay the loan and the political appetite for borrowing are factors affecting the attractiveness of this option.

Clean Air Zones

Clean air zones and low emission zones are specified areas in the UK where vehicles are required to meet minimum emission standards. Driving a vehicle that exceeds the minimum emission criteria can incur a charge payable to the local authority. Examples include the Ultra Low Emission Zone (ULEZ) in London which has been in place since 2019. Revenue from ULEZ helps Transport for London to fund expansion and maintenance of the rest of the transport network.

Third-party equity investment

Where there are potential commercial returns for funders. This includes institutional investors / sovereign wealth funds and pension funds who are attracted to the UK infrastructure market as a place to invest.

Direct Delivery

Oxfordshire planning authorities could purchase land with development proposal, progress design and planning in order to increase land value, and then raise funding from its disposal (this could be in the form of land receipts and / or a share of development profit or overage).

² Local Gov (2023). Council's parking revenue approaches £1bn. Available at: <https://www.localgov.co.uk/Councils-parking-revenue-approaches-1bn/58148>

05

Recommendations and Next Steps

5.1 Recommendations and Next Steps

This chapter of the Strategy provides a set of recommendations and potential next steps for consideration by the OLJC and partners.

How to use the Prioritisation Framework Most Effectively

The Prioritisation Framework as developed through this strategy provides the OLJC and partners with a tool and not just a set of fixed outcomes. Because the potential number of outcomes is so large (depending which filters are applied) this strategy document has chosen to present one set of base case outcomes as a demonstration but also to reflect the balanced score card approach across all themes and criteria.

The framework can however be used to undertake specific tasks or generate outputs for a specific purpose. Partners can utilise the incorporated implementation filters (as explained in **Chapter 2**). These will allow more refined outcomes to be presented according to the thematic, spatial, or temporal interest of the user. Using these filters, the following focused outcomes can be generated:

- **Thematic/Geography** – whilst the framework contains infrastructure projects across all infrastructure types the project list can be simply filtered to show one or a group of specified infrastructure types. This would enable the priority infrastructure projects for a specific type to be presented for any scale/geography.
- **Project Basis** – The Project Schedule is also categorised according to whether these projects unlock growth,

mitigate impacts of development or are proposed for other reasons (i.e. strategic innovation). This enables the list to be filtered for example to show just those key projects required to unlock growth in Oxfordshire, or a specific district if selected.

- **Project Status and Timing** – Categorisation by project status and also the likely delivery timing (as included in the outcome tables in **Chapter 3**) provide further potential filters. For example, the OLJC and partners can use the framework to focus on projects grouped as committed and pending short term priorities. Alternatively, the framework could be used to focus on projects grouped as longer term project currently being investigated.
- **Project Finances** – Whilst the project finance information held within the OxIS project list requires further development it does contain cost and current funding positions where possible. This provides additional options for framework use to focus attention on project lists according to those with considerable funding challenges or alternatively projects close to fully funded and would require a smaller effort to complete project finances and enable delivery.

The prioritisation framework contains both a balanced score card appraisal score (as presented in **Chapter 3** of this document), but also a **weighted scenario appraisal score** which has been included based upon feedback from the project steering group, to highlight those projects which contribute to housing and economic development. These scores have effectively increased the impact of MCA scores for Place and Productivity criteria.

The data held within the OxIS Prioritisation Framework, project schedule and project WebGIS also provides partners with the ability to focus the outcomes and project lists into **packages of infrastructure related to specific growth locations**, whether these be Local Plan related, economic focus areas such as the Culham AI Growth Zone or priority regeneration areas such as the Oxford City West End.

Continued Joint Working and Integrated Planning

Fundamental to the successful implementation of the OxIS is the continuation of integrated and joint working. OxIS itself has been developed through close collaboration of the OLJC and its partners alongside a wide range of technical stakeholders. This is the third iteration of the OxIS over the past 10 year and the practice of joint working across Oxfordshire for the benefit of its residents, businesses and environment must continue in order to deliver joined up solutions for infrastructure planning.

OxIS represents one part of a suite of strategies in development that cover the county, alongside, for example, the Oxfordshire's Local Nature Recovery Strategy (LNRS), Oxfordshire Local Area Energy Planning (OxLAEP) and the Oxfordshire Rail Plan (OxRAIL 2040: Plan for Rail). The continuation of aligned strategy development will be critical to ensure the Strategic Vision for Oxfordshire is consistently integrated across all evidence bases and strategic plan making.

The implementation of OxIS will take place during a period of change through Local Government Reform. While a number of potential outcomes will result from this reform, the fundamental need to plan and deliver strategic infrastructure in a collaborative, cross boundary manner will remain.

The Planning and Infrastructure Act 2025 establishes a statutory requirement for Spatial Development Strategies (SDS) to be prepared at a strategic scale across England. Whilst the governance for this process is not yet established for Oxfordshire, there is an expectation that an SDS would be in place within the current parliament (by 2029). An important element of any future SDS will be a clear understanding and plan for strategic infrastructure provision. The Oxfordshire authorities are well placed to inform this future process from the extensive work already compiled through the OxIS.

Cross Government Departmental Engagement

The OLJC and its previous entities (Future Oxfordshire Partnership and Oxford Growth Board) has a strong track record of working collaboratively with Government and its agencies to the benefit of Oxfordshire. This was demonstrated through the £215 million Housing and Growth Deal secured with central government, directly informed by the first iteration of the OxIS. Continuing this tradition of engagement with MHCLG and Homes England (with its current focus on

increasing housing supply, facilitating major regeneration projects, and unlocking land through significant investment in enabling infrastructure) will remain an important means to implement the recommendations within the OxIS.

The recently established Oxford Growth Commission represents the latest opportunity for the OLJC and its partners to continue to actively engage with Government on its priorities for sustainable growth in the Oxford-Cambridge Growth Corridor. The Growth Commission represents a unique opportunity for Oxfordshire to benefit from this government priority and strongly complements the timing and outputs of the OxIS. As stated in **Chapter 5**, the Oxford Growth Commission has a number of priorities related to infrastructure including developing delivery plans, business cases; supporting key growth projects, the coordination of investment, and innovative funding and delivery options, which all represent opportunities for the OxIS to inform and influence.

Collaboration with the National Infrastructure and Service Transformation Authority (NISTA) will also be an important element of this cross-government engagement. NISTA is tasked with delivering the UK infrastructure strategy and delivery, merging the functions of the National Infrastructure Commission (NIC) and Infrastructure and Projects Authority (IPA) to ensure strategic infrastructure projects are delivered effectively and in support of economic growth.

Infrastructure Service Provider Partnership Working

The effective delivery of housing and employment growth and associated infrastructure will continue to require a partnership approach between Oxfordshire councils and wider public and private sector infrastructure service providers. The OLJC has an opportunity to lead this process on the back of the infrastructure strategy and the momentum already started through partnership engagement undertaken. The OLJC could potentially create an 'OxIS Partnership', utilising the existing relationships between the Oxfordshire authorities and the key infrastructure service providers but also the recent workshops and meetings held to produce this strategy.

There may be opportunities to join with neighbouring authorities to create joint infrastructure partnerships as the majority of infrastructure partners will be the same for a number of local planning authorities and will help to avoid the duplication of effort and meeting attendance which will be favourable to organisations with limited resource and budget. This will of course be influenced by the outcomes of planned Local Government Reform.

These partnership meetings could potentially be held annually (or bi-annually) and include but not be limited to the following activities:

- Local authority planning teams update to partners on local plan and SDS progress, and housing and economic growth trajectories.

- Updates to the OxIS project schedule with partners including the refining of details, timings, costs and funding positions.
- Prioritisation review - rolling review of outstanding priority projects, funding position and delivery options
- Consideration of specific strategic sites which require joined up decision making on particular issues.
- Consideration of upcoming funding bid opportunities and joint working to submit business plans.

Leveraging Cross-Sector Investment Opportunities

The OxIS project schedule and the outcomes of the prioritisation framework demonstrate the substantial number of strategic infrastructure investment opportunities across Oxfordshire. Many of these opportunities are not limited to stand alone projects but instead packages of cross sector investment required to support sustainable development.

The same analysis has highlighted the potential scale of funding required to support these investment opportunities and the strategy has also set out a wide range of potential sources of funding, including mainstream traditional sector specific funds, developer contributions but also Oxfordshire specific opportunities and cross sector growth related funds which could be explored further to potentially address funding shortfalls on some of the identified high priority investments. The 100 Together Initiative and its Oxon Green

Futures Prospectus provide a strong cases study in the effective communication of infrastructure investment opportunities to the market, which could be adopted as a means to communicate the key investment requirements prioritised through the OxIS.

Investment in infrastructure projects will need to be smart, efficient and leverage cross sector benefits and outcomes. Examples would include nature-based solutions creating significant green and blue infrastructure alongside connectivity projects such as greenway links. Alongside this, where significant investment is committed to deliver strategic infrastructure projects (such as the East-West Rail scheme), opportunities to align associated infrastructure project delivery should be explored to ensure the full value is extracted from that investment.

Strategy and Project Schedule Review Mechanism

The OxIS presents information from a static point in time. The project schedule reflects the research and engagement undertaken between the summer and autumn of 2025 with the Stage 2 sifted project schedule and prioritisation outcomes reflecting information available at the end of 2025. The outcomes of the strategy will therefore be of greatest relevance and use in 2026 and the wider recommendations set out above are therefore more urgent for this reason. However, a commitment by partners to revisit and update key components of the OxIS (i.e the growth data and infrastructure project schedule) in partnership with infrastructure service providers on a regular

basis (for example annually) will enable an ongoing relevance and useability of the OxIS. This can also include focused reviews of a package of priority infrastructure projects in an area with regards to their sequence and detailed costs of delivery.

Any review mechanism has the potential to include monitoring of the OxIS work and project implementation through an appropriate monitoring framework. The specific approach and criteria to be included within such a monitoring framework whilst ultimately agreed by the relevant partners would be expected to reflect the balanced themes and topics within OxIS.

Continued investment in strategic transport modelling capability is recommended to support the delivery of key transport investment programmes prioritised through OxIS. An appropriate and up-to-date model will enable the detailed development and appraisal of strategic transport infrastructure, support the preparation of proportionate business cases to unlock public and private sector investment, and improve cross-boundary coordination of transport planning. This will provide a robust and integrated evidence base to align infrastructure investment with sustainable development objectives.

Responding to Evolving Drivers of Change

The OxIS has considered the existing and potential future requirements for infrastructure, taking into account both the current means in which infrastructure is planned but also mindful of potential changes (see 'Drivers of Change' in Stage 1 Report). This can only go so far however in the present context and will require continual review and reflection to ensure that strategic changes to the way an infrastructure service is assessed, planned and implemented is captured in any long-term infrastructure strategy proposals.

Infrastructure Planning Data

The information gathered through the OxIS commission is hugely valuable to the OLJC but also the multiple partners involved in its production and implementation. This includes baseline data covering planned housing and economic development and existing infrastructure provision and capacity. GIS based mapping has been collated and supports the OxIS with the potential to be shared and further refined by partners.

The NISTA is running a new digital spatial planning tool. This tool incorporates environmental, infrastructure, economic growth and housing needs up to 2050. The tool is intended to provide further evidence to support place-based infrastructure investment and forms part of the governments National Infrastructure Strategy. The data collated and analysed through OxIS represents a valuable resource to inform NISTA, and in due course future iterations and updates to the NISTA spatial planning tool can feed back into the infrastructure planning of Oxfordshire.



Oxfordshire Infrastructure Strategy

Stage 2 Project Prioritisation Report
Appendices

**Prepared for the Oxfordshire Leaders
Joint Committee**

January 2026 (Revised March 2026)



A1

Appendix 1 - Glossary

Glossary of Abbreviations and Acronyms

Acronym	Meaning
AI	Artificial Intelligence
ALS	Abstraction Licensing Strategies
AMP	Asset Management Plan
AMR	Annual Monitoring Report
AONB	Area of Outstanding Natural Beauty (also known as National Landscape)
ASD	Autism Spectrum Disorder
ATE	Active Travel England
AWS	Amazon Web Services
BBOWT	Berks, Bucks & Oxon Wildlife Trust
BCIS	Building Cost Information Service
BOB ICB	Buckinghamshire, Oxfordshire and Berkshire West Integrated Care Board
BOS	Banbury Ornithological Society
BSIP	Bus Service Improvement Plan
BSP	Bulk Supply Point
BT	British Telecoms
BUPA	British United Provident Association
CAMS	Catchment Abstraction Management Strategies
CBF	Clinical Biomanufacturing Facility
CCG	Clinical Commissioning Group
CDC	Community Diagnostic Centre
CE	Church of England
CFMP	Catchment Flood Management Plan
CIC	Community Interest Company
CIL	Community Infrastructure Levy
COF	Community Owned Fund
CPO	Compulsory Purchase Order
CRC	Cross Regional Contract
CSO	Combined Sewer Overflows
DCO	Development Consent Order
DEFRA	Department for Environment, Food and Rural Affairs
DFES	Distribution Future Energy Scenarios
DfT	Department for Transport
DHSC	Department of Health and Social Care
DMO	Debt Management Office
DNO	Distribution Network Operators
DNOA	Distribution Network Options Assessment
DRT	Demand Responsive Transit

Acronym	Meaning
DSIT	Department of Science Innovation and Technology
DSO	Distribution System Operators
DWMP	Drainage and Wastewater Management Plans
DYAA	Dry Year Annual Average
DYCP	Dry Year Critical Period
EA	Environment Agency
EEH	England's Economic Heartland
EHCP	Education Health Care Plan
EOG	Executive Officer Group
ESFA	Education and Skills Funding Agency
EU	European Union
EV	Electric Vehicle
EWCO	European Woodland Creation Offer
EWR	East West Rail
FC	Forestry Commission
FCERM	Flood and Coastal Erosion Risk Management
FCRM	Flood and Coastal Risk Management
FE	Form Entry
FR	Flood Risk
FRA	Flood Risk Assessment
FRMP	Flood Risk Management Plan
FTE	Full Time Employment
FTTP	Fibre to the Premises
FWA	Fixed Wireless Access
FWAG	Farming and Wildlife Advisory Group
GDNO	Gas Distribution Network Operator
GBI	Green & Blue Infrastructure
GI	Green Infrastructure
GIS	Geographic Information System
GP	General Practitioner
GPS	Global Positioning System
GSP	Grid Supply Point
GVA	Gross Value Added
GWh	Gigawatt-hour
GWR	Great Western Railway
HGV	Heavy Goods Vehicle
HIF	Housing Infrastructure Fund
HV	High Voltage
ICB	Integrated Care Board
ICP	Integrated Care Partnership

Acronym	Meaning
ICS	Integrated Care System
IDP	Infrastructure Delivery Plan
IDS	Infrastructure Delivery Strategy
IL	Infrastructure Levy
IPA	Infrastructure and Projects Authority
INMSS	Independent and Non-Maintained Special Schools
JSNA	Joint Strategic Needs Assessment
LCWIP	Local Cycling and Walking Infrastructure Plan
LFRMS	Local Flood Risk Management Strategy
LHA	Local Highway Authority
LLFA	Lead Local Flood Authority
LNRS	Local Nature Recovery Strategy
LPA	Local Planning Authority
LTCP	Local Transport and Connectivity Plan
LTDS	Long Term Development Statement
LTN	Low Traffic Neighbourhood
LURA	Levelling Up and Regeneration Act
MCA	Multi-Criteria Assessment
MHCLG	Ministry of Housing, Communities and Local Government
MMC	Modern Methods of Construction
MOD	Ministry of Defence
MRN	Major Roads Network
MRT	Mass Rapid Transit
MW	Megawatt
MWh	Megawatt-hour
NBS	Nature Based Solutions
NFM	Natural Flood Management
NHS	National Health Service
NHSE	NHS England
NIC	National Infrastructure Commission
NISTA	National Infrastructure and Service Transformation Authority
NMU	Non-Motorised User
NPPF	National Planning Policy Framework
NSIP	Nationally Significant Infrastructure Project
OCC	Oxfordshire County Council
	Water Regulations Service Authority
OFWAT	<i>*In July 2025, the Government announced that Ofwat is to be replaced by a single water regulator responsible for the entire water system. The new regulator will take on water-related functions from Ofwat, the Environment Agency, Natural England, and the Drinking Water Inspectorate, with the aim of ending complexity in infrastructure delivery.</i>

Acronym	Meaning
OLJC	Oxfordshire Leaders Joint Committee
ONS	Office for National Statistics
ORCS	Oxfordshire Rail Corridor Study
OUFC	Oxford United Football Club
OUHT	Oxford University Hospital Trust
OxIS	Oxfordshire Infrastructure Strategy
OxLAEP	Oxfordshire Local Area Energy Plan
OXSfri	Oxfordshire Strategic Rail Freight Interchange
PaZCO	Pathways to a Zero Carbon Oxfordshire
PBP	Place Based Partnership
PCSO	Police Community Support Officer
PPE	Personal Protective Equipment
PRFA	Preliminary Flood Risk Assessment
PRoW	Public Right of Way
PV	Photo Voltaic
PWLB	Public Works Loan Board
RAG	Red Amber Green
RBOR	Reconnecting Bernwood, Otmoor and the Ray
RHA	Road Haulage Association
RIS	Road Investment Strategy
RMA	Risk Management Authority
RS	Rivers and Sea
RSPB	Royal Society for the Protection of Birds
RTPI	Real Time Passenger Information
SAB	Sustainable Drainage Approval Body
SATN	Strategic Active Travel Network
SCAS	South Central Ambulance Service
SDS	Spatial Development Strategy
SDLT	Stamp Duty Land Tax
SE	South East
SEMH	Social, Emotional and Mental Health
SEN	Special Educational Needs
SEEN	Scottish & Southern Electricity Networks
SEND	Special Educational Needs and Disabilities
SEP	Strategic Economic Plan
SEPD	Southern Electric Power Distribution plc.
SESRO	South East Strategic Reservoir Option
SFBB	Super Fast Broadband
SGN	Southern Gas Networks
SIC	Standard Industrial Classification

Acronym	Meaning
SLR	Strategic Link Road
SODRP	Storm Overflow Discharge Reduction Plan
SPD	Supplementary Planning Document
SRFI	Strategic Rail Freight Interchange
SRN	Strategic Road Network
SRT	Sustainable Rapid Transit
SSEN	Scottish & Southern Electricity Networks
SSSI	Site of Special Scientific Interest
STEM	Science, Technology, Engineering and Mathematics
STW	Sewage Treatment Works
SUSTRANS	National Cycle Network
SVATN	Science Vale Active Travel Network
SW	South West
SWOX	Swindon and Oxfordshire
TBC	To Be Confirmed
TCP	Transport and Connectivity Plan
TIF	Tax Increment Financing
TPI	Tender Price Index
TRFCC	Thames Regional Flood and Coastal Committee
TVP	Thames Valley Police
TW	Thames Water
TWUL	Thames Water Utilities Limited
UK	United Kingdom
UKAEA	United Kingdom Atomic Energy Authority
UKPN	United Kingdom Power Networks
UKSPF	United Kingdom Shared Prosperity Fund
ULEZ	Ultra Low Emission Zone
USO	Universal Service Obligation
WAFU	Water Available for Use
WFD	Water Framework Directive
WINEP	Water Industry National Environmental Programme
WISP	Wireless Internet Service Provider
WM	Water Management
WODC	West Oxfordshire District Council
WRMP	Water Resources Management Plan
WRSE	Water Resources South East
WRZ	Water Resources Zone
WWTW	Waste Water Treatment Works
WWU	Wales and West Utilities

Source: AECOM



A2

Appendix 2 - Stage 2 MCA Results

Sifting ID	Type	Sub Type	Project	Description
1	Water	Flood Risk Management, Green Infrastructure	Oxford Flood Alleviation Scheme (OFAS)	Delivery of a two-stage channel within the floodplain west of Oxford to improve water flow and reduce flood risk to developed areas. The scheme will create a new stream and wetland corridor, spanning approximately 5 km from north of Botley Road to the River Thames south of the Evenlode Landscape Recovery Project, led by the North East Cotswold Farmer Cluster CIC, aims to restore the habitats off the Evenlode, Glyme and Dorn rivers, to deliver clean water, natural flood management, carbon sequestration, nature recovery and related social
2	Green Infrastructure	Green Infrastructure	Evenlode Landscape Recovery	Proposed Strategic Resource Option (SRO) to transfer raw water from the River Severn catchment to the River Thames catchment
12	Water	Water Supply	Severn to Thames Transfer	Improvement of the Moulsoford Chalk groundwater source to increase deployable output as part of WRMP24 to enhance supply resilience in the Swindon-Oxford-London area. Option deployable output of around 8Ml/d.
14	Water	Water Supply	Improvements to Moulsoford groundwater source output	Conveyance option to transfer raw water from Oxford Canal at Duke's Cut into the River Thames upstream of the Farmoor intake. The scheme is mutually exclusive with the Oxford Canal to Cropredy conveyance option. This will deliver benefit of 10.3 Ml/d pipeline capacity.
15	Water	Water Supply	Development of Oxford Canal - Transfer from Dukes Cut to Farmoor	Major upgrade of the Oxford Sewage Treatment Works to provide a significant increase in treatment capacity, larger storm tanks and a higher quality of treated effluent going into the river. This is expected to address population forecasts to 2040. Ongoing investigations post
17	Water	Wastewater Treatment	Oxford Sewage Treatment Works Upgrade	Proposed flood storage area associated with the West End Link Road, located on the River Windrush floodplain upstream of Witney. Emerging evidence suggests that substantial upstream water management and attenuation measures will also be required to achieve
24	Water	Flood Risk Management	River Windrush (Witney) Flood Storage Area	University of Oxford development programme to improve and deliver teaching and research space. Existing masterplan areas include Radcliffe Observatory Quarter, Park Hospital / Old Road Campus, Timbergen redevelopment, Science Area and Begbroke Science Park. Student
39	Social Infrastructure	Further and Higher Education	University of Oxford Additional Teaching and Research Facilities	Development of a world class, state-of-the-art medical research campus focused on mental health at the current Warneford Hospital site in Headington. This includes a new mental health hospital which will provide Warneford Hospital in modern form and consolidation of other
44	Health and Social Care	Further and Higher Education, Mental Healthcare	Warneford Park Mental Health Hospital and Medical Research Campus	Oxford Health NHS Foundation Trust proposes the creation of three new community healthcare hubs to serve Oxford City and surrounding towns and villages. The South City Hub will be the final facility delivered as part of the Oxford City Healthcare Hubs programme, aimed
49	Health and Social Care	Primary Healthcare and Public Health	South City Community Healthcare Hub	Extension of Bicester Community Hospital to provide an additional storey (second storey).
54	Health and Social Care	Acute Healthcare	Bicester Community Hospital Extension	Review of the Horton Hospital site to assess options for expansion to accommodate the needs arising from new development.
55	Health and Social Care	Acute Healthcare	Horton Hospital Site Expansion	Extension of North West Bicester district heating network into the rest of the EcoTown as it is delivered. Considering use of heat from Arley Energy Recovery Facility to the rest of the town.
82	Energy and Utilities	Energy Infrastructure	Extension of North West Bicester district heating network and potential connection to Arley ERF	Landscapes-scale initiative to protect, restore and connect important habitats between Bernwood, Otmore and the River Ray valley for the benefits of wildlife and people. The Living Landscape is one of the last remaining traditional floodplain meadows in England and includes
98	Green Infrastructure	Green Infrastructure	Berks Bucks & Oxon Wildlife Trust (BBOWT) - Reconnecting Bernwood, Otmore and the Ray (RBOR)	Opportunity identified by Thames Water to adopt a catchment-based approach for the Lye Valley and Florence Park areas, which are hydraulically linked. The Lye Valley Catchment Flow Reduction Scheme aims to reduce flows to prevent erosion of a water-dependent and water
134	Water	Flood Risk Management	Lye Valley Catchment Flow Reduction and Florence Park SuDS	Extension of the Green Construction Skills Centre in Abingdon to expand Abingdon & Witney College's green construction training offer, with a 12-18 month build period and an anticipated annual CO ₂ reduction of 150 tonnes.
152	Social Infrastructure	Further and Higher Education	Green Construction Skills Centre	Proposed new GSP at Farmoor to serve Botley West and other local generation schemes.
167	Energy and Utilities	Energy Infrastructure	Proposed new Farmoor GSP	The Low Carbon Hub Solar Rooftop Pipeline aims to develop a pipeline of large roof-mounted renewable energy projects across businesses, schools and community buildings throughout Oxfordshire. By increasing local renewable energy generation, the project will support the
169	Energy and Utilities	Energy Infrastructure	Low Carbon Hub - Solar Rooftop Pipeline	Develop and implement a Mobile Digital Twin Platform to provide robust evidence for interventions based on measured coverage and capacity parameters, addressing the current lack of data on mobile network infrastructure. The platform will enable evidence-based
170	Energy and Utilities	Digital Infrastructure	Mobile Digital Twin Platform	Re-designing the Banbury Railway Station forecourt to create an interchange that will provide for through bus services and feature a taxi rank, better and secure cycle facilities, and more pedestrian space, with an improved public realm giving a sense of arrival.
175	Transport	Rail	Improvements to Banbury Station	East-west strategic movements: Hennet Way multi-modal corridor improvements
179	Transport	Highways	East-West strategic movements: multi-modal corridor improvements	Highway capacity improvements to peripheral routes: southern corridor. Provision of new highway link in the form of a south east perimeter road with improvements to bus priority and the walking / cycling environment along the A41. A41 redesign and complementary measures
180	Transport	Highways	A41 Highway capacity improvements to southern corridor (Bicester South East Perimeter Road)	Highway capacity improvements to peripheral routes: Western corridor changes and improvements to Howes Lane/Bucknell Road Junction: North West Bicester Ecotown all other phases
181	Transport	Highways	Highway capacity improvements to peripheral routes in Bicester area	Highway capacity improvements to peripheral routes: Eastern corridor improvements along Skimmingdish Lane and Charbridge Lane, including the junctions, to facilitate connectivity to the strategic sites and improve vehicle capacity.
182	Transport	Highways	Highway capacity improvements to eastern corridor around Bicester	Corridor along the River Cherwell in mid-Cherwell England, encompassing a network of walking and cycling routes, as well as nature recovery efforts with the aim of improving access to the river and enhancing its natural environment.
194	Green Infrastructure	Green Infrastructure, Active Modes	River Cherwell Waterway Park	East-west strategic movements: Warwick Road Corridor (covering the roundabout junctions with A422 Ruscott Avenue and Orchard Way).
197	Transport	Highways	East-west strategic movements: Warwick Road Corridor	Explore potential for a new rail station/halt between Kidlington and Begbroke. OxRAIL 2040 proposes Begbroke station to serve the Oxford University Innovation District and strengthening the emerging science line.
212	Transport	Rail	Proposed Begbroke Railway Station	Non-continuous electrification of the Chiltern Main Line to support deployment of battery electric multiple units as part of the widescale battery train deployment across Oxfordshire.
228	Transport	Rail	Chiltern Mainline non-continuous electrification	*Enhancement of The North Cotswold Line would achieve a significant upgrade to public transport connectivity between the cities of Oxford and Worcester by doubling the frequency of trains from one train per hour to two trains per hour on this route. This would be achieved by
246	Transport	Rail	North Cotswold Line Improvements	The reinstatement of the Oxford to Bristol service via Swindon would create an important connection between Oxford, Swindon, Bath and Bristol also providing a direct service between Swindon and Oxford without the need to change at Didcot Parkway. Reducing journey times by
248	Transport	Rail	New direct rail services between Oxford to Bristol which could in time serve new stations along the line	Increasing rail capacity for additional and faster passenger and freight services, with schemes including an increase from two to four tracks between Kennington Junction (Oxford) to Radley, Junction improvements and additional platform at Didcot Parkway as detailed in 2021 Network
254	Transport	Rail	Rail Capacity improvements between Didcot and Oxford, including four tracking between Radley and Oxford	Future works for Phase 2-5 include: • Phase 2: Extending eastbound and westbound bus lanes from Cassington Junction to Horsemere Lane, along with improvements to north and south side shared pathway
266	Transport	Bus, Coach and SRT	Phases 2-5 A40 Eynsham Park & Ride to Wolvercote	Transform Oxford Railway Station into a new transport interchange and a distinctive gateway to the city, featuring an enhanced public realm and a new pedestrian and cycle bridge over Botley Road. This redevelopment would unlock significant rail opportunities across the county and
269, 324	Transport	Rail	Oxford Station Redevelopment	To enhance the public realm in Oxford city centre, specifically, Bonn Square, Queen Street and Cornmarket Street. This work supports the aims of the Central Oxfordshire Travel Plan (COTP), and the emerging Central Oxfordshire Movement and Place Framework.
280	Transport	Regeneration and Placemaking, Highways, Bus, Coach and SRT, Active Modes	Central Oxfordshire Movement and Place Framework	The Oxford Greenways project aims to create safe, consistent, and well-connected cycling and walking routes, linking the surrounding Oxfordshire towns and villages and future development sites with the city centre and other key employment, cultural and economic sites in Oxford.
323	Green Infrastructure	Green Infrastructure, Active Modes	Oxford Greenways	Provision of a pedestrian and cycle bridge from Expens to Osney Mead across the river, connecting new development sites with the city centre, railway station. This will also strengthen the innovation cluster and give better access to the Grandpont Nature Park and
325	Transport	Active Modes	Provision of a pedestrian and cycle bridge from Expens to Osney Mead	Reduce car dependency and alleviate congestion on and around the A4074 corridor through a mobility hub facility with electric vehicle charging on the Grenoble Road allocation (supported through bus prioritisation in the northern section of the A4074, possibly in the form of a new
327	Transport	Highways, Bus, Coach and SRT, Active Modes	Improvements to the A4074 Travel Corridor	B480 improvements for buses, pedestrians and cyclists. Part of the scheme is also being investigated as the Garsington Road Active Modes scheme.
328	Transport	Highways, Bus, Coach and SRT, Active Modes	B480 improvements for buses, pedestrians and cyclists	Culham Railway Station Development
339	Transport	Rail	Culham Railway Station Development	

Location	Basis of Project Requirements	Status	Short or Longer Term projects	Delivery Complexity & Risks	Finance - Cost	Finance - Funding	Simple Project Typology
Countywide	Strategic innovation and enhancements	Committed	Short - Medium Term (2025 - 2040)	Very High Complexity Project	Very High Cost Project	Partially funded	Flood Defences
National/Regional	Strategic innovation and enhancements	Committed	Short - Long Term (2025 - 2050)	High Complexity Project	High Cost Project	Partially funded	Green Infrastructure - Landscape Scale
National/Regional	Enabling new development	Investigation	Medium Term (2030-40)	Very High Complexity Project	Very High Cost Project	Partially funded	Strategic Water Transfer
National/Regional	Strategic innovation and enhancements	Investigation	Medium Term (2030-40)	High Complexity Project	To be confirmed	To be confirmed	Strategic Water Source
National/Regional	Strategic innovation and enhancements	Investigation	Medium Term (2030-40)	Very High Complexity Project	To be confirmed	To be confirmed	Strategic Water Transfer
Countywide	Addressing Blocked development	Committed	Short Term (to 2030)	High Complexity Project	Very High Cost Project	Funded by Service Provider	Sewage Treatment Works
District scale - West Oxfordshire	Addressing Blocked development	Investigation	Short Term (to 2030)	High Complexity Project	Lower Cost Project	No funding	Flood Defences
National/Regional	Strategic innovation and enhancements	Committed	Short - Medium Term (2025 - 2040)	High Complexity Project	To be confirmed	Partially funded	University Expansion
National/Regional	Strategic innovation and enhancements	Pending	Short Term (to 2030)	High Complexity Project	Very High Cost Project	Partially funded	Mental Health and Research
District scale - Oxford City	Mitigating impacts of new development	Investigation	Short Term (to 2030)	High Complexity Project	To be confirmed	To be confirmed	Primary healthcare centre
District scale - Cherwell	Mitigating impacts of new development	Investigation	Short Term (to 2030)	High Complexity Project	To be confirmed	No funding	Hospital
National/Regional	Mitigating impacts of new development	Investigation	Short - Medium Term (2025 - 2040)	High Complexity Project	Very High Cost Project	No funding	Hospital
District scale - Cherwell	Strategic innovation and enhancements	Investigation	Medium Term (2030-40)	Very High Complexity Project	High Cost Project	To be confirmed	Heating Network
National/Regional	Strategic innovation and enhancements	Pending	Medium - Long Term (2030-50)	High Complexity Project	Lower Cost Project	Partially funded	Green Infrastructure - Landscape Scale
District scale - Oxford City	Strategic innovation and enhancements	Investigation	Short - Medium Term (2025 - 2040)	High Complexity Project	To be confirmed	To be confirmed	Flood Defences
District scale - Vale of White Horse	Strategic innovation and enhancements	Pending	Short Term (to 2030)	Medium Complexity Project	Lower Cost Project	No funding	Skills Centre (Green)
Countywide	Enabling new development	Committed	Short Term (to 2030)	High Complexity Project	To be confirmed	Funded by Service Provider	Electricity Reinforcement (Large Package)
Countywide	Strategic innovation and enhancements	Pending	Short Term (to 2030)	Medium Complexity Project	Lower Cost Project	No funding	Renewable - Solar Rooftops
Countywide	Strategic innovation and enhancements	Investigation	Short Term (to 2030)	Medium Complexity Project	To be confirmed	To be confirmed	Digital Infrastructure - Digital Twin
Countywide	Enabling new development	Investigation	Short - Medium Term (2025 - 2040)	High Complexity Project	To be confirmed	Partially funded	Rail Station Investment
District scale - Cherwell	Mitigating impacts of new development	Investigation	Short - Medium Term (2025 - 2040)	High Complexity Project	Medium Cost Project	Partially funded	Multi Modal Corridor
District scale - Cherwell	Mitigating impacts of new development	Investigation	Short - Medium Term (2025 - 2040)	High Complexity Project	Medium Cost Project	Partially funded	Highways Corridor Package
District scale - Cherwell	Mitigating impacts of new development	Pending	Short - Medium Term (2025 - 2040)	High Complexity Project	High Cost Project	To be confirmed	Highways Corridor Package
District scale - Cherwell	Mitigating impacts of new development	Pending	Short - Medium Term (2025 - 2040)	High Complexity Project	To be confirmed	Partially funded	Highways Corridor Package
District scale - Cherwell	Strategic innovation and enhancements	Investigation	Medium - Long Term (2030-50)	Medium Complexity Project	To be confirmed	No funding	Green Infrastructure - Green Corridor
District scale - Cherwell	Mitigating impacts of new development	Pending	Short - Medium Term (2025 - 2040)	High Complexity Project	Lower Cost Project	Partially funded	Highways Corridor Package
Countywide	Enabling new development	Investigation	Medium Term (2030-40)	High Complexity Project	To be confirmed	To be confirmed	New Rail Station
National/Regional	Strategic innovation and enhancements	Investigation	Medium Term (2030-40)	High Complexity Project	Very High Cost Project	To be confirmed	Rail line Investment
National/Regional	Strategic innovation and enhancements	Investigation	Medium Term (2030-40)	High Complexity Project	To be confirmed	To be confirmed	Rail line Investment
National/Regional	Strategic innovation and enhancements	Investigation	Medium Term (2030-40)	High Complexity Project	To be confirmed	To be confirmed	Rail line Investment
Countywide	Strategic innovation and enhancements	Investigation	Medium Term (2030-40)	High Complexity Project	To be confirmed	To be confirmed	Rail line Investment
District scale - West Oxfordshire	Addressing Blocked development	Investigation	Short Term (to 2030)	High Complexity Project	To be confirmed	No funding	Highways Park and Ride Package
National/Regional	Enabling new development	Committed	Short Term (to 2030)	High Complexity Project	To be confirmed	Partially funded	Rail Station Investment
District scale - Oxford City	Enabling new development	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	High Cost Project	Partially funded	Public Realm
Countywide	Strategic innovation and enhancements	Investigation	Short Term (to 2030)	Medium Complexity Project	To be confirmed	Partially funded	Green Infrastructure - Green Corridor
District scale - Oxford City	Enabling new development	Committed	Short Term (to 2030)	Medium Complexity Project	Medium Cost Project	Partially funded	Active Mode Project
District scale - South Oxfordshire	Enabling new development	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	To be confirmed	To be confirmed	Public Transport Package
Countywide	Mitigating impacts of new development	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	To be confirmed	To be confirmed	Public Transport Package
Countywide	Enabling new development	Investigation	Short - Medium Term (2025 - 2040)	High Complexity Project	Medium Cost Project	To be confirmed	Rail Station Investment

Sifting ID	Type	Sub Type	Project	Protecting or enhancing environment and biodiversity	Contribution to reduction in emissions	Contribution towards climate change resilience	Contribution towards sustainable water systems	Numbers of new homes directly unlocked by the project	Scale of homes supported by the project	Contribution towards priority Regeneration and Place Making schemes.	Contribution towards wider infrastructure projects (Unlocking interdependent schemes)	Supporting Health and well being	Supporting access to social and cultural infrastructure	Addressing social deprivation and exclusion
1	Water	Flood Risk Management, Green Infrastructure	Oxford Flood Alleviation Scheme (OFAS)	Very High Positive Impact	Moderate Positive Impact	Very High Positive Impact	Very High Positive Impact	< 100 Homes	1,000 - 2,500 Homes	Very High Positive Impact	Very High Positive Impact	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact
2	Green Infrastructure	Green Infrastructure	Eventlode Landscape Recovery	Very High Positive Impact	Moderate Positive Impact	Very High Positive Impact	Very High Positive Impact	< 100 Homes	1,000 - 2,500 Homes	Moderate Positive Impact	Low Positive impact	High Positive Impact	High Positive Impact	Moderate Positive Impact
12	Water	Water Supply	Severn to Thames Transfer	Negligible Impact	Negligible Impact	Very High Positive Impact	Very High Positive Impact	< 100 Homes	> 10,000 Homes	Negligible Impact	Negligible Impact	Negligible Impact	Negligible Impact	Negligible Impact
14	Water	Water Supply	Improvements to Moulsoford groundwater source output	Negligible Impact	Low Positive impact	High Positive Impact	Very High Positive Impact	< 100 Homes	> 10,000 Homes	Negligible Impact	Negligible Impact	Negligible Impact	Negligible Impact	Negligible Impact
15	Water	Water Supply	Development of Oxford Canal - Transfer from Dukes Cut to Farmoor	Negligible Impact	Negligible Impact	Very High Positive Impact	Very High Positive Impact	< 100 Homes	> 10,000 Homes	Negligible Impact	Negligible Impact	Negligible Impact	Negligible Impact	Negligible Impact
17	Water	Wastewater Treatment	Oxford Sewage Treatment Works Upgrade	Moderate Positive Impact	Low Positive impact	High Positive Impact	Very High Positive Impact	> 2,500 Homes	> 10,000 Homes	High Positive Impact	High Positive Impact	Moderate Positive Impact	Negligible Impact	Moderate Positive Impact
24	Water	Flood Risk Management	River Windrush (Witney) Flood Storage Area	High Positive Impact	Negligible Impact	Very High Positive Impact	Very High Positive Impact	1,000 - 2500 Homes	1,000 - 2,500 Homes	Moderate Positive Impact	High Positive Impact	Moderate Positive Impact	Low Positive impact	Negligible Impact
39	Social Infrastructure	Further and Higher Education	University of Oxford Additional Teaching and Research Facilities	Low Positive impact	Negligible Impact	Moderate Positive Impact	Moderate Positive Impact	1,000 - 2500 Homes	1,000 - 2,500 Homes	High Positive Impact	Negligible Impact	Moderate Positive Impact	High Positive Impact	Low Positive impact
44	Health and Social Care	Further and Higher Education, Mental Healthcare	Warneford Park Mental Health Hospital and Medical Research Campus	Low Positive impact	Low Positive impact	Moderate Positive Impact	Low Positive impact	100 - 500 Homes	1,000 - 2,500 Homes	Very High Positive Impact	Negligible Impact	Very High Positive Impact	High Positive Impact	High Positive Impact
49	Health and Social Care	Primary Healthcare and Public Health	South City Community Healthcare Hub	Low Positive impact	Low Positive impact	Low Positive impact	Low Positive impact	< 100 Homes	< 1,000 Homes	Very High Positive Impact	Negligible Impact	High Positive Impact	High Positive Impact	Very High Positive Impact
54	Health and Social Care	Acute Healthcare	Bicester Community Hospital Extension	Low Positive impact	Negligible Impact	Moderate Positive Impact	Low Positive impact	< 100 Homes	2,500 - 5,000 Homes	High Positive Impact	Negligible Impact	High Positive Impact	High Positive Impact	Moderate Positive Impact
55	Health and Social Care	Acute Healthcare	Horton Hospital Site Expansion	Low Positive impact	Negligible Impact	Moderate Positive Impact	Low Positive impact	< 100 Homes	> 10,000 Homes	Very High Positive Impact	Negligible Impact	Very High Positive Impact	High Positive Impact	Moderate Positive Impact
82	Energy and Utilities	Energy Infrastructure	Extension of North West Bicester district heating network and potential connection to Ardley ERF	Negligible Impact	Very High Positive Impact	High Positive Impact	Low Positive impact	< 100 Homes	5,000 - 10,000 Homes	Moderate Positive Impact	Negligible Impact	Low Positive impact	Negligible Impact	Low Positive impact
98	Green Infrastructure	Green Infrastructure	Berks Bucks & Oxon Wildlife Trust (BBOWT) - Reconnecting Bernwood, Otmoor and the Ray (RBOR)	Very High Positive Impact	Moderate Positive Impact	Very High Positive Impact	Very High Positive Impact	< 100 Homes	5,000 - 10,000 Homes	Moderate Positive Impact	Low Positive impact	High Positive Impact	High Positive Impact	Moderate Positive Impact
134	Water	Flood Risk Management	Lye Valley Catchment Flow Reduction and Florence Park SuDS	High Positive Impact	Negligible Impact	Very High Positive Impact	Very High Positive Impact	< 100 Homes	< 1,000 Homes	Low Positive impact	Negligible Impact	Moderate Positive Impact	Low Positive impact	Moderate Positive Impact
152	Social Infrastructure	Further and Higher Education	Green Construction Skills Centre	Low Positive impact	Moderate Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	< 1,000 Homes	Negligible Impact	Negligible Impact	Low Positive impact	Moderate Positive Impact	High Positive Impact
167	Energy and Utilities	Energy Infrastructure	Proposed new Farmoor GSP	Low Positive impact	High Positive Impact	High Positive Impact	Negligible Impact	< 100 Homes	> 10,000 Homes	Negligible Impact	Very High Positive Impact	Negligible Impact	Negligible Impact	Negligible Impact
169	Energy and Utilities	Energy Infrastructure	Low Carbon Hub - Solar Rooftop Pipeline	Low Positive impact	Very High Positive Impact	High Positive Impact	Low Positive impact	< 100 Homes	1,000 - 2,500 Homes	Moderate Positive Impact	Low Positive impact	Moderate Positive Impact	Low Positive impact	High Positive Impact
170	Energy and Utilities	Digital Infrastructure	Mobile Digital Twin Platform	Negligible Impact	Low Positive impact	Low Positive impact	Low Positive impact	< 100 Homes	< 1,000 Homes	Low Positive impact	Low Positive impact	Negligible Impact	Low Positive impact	Low Positive impact
175	Transport	Rail	Improvements to Banbury Station	Negligible Impact	High Positive Impact	Low Positive impact	Negligible Impact	< 100 Homes	5,000 - 10,000 Homes	High Positive Impact	High Positive Impact	Low Positive impact	Moderate Positive Impact	Moderate Positive Impact
179	Transport	Highways	East-West strategic movements: multi-modal corridor improvements	Moderate Positive Impact	High Positive Impact	Moderate Positive Impact	Low Positive impact	> 2,500 Homes	5,000 - 10,000 Homes	High Positive Impact	High Positive Impact	Moderate Positive Impact	High Positive Impact	High Positive Impact
180	Transport	Highways	A41 Highway capacity improvements to southern corridor (Bicester South East Perimeter Road)	Low Positive impact	Negligible Impact	Negligible Impact	Negligible Impact	> 2,500 Homes	5,000 - 10,000 Homes	Moderate Positive Impact	High Positive Impact	Negligible Impact	Low Positive impact	Moderate Positive Impact
181	Transport	Highways	Highway capacity improvements to peripheral routes in Bicester area	Low Positive impact	Negligible Impact	Negligible Impact	Negligible Impact	> 2,500 Homes	5,000 - 10,000 Homes	Moderate Positive Impact	High Positive Impact	Negligible Impact	Low Positive impact	Negligible Impact
182	Transport	Highways	Highway capacity improvements to eastern corridor around Bicester	Low Positive impact	Negligible Impact	Negligible Impact	Negligible Impact	> 2,500 Homes	5,000 - 10,000 Homes	Moderate Positive Impact	High Positive Impact	Negligible Impact	Low Positive impact	Negligible Impact
194	Green Infrastructure	Green Infrastructure, Active Modes	River Cherwell Waterway Park	High Positive Impact	Low Positive impact	High Positive Impact	High Positive Impact	< 100 Homes	1,000 - 2,500 Homes	Moderate Positive Impact	Low Positive impact	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact
197	Transport	Highways	East-west strategic movements: Warwick Road Corridor	Low Positive impact	Negligible Impact	Negligible Impact	Negligible Impact	> 2,500 Homes	2,500 - 5,000 Homes	Low Positive impact	High Positive Impact	Negligible Impact	Low Positive impact	Moderate Positive Impact
212	Transport	Rail	Proposed Begbroke Railway Station	Low Positive impact	High Positive Impact	Low Positive impact	Low Positive impact	1,000 - 2500 Homes	1,000 - 2,500 Homes	Very High Positive Impact	High Positive Impact	Moderate Positive Impact	High Positive Impact	Low Positive impact
228	Transport	Rail	Chiltern Mainline non-continuous electrification	Low Positive impact	High Positive Impact	Moderate Positive Impact	Low Positive impact	< 100 Homes	> 10,000 Homes	High Positive Impact	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Negligible Impact
246	Transport	Rail	North Cotswold Line Improvements	Low Positive impact	High Positive Impact	Moderate Positive Impact	Low Positive impact	< 100 Homes	> 10,000 Homes	High Positive Impact	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Moderate Positive Impact
248	Transport	Rail	New direct rail services between Oxford to Bristol which could in time serve new stations along the line	Low Positive impact	High Positive Impact	Moderate Positive Impact	Low Positive impact	< 100 Homes	> 10,000 Homes	High Positive Impact	Negligible Impact	Moderate Positive Impact	Moderate Positive Impact	Moderate Positive Impact
254	Transport	Rail	Rail Capacity improvements between Didcot and Oxford, including four tracking between Radley and Oxford	Low Positive impact	High Positive Impact	Moderate Positive Impact	Low Positive impact	< 100 Homes	> 10,000 Homes	High Positive Impact	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Moderate Positive Impact
266	Transport	Bus, Coach and SRT	Phases 2-5 A40 Eynsham Park & Ride to Wolvercote	Low Positive impact	Moderate Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	2,500 - 5,000 Homes	Moderate Positive Impact	High Positive Impact	Low Positive impact	Moderate Positive Impact	Low Positive impact
269, 324	Transport	Rail	Oxford Station Redevelopment	Negligible Impact	High Positive Impact	Moderate Positive Impact	Negligible Impact	1,000 - 2500 Homes	> 10,000 Homes	Very High Positive Impact	Very High Positive Impact	Moderate Positive Impact	High Positive Impact	Moderate Positive Impact
280	Transport	Regeneration and Placemaking, Highways, Bus, Coach and SRT, Active Modes	Central Oxfordshire Movement and Place Framework	Moderate Positive Impact	High Positive Impact	Moderate Positive Impact	Low Positive impact	1,000 - 2500 Homes	1,000 - 2,500 Homes	Very High Positive Impact	Low Positive impact	Moderate Positive Impact	Very High Positive Impact	Moderate Positive Impact
323	Green Infrastructure	Green Infrastructure, Active Modes	Oxford Greenways	High Positive Impact	High Positive Impact	High Positive Impact	Moderate Positive Impact	< 100 Homes	2,500 - 5,000 Homes	High Positive Impact	Low Positive impact	High Positive Impact	Moderate Positive Impact	High Positive Impact
325	Transport	Active Modes	Provision of a pedestrian and cycle bridge from Expens to Osney Mead	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	< 1,000 Homes	Negligible Impact	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	Negligible Impact
327	Transport	Highways, Bus, Coach and SRT, Active Modes	Improvements to the A4074 Travel Corridor	Negligible Impact	High Positive Impact	Low Positive impact	Negligible Impact	> 2,500 Homes	5,000 - 10,000 Homes	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Moderate Positive Impact	High Positive Impact
328	Transport	Highways, Bus, Coach and SRT, Active Modes	B480 improvements for buses, pedestrians and cyclists	Negligible Impact	High Positive Impact	Low Positive impact	Negligible Impact	< 100 Homes	2,500 - 5,000 Homes	Moderate Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Moderate Positive Impact	High Positive Impact
339	Transport	Rail	Culham Railway Station Development	Negligible Impact	High Positive Impact	Low Positive impact	Negligible Impact	> 2,500 Homes	2,500 - 5,000 Homes	High Positive Impact	Moderate Positive Impact	Low Positive impact	Moderate Positive Impact	Moderate Positive Impact

Sifting ID	Type	Sub Type	Project	Numbers of new Jobs directly unlocked by the project	Scale of New employment site Jobs supported by the project.	Contribution towards an inclusive existing economy	Contribution towards priority economic growth sectors	Supporting sustainable connectivity between settlements	Supporting sustainable connectivity within settlements	Supporting sustainable digital connectivity of Ox-shire	Supporting sustainable energy network across Ox-shire
1	Water	Flood Risk Management, Green Infrastructure	Oxford Flood Alleviation Scheme (OFAS)	1,000 - 2500 Jobs	> 10,000 Jobs	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	High Positive Impact	Negligible Impact	Moderate Positive Impact
2	Green Infrastructure	Green Infrastructure	Eventlode Landscape Recovery	< 100 Jobs	< 1,000 Jobs	High Positive Impact	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Negligible Impact	Low Positive impact
12	Water	Water Supply	Severn to Thames Transfer	< 100 Jobs	> 10,000 Jobs	Negligible Impact	Low Positive impact	Negligible Impact	Negligible Impact	Negligible Impact	Low Positive impact
14	Water	Water Supply	Improvements to Moulsoford groundwater source output	< 100 Jobs	< 1,000 Jobs	Negligible Impact	Low Positive impact	Negligible Impact	Negligible Impact	Negligible Impact	Low Positive impact
15	Water	Water Supply	Development of Oxford Canal - Transfer from Dukes Cut to Farmoor	< 100 Jobs	> 10,000 Jobs	Negligible Impact	Low Positive impact	Negligible Impact	Negligible Impact	Negligible Impact	Low Positive impact
17	Water	Wastewater Treatment	Oxford Sewage Treatment Works Upgrade	> 2,500 Jobs	5,000 - 10,000 Jobs	Low Positive impact	Very High Positive Impact	Negligible Impact	Negligible Impact	Negligible Impact	Low Positive impact
24	Water	Flood Risk Management	River Windrush (Witney) Flood Storage Area	< 100 Jobs	< 1,000 Jobs	Moderate Positive Impact	Negligible Impact	Negligible Impact	Low Positive impact	Negligible Impact	Negligible Impact
39	Social Infrastructure	Further and Higher Education	University of Oxford Additional Teaching and Research Facilities	1,000 - 2500 Jobs	1,000 - 2,500 Jobs	Moderate Positive Impact	Very High Positive Impact	Negligible Impact	Low Positive impact	High Positive Impact	Moderate Positive Impact
44	Health and Social Care	Further and Higher Education, Mental Healthcare	Warneford Park Mental Health Hospital and Medical Research Campus	100 - 500 Jobs	1,000 - 2,500 Jobs	High Positive Impact	Very High Positive Impact	Negligible Impact	Low Positive impact	Moderate Positive Impact	Moderate Positive Impact
49	Health and Social Care	Primary Healthcare and Public Health	South City Community Healthcare Hub	< 100 Jobs	1,000 - 2,500 Jobs	High Positive Impact	Moderate Positive Impact	Negligible Impact	Negligible Impact	Low Positive impact	Low Positive impact
54	Health and Social Care	Acute Healthcare	Bicester Community Hospital Extension	< 100 Jobs	2,500 - 5,000 Jobs	High Positive Impact	High Positive Impact	Negligible Impact	Low Positive impact	Low Positive impact	Low Positive impact
55	Health and Social Care	Acute Healthcare	Horton Hospital Site Expansion	< 100 Jobs	2,500 - 5,000 Jobs	High Positive Impact	Very High Positive Impact	Negligible Impact	Low Positive impact	Moderate Positive Impact	Moderate Positive Impact
82	Energy and Utilities	Energy Infrastructure	Extension of North West Bicester district heating network and potential connection to Ardley ERF	< 100 Jobs	> 10,000 Jobs	Moderate Positive Impact	Low Positive impact	Negligible Impact	Negligible Impact	Negligible Impact	Very High Positive Impact
98	Green Infrastructure	Green Infrastructure	Berks Bucks & Oxon Wildlife Trust (BBOWT) - Reconnecting Bernwood, Otmoor and the Ray (RBOR)	< 100 Jobs	< 1,000 Jobs	High Positive Impact	Low Positive impact	Moderate Positive Impact	Moderate Positive Impact	Negligible Impact	Low Positive impact
134	Water	Flood Risk Management	Lye Valley Catchment Flow Reduction and Florence Park SuDS	< 100 Jobs	< 1,000 Jobs	Moderate Positive Impact	Low Positive impact	Negligible Impact	Low Positive impact	Negligible Impact	Negligible Impact
152	Social Infrastructure	Further and Higher Education	Green Construction Skills Centre	< 100 Jobs	< 1,000 Jobs	Very High Positive Impact	Very High Positive Impact	Negligible Impact	Negligible Impact	Low Positive impact	Moderate Positive Impact
167	Energy and Utilities	Energy Infrastructure	Proposed new Farmoor GSP	100 - 500 Jobs	5,000 - 10,000 Jobs	Low Positive impact	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Very High Positive Impact
169	Energy and Utilities	Energy Infrastructure	Low Carbon Hub - Solar Rooftop Pipeline	< 100 Jobs	1,000 - 2,500 Jobs	Moderate Positive Impact	Moderate Positive Impact	Negligible Impact	Negligible Impact	Negligible Impact	Very High Positive Impact
170	Energy and Utilities	Digital Infrastructure	Mobile Digital Twin Platform	< 100 Jobs	< 1,000 Jobs	Low Positive impact	Low Positive impact	Low Positive impact	Low Positive impact	High Positive Impact	Low Positive impact
175	Transport	Rail	Improvements to Banbury Station	< 100 Jobs	2,500 - 5,000 Jobs	Moderate Positive Impact	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Low Positive impact	Low Positive impact
179	Transport	Highways	East-West strategic movements: multi-modal corridor improvements	< 100 Jobs	< 1,000 Jobs	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Moderate Positive Impact
180	Transport	Highways	A41 Highway capacity improvements to southern corridor (Bicester South East Perimeter Road)	< 100 Jobs	5,000 - 10,000 Jobs	Low Positive impact	Moderate Positive Impact	Low Positive impact	Low Positive impact	Low Positive impact	Negligible Impact
181	Transport	Highways	Highway capacity improvements to peripheral routes in Bicester area	< 100 Jobs	2,500 - 5,000 Jobs	Low Positive impact	Moderate Positive Impact	Low Positive impact	Low Positive impact	Low Positive impact	Negligible Impact
182	Transport	Highways	Highway capacity improvements to eastern corridor around Bicester	< 100 Jobs	< 1,000 Jobs	Low Positive impact	Moderate Positive Impact	Low Positive impact	Low Positive impact	Low Positive impact	Negligible Impact
194	Green Infrastructure	Green Infrastructure, Active Modes	River Cherwell Waterway Park	< 100 Jobs	< 1,000 Jobs	Moderate Positive Impact	Negligible Impact	Moderate Positive Impact	High Positive Impact	Negligible Impact	Low Positive impact
197	Transport	Highways	East-west strategic movements: Warwick Road Corridor	< 100 Jobs	< 1,000 Jobs	Low Positive impact	Moderate Positive Impact	Low Positive impact	Low Positive impact	Low Positive impact	Negligible Impact
212	Transport	Rail	Proposed Begbroke Railway Station	> 2,500 Jobs	5,000 - 10,000 Jobs	High Positive Impact	Very High Positive Impact	High Positive Impact	Moderate Positive Impact	Low Positive impact	Low Positive impact
228	Transport	Rail	Chiltern Mainline non-continuous electrification	< 100 Jobs	> 10,000 Jobs	Moderate Positive Impact	Very High Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	Moderate Positive Impact
246	Transport	Rail	North Cotswold Line Improvements	< 100 Jobs	> 10,000 Jobs	Moderate Positive Impact	Very High Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	Moderate Positive Impact
248	Transport	Rail	New direct rail services between Oxford to Bristol which could in time serve new stations along the line	< 100 Jobs	> 10,000 Jobs	Moderate Positive Impact	Very High Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	Moderate Positive Impact
254	Transport	Rail	Rail Capacity improvements between Didcot and Oxford, including four tracking between Radley and Oxford	< 100 Jobs	> 10,000 Jobs	Moderate Positive Impact	Very High Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	Moderate Positive Impact
266	Transport	Bus, Coach and SRT	Phases 2-5 A40 Eynsham Park & Ride to Wolvercote	< 100 Jobs	1,000 - 2,500 Jobs	Low Positive impact	Low Positive impact	Moderate Positive Impact	Moderate Positive Impact	Low Positive impact	Moderate Positive Impact
269, 324	Transport	Rail	Oxford Station Redevelopment	> 2,500 Jobs	> 10,000 Jobs	High Positive Impact	Very High Positive Impact	Very High Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact
280	Transport	Regeneration and Placemaking, Highways, Bus, Coach and SRT, Active Modes	Central Oxfordshire Movement and Place Framework	< 100 Jobs	> 10,000 Jobs	High Positive Impact	Moderate Positive Impact	Negligible Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
323	Green Infrastructure	Green Infrastructure, Active Modes	Oxford Greenways	< 100 Jobs	< 1,000 Jobs	Moderate Positive Impact	Low Positive impact	Moderate Positive Impact	Very High Positive Impact	Negligible Impact	Low Positive impact
325	Transport	Active Modes	Provision of a pedestrian and cycle bridge from Expens to Osney Mead	< 100 Jobs	2,500 - 5,000 Jobs	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
327	Transport	Highways, Bus, Coach and SRT, Active Modes	Improvements to the A4074 Travel Corridor	< 100 Jobs	2,500 - 5,000 Jobs	High Positive Impact	High Positive Impact	High Positive Impact	High Positive Impact	Low Positive impact	Moderate Positive Impact
328	Transport	Highways, Bus, Coach and SRT, Active Modes	B480 improvements for buses, pedestrians and cyclists	< 100 Jobs	2,500 - 5,000 Jobs	High Positive Impact	High Positive Impact	High Positive Impact	High Positive Impact	Low Positive impact	Moderate Positive Impact
339	Transport	Rail	Culham Railway Station Development	> 2,500 Jobs	2,500 - 5,000 Jobs	Moderate Positive Impact	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Low Positive impact	Low Positive impact

Sifting ID	Type	Sub Type	Project
1	Water	Flood Risk Management, Green Infrastructure	Oxford Flood Alleviation Scheme (OFAS)
2	Green Infrastructure	Green Infrastructure	Eventlode Landscape Recovery
12	Water	Water Supply	Severn to Thames Transfer
14	Water	Water Supply	Improvements to Moulsoford groundwater source output
15	Water	Water Supply	Development of Oxford Canal - Transfer from Dukes Cut to Farmoor
17	Water	Wastewater Treatment	Oxford Sewage Treatment Works Upgrade
24	Water	Flood Risk Management	River Windrush (Witney) Flood Storage Area
39	Social Infrastructure	Further and Higher Education	University of Oxford Additional Teaching and Research Facilities
44	Health and Social Care	Further and Higher Education, Mental Healthcare	Warneford Park Mental Health Hospital and Medical Research Campus
49	Health and Social Care	Primary Healthcare and Public Health	South City Community Healthcare Hub
54	Health and Social Care	Acute Healthcare	Bicester Community Hospital Extension
55	Health and Social Care	Acute Healthcare	Horton Hospital Site Expansion
82	Energy and Utilities	Energy Infrastructure	Extension of North West Bicester district heating network and potential connection to Ardley ERF
98	Green Infrastructure	Green Infrastructure	Berks Bucks & Oxon Wildlife Trust (BBOWT) - Reconnecting Bernwood, Otmoor and the Ray (RBOR)
134	Water	Flood Risk Management	Lye Valley Catchment Flow Reduction and Florence Park SuDS
152	Social Infrastructure	Further and Higher Education	Green Construction Skills Centre
167	Energy and Utilities	Energy Infrastructure	Proposed new Farmoor GSP
169	Energy and Utilities	Energy Infrastructure	Low Carbon Hub - Solar Rooftop Pipeline
170	Energy and Utilities	Digital Infrastructure	Mobile Digital Twin Platform
175	Transport	Rail	Improvements to Banbury Station
179	Transport	Highways	East-West strategic movements: multi-modal corridor improvements
180	Transport	Highways	A41 Highway capacity improvements to southern corridor (Bicester South East Perimeter Road)
181	Transport	Highways	Highway capacity improvements to peripheral routes in Bicester area
182	Transport	Highways	Highway capacity improvements to eastern corridor around Bicester
194	Green Infrastructure	Green Infrastructure, Active Modes	River Cherwell Waterway Park
197	Transport	Highways	East-west strategic movements: Warwick Road Corridor
212	Transport	Rail	Proposed Begbroke Railway Station
228	Transport	Rail	Chiltern Mainline non-continuous electrification
246	Transport	Rail	North Cotswold Line Improvements
248	Transport	Rail	New direct rail services between Oxford to Bristol which could in time serve new stations along the line
254	Transport	Rail	Rail Capacity improvements between Didcot and Oxford, including four tracking between Radley and Oxford
266	Transport	Bus, Coach and SRT	Phases 2-5 A40 Eynsham Park & Ride to Wolvercote
269, 324	Transport	Rail	Oxford Station Redevelopment
280	Transport	Regeneration and Placemaking, Highways, Bus, Coach and SRT, Active Modes	Central Oxfordshire Movement and Place Framework
323	Green Infrastructure	Green Infrastructure, Active Modes	Oxford Greenways
325	Transport	Active Modes	Provision of a pedestrian and cycle bridge from Expens to Osney Mead
327	Transport	Highways, Bus, Coach and SRT, Active Modes	Improvements to the A4074 Travel Corridor
328	Transport	Highways, Bus, Coach and SRT, Active Modes	B480 improvements for buses, pedestrians and cyclists
339	Transport	Rail	Culham Railway Station Development

Environment				Place				Social			Productivity				Connectivity				Environment	Place	Social	Productivity	Connectivity	Appraisal Score	Weighted Scenario - Growth Focused
4	2	4	4	0	1	4	4	3	2	2	3	4	2	4	1	3	0	2	14	9	9	13	6	51	59
4	2	4	4	0	1	2	1	3	3	2	0	0	3	3	2	2	0	1	14	4	11	6	5	40	41
0	0	4	4	0	4	0	0	0	0	0	0	4	0	1	0	0	0	1	8	4	0	5	1	18	26
0	1	3	4	0	4	0	0	0	0	0	0	0	0	1	0	0	0	1	8	4	0	1	1	14	18
0	0	4	4	0	4	0	0	0	0	0	0	4	0	1	0	0	0	1	8	4	0	5	1	18	26
2	1	3	4	4	4	3	3	2	0	2	4	3	1	4	0	0	0	1	10	14	5	12	1	42	57
3	0	4	4	3	1	2	3	2	1	0	0	0	2	0	0	1	0	0	11	9	4	2	1	27	31
1	0	2	2	3	1	3	0	2	3	1	3	1	2	4	0	1	3	2	5	7	8	10	6	36	44
1	1	2	1	1	1	4	0	4	3	3	1	1	3	4	0	1	2	2	5	6	13	9	5	38	42
1	1	1	1	1	0	0	4	0	3	3	4	0	1	3	2	0	0	1	4	4	13	6	2	29	30
1	0	2	1	0	2	3	0	3	3	2	0	2	3	3	0	1	1	1	4	5	11	8	3	31	35
1	0	2	1	0	4	4	0	4	3	2	0	2	3	4	0	1	2	2	4	8	12	9	5	38	44
0	4	3	1	0	3	2	0	1	0	1	0	4	2	1	0	0	0	4	8	5	3	7	4	27	34
4	2	4	4	0	3	2	1	3	3	2	0	0	3	1	2	2	0	1	14	6	11	4	5	40	43
3	0	4	4	0	0	1	0	2	1	2	0	0	2	1	0	1	0	0	11	1	7	3	1	23	23
1	2	1	1	0	0	0	0	1	2	3	0	0	4	4	0	0	1	2	5	0	8	8	3	24	24
1	3	3	0	0	4	0	4	0	0	0	1	3	1	3	2	2	2	4	7	8	0	8	10	33	41
1	4	3	1	0	1	2	1	2	1	3	0	1	2	2	0	0	0	4	9	4	8	5	4	30	32
0	1	1	1	0	0	1	1	0	1	1	0	0	1	1	1	1	3	1	3	2	3	2	6	16	16
0	3	1	0	0	3	3	3	1	2	2	0	2	2	3	2	2	1	1	4	9	7	7	6	33	38
2	3	2	1	4	3	3	3	2	3	3	0	0	3	2	2	4	1	2	8	13	11	5	9	46	53
1	0	0	0	4	3	2	3	0	1	2	0	3	1	2	1	1	1	0	1	12	4	6	3	26	36
1	0	0	0	4	3	2	3	0	1	0	0	2	1	2	1	1	1	0	1	12	1	5	3	22	31
1	0	0	0	4	3	2	3	0	1	0	0	0	1	2	1	1	1	0	1	12	1	3	3	20	27
3	1	3	3	0	1	2	1	3	2	2	0	0	2	0	2	3	0	1	10	4	9	2	6	31	32
1	0	0	0	4	2	1	3	0	1	2	0	0	1	2	1	1	1	0	1	10	4	3	3	21	27
1	3	1	1	3	1	4	3	2	3	1	4	3	3	4	3	2	1	1	6	11	8	14	7	46	57
1	3	2	1	0	4	3	3	2	2	0	0	4	2	4	3	1	1	2	7	10	5	10	7	39	47
1	3	2	1	0	4	3	3	2	2	2	0	4	2	4	3	1	1	2	7	10	8	10	7	42	50
1	3	2	1	0	4	3	0	2	2	2	0	4	2	4	3	1	1	2	7	7	8	10	7	39	47
1	3	2	1	0	4	3	3	2	2	2	0	4	2	4	3	1	1	2	7	10	8	10	7	42	50
1	2	1	1	0	2	2	3	1	2	1	0	1	1	1	2	2	2	1	5	7	5	3	7	27	30
0	3	2	0	3	4	4	4	2	3	2	4	4	3	4	4	3	1	1	5	15	9	15	9	53	68
2	3	2	1	3	1	4	1	2	4	2	0	4	3	2	0	4	1	1	8	9	11	9	6	43	51
3	3	3	2	0	2	3	1	3	2	3	0	0	2	1	2	4	0	1	11	6	11	3	7	38	40
2	3	1	1	0	0	0	1	4	2	0	0	2	3	2	2	4	1	1	7	1	8	7	8	31	33
0	3	1	0	4	3	3	2	2	2	3	0	2	3	3	3	3	1	2	4	12	9	8	9	42	51
0	3	1	0	0	2	2	2	2	2	3	0	2	3	3	3	3	1	2	4	6	9	8	9	36	40
0	3	1	0	4	2	3	2	1	2	2	4	2	2	3	2	2	1	1	4	11	7	11	6	39	51

Sifting ID	Type	Sub Type	Project
1	Water	Flood Risk Management, Green Infrastructure	Oxford Flood Alleviation Scheme (OFAS)
2	Green Infrastructure	Green Infrastructure	Evenlode Landscape Recovery
12	Water	Water Supply	Severn to Thames Transfer
14	Water	Water Supply	Improvements to Moulsoford groundwater source output
15	Water	Water Supply	Development of Oxford Canal - Transfer from Dukes Cut to Farmoor
17	Water	Wastewater Treatment	Oxford Sewage Treatment Works Upgrade
24	Water	Flood Risk Management	River Windrush (Witney) Flood Storage Area
39	Social Infrastructure	Further and Higher Education	University of Oxford Additional Teaching and Research Facilities
44	Health and Social Care	Further and Higher Education, Mental Healthcare	Warneford Park Mental Health Hospital and Medical Research Campus
49	Health and Social Care	Primary Healthcare and Public Health	South City Community Healthcare Hub
54	Health and Social Care	Acute Healthcare	Bicester Community Hospital Extension
55	Health and Social Care	Acute Healthcare	Horton Hospital Site Expansion
82	Energy and Utilities	Energy Infrastructure	Extension of North West Bicester district heating network and potential connection to Ardley ERF
98	Green Infrastructure	Green Infrastructure	Berks Bucks & Oxon Wildlife Trust (BBOWT) - Reconnecting Bernwood, Otmoor and the Ray (RBOR)
134	Water	Flood Risk Management	Lye Valley Catchment Flow Reduction and Florence Park SuDS
152	Social Infrastructure	Further and Higher Education	Green Construction Skills Centre
167	Energy and Utilities	Energy Infrastructure	Proposed new Farmoor GSP
169	Energy and Utilities	Energy Infrastructure	Low Carbon Hub - Solar Rooftop Pipeline
170	Energy and Utilities	Digital Infrastructure	Mobile Digital Twin Platform
175	Transport	Rail	Improvements to Banbury Station
179	Transport	Highways	East-West strategic movements: multi-modal corridor improvements
180	Transport	Highways	A41 Highway capacity improvements to southern corridor (Bicester South East Perimeter Road)
181	Transport	Highways	Highway capacity improvements to peripheral routes in Bicester area
182	Transport	Highways	Highway capacity improvements to eastern corridor around Bicester
194	Green Infrastructure	Green Infrastructure, Active Modes	River Cherwell Waterway Park
197	Transport	Highways	East-west strategic movements: Warwick Road Corridor
212	Transport	Rail	Proposed Begbroke Railway Station
228	Transport	Rail	Chiltern Mainline non-continuous electrification
246	Transport	Rail	North Cotswold Line Improvements
248	Transport	Rail	New direct rail services between Oxford to Bristol which could in time serve new stations along the line
254	Transport	Rail	Rail Capacity improvements between Didcot and Oxford, including four tracking between Radley and Oxford
266	Transport	Bus, Coach and SRT	Phases 2-5 A40 Eynsham Park & Ride to Wolvercote
269, 324	Transport	Rail	Oxford Station Redevelopment
280	Transport	Regeneration and Placemaking, Highways, Bus, Coach and SRT, Active Modes	Central Oxfordshire Movement and Place Framework
323	Green Infrastructure	Green Infrastructure, Active Modes	Oxford Greenways
325	Transport	Active Modes	Provision of a pedestrian and cycle bridge from Oxpens to Osney Mead
327	Transport	Highways, Bus, Coach and SRT, Active Modes	Improvements to the A4074 Travel Corridor
328	Transport	Highways, Bus, Coach and SRT, Active Modes	B480 improvements for buses, pedestrians and cyclists
339	Transport	Rail	Culham Railway Station Development

Delivery - responsible party	Delivery partners	Strategic Infrastructure Dependency	Status Notes	Location	Delivery Timescales	Cost	Cost Notes	Funding Notes	Delivery Risks and Complexity Notes	Source
Environment Agency	Oxfordshire County Council, Oxford City Council, Vale of White Oxfordshire County Council, DEFRA	The delivery of the Oxford Flood Alleviation Scheme (OFAS) requires the parallel replacement of the Kennington Rail Bridge	As of May 2025, the Secretary of State has approved the Compulsory Purchase Order, enabling the acquisition of land required for investment Ready	Oxford	Expects construction to start in late 2026	£260,000,000	Theoretical cost updated based on NISTA information	Funding mechanisms for the project is being finalised at present with	Key delivery risks for the Oxford Flood Alleviation Scheme include the outstanding submission and approval of the Full Business Case, ongoing discussions regarding Section 106 contributions, and the dependency on	Oxford IDP (October 2023); Engagement with the Environment Agency, NISTA Infrastructure
The North East Cotswolds Farmer Cluster CIC	Oxfordshire County Council, DEFRA			Cotswolds	Project to run from September 2025 to September 2055	£75,000,000	Project Value: £75 million. £20-30 million equity investment sought.	20-30 million equity investment sought, part of the Oxon Green Future		https://www.cotswoldfarmers.org/evenlode-landscape-recovery
Thames Water	Severn Trent, United Utilities	The scheme is currently identified as part of the adaptive plan WRMP24 and may be further developed if additional water is	Proposal currently at Gate 2 Submission under the RAPID process	Regional	The project is at the investigation stage; the earliest	£1,122,500,000	CAPEX estimate based on range of £975m and £1270m.			Cherwell IDP (December 2024)
Thames Water			Project identified through WRMP24 WFD but no identified programme through AMP8	Wallingford	No confirmed delivery timescale at present - thought to		To be confirmed			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
Thames Water			Further environmental investigations have been completed at WRMP24 and the option has been further developed however this has	West Oxford	No determined option - medium term due to project being at	Unknown	To be confirmed			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
Thames Water	Developers		Permitted development confirmed for Phase 1 & 2 works. Plan to complete work by early 2032.	Oxford STW is located south of the city near Sandford.	Oxford STW July 2025 Report forecast completion of works	£270,000,000	Cost note updated based on Oxford STW July 2025 Report	Thames Water		Oxford IDP (October 2023)
Environment Agency	West Oxfordshire District Council / Oxfordshire County Council /	The scheme will contribute to flood mitigation for the West End Link Road (WEL2) (ID 377).	Feasibility study is being conducted at present.	Witney	Short Term (to 2030)	£2,200,000	West Oxfordshire IDP (2016). This covers the immediate flood storage area near the West End Link Road, but emerging studies indicate that flood mitigation is	Funding mechanisms identified through the West Oxfordshire IDP include	The scheme is currently at an early stage, with an initial feasibility study underway. Previous investigations by the Environment Agency into a similar scheme concluded that the costs outweighed the potential	West Oxfordshire IDP (November 2016)
University of Oxford		The scheme is indirectly supported by a range of transport, energy and water infrastructure investments in Oxford City	Some of the existing masterplans such as Court Place Gardens, have submitted planning applications or are under	Oxford	no confirmed timescale - based on timelines of each	Unknown	To be confirmed	Some components of the masterplans are likely to be fully funded, however		OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
Oxford Health NHS Foundation Trust	University of Oxford	Initial investigations from Thames Water has identified an inability of the existing water network infrastructure to	A hybrid planning application (reference 25/01859/OUTFUL) was submitted in July 2025. Key milestones include Outline	Oxford	Latest public consultation indicates building	£750,000,000	Consultation website	Seed funding to enable the development of an outline business case and achieve	Key delivery risks relate to funding approvals; infrastructure upgrades required for energy, water and transport links to support the expanded campus; complex legal land transactions; and heritage considerations for	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
Oxford Health NHS Foundation Trust		The new hub is identified as part of the Oxford City Healthcare Hubs programme, however the location for the South City hub has yet to be	The new hub is identified as part of the Oxford City Healthcare Hubs programme, however the location for the South City hub has yet to be	Oxford City. Location to be confirmed - general area of Bicester area	No known delivery timescale, although it is expected that	Unknown	No known project costs	No published funding information		OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
Oxford University Hospital Trust (OUHT)	BOB ICB, NHS England		Exploring the provision of Bicester Central primary care improvements. Planning permission granted for 2 storey wings and the		Medium term 2028-2031	Unknown	TBC as indicated in IDP	Potential funding route includes NHS England Capital Funding.		Cherwell IDP (December 2024)
Oxford University Hospital Trust (OUHT)	NHS England		Outline business case published in 2021. The September 2021 bid was submitted but the OUHT application to the New Hospital.	Banbury Area	Throughout plan period	£370,000,000	No known costs at this stage although previous bid was for 370m	IDP expects to be funded through NHS England capital funding.	Key delivery risks include no funding at present to further develop scheme.	Cherwell IDP (December 2024)
To be confirmed	CDC, Developers, OCC, SSEN, VIRIDOR EA		Feasibility work is complete however the connection to Ardley Energy Recovery Centre is not being pursued at this point in time	Bicester area	Medium term	£61,000,000		TBC		Cherwell IDP (December 2024)
BBOWT				RBOR		£3,500,000		Development funding secured (£512,182), further £3.5m to be		https://www.bbowl.org.uk/rbor
Thames Water	Oxfordshire County Council and Oxford City Council		Opportunities identified through the Thames Water DWMP Catchment Strategic Plan	Oxford	No identified delivery timescales - aligned with Local Plan	Unknown	No known cost of the project at present	No confirmed funding position		OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
Abingdon & Witney College			Investment Ready	Abingdon		£5,000,000		Seeking funding at present as part of Oxon Green Futures		Oxon Green Futures
National Grid			Planning / consultation stage		Screening stage completed, now into DCO process.			Likely to be funded by NGET with cost recovery through charges		SSEN
Oxfordshire's Low Carbon Hub			Phase 1 project expected to be underway in September / Autumn 2025	Oxfordshire	Phase 1 project expected to be underway in	£833,000	Project Value: £33,000 for 2 projects in current pipeline	A total of £833,000 will need to be secured.		Oxon Green Futures
Oxfordshire County Council		No direct relationship with identified schemes, however this is expected to support multiple 5G network infrastructure	Ongoing investigation with private partners	Digital Twin Platform with no physical location	No identified delivery timescales	Unknown		No identified funding at present. Potential funding routes include private		Oxis Stage 1 Technical Engagement
Chiltern Railways	Dept for Transport Network Rail Chiltern Railways		Access to Banbury Station ? Tramway Rd Improvements - Phase 1and 2 October 2024 to April 2025 and Phase 2.	Banbury Area	Throughout the Local Plan period	£6,000,000	c. 76m	Some funding secured OCC Developers		Cherwell IDP (December 2024)
Oxfordshire County Council and Oxford City Council		The scheme is linked to completed works at Junction 11 of the M40. The scheme may also contribute to a more sustainable	M40 J11 has been fully signalled and MOVA operation system installed as part of High Speed Rail (HS2) works. An options	Banbury Area	Throughout plan period	£18,000,000		Developers, Held s106; further s106 negotiations; other funding		Cherwell IDP (December 2024)
OCC	Developers	The scheme is linked to Bicester pedestrian and cycle links: Southern connectivity project (Sifting ID: 190)	The part of the South East Perimeter Road (SEPR) through Graven Hill has been delivered as their Employment Access Road.	Bicester area	Short - medium term	£21,300,000	c21.3m for South East Perimeter Road (SEPR) Western Section	Some funding secured Developers		Cherwell IDP (December 2024)
OCC	Developers		Funding being sought to continue the design work for the A4095 and its delivery. Negotiations are ongoing. Short term changes	Bicester area	Short - medium term	£27,400,000	27.4m	S38. Part completed.		Cherwell IDP (December 2024)
OCC	Developers		Works to provide crossings on Wretchwick Way secured from Wretchwick Green. Informal crossings on Skimmingdish Lane's	Bicester area	Short - medium term	Unknown		Some funding secured		Cherwell IDP (December 2024)
Cherwell District Council			Concept proposed through the Green and Blue Infrastructure Strategy and further investigated		currently at early investigation stage	£500,000	Creation of new parks and flood plain restoration is anticipated to be >£500k.	No identified funding at present but expected to be funded through S106.		OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
OCC			Initial optioneering stage. The Warwick Road junctions are being considered as part of OCC work on the Western Active Travel	Banbury Area	Short - medium term	£2,500,000	2.5m	Some funding committed		Cherwell IDP (December 2024)
Network Rail, OCC, Rail providers, Begbroke Science Park/Oxford			A new Oxfordshire Rail Strategy following on from LTCP is expected in 2025 and will address this.		Phase 1 (2025 - 2030); Reopen the Cowley Branch			N/A		Cherwell IDP (December 2024)
Network Rail	Department for Transport, England's Economic Heartland, Local	Relationship with East West Rail Phase 1	Proposed intervention. Network Rail are also undertaking Strategic Advice work which will identify the benefits of this scheme for		Medium term	£250,000,000.00	Capital Investment: 7250m + , Public Operational Investment: Medium	Revenue Generation: High		England's Economic Heartland Investment Prioritisation Framework: Connectivity Study 4.
Network Rail	Local Authorities		Unknown / TBC		Unknown - no confirmed phasing, awaiting government		Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown		England's Economic Heartland Investment Prioritisation Framework: Unknown, OxRail
Network Rail	Department for Transport, Network Rail, England's Economic Heartland,		Proposed Intervention. Great Western Railway has ran a three-month service trial of two direct return trains on Saturdays between	Grove, Swindon NEV	Medium term		EEH's report on the case for reinstating Oxford-Swindon-Bath-Bristol rail services suggests that there are no need for capital investment to deliver the new service.	Revenue Generation: Unknown		England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ?
Network Rail	Department for Transport, Network Rail, England's Economic Heartland,		Proposed Intervention		Medium term		Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown		England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ?
Local Transport Authorities		Phase 1 Completed (Sifting ID 371). Delivery of the scheme will help set up the potential Carterton-Witney-Oxford Mass	Phase 1 of the scheme has been delivered (Sifting ID 371). Remaining Phase 2 - 5 will be delivered as further funding becomes		Unknown		Phase 2 is estimated to cost £11m, Phase 4 and 5 estimated to cost £40.3m. No known cost for Phase 3 at present as currently in preliminary design.			England's Economic Heartland Investment Prioritisation Framework: Investment brochure
Network Rail	Department for Transport, Oxford City Council	facilitates further capacity improvements associated with East West Rail.	Network Rail have undertaken a tender process to appoint an architect to lead and design the planning application(s) for the	Oxford	2025-2045	TBC			Single landowner (Network Rail). Network Rail recent tender process to appoint architect underway. Western Entrance fully funded and under construction	Oxford City Council, Oxfordshire County Council Transport Infrastructure List
Oxfordshire County Council and Oxford City Council		Delivery of Traffic Filters	Design proposals development.	Oxford City Centre and North Oxford	2025-2045	£50,000,000		Funding allocated for concept design only	Current delivery barriers include: Funding, complexity of proposals, uncertainties around congestion	OCC Transport Infrastructure List
Oxford City Council, Oxfordshire County Council and Oxford			In December 2023 PJA Associates were awarded the contract to produce the Greenways Vision and Masterplan. Public Planning permission is approved	Oxford Greenways		Unknown		Most funding coming from Oxford City Council, Oxfordshire County	Subject to further design work	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
Oxford West End	Oxfordshire County Council		(23/02506/CT3).	Central and West Oxford	Delivery expected in 2026	£10,000,000.00	Based on revised cost available			Oxford IDP (October 2023), Oxfordshire County Council Transport Infrastructure List
Oxfordshire County Council / Developer	Bus Operators, Department for Transport, National Highways, Active		A4074 Corridor Strategy being developed		2025-2035	Unknown	Cost to be confirmed following further detailed work and in discussion with Oxfordshire County Council and South Oxfordshire District Council.	Direct delivery / developer contributions / Oxfordshire County Council		Adopted (December 2020) and emerging (December 2024) Local Plan Infrastructure Delivery Plan
Oxfordshire County Council / Developer	Bus Operators, Department for Transport, National Highways, Active			Blackbird Leys, Oxford	2025-2035	Unknown	Cost to be confirmed following further detailed work and in discussion with Oxfordshire County Council and South Oxfordshire District Council. Part of the scheme	Direct delivery / developer contributions / Oxfordshire County Council		Adopted (December 2020) and emerging (December 2024) Local Plan Infrastructure Delivery Plan
Oxfordshire County Council / Developer				Cutham - is this not a duplicate of line 331?	2025-2035	£16,787,211.00	cost from OXIS 2017 (£13,000,000) adjusted for inflation to April 2024	Developer contributions / Grant funding		South Oxfordshire and Vale of White Horse IDP (December 2024)

Sifting ID	Type	Sub Type	Project	Description
340	Green Infrastructure	Green Infrastructure, Active Modes	Thame to Haddenham Greenway	Thame to Haddenham Greenway aims to improve safety and connectivity between Thame and Haddenham, providing safer routes for pedestrians and cyclists, while linking to Haddenham railway station, making it easier for people to use public transport and reduce congestion.
360	Transport	Rail, Bus, Coach and SRT, Active Modes	New Wantage and Grove Railway Station	Congestion on A338, A417, B4494, B4507, and other local roads from planned housing development avoided through provision of a new local two platform railway station and mobility hub as an additional stop on existing four track section of the Great Western Main Improvements to Bridge Street and Staple Hall junction, Witney including public realm and traffic management
372	Transport	Highways	Witney Bridge Street Area: Improvements to Bridge Street and Staple Hall junction, Witney including public realm and traffic management	
373	Transport	Highways	Access to Carterton: safety enhancements to the B4477 including junction improvements	Access to Carterton: safety enhancements to the B4477 including junction improvements
375	Transport	Rail	Hanborough Station Improvements	Additional platform and crossovers at Hanborough Station on the Cotswold Line.
377	Transport	Highways	West End Link (WEL2), Witney	West End Link (WEL2), Witney
383	Transport	Regeneration and Placemaking, Highways, Active Modes	Didcot Central Corridor	Improvement to travel and public space along three key routes of the Didcot Central Corridor to make the town a better place for residents and visitors
386	Transport	Active Modes	Improving NCN57 between Horspath and Littleworth	Improving NCN57 between Horspath and Littleworth
390	Transport	Active Modes	Milton Heights Active Modes Bridge	A key Active Modes link across the A34, which would connect Didcot and Milton Park with Harwell and onwards to Wantage/ Grove.
395	Transport	Active Modes	A4095 Cycle Route Gap at North Leigh	Delivery of a new cycle path at North Leigh to connect longer cycle/walking network between Witney in the west and Hanborough railway station in the east (along A4095) and wider network.
397	Transport	Active Modes	Salt Cross to Hanborough Active Modes Routes - Lower Road Corridor	Delivery of a safe walking and cycling route between the A40/B4044, Lowe Road roundabout and Hanborough Station. The scheme will also acts as northern extension to the B4044 Eynsham to Botley Active Modes route.
399	Transport	Active Modes	Carterton to Witney Cycle Route	Delivery of a safe Active Modes route between Carterton and Witney
410	Transport	Highways	A40 Grade Separated Crossing, Eynsham	A grade-separated crossing of the A40 between Eynsham and Salt Cross Garden Village (2200) is essential for linking the two areas and fostering strong placemaking between communities. This connection is particularly important as education provision and other amenities will be
414	Transport	Highways	Fritford/ Marcham Lights and Junction Improvements	A key junction identified as a congestion point for strategic traffic and public transport movements in the area, particularly given planned and underway development including at Wantage and Grove and SESRO to south, Kingston Bagpuize to west and Dalton Barracks to
426	Transport	Highways, Bus, Coach and SRT, Active Modes, Freight / Distribution	A420 Corridor Improvements	A range of proposals are suggested to improve the A420 in relation to road safety, bus priority measures, junction improvements, mobility hubs and encouraging freight to use to the strategic road network.
427	Transport	Highways, Rail, Bus, Coach and SRT, Active Modes	Oxfordshire Metro	Creating an integrated transport network that brings together rail, bus, walking and cycling
428	Transport	Rail	Proposed Ardley Railway Station	OxRAIL is proposing 4 new stations and investigating the feasibility of reopening Ardley. Linked to New Towns announcement to serve Heyford Park housing.
429	Transport	Rail, Bus, Coach and SRT	Carterton-Witney-Oxford Mass Rapid Transit Corridor	Mass Rapid Transit Corridor between Carterton-Witney-Oxford. Existing review include all public transport options including rail, guided bus, light rail and/or any other mobility solutions.
430	Transport	Active Modes	Delivery of walking and cycling infrastructure within LCWIPs	Delivery of walking and cycling infrastructure within LCWIPs across Oxfordshire, including Oxford, Bicester, Kidlington, Abingdon, Witney, Banbury, Didcot, Chipping Norton and Woodstock.
437	Transport	Rail	Didcot Parkway Station upgrades, including additional platform and grade separation south of the station	Didcot Parkway Station upgrades, including additional platform and grade separation south of the station
439	Transport	Rail	The Electrified Railway: A zero-carbon railway for Oxfordshire	The Electrified Railway: A zero-carbon railway for Oxfordshire will be built on the foundation of the Electric Freight Spine, beginning in Phase 1, delivered in Phase 2, and expanded in Phase 3 to create a fully zero carbon rail network for Oxfordshire and beyond.
440	Transport	Rail, Active Modes	Reopening of the Cowley Branch Line for Passengers	Increased access to sustainable mobility within and to/from Oxford through construction of new stations at  Oxford Littlemore  for Littlemore and The Oxford Science Park) and  Oxford Cowley  (for Blackbird Leys and ARC Oxford) on existing Cowley Branch Line (currently used
441	Transport	Active Modes	Varsity Way Cycleway Interventions	Development of a high quality cycle way between Oxford and Cambridge, including off road and on road Active Modes infrastructure. This is to support moderate mode shift from cars to Active Modes for short journeys, and would connect to the original Varsity Cycleway. A number
446	Transport	Active Modes	Eynsham to Botley Community Path Walking and Cycle Route via B4044	Off carriageway cycle improvements to the B4044, including improvements to crossing of Swinford Toll Bridge
449	Transport	Highways	A40-A44 Link Road	Proposed scheme to deliver a strategic link road connecting the A40 and A44 on land immediately to the west of the A34.
469	Transport	Highways	Rowstock Area Transport Improvements	OCC is currently undertaking a study of the Rowstock Area to identify suitable mitigation for congestion and enable modal shift. It is expected that improvements will focus on bus priority measures within the study area.
470	Transport	Active Modes	Oxford North / Oxford Parkway Pedestrian and Cycle Route	Active Modes link between Oxford North and Oxford Parkway
471	Energy and Utilities	Energy Infrastructure	Oxford Heat Network	City-wide district heat network for Oxford to supply low carbon heating. This includes installation of about 20km of pipes to reduce gas demand by up to 10% at sites of targeted organisations with high heat consumption at Phase 1.
503	Water	Flood Risk Management, Green Infrastructure	Cherwell Natural Flood Management	Three multi-landholding natural flood management schemes in Cherwell, incorporating riparian planting, bunds, and leaky dams
512	Water	Flood Risk Management	Abingdon-on-Thames Flood Alleviation Scheme (AFAS)	Delivery of a flood alleviation scheme in Abingdon through the construction of a flood embankment along the potential access road to the SESRO site. The scheme aims to mitigate flood risk from the River Ock, particularly in areas near Drayton Road and the Tesco site in
559	Transport	Highways, Active Modes	A423 Kennington Improvements	Kennington Rail Bridge is part of the A423 Southern Bypass and needs to be replaced due to age-related deterioration and the need for an eastbound bus lane. The improvement programme includes the replacement of Kennington rail bridge, improved facilities for cycling
560	Health and Social Care	Emergency Services	Oxfordshire Fire and Rescue Service Improvements: Creation of 5 day shift stations through existing on-call stations at Bicester, Chipping Norton, Faringdon, Wallingford or Crowmarsh and Witney	Creation of 5 day shift fire stations at Bicester, Chipping Norton, Faringdon, Wallingford (or Crowmarsh site relocated from Wallingford) and Witney. This include the potential relocation of Wallingford Fire Station to Crowmarsh to accommodate modern fire engines and full time
561	Health and Social Care	Emergency Services	Oxfordshire Fire and Rescue Service Improvements: New Fire Station at north of Oxford	Combining Rewley Road and Kidlington fire stations, along the fire service headquarters at Kidlington, into a single, modern fire station towards the north of Oxford. This is intended to create a connection location for emergency responses and improve response times. Other
562	Transport	Highways	Banbury Access to the Strategic Road Network	New slip roads onto the M40 to relieve congestion and air quality issues around Hennef Way and the other roads coming into Junction 11; more detailed work completed on north-facing slips at Southam Road on the northern edge of the town and improvements along Southam
220a	Transport	Highways	M40 Improvements: Safety and Capacity Improvements at Junction 9 Wendlebury Interchange	Capacity and safety improvements at M40 Junction 9 to the West of Bicester.
220b	Transport	Highways	M40 Improvements: Safety and Capacity Improvements at Junction 10 Padbury Roundabout and Banyards Green roundabout	Capacity and safety improvements at M40 Junction 10 to the West of Bicester.
268, 468, 2	Transport	Highways, Bus, Coach and SRT, Active Modes, Freight / Distribution	A34 Corridor Improvements	Improvements to the A34 Corridor to improve traffic flow, safety and reliability and reduce car dependency. National Highways note that the A34 is covered by a RIS pipeline scheme, which will be considered for implementation in RIS 4.
450, 453, 4	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP Projects	This entry covers all of the individual projects under the Cowley GSP SDP including the Future EHV System Needs to 2040, and the current works in progress. The Future EHV System Needs to 2040 including:
499, 523, 5	Energy and Utilities	Energy Infrastructure	East Claydon GSP SDP Projects	This entry covers all of the individual projects under the East Claydon GSP SDP including the Future EHV System Needs and the current works in progress.

Location	Basis of Project Requirements	Status	Short or Longer Term projects	Delivery Complexity & Risks	Finance - Cost	Finance - Funding	Simple Project Typology
National/Regional	Strategic innovation and enhancements	Pending	Short Term (to 2030)	Medium Complexity Project	Lower Cost Project	Partially funded	Green Infrastructure - Green Corridor
Countywide	Enabling new development	Investigation	Short - Medium Term (2025 - 2040)	High Complexity Project	To be confirmed	No funding	New Rail Station
District scale - West Oxfordshire	Addressing Blocked development	Investigation	Short Term (to 2030)	Medium Complexity Project	To be confirmed	No funding	Public Realm
District scale - West Oxfordshire	Enabling new development	Investigation	Short Term (to 2030)	High Complexity Project	Medium Cost Project	Partially funded	Highways Junction Package
District scale - West Oxfordshire	Strategic innovation and enhancements	Investigation	Medium Term (2030-40)	High Complexity Project	To be confirmed	To be confirmed	Rail Station Investment
District scale - West Oxfordshire	Addressing Blocked development	Investigation	Short Term (to 2030)	High Complexity Project	Medium Cost Project	No funding	Highways - Link Road
District scale - South Ox & Vale	Mitigating impacts of new development	Investigation	Medium Term (2030-40)	Medium Complexity Project	To be confirmed	To be confirmed	Public Realm
Countywide	Strategic innovation and enhancements	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	To be confirmed	To be confirmed	Active Mode Project
District scale - Vale of White Horse	Strategic innovation and enhancements	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	To be confirmed	No funding	Active Mode Project
District scale - West Oxfordshire	Strategic innovation and enhancements	Investigation	Medium Term (2030-40)	Medium Complexity Project	Lower Cost Project	No funding	Cycle Link
District scale - West Oxfordshire	Mitigating impacts of new development	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	To be confirmed	No funding	Active Mode Project
District scale - West Oxfordshire	Strategic innovation and enhancements	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	To be confirmed	No funding	Cycle Link
District scale - West Oxfordshire	Addressing Blocked development	Investigation	Medium Term (2030-40)	Medium Complexity Project	To be confirmed	No funding	Active Mode Project
District scale - Vale of White Horse	Enabling new development	Investigation	Short Term (to 2030)	High Complexity Project	To be confirmed	Partially Funded	Highways Junction Package
Countywide	Mitigating impacts of new development	Investigation	Short - Medium Term (2025 - 2040)	High Complexity Project	To be confirmed	Partially funded	Highways Corridor Package
Countywide	Strategic innovation and enhancements	Investigation	Short - Long Term (2025 - 2050)	Medium Complexity Project	To be confirmed	To be confirmed	Public Transport Package
Countywide	Enabling new development	Investigation	Long Term (2040-50)	High Complexity Project	To be confirmed	To be confirmed	New Rail Station
Countywide	Mitigating impacts of new development	Investigation	Medium - Long Term (2030-50)	Very High Complexity Project	To be confirmed	To be confirmed	Mass Transit Corridor
Countywide	Strategic innovation and enhancements	Investigation	Short - Long Term (2025 - 2050)	Medium Complexity Project	To be confirmed	To be confirmed	Active Mode Project
Countywide	Enabling new development	Investigation	Long Term (2040-50)	High Complexity Project	To be confirmed	To be confirmed	Rail Station Investment
Countywide	Strategic innovation and enhancements	Investigation	Medium - Long Term (2030-50)	High Complexity Project	To be confirmed	No funding	Rail line Investment
National/Regional	Enabling new development	Investigation	Short Term (to 2030)	High Complexity Project	Very High Cost Project	Partially funded	Rail line Investment
National/Regional	Strategic innovation and enhancements	Investigation	Short Term (to 2030)	Medium Complexity Project	To be confirmed	No funding	Cycle Link
Countywide	Mitigating impacts of new development	Investigation	Short Term (to 2030)	Medium Complexity Project	To be confirmed	Partially funded	Active Mode Project
Countywide	Mitigating impacts of new development	Investigation	Short - Medium Term (2025 - 2040)	High Complexity Project	To be confirmed	Partially Funded	Highways - Link Road
District scale - Vale of White Horse	Enabling new development	Investigation	Short Term (to 2030)	Medium Complexity Project	To be confirmed	Partially Funded	Bus Priority
District scale - Oxford City	Strategic innovation and enhancements	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	To be confirmed	Partially Funded	Active Mode Project
District scale - Oxford City	Strategic innovation and enhancements	Pending	Short - Long Term (2025 - 2050)	Very High Complexity Project	To be confirmed	Partially funded	Heating Network
District scale - Cherwell	Strategic innovation and enhancements	Investigation	Short Term (to 2030)	High Complexity Project	Lower Cost Project	No funding	Flood Defences
District scale - Vale of White Horse	Strategic innovation and enhancements	Pending	Short Term (to 2030)	High Complexity Project	Medium Cost Project	To be confirmed	Flood Defences
Countywide	Enabling new development	Committed	Short Term (to 2030)	High Complexity Project	Very High Cost Project	Partially funded	Highways - Bridge Upgrade
Countywide	Strategic innovation and enhancements	Investigation	Short Term (to 2030)	Medium Complexity Project	Lower Cost Project	To be confirmed	Fire Station
Countywide	Strategic innovation and enhancements	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	Lower Cost Project	To be confirmed	Fire Station
District scale - Cherwell	Mitigating impacts of new development	Investigation	Medium Term (2030-40)	High Complexity Project	To be confirmed	No funding	Highways Junction Package
National/Regional	Strategic innovation and enhancements	Investigation	Short Term (to 2030)	High Complexity Project	To be confirmed	To be confirmed	Highways Junction Package
National/Regional	Strategic innovation and enhancements	Investigation	Short Term (to 2030)	High Complexity Project	To be confirmed	To be confirmed	Highways Junction Package
National/Regional	Enabling new development	Investigation	Short Term (to 2030)	High Complexity Project	To be confirmed	To be confirmed	Highways Corridor Package
Countywide	Enabling new development	Pending	Short Term (to 2030)	High Complexity Project	To be confirmed	Funded by Service Provider	Electricity Reinforcement (Large Package)
Countywide	Enabling new development	Pending	Short Term (to 2030)	High Complexity Project	To be confirmed	Funded by Service Provider	Electricity Reinforcement (Large Package)

Sifting ID	Type	Sub Type	Project	Protecting or enhancing environment and biodiversity	Contribution to reduction in emissions	Contribution towards climate change resilience	Contribution towards sustainable water systems	Numbers of new homes directly unlocked by the project	Scale of homes supported by the project	Contribution towards priority Regeneration and Place Making schemes.	Contribution towards wider infrastructure projects (Unlocking interdependent schemes)	Supporting Health and well being	Supporting access to social and cultural infrastructure	Addressing social deprivation and exclusion
340	Green Infrastructure	Green Infrastructure, Active Modes	Thame to Haddenham Greenway	High Positive Impact	High Positive Impact	High Positive Impact	Moderate Positive Impact	< 100 Homes	< 1,000 Homes	High Positive Impact	Moderate Positive Impact	High Positive Impact	Moderate Positive Impact	Negligible Impact
360	Transport	Rail, Bus, Coach and SRT, Active Modes	New Wantage and Grove Railway Station	Low Positive impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	2,500 - 5,000 Homes	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	High Positive Impact	Low Positive impact
372	Transport	Highways	Witney Bridge Street Area: Improvements to Bridge Street and Staple Hall junction, Witney including public realm and traffic management	Low Positive impact	Moderate Positive Impact	Moderate Positive Impact	Low Positive impact	1,000 - 2500 Homes	2,500 - 5,000 Homes	Moderate Positive Impact	Negligible Impact	Moderate Positive Impact	Moderate Positive Impact	Moderate Positive Impact
373	Transport	Highways	Access to Carterton: safety enhancements to the B4477 including junction improvements	Negligible Impact	Negligible Impact	Negligible Impact	Negligible Impact	1,000 - 2500 Homes	1,000 - 2,500 Homes	Negligible Impact	Negligible Impact	Low Positive impact	Low Positive impact	Negligible Impact
375	Transport	Rail	Hanborough Station Improvements	Negligible Impact	High Positive Impact	Low Positive impact	Negligible Impact	< 100 Homes	< 1,000 Homes	Moderate Positive Impact	Moderate Positive Impact	Low Positive impact	Moderate Positive Impact	Low Positive impact
377	Transport	Highways	West End Link (WEL2), Witney	Negligible Impact	Low Positive impact	Negligible Impact	Negligible Impact	1,000 - 2500 Homes	2,500 - 5,000 Homes	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	Moderate Positive Impact
383	Transport	Regeneration and Placemaking, Highways, Active Modes	Didcot Central Corridor	Moderate Positive Impact	High Positive Impact	Moderate Positive Impact	Low Positive impact	1,000 - 2500 Homes	> 10,000 Homes	Low Positive impact	Low Positive impact	High Positive Impact	Very High Positive Impact	Negligible Impact
386	Transport	Active Modes	Improving NCN57 between Horspath and Littleworth	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	< 1,000 Homes	Negligible Impact	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	Moderate Positive Impact
390	Transport	Active Modes	Milton Heights Active Modes Bridge	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	> 10,000 Homes	Negligible Impact	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	Negligible Impact
395	Transport	Active Modes	A4095 Cycle Route Gap at North Leigh	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	< 1,000 Homes	Negligible Impact	Low Positive impact	High Positive Impact	Moderate Positive Impact	Negligible Impact
397	Transport	Active Modes	Salt Cross to Hanborough Active Modes Routes - Lower Road Corridor	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	1,000 - 2500 Homes	1,000 - 2,500 Homes	Negligible Impact	Moderate Positive Impact	Very High Positive Impact	Moderate Positive Impact	Negligible Impact
399	Transport	Active Modes	Carterton to Witney Cycle Route	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	1,000 - 2,500 Homes	Negligible Impact	Low Positive impact	High Positive Impact	Moderate Positive Impact	Negligible Impact
410	Transport	Highways	A40 Grade Separated Crossing, Eynsham	Low Positive impact	High Positive Impact	Low Positive impact	Negligible Impact	> 2,500 Homes	2,500 - 5,000 Homes	Low Positive impact	Moderate Positive Impact	High Positive Impact	High Positive Impact	Negligible Impact
414	Transport	Highways	Fritford/ Marcham Lights and Junction Improvements	Negligible Impact	Low Positive impact	Negligible Impact	Negligible Impact	500 - 1000 Homes	1,000 - 2,500 Homes	Low Positive impact	Moderate Positive Impact	Low Positive impact	Moderate Positive Impact	Low Positive impact
426	Transport	Highways, Bus, Coach and SRT, Active Modes, Freight / Distribution	A420 Corridor Improvements	Low Positive impact	High Positive Impact	Moderate Positive Impact	Negligible Impact	500 - 1000 Homes	> 10,000 Homes	Moderate Positive Impact	High Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact
427	Transport	Highways, Rail, Bus, Coach and SRT, Active Modes	Oxfordshire Metro	Negligible Impact	Very High Positive Impact	Moderate Positive Impact	Negligible Impact	< 100 Homes	> 10,000 Homes	High Positive Impact	Moderate Positive Impact	High Positive Impact	High Positive Impact	High Positive Impact
428	Transport	Rail	Proposed Ardley Railway Station	Low Positive impact	High Positive Impact	Low Positive impact	Low Positive impact	> 2,500 Homes	5,000 - 10,000 Homes	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	High Positive Impact	Low Positive impact
429	Transport	Rail, Bus, Coach and SRT	Carterton-Witney-Oxford Mass Rapid Transit Corridor	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	Low Positive impact	> 2,500 Homes	5,000 - 10,000 Homes	Very High Positive Impact	Low Positive impact	High Positive Impact	High Positive Impact	High Positive Impact
430	Transport	Active Modes	Delivery of walking and cycling infrastructure within LCWIPs	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	> 10,000 Homes	High Positive Impact	Moderate Positive Impact	Very High Positive Impact	Moderate Positive Impact	High Positive Impact
437	Transport	Rail	Didcot Parkway Station upgrades, including additional platform and grade separation south of the station	Negligible Impact	High Positive Impact	Low Positive impact	Negligible Impact	> 2,500 Homes	> 10,000 Homes	Moderate Positive Impact	Moderate Positive Impact	Low Positive impact	Moderate Positive Impact	Negligible Impact
439	Transport	Rail	The Electrified Railway: A zero-carbon railway for Oxfordshire	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	Low Positive impact	< 100 Homes	1,000 - 2,500 Homes	Negligible Impact	High Positive Impact	Moderate Positive Impact	Negligible Impact	Negligible Impact
440	Transport	Rail, Active Modes	Reopening of the Cowley Branch Line for Passengers	Low Positive impact	High Positive Impact	Moderate Positive Impact	Low Positive impact	> 2,500 Homes	1,000 - 2,500 Homes	High Positive Impact	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	High Positive Impact
441	Transport	Active Modes	Varsity Way Cycleway Interventions	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	> 10,000 Homes	High Positive Impact	High Positive Impact	High Positive Impact	Moderate Positive Impact	Negligible Impact
446	Transport	Active Modes	Eynsham to Botley Community Path Walking and Cycle Route via B4044	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	2,500 - 5,000 Homes	High Positive Impact	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	Negligible Impact
449	Transport	Highways	A40-A44 Link Road	Low Positive impact	Negligible Impact	Negligible Impact	Negligible Impact	100 - 500 Homes	5,000 - 10,000 Homes	Moderate Positive Impact	Low Positive impact	Negligible Impact	Low Positive impact	Negligible Impact
469	Transport	Highways	Rowstock Area Transport Improvements	Negligible Impact	Moderate Positive Impact	Negligible Impact	Negligible Impact	1,000 - 2500 Homes	2,500 - 5,000 Homes	Moderate Positive Impact	Low Positive impact	Low Positive impact	Low Positive impact	Negligible Impact
470	Transport	Active Modes	Oxford North / Oxford Parkway Pedestrian and Cycle Route	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	< 1,000 homes	High Positive Impact	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	Negligible Impact
471	Energy and Utilities	Energy Infrastructure	Oxford Heat Network	Negligible Impact	Very High Positive Impact	High Positive Impact	Low Positive impact	< 100 Homes	> 10,000 Homes	High Positive Impact	Negligible Impact	Low Positive impact	Negligible Impact	High Positive Impact
503	Water	Flood Risk Management, Green Infrastructure	Cherwell Natural Flood Management	High Positive Impact	Moderate Positive Impact	Very High Positive Impact	Very High Positive Impact	< 100 Homes	2,500 - 5,000 Homes	Low Positive impact	Moderate Positive Impact	Moderate Positive Impact	Low Positive impact	Negligible Impact
512	Water	Flood Risk Management	Abingdon-on-Thames Flood Alleviation Scheme (AFAS)	Low Positive impact	Negligible Impact	Very High Positive Impact	Very High Positive Impact	< 100 Homes	< 1,000 Homes	Low Positive impact	Negligible Impact	Moderate Positive Impact	Low Positive impact	Negligible Impact
559	Transport	Highways, Active Modes	A423 Kennington Improvements	Negligible Impact	High Positive Impact	High Positive Impact	Moderate Positive Impact	< 100 Homes	1,000 - 2,500 Homes	Moderate Positive Impact	Very High Positive Impact	Negligible Impact	Low Positive impact	Moderate Positive Impact
560	Health and Social Care	Emergency Services	Oxfordshire Fire and Rescue Service Improvements: Creation of 5 day shift stations through existing on-call stations at Bicester, Chipping Norton, Earingdon, Wallingford or Crowmarsh and Witney	Negligible Impact	Negligible Impact	Moderate Positive Impact	Low Positive impact	< 100 Homes	> 10,000 Homes	Low Positive impact	Negligible Impact	High Positive Impact	Low Positive impact	Negligible Impact
561	Health and Social Care	Emergency Services	Oxfordshire Fire and Rescue Service Improvements: New Fire Station at north of Oxford	Negligible Impact	Low Positive impact	Moderate Positive Impact	Low Positive impact	< 100 Homes	> 10,000 Homes	Low Positive impact	Negligible Impact	High Positive Impact	Low Positive impact	Negligible Impact
562	Transport	Highways	Banbury Access to the Strategic Road Network	Negligible Impact	Negligible Impact	Negligible Impact	Negligible Impact	> 2,500 Homes	2,500 - 5,000 Homes	Low Positive impact	Moderate Positive Impact	Negligible Impact	Low Positive impact	Moderate Positive Impact
220a	Transport	Highways	M40 Improvements: Safety and Capacity Improvements at Junction 9 Wendlebury Interchange	Negligible Impact	Negligible Impact	Negligible Impact	Negligible Impact	> 2,500 Homes	2,500 - 5,000 Homes	Low Positive impact	Moderate Positive Impact	Negligible Impact	Low Positive impact	Negligible Impact
220b	Transport	Highways	M40 Improvements: Safety and Capacity Improvements at Junction 10 Padbury Roundabout and Banyards Green roundabout	Negligible Impact	Negligible Impact	Negligible Impact	Negligible Impact	1,000 - 2500 Homes	1,000 - 2,500 Homes	Low Positive impact	Moderate Positive Impact	Negligible Impact	Low Positive impact	Negligible Impact
268, 468, 2	Transport	Highways, Bus, Coach and SRT, Active Modes, Freight / Distribution	A34 Corridor Improvements	Low Positive impact	High Positive Impact	Moderate Positive Impact	Negligible Impact	500 - 1000 Homes	> 10,000 Homes	Moderate Positive Impact	High Positive Impact	High Positive Impact	Low Positive impact	Moderate Positive Impact
450, 453, 4	Energy and Utilities	Energy infrastructure	Cowley GSP SDP Projects	Negligible Impact	High Positive Impact	High Positive Impact	Negligible Impact	> 2,500 Homes	> 10,000 Homes	High Positive Impact	Very High Positive Impact	Negligible Impact	Negligible Impact	Moderate Positive Impact
499, 523, 5	Energy and Utilities	Energy infrastructure	East Claydon GSP SDP Projects	Negligible Impact	High Positive Impact	High Positive Impact	Negligible Impact	> 2,500 Homes	> 10,000 Homes	High Positive Impact	Very High Positive Impact	Negligible Impact	Negligible Impact	Moderate Positive Impact

Sifting ID	Type	Sub Type	Project	Numbers of new Jobs directly unlocked by the project	Scale of New employment site Jobs supported by the project.	Contribution towards an inclusive existing economy	Contribution towards priority economic growth sectors	Supporting sustainable connectivity between settlements	Supporting sustainable connectivity within settlements	Supporting sustainable digital connectivity of Ox-shire	Supporting sustainable energy network across Ox-shire
340	Green Infrastructure	Green Infrastructure, Active Modes	Thame to Haddenham Greenway	< 100 Jobs	< 1,000 Jobs	Moderate Positive Impact	Low Positive impact	High Positive Impact	Very High Positive Impact	Negligible Impact	Low Positive impact
360	Transport	Rail, Bus, Coach and SRT, Active Modes	New Wantage and Grove Railway Station	1,000 - 2500 Jobs	1,000 - 2,500 Jobs	High Positive Impact	Very High Positive Impact	High Positive Impact	Moderate Positive Impact	Low Positive impact	Low Positive impact
372	Transport	Highways	Witney Bridge Street Area: Improvements to Bridge Street and Staple Hall junction, Witney including public realm and traffic management	< 100 Jobs	< 1,000 Jobs	High Positive Impact	Negligible Impact	Negligible Impact	Moderate Positive Impact	Low Positive impact	Low Positive impact
373	Transport	Highways	Access to Carterton: safety enhancements to the B4477 including junction improvements	< 100 Jobs	< 1,000 Jobs	Low Positive impact	Negligible Impact	Low Positive impact	Low Positive impact	Low Positive impact	Negligible Impact
375	Transport	Rail	Hanborough Station Improvements	< 100 Jobs	2,500 - 5,000 Jobs	Moderate Positive Impact	Negligible Impact	Moderate Positive Impact	Moderate Positive Impact	Low Positive impact	Low Positive impact
377	Transport	Highways	West End Link (WEL2), Witney	< 100 Jobs	< 1,000 Jobs	Low Positive impact	Negligible Impact	Low Positive impact	Low Positive impact	Low Positive impact	Negligible Impact
383	Transport	Regeneration and Placemaking, Highways, Active Modes	Didcot Central Corridor	< 100 Jobs	> 10,000 Jobs	High Positive Impact	Low Positive impact	Negligible Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
386	Transport	Active Modes	Improving NCN57 between Horspath and Littleworth	< 100 Jobs	< 1,000 Jobs	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
390	Transport	Active Modes	Milton Heights Active Modes Bridge	< 100 Jobs	> 10,000 Jobs	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
395	Transport	Active Modes	A4095 Cycle Route Gap at North Leigh	< 100 Jobs	< 1,000 Jobs	Moderate Positive Impact	Negligible Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
397	Transport	Active Modes	Salt Cross to Hanborough Active Modes Routes - Lower Road Corridor	< 100 Jobs	5,000 - 10,000 Jobs	High Positive Impact	Negligible Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
399	Transport	Active Modes	Carterton to Witney Cycle Route	< 100 Jobs	< 1,000 Jobs	Moderate Positive Impact	Negligible Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
410	Transport	Highways	A40 Grade Separated Crossing, Eynsham	< 100 Jobs	> 10,000 Jobs	High Positive Impact	Negligible Impact	High Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
414	Transport	Highways	Fritford/ Marcham Lights and Junction Improvements	< 100 Jobs	< 1,000 Jobs	Low Positive impact	Negligible Impact	Moderate Positive Impact	Low Positive impact	Low Positive impact	Negligible Impact
426	Transport	Highways, Bus, Coach and SRT, Active Modes, Freight / Distribution	A420 Corridor Improvements	< 100 Jobs	> 10,000 Jobs	Low Positive impact	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	Negligible Impact
427	Transport	Highways, Rail, Bus, Coach and SRT, Active Modes	Oxfordshire Metro	< 100 Jobs	> 10,000 Jobs	High Positive Impact	High Positive Impact	High Positive Impact	High Positive Impact	Low Positive impact	Moderate Positive Impact
428	Transport	Rail	Proposed Ardley Railway Station	> 2,500 Jobs	2,500 - 5,000 Jobs	High Positive Impact	Very High Positive Impact	High Positive Impact	Moderate Positive Impact	Low Positive impact	Low Positive impact
429	Transport	Rail, Bus, Coach and SRT	Carterton-Witney-Oxford Mass Rapid Transit Corridor	< 100 Jobs	5,000 - 10,000 Jobs	Very High Positive Impact	Very High Positive Impact	Very High Positive Impact	Moderate Positive Impact	Low Positive impact	Moderate Positive Impact
430	Transport	Active Modes	Delivery of walking and cycling infrastructure within LCWIPs	< 100 Jobs	1,000 - 2,500 Jobs	High Positive Impact	High Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
437	Transport	Rail	Didcot Parkway Station upgrades, including additional platform and grade separation south of the station	< 100 Jobs	2,500 - 5,000 Jobs	Moderate Positive Impact	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Low Positive impact	Low Positive impact
439	Transport	Rail	The Electrified Railway: A zero-carbon railway for Oxfordshire	< 100 Jobs	> 10,000 Jobs	Moderate Positive Impact	High Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	Very High Positive Impact
440	Transport	Rail, Active Modes	Reopening of the Cowley Branch Line for Passengers	> 2,500 Jobs	> 10,000 Jobs	Moderate Positive Impact	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Low Positive impact	Moderate Positive Impact
441	Transport	Active Modes	Varsity Way Cycleway Interventions	< 100 Jobs	> 10,000 Jobs	Moderate Positive Impact	High Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
446	Transport	Active Modes	Eynsham to Botley Community Path Walking and Cycle Route via B4044	< 100 Jobs	< 1,000 Jobs	High Positive Impact	High Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
449	Transport	Highways	A40-A44 Link Road	1,000 - 2500 Jobs	5,000 - 10,000 Jobs	Low Positive impact	Low Positive impact	Low Positive impact	Low Positive impact	Low Positive impact	Negligible Impact
469	Transport	Highways	Rowstock Area Transport Improvements	< 100 Jobs	> 10,000 Jobs	Moderate Positive Impact	Moderate Positive Impact	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact
470	Transport	Active Modes	Oxford North / Oxford Parkway Pedestrian and Cycle Route	< 100 Jobs	5,000 - 10,000 Jobs	High Positive Impact	High Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
471	Energy and Utilities	Energy Infrastructure	Oxford Heat Network	< 100 Jobs	> 10,000 Jobs	Moderate Positive Impact	High Positive Impact	Negligible Impact	Negligible Impact	Negligible Impact	Very High Positive Impact
503	Water	Flood Risk Management, Green Infrastructure	Cherwell Natural Flood Management	< 100 Jobs	< 1,000 Jobs	Moderate Positive Impact	Negligible Impact	Negligible Impact	Low Positive impact	Negligible Impact	Negligible Impact
512	Water	Flood Risk Management	Abingdon-on-Thames Flood Alleviation Scheme (AFAS)	< 100 Jobs	< 1,000 Jobs	Moderate Positive Impact	Negligible Impact	Negligible Impact	Low Positive impact	Negligible Impact	Negligible Impact
559	Transport	Highways, Active Modes	A423 Kennington Improvements	500 - 1000 Jobs	> 10,000 Jobs	Moderate Positive Impact	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Negligible Impact	Negligible Impact
560	Health and Social Care	Emergency Services	Oxfordshire Fire and Rescue Service Improvements: Creation of 5 day shift stations through existing on-call stations at Bicester, Chipping Norton, Earingdon, Wallingford or Crowmarsh and Witney	< 100 Jobs	5,000 - 10,000 Jobs	Low Positive impact	Negligible Impact	Negligible Impact	Negligible Impact	Negligible Impact	Negligible Impact
561	Health and Social Care	Emergency Services	Oxfordshire Fire and Rescue Service Improvements: New Fire Station at north of Oxford	< 100 Jobs	> 10,000 Jobs	Low Positive impact	Low Positive impact	Negligible Impact	Negligible Impact	Negligible Impact	Negligible Impact
562	Transport	Highways	Banbury Access to the Strategic Road Network	< 100 Jobs	< 1,000 Jobs	Low Positive impact	Low Positive impact	Low Positive impact	Low Positive impact	Low Positive impact	Negligible Impact
220a	Transport	Highways	M40 Improvements: Safety and Capacity Improvements at Junction 9 Wendlebury Interchange	< 100 Jobs	5,000 - 10,000 Jobs	Low Positive impact	Low Positive impact	Low Positive impact	Low Positive impact	Low Positive impact	Negligible Impact
220b	Transport	Highways	M40 Improvements: Safety and Capacity Improvements at Junction 10 Padbury Roundabout and Banyards Green roundabout	< 100 Jobs	5,000 - 10,000 Jobs	Low Positive impact	Low Positive impact	Low Positive impact	Low Positive impact	Low Positive impact	Negligible Impact
268, 468, 2	Transport	Highways, Bus, Coach and SRT, Active Modes, Freight / Distribution	A34 Corridor Improvements	< 100 Jobs	> 10,000 Jobs	Low Positive impact	High Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	Negligible Impact
450, 453, 4	Energy and Utilities	Energy infrastructure	Cowley GSP SDP Projects	> 2,500 Jobs	> 10,000 Jobs	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Very High Positive Impact
499, 523, 5	Energy and Utilities	Energy infrastructure	East Claydon GSP SDP Projects	> 2,500 Jobs	> 10,000 Jobs	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Very High Positive Impact

Sifting ID	Type	Sub Type	Project
340	Green Infrastructure	Green Infrastructure, Active Modes	Thame to Haddenham Greenway
360	Transport	Rail, Bus, Coach and SRT, Active Modes	New Wantage and Grove Railway Station
372	Transport	Highways	Witney Bridge Street Area: Improvements to Bridge Street and Staple Hall Junction, Witney including public realm and traffic management
373	Transport	Highways	Access to Carterton: safety enhancements to the B4477 including junction improvements
375	Transport	Rail	Hanborough Station Improvements
377	Transport	Highways	West End Link (WEL2), Witney
383	Transport	Regeneration and Placemaking, Highways, Active Modes	Didcot Central Corridor
386	Transport	Active Modes	Improving NCN57 between Horspath and Littleworth
390	Transport	Active Modes	Milton Heights Active Modes Bridge
395	Transport	Active Modes	A4095 Cycle Route Gap at North Leigh
397	Transport	Active Modes	Salt Cross to Hanborough Active Modes Routes - Lower Road Corridor
399	Transport	Active Modes	Carterton to Witney Cycle Route
410	Transport	Highways	A40 Grade Separated Crossing, Eynsham
414	Transport	Highways	Fritford/ Marcham Lights and Junction Improvements
426	Transport	Highways, Bus, Coach and SRT, Active Modes, Freight / Distribution	A420 Corridor Improvements
427	Transport	Highways, Rail, Bus, Coach and SRT, Active Modes	Oxfordshire Metro
428	Transport	Rail	Proposed Ardlley Railway Station
429	Transport	Rail, Bus, Coach and SRT	Carterton-Witney-Oxford Mass Rapid Transit Corridor
430	Transport	Active Modes	Delivery of walking and cycling infrastructure within LCWIPs
437	Transport	Rail	Didcot Parkway Station upgrades, including additional platform and grade separation south of the station
439	Transport	Rail	The Electrified Railway: A zero-carbon railway for Oxfordshire
440	Transport	Rail, Active Modes	Reopening of the Cowley Branch Line for Passengers
441	Transport	Active Modes	Varsity Way Cycleway Interventions
446	Transport	Active Modes	Eynsham to Botley Community Path Walking and Cycle Route via B4044
449	Transport	Highways	A40-A44 Link Road
469	Transport	Highways	Rowstock Area Transport Improvements
470	Transport	Active Modes	Oxford North / Oxford Parkway Pedestrian and Cycle Route
471	Energy and Utilities	Energy Infrastructure	Oxford Heat Network
503	Water	Flood Risk Management, Green Infrastructure	Cherwell Natural Flood Management
512	Water	Flood Risk Management	Abingdon-on-Thames Flood Alleviation Scheme (AFAS)
559	Transport	Highways, Active Modes	A423 Kennington Improvements
560	Health and Social Care	Emergency Services	Oxfordshire Fire and Rescue Service Improvements: Creation of 5 day shift stations through existing on-call stations at Bicester, Chipping Norton, Earingdon, Wallingford or Crowmarsh and Witney
561	Health and Social Care	Emergency Services	Oxfordshire Fire and Rescue Service Improvements: New Fire Station at north of Oxford
562	Transport	Highways	Banbury Access to the Strategic Road Network
220a	Transport	Highways	M40 Improvements: Safety and Capacity Improvements at Junction 9 Wendlebury Interchange
220b	Transport	Highways	M40 Improvements: Safety and Capacity Improvements at Junction 10 Padbury Roundabout and Banyards Green roundabout
268, 468, 2	Transport	Highways, Bus, Coach and SRT, Active Modes, Freight / Distribution	A34 Corridor Improvements
450, 453, 4	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP Projects
499, 523, 5	Energy and Utilities	Energy Infrastructure	East Claydon GSP SDP Projects

Environment				Place				Social			Productivity				Connectivity				Environment	Place	Social	Productivity	Connectivity	Appraisal Score	Weighted Scenario - Growth Focused
3	3	3	2	0	0	3	2	3	2	0	0	0	2	1	3	4	0	1	11	5	7	3	8	34	34
1	3	1	1	0	2	1	4	2	3	1	3	1	3	4	3	2	1	1	6	7	8	11	7	39	45
1	2	2	1	3	2	2	0	2	2	2	0	0	3	0	0	2	1	1	6	7	8	3	4	28	33
0	0	0	0	3	1	0	0	1	1	0	0	0	1	0	1	1	1	0	0	4	3	1	3	11	15
0	3	1	0	0	0	2	2	1	2	1	0	2	2	0	2	2	1	1	4	4	5	4	6	23	25
0	1	0	0	3	2	2	3	1	1	2	0	0	1	0	1	1	1	0	1	10	5	1	3	20	25
2	3	2	1	3	4	1	1	3	4	0	0	4	3	1	0	4	1	1	8	9	9	8	6	40	51
2	3	1	1	0	0	0	1	4	2	2	0	0	3	2	2	4	1	1	7	1	11	5	8	32	32
2	3	1	1	0	4	0	1	4	2	0	0	4	3	2	2	4	1	1	7	5	8	9	8	37	45
2	3	1	1	0	0	0	1	3	2	0	0	0	2	0	2	4	1	1	7	1	7	2	8	25	25
2	3	1	1	3	1	0	2	4	2	0	0	3	3	0	2	4	1	1	7	6	8	6	8	35	42
2	3	1	1	0	1	0	1	3	2	0	0	0	2	0	2	4	1	1	7	2	7	2	8	26	27
1	3	1	0	4	2	1	2	3	3	0	0	4	3	0	3	4	1	1	5	9	8	7	9	38	48
0	1	0	0	2	1	1	2	1	2	1	0	0	1	0	2	1	1	0	1	6	5	1	4	17	20
1	3	2	0	2	4	2	3	3	1	1	0	4	1	2	3	1	1	0	6	11	7	7	5	36	46
0	4	2	0	0	4	3	2	3	3	3	0	4	3	3	3	3	1	2	6	9	12	10	9	46	54
1	3	1	1	4	3	1	4	2	3	1	4	2	3	4	3	2	1	1	6	12	8	13	7	46	59
1	4	2	1	4	3	4	1	3	3	3	0	3	4	4	4	2	1	2	8	12	12	11	9	52	62
2	3	1	1	0	4	3	2	4	2	3	0	1	3	3	2	4	1	1	7	9	12	7	8	43	48
0	3	1	0	4	4	2	2	1	2	0	0	2	2	3	2	2	1	1	4	12	4	7	6	33	43
1	4	2	1	0	1	0	3	2	0	0	0	4	2	3	3	1	1	4	8	4	3	9	9	33	38
1	3	2	1	4	1	3	3	2	2	3	4	4	2	3	2	2	1	2	7	11	9	13	7	47	60
2	3	1	1	0	4	3	3	3	2	0	0	4	2	3	2	4	1	1	7	10	7	9	8	41	49
2	3	1	1	0	2	3	1	4	2	0	0	0	3	3	2	4	1	1	7	6	8	6	8	35	37
1	0	0	0	1	3	2	1	0	1	0	3	3	1	1	1	1	1	0	1	7	1	8	3	20	30
0	2	0	0	3	2	2	1	1	1	0	0	4	2	2	2	3	1	1	2	8	3	8	7	28	37
2	3	1	1	0	0	3	1	4	2	0	0	3	3	3	2	4	1	1	7	4	8	9	8	36	39
0	4	3	1	0	4	3	0	1	0	3	0	4	2	3	0	0	0	4	8	7	5	9	4	33	41
3	2	4	4	0	2	1	2	2	1	0	0	0	2	0	0	1	0	0	13	5	4	2	1	25	27
1	0	4	4	0	0	1	0	2	1	0	0	0	2	0	0	1	0	0	9	1	4	2	1	17	17
0	3	3	2	0	1	2	4	0	1	2	2	4	2	3	2	2	0	0	8	7	4	11	4	34	41
0	0	2	1	0	4	1	0	3	1	0	0	3	1	0	0	0	0	0	3	5	5	4	0	17	24
0	1	2	1	0	4	1	0	3	1	0	0	4	1	1	0	0	0	0	4	5	5	6	0	20	28
0	0	0	0	4	2	1	2	0	1	2	0	0	1	1	1	1	1	0	0	9	4	2	3	18	24
0	0	0	0	4	2	1	2	0	1	0	0	3	1	1	1	1	1	0	0	9	1	5	3	18	27
0	0	0	0	3	1	1	2	0	1	0	0	3	1	1	1	1	1	0	0	7	1	5	3	16	23
1	3	2	0	2	4	2	3	3	1	2	0	4	1	3	3	1	1	0	6	11	8	8	5	38	48
0	3	3	0	4	4	3	4	0	0	2	4	4	1	4	2	2	2	4	6	15	3	13	10	47	63
0	3	3	0	4	4	3	4	0	0	2	4	4	1	4	2	2	2	4	6	15	3	13	10	47	63

Sifting ID	Type	Sub Type	Project	Description
563	Transport	Active Modes	Wheatley to Oxford (SATN)	Walking, wheeling and cycling connection between Wheatley and Oxford
564	Transport	Active Modes	Wantage to Harwell Campus (SATN)	Improvements to existing route that is currently inconsistent in quality of infrastructure provision. Part developer funded.
565	Water	Wastewater Treatment	Wantage Sewage Treatment Works	Upgrades to Wantage STW within the current Thames Water Asset Management Plan (AMP) period - 2025-30
566	Transport	Active Modes	Ock Street (SATN)	Provide widened footways and associated public realm improvements on Ock Street to the junction with Stratton Way.
567	Transport	Active Modes	Milton Park to Abingdon, west of Sutton Courtenay (SATN)	Direct walking and cycling route connecting Milton Park with Abingdon. Discussions with land owner in progress.
568	Transport	Active Modes	Henley-on-Thames to Caversham in Reading (SATN)	Walking, wheeling and cycling connection between Henley-on-Thames and Reading
569	Transport	Active Modes	Harwell Campus to Didcot, via Hagbourne Hill (SATN)	Improvements to cycling infrastructure between A4185 to Hagbourne Hill
570	Transport	Active Modes	Harwell Campus to Didcot via Milton Heights and Milton Park (SATN)	Creation of 2 A road crossings (A417 and A4130), Milton Heights bridge over the A34, rights of way network surface upgrades on the Old Hungerford Road. Part developer funded.
571	Transport	Active Modes	Grove to Milton Park and Didcot, via Steventon (Cinder Track extension) (SATN)	Williams F1 to Milton Park via Steventon south of the railway line. Part developer funded.
572	Transport	Active Modes	Faringdon to Swindon via Shrivenham and Watchfield (SATN)	Following Wilts and Berks Canal Towpath proposed route for restoration from Swindon to Shrivenham.
573	Transport	Active Modes	Didcot to Wallingford, via Hithercroft (SATN)	Possible quiet lanes approach to existing country roads for walking, wheeling and cycling.
574	Water	Wastewater Treatment	Didcot Sewage Treatment Works	Upgrades to Didcot STW within the current Thames Water Asset Management Plan (AMP) period - 2025-30
575	Energy and Utilities	Energy Infrastructure	Didcot Power Station Heat Network	Heat Network for data centre development on former Didcot A Power Station site. Data centres on site are likely to be built in the short term (within 5 years), Heat Network will take 10-20 years to develop.
576	Water	Wastewater Treatment	Culham Sewage Treatment Works	Upgrades to Culham STW within the current Thames Water Asset Management Plan (AMP) period - 2025-30
577	Energy and Utilities	Energy Infrastructure	Culham Campus Heat Network	Heat Network for data centre development on Culham Campus. Data centres on site are likely to be built in the short term (within 5 years), Heat Network will take 10-20 years to develop.
579	Water	Wastewater Treatment	Abingdon-on-Thames Sewage Treatment Works	Upgrades to Abingdon-on-Thames STW within the current Thames Water Asset Management Plan (AMP) period - 2025-30. This includes works to improve its ability to treat the volumes of incoming sewage, reducing the need for untreated discharges in wet weather.
580	Transport	Active Modes	Abingdon to Shippon via A34 pedestrian bridge (SATN)	Upgrade to public footpath and existing footbridge over the A34 for walking, wheeling and cycling. Part developer funded.
581	Transport	Active Modes	Abingdon to Oxford via Radley and Kennington (SATN)	Improvements to existing route that is currently inconsistent in quality of infrastructure provision. Part developer funded.
582	Transport	Active Modes	Abingdon to Culham, with Thames Crossing (SATN)	Walking, wheeling, cycling route from Culham allocation to Abingdon via a new bridge over the River Thames. Part developer funded.
583	Transport	Active Modes	Abingdon to Berinsfield via A415 (SATN)	Provide segregated cycle tracks in both directions along Ock Street, between Stratton Way and Drayton Rd, along with complementary walking improvements. Feasibility and preliminary design work for this scheme has been funded through the DfT's Active Modes Fund Tranche 3.
585	Water	Wastewater Treatment	Church Hanborough Sewage Treatment Works	Upgrade to Church Hanborough STW is being planned at present to improve its ability to treat the volumes of incoming sewage, reducing the need for untreated discharges in wet weather.
586	Transport	Highways	A4095 SLR Howes Lane	Realignment of the A4095 along Howes Lane and part of Lord's Lane in Bicester to enable a redesign that caters for the growth, continues the strategic peripheral road provision, but also provides quality active travel and bus connectivity.
587	Water	Wastewater Treatment	Bicester Sewage Treatment Works	Upgrades to Bicester STW within the current Thames Water Asset Management Plan (AMP) period - 2025-30
141	Green Infrastructure	Flood Risk Management, Green Infrastructure	Freshwater Habitats Trust - Ock and Thame Farmers: Freshwater and Floodplain Restoration Landscape Recovery	A landscape recovery project to deliver landscape scale restoration and connect the Freshwater Network across the Ock and Thame lowland catchments. The project supports climate resilience, enhances protected environmental sites and strengthens biodiversity, while
498	Health and Social Care	Primary Healthcare and Public Health	Great Western Park Health Centre, Didcot	Delivery of health centre and GP services at Great Western Park, Didcot
589	Energy and Utilities	Energy Infrastructure	New Didcot GSP	The new Didcot grid supply point project, awarded to Linxon by National Grid (NGET), is a key part of upgrading Great Britain's electricity network to handle increased demand and renewable energy, involving new high-voltage equipment to boost capacity and resilience in

Location	Basis of Project Requirements	Status	Short or Longer Term projects	Delivery Complexity & Risks	Finance - Cost	Finance - Funding	Simple Project Typology
Countywide	Mitigating impacts of new development	Investigation	Medium Term (2030-40)	Medium Complexity Project	To be confirmed	To be confirmed	Active Mode Project
District scale - Vale of White Horse	Mitigating impacts of new development	Investigation	Medium Term (2030-40)	Medium Complexity Project	To be confirmed	Partially funded	Active Mode Project
District scale - Vale of White Horse	Enabling new development	Committed	Short Term (to 2030)	High Complexity Project	To be confirmed	Funded by Service Provider	Sewage Treatment Works
District scale - Vale of White Horse	Mitigating impacts of new development	Investigation	Medium - Long Term (2030-50)	Medium Complexity Project	To be confirmed	Partially funded	Active Mode Project
District scale - Vale of White Horse	Mitigating impacts of new development	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	To be confirmed	Partially funded	Active Mode Project
District scale - South Oxfordshire	Mitigating impacts of new development	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	To be confirmed	To be confirmed	Active Mode Project
District scale - South Ox & Vale	Mitigating impacts of new development	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	To be confirmed	To be confirmed	Active Mode Project
District scale - Vale of White Horse	Mitigating impacts of new development	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	To be confirmed	Partially funded	Active Mode Project
District scale - South Ox & Vale	Mitigating impacts of new development	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	To be confirmed	Partially funded	Active Mode Project
District scale - Vale of White Horse	Mitigating impacts of new development	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	To be confirmed	To be confirmed	Active Mode Project
District scale - South Oxfordshire	Mitigating impacts of new development	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	To be confirmed	To be confirmed	Active Mode Project
District scale - South Ox & Vale	Enabling new development	Investigation	Short - Medium Term (2025 - 2040)	High Complexity Project	To be confirmed	Funded by Service Provider	Sewage Treatment Works
District scale - Vale of White Horse	Mitigating impacts of new development	Investigation	Medium - Long Term (2030-50)	Very High Complexity Project	To be confirmed	To be confirmed	Heating Network
District scale - South Oxfordshire	Enabling new development	Committed	Short - Medium Term (2025 - 2040)	High Complexity Project	To be confirmed	Funded by Service Provider	Sewage Treatment Works
District scale - South Oxfordshire	Mitigating impacts of new development	Investigation	Medium - Long Term (2030-50)	Very High Complexity Project	To be confirmed	To be confirmed	Heating Network
District scale - Vale of White Horse	Enabling new development	Investigation	Short Term (to 2030)	High Complexity Project	To be confirmed	Funded by Service Provider	Sewage Treatment Works
District scale - Vale of White Horse	Mitigating impacts of new development	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	To be confirmed	To be confirmed	Active Mode Project
Countywide	Mitigating impacts of new development	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	To be confirmed	Partially funded	Active Mode Project
District scale - South Ox & Vale	Mitigating impacts of new development	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	To be confirmed	Partially funded	Active Mode Project
District scale - South Ox & Vale	Mitigating impacts of new development	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	To be confirmed	Partially funded	Active Mode Project
District scale - West Oxfordshire	Addressing Blocked development	Pending	Short Term (to 2030)	High Complexity Project	To be confirmed	Funded by Service Provider	Sewage Treatment Works
District scale - Cherwell	Enabling new development	Pending	Short Term (to 2030)	High Complexity Project	High Cost Project	No funding	Highways Corridor Package
District scale - Cherwell	Enabling new development	Pending	Short Term (to 2030)	High Complexity Project	To be confirmed	Funded by Service Provider	Sewage Treatment Works
National/Regional	Strategic innovation and enhancements	Pending	Short Term (to 2030)	High Complexity Project	To be confirmed	Partially funded	Green Infrastructure - Landscape Scale
District scale - South Ox & Vale	Mitigating impacts of new development	Committed	Short Term (to 2030)	High Complexity Project	To be confirmed	Partially funded	Primary healthcare centre
Countywide	Enabling new development	Committed	Short Term (to 2030)	High Complexity Project	To be confirmed	Funded by Service Provider	Electricity Reinforcement (Large Package)

Sifting ID	Type	Sub Type	Project	Protecting or enhancing environment and biodiversity	Contribution to reduction in emissions	Contribution towards climate change resilience	Contribution towards sustainable water systems	Numbers of new homes directly unlocked by the project	Scale of homes supported by the project	Contribution towards priority Regeneration and Place Making schemes.	Contribution towards wider infrastructure projects (Unlocking interdependent schemes)	Supporting Health and well being	Supporting access to social and cultural infrastructure	Addressing social deprivation and exclusion
563	Transport	Active Modes	Wheatley to Oxford (SATN)	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	< 1,000 Homes	Negligible Impact	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	High Positive Impact
564	Transport	Active Modes	Wantage to Harwell Campus (SATN)	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	5,000 - 10,000 Homes	Negligible Impact	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	Negligible Impact
565	Water	Wastewater Treatment	Wantage Sewage Treatment Works	Moderate Positive Impact	Low Positive impact	High Positive Impact	Very High Positive Impact	> 2,500 Homes	> 10,000 Homes	Negligible Impact	Negligible Impact	Moderate Positive Impact	Negligible Impact	Negligible Impact
566	Transport	Active Modes	Ock Street (SATN)	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	2,500 - 5,000 Homes	Negligible Impact	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	High Positive Impact
567	Transport	Active Modes	Milton Park to Abingdon, west of Sutton Courtenay (SATN)	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	5,000 - 10,000 Homes	Negligible Impact	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	High Positive Impact
568	Transport	Active Modes	Henley-on-Thames to Caversham in Reading (SATN)	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	< 1,000 Homes	Negligible Impact	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	Negligible Impact
569	Transport	Active Modes	Harwell Campus to Didcot, via Hagbourne Hill (SATN)	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	5,000 - 10,000 Homes	Negligible Impact	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	Negligible Impact
570	Transport	Active Modes	Harwell Campus to Didcot via Milton Heights and Milton Park (SATN)	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	5,000 - 10,000 Homes	Negligible Impact	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	Negligible Impact
571	Transport	Active Modes	Grove to Milton Park and Didcot, via Stevenon (Cinder Track extension) (SATN)	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	> 10,000 Homes	Negligible Impact	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	Negligible Impact
572	Transport	Active Modes	Faringdon to Swindon via Shrivenham and Watchfield (SATN)	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	< 1,000 Homes	Negligible Impact	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	Negligible Impact
573	Transport	Active Modes	Didcot to Wallingford, via Hithercroft (SATN)	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	2,500 - 5,000 Homes	Negligible Impact	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	Negligible Impact
574	Water	Wastewater Treatment	Didcot Sewage Treatment Works	Moderate Positive Impact	Low Positive impact	High Positive Impact	Very High Positive Impact	> 2,500 Homes	> 10,000 Homes	Negligible Impact	Negligible Impact	Moderate Positive Impact	Negligible Impact	Negligible Impact
575	Energy and Utilities	Energy Infrastructure	Didcot Power Station Heat Network	Negligible Impact	Very High Positive Impact	High Positive Impact	Low Positive impact	< 100 Homes	> 10,000 Homes	Moderate Positive Impact	Negligible Impact	Low Positive impact	Negligible Impact	Moderate Positive Impact
576	Water	Wastewater Treatment	Culham Sewage Treatment Works	Moderate Positive Impact	Low Positive impact	High Positive Impact	Very High Positive Impact	> 2,500 Homes	5,000 - 10,000 Homes	Moderate Positive Impact	Negligible Impact	Moderate Positive Impact	Negligible Impact	Negligible Impact
577	Energy and Utilities	Energy Infrastructure	Culham Campus Heat Network	Negligible Impact	Very High Positive Impact	High Positive Impact	Low Positive impact	< 100 Homes	2,500 - 5,000 Homes	Moderate Positive Impact	Negligible Impact	Low Positive impact	Negligible Impact	High Positive Impact
579	Water	Wastewater Treatment	Abingdon-on-Thames Sewage Treatment Works	Moderate Positive Impact	Low Positive impact	High Positive Impact	Very High Positive Impact	> 2,500 Homes	2,500 - 5,000 Homes	Negligible Impact	Negligible Impact	Moderate Positive Impact	Negligible Impact	Low Positive impact
580	Transport	Active Modes	Abingdon to Shippon via A34 pedestrian bridge (SATN)	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	2,500 - 5,000 Homes	Negligible Impact	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	Negligible Impact
581	Transport	Active Modes	Abingdon to Oxford via Radley and Kennington (SATN)	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	2,500 - 5,000 Homes	Negligible Impact	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	High Positive Impact
582	Transport	Active Modes	Abingdon to Culham, with Thames Crossing (SATN)	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	> 10,000 Homes	Negligible Impact	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	High Positive Impact
583	Transport	Active Modes	Abingdon to Berinsfield via A415 (SATN)	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	5,000 - 10,000 Homes	Moderate Positive Impact	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	Negligible Impact
585	Water	Wastewater Treatment	Church Hanborough Sewage Treatment Works	Moderate Positive Impact	Low Positive impact	High Positive Impact	Very High Positive Impact	> 2,500 Homes	2,500 - 5,000 Homes	Negligible Impact	Negligible Impact	Moderate Positive Impact	Negligible Impact	Negligible Impact
586	Transport	Highways	A4095 SLR Howes Lane	Low Positive impact	Negligible Impact	Negligible Impact	Negligible Impact	> 2,500 Homes	5,000 - 10,000 Homes	Low Positive impact	Negligible Impact	Negligible Impact	Low Positive impact	Negligible Impact
587	Water	Wastewater Treatment	Bicester Sewage Treatment Works	Moderate Positive Impact	Low Positive impact	High Positive Impact	Very High Positive Impact	> 2,500 Homes	5,000 - 10,000 Homes	Moderate Positive Impact	Negligible Impact	Moderate Positive Impact	Negligible Impact	Low Positive impact
141	Green Infrastructure	Flood Risk Management, Green Infrastructure	Freshwater Habitats Trust - Ock and Thame Farmers: Freshwater and Floodplain Restoration Landscape Recovery	Very High Positive Impact	High Positive Impact	Very High Positive Impact	Very High Positive Impact	< 100 Homes	5,000 - 10,000 Homes	Moderate Positive Impact	Low Positive impact	High Positive Impact	High Positive Impact	Moderate Positive Impact
498	Health and Social Care	Primary Healthcare and Public Health	Great Western Park Health Centre, Didcot	Low Positive impact	Low Positive impact	Low Positive impact	Low Positive impact	> 2,500 Homes	> 10,000 Homes	Moderate Positive Impact	Low Positive impact	High Positive Impact	High Positive Impact	High Positive Impact
589	Energy and Utilities	Energy Infrastructure	New Didcot GSP	Low Positive impact	High Positive Impact	High Positive Impact	Negligible Impact	100 - 500 Homes	> 10,000 Homes	Negligible Impact	Very High Positive Impact	Negligible Impact	Negligible Impact	Negligible Impact

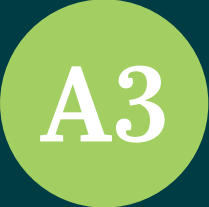
Sifting ID	Type	Sub Type	Project	Numbers of new Jobs directly unlocked by the project	Scale of New employment site Jobs supported by the project.	Contribution towards an inclusive existing economy	Contribution towards priority economic growth sectors	Supporting sustainable connectivity between settlements	Supporting sustainable connectivity within settlements	Supporting sustainable digital connectivity of Ox-shire	Supporting sustainable energy network across Ox-shire
563	Transport	Active Modes	Wheatley to Oxford (SATN)	< 100 Jobs	< 1,000 Jobs	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
564	Transport	Active Modes	Wantage to Harwell Campus (SATN)	< 100 Jobs	> 10,000 Jobs	High Positive Impact	High Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
565	Water	Wastewater Treatment	Wantage Sewage Treatment Works	> 2,500 Jobs	2,500 - 5,000 Jobs	Negligible Impact	Moderate Positive Impact	Negligible Impact	Negligible Impact	Negligible Impact	Low Positive impact
566	Transport	Active Modes	Ock Street (SATN)	< 100 Jobs	1,000 - 2,500 Jobs	High Positive Impact	High Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
567	Transport	Active Modes	Milton Park to Abingdon, west of Sutton Courtenay (SATN)	< 100 Jobs	5,000 - 10,000 Jobs	High Positive Impact	High Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
568	Transport	Active Modes	Henley-on-Thames to Caversham in Reading (SATN)	< 100 Jobs	< 1,000 Jobs	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
569	Transport	Active Modes	Harwell Campus to Didcot, via Hagbourne Hill (SATN)	< 100 Jobs	> 10,000 Jobs	High Positive Impact	High Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
570	Transport	Active Modes	Harwell Campus to Didcot via Milton Heights and Milton Park (SATN)	< 100 Jobs	> 10,000 Jobs	High Positive Impact	High Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
571	Transport	Active Modes	Grove to Milton Park and Didcot, via Stevenon (Cinder Track extension) (SATN)	< 100 Jobs	> 10,000 Jobs	High Positive Impact	High Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
572	Transport	Active Modes	Faringdon to Swindon via Shrivenham and Watchfield (SATN)	< 100 Jobs	< 1,000 Jobs	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
573	Transport	Active Modes	Didcot to Wallingford, via Hithercroft (SATN)	< 100 Jobs	5,000 - 10,000 Jobs	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
574	Water	Wastewater Treatment	Didcot Sewage Treatment Works	> 2,500 Jobs	2,500 - 5,000 Jobs	Negligible Impact	High Positive Impact	Negligible Impact	Negligible Impact	Negligible Impact	Low Positive impact
575	Energy and Utilities	Energy Infrastructure	Didcot Power Station Heat Network	< 100 Jobs	2,500 - 5,000 Jobs	Moderate Positive Impact	High Positive Impact	Negligible Impact	Negligible Impact	Negligible Impact	Very High Positive Impact
576	Water	Wastewater Treatment	Culham Sewage Treatment Works	> 2,500 Jobs	2,500 - 5,000 Jobs	Negligible Impact	High Positive Impact	Negligible Impact	Negligible Impact	Negligible Impact	Low Positive impact
577	Energy and Utilities	Energy Infrastructure	Culham Campus Heat Network	< 100 Jobs	1,000 - 2,500 Jobs	Moderate Positive Impact	High Positive Impact	Negligible Impact	Negligible Impact	Negligible Impact	Very High Positive Impact
579	Water	Wastewater Treatment	Abingdon-on-Thames Sewage Treatment Works	> 2,500 Jobs	2,500 - 5,000 Jobs	Negligible Impact	Moderate Positive Impact	Negligible Impact	Negligible Impact	Negligible Impact	Low Positive impact
580	Transport	Active Modes	Abingdon to Shippon via A34 pedestrian bridge (SATN)	< 100 Jobs	1,000 - 2,500 Jobs	High Positive Impact	High Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
581	Transport	Active Modes	Abingdon to Oxford via Radley and Kennington (SATN)	< 100 Jobs	1,000 - 2,500 Jobs	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
582	Transport	Active Modes	Abingdon to Culham, with Thames Crossing (SATN)	< 100 Jobs	< 1,000 Jobs	High Positive Impact	High Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
583	Transport	Active Modes	Abingdon to Berinsfield via A415 (SATN)	< 100 Jobs	1,000 - 2,500 Jobs	High Positive Impact	High Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
585	Water	Wastewater Treatment	Church Hanborough Sewage Treatment Works	> 2,500 Jobs	2,500 - 5,000 Jobs	Negligible Impact	Low Positive impact	Negligible Impact	Negligible Impact	Negligible Impact	Low Positive impact
586	Transport	Highways	A4095 SLR Howes Lane	> 2,500 Jobs	2,500 - 5,000 Jobs	Low Positive impact	Moderate Positive Impact	Low Positive impact	Low Positive impact	Low Positive impact	Negligible Impact
587	Water	Wastewater Treatment	Bicester Sewage Treatment Works	> 2,500 Jobs	5,000 - 10,000 Jobs	Negligible Impact	Moderate Positive Impact	Negligible Impact	Negligible Impact	Negligible Impact	Low Positive impact
141	Green Infrastructure	Flood Risk Management, Green Infrastructure	Freshwater Habitats Trust - Ock and Thame Farmers: Freshwater and Floodplain Restoration Landscape Recovery	< 100 Jobs	< 1,000 Jobs	High Positive Impact	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Negligible Impact	Low Positive impact
498	Health and Social Care	Primary Healthcare and Public Health	Great Western Park Health Centre, Didcot	< 100 Jobs	< 1,000 Jobs	High Positive Impact	Moderate Positive Impact	Negligible Impact	Negligible Impact	Low Positive impact	Low Positive impact
589	Energy and Utilities	Energy Infrastructure	New Didcot GSP	500 - 1000 Jobs	> 10,000 Jobs	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Very High Positive Impact

Sifting ID	Type	Sub Type	Project
563	Transport	Active Modes	Wheatley to Oxford (SATN)
564	Transport	Active Modes	Wantage to Harwell Campus (SATN)
565	Water	Wastewater Treatment	Wantage Sewage Treatment Works
566	Transport	Active Modes	Ock Street (SATN)
567	Transport	Active Modes	Milton Park to Abingdon, west of Sutton Courtenay (SATN)
568	Transport	Active Modes	Henley-on-Thames to Caversham in Reading (SATN)
569	Transport	Active Modes	Harwell Campus to Didcot, via Hagbourne Hill (SATN)
570	Transport	Active Modes	Harwell Campus to Didcot via Milton Heights and Milton Park (SATN)
571	Transport	Active Modes	Grove to Milton Park and Didcot, via Steventon (Cinder Track extension) (SATN)
572	Transport	Active Modes	Faringdon to Swindon via Shrivenham and Watchfield (SATN)
573	Transport	Active Modes	Didcot to Wallingford, via Hithercroft (SATN)
574	Water	Wastewater Treatment	Didcot Sewage Treatment Works
575	Energy and Utilities	Energy Infrastructure	Didcot Power Station Heat Network
576	Water	Wastewater Treatment	Culham Sewage Treatment Works
577	Energy and Utilities	Energy Infrastructure	Culham Campus Heat Network
579	Water	Wastewater Treatment	Abingdon-on-Thames Sewage Treatment Works
580	Transport	Active Modes	Abingdon to Shippon via A34 pedestrian bridge (SATN)
581	Transport	Active Modes	Abingdon to Oxford via Radley and Kennington (SATN)
582	Transport	Active Modes	Abingdon to Culham, with Thames Crossing (SATN)
583	Transport	Active Modes	Abingdon to Berinsfield via A415 (SATN)
585	Water	Wastewater Treatment	Church Hanborough Sewage Treatment Works
586	Transport	Highways	A4095 SLR Howes Lane
587	Water	Wastewater Treatment	Bicester Sewage Treatment Works
141	Green Infrastructure	Flood Risk Management, Green Infrastructure	Freshwater Habitats Trust - Ock and Thame Farmers: Freshwater and Floodplain Restoration Landscape Recovery
498	Health and Social Care	Primary Healthcare and Public Health	Great Western Park Health Centre, Didcot
589	Energy and Utilities	Energy Infrastructure	New Didcot GSP

Environment				Place				Social			Productivity				Connectivity				Environment	Place	Social	Productivity	Connectivity	Appraisal Score	Weighted Scenario - Growth Focused
2	3	1	1	0	0	0	1	4	2	3	0	0	3	2	2	4	1	1	7	1	12	5	8	33	33
2	3	1	1	0	3	0	1	4	2	0	0	4	3	3	2	4	1	1	7	4	8	10	8	37	44
2	1	3	4	4	4	0	0	2	0	0	4	2	0	2	0	0	0	1	10	8	3	8	1	30	44
2	3	1	1	0	2	0	1	4	2	3	0	1	3	3	2	4	1	1	7	3	12	7	8	37	40
2	3	1	1	0	3	0	1	4	2	3	0	3	3	3	2	4	1	1	7	4	12	9	8	40	46
2	3	1	1	0	0	0	1	4	2	0	0	0	3	2	2	4	1	1	7	1	8	5	8	29	29
2	3	1	1	0	3	0	1	4	2	0	0	4	3	3	2	4	1	1	7	4	8	10	8	37	44
2	3	1	1	0	3	0	1	4	2	0	0	4	3	3	2	4	1	1	7	4	8	10	8	37	44
2	3	1	1	0	4	0	1	4	2	0	0	4	3	3	2	4	1	1	7	5	8	10	8	38	46
2	3	1	1	0	0	0	1	4	2	0	0	0	3	2	2	4	1	1	7	1	8	5	8	29	29
2	3	1	1	0	2	0	1	4	2	0	0	3	3	2	2	4	1	1	7	3	8	8	8	34	39
2	1	3	4	4	4	0	0	2	0	0	4	2	0	3	0	0	0	1	10	8	3	9	1	31	45
0	4	3	1	0	4	2	0	1	0	2	0	2	2	3	0	0	0	4	8	6	4	7	4	29	35
2	1	3	4	4	3	2	0	2	0	0	4	2	0	3	0	0	0	1	10	9	3	9	1	32	45
0	4	3	1	0	2	2	0	1	0	3	0	1	2	3	0	0	0	4	8	4	5	6	4	27	30
2	1	3	4	4	2	0	0	2	0	1	4	2	0	2	0	0	0	1	10	6	4	8	1	29	41
2	3	1	1	0	2	0	1	4	2	0	0	1	3	3	2	4	1	1	7	3	8	7	8	33	36
2	3	1	1	0	2	0	1	4	2	3	0	1	3	2	2	4	1	1	7	3	12	6	8	36	39
2	3	1	1	0	4	0	1	4	2	3	0	0	3	3	2	4	1	1	7	5	12	6	8	38	42
2	3	1	1	0	3	2	1	4	2	0	0	1	3	3	2	4	1	1	7	6	8	7	8	36	40
2	1	3	4	4	2	0	0	2	0	0	4	2	0	1	0	0	0	1	10	6	3	7	1	27	39
1	0	0	0	4	3	1	0	0	1	0	4	2	1	2	1	1	1	0	1	8	1	9	3	22	35
2	1	3	4	4	3	2	0	2	0	1	4	3	0	2	0	0	0	1	10	9	4	9	1	33	47
4	3	4	4	0	3	2	1	3	3	2	0	0	3	3	2	2	0	1	15	6	11	6	5	43	46
1	1	1	1	4	4	2	1	3	3	3	0	0	3	2	0	0	1	1	4	11	12	5	2	34	42
1	3	3	0	1	4	0	4	0	0	0	2	4	1	4	2	2	2	4	7	9	0	11	10	37	48

Sifting ID	Type	Sub Type	Project
563	Transport	Active Modes	Wheatley to Oxford (SATN)
564	Transport	Active Modes	Wantage to Harwell Campus (SATN)
565	Water	Wastewater Treatment	Wantage Sewage Treatment Works
566	Transport	Active Modes	Ock Street (SATN)
567	Transport	Active Modes	Milton Park to Abingdon, west of Sutton Courtenay (SATN)
568	Transport	Active Modes	Henley-on-Thames to Caversham in Reading (SATN)
569	Transport	Active Modes	Harwell Campus to Didcot, via Hagbourne Hill (SATN)
570	Transport	Active Modes	Harwell Campus to Didcot via Milton Heights and Milton Park (SATN)
571	Transport	Active Modes	Grove to Milton Park and Didcot, via Steventon (Cinder Track extension) (SATN)
572	Transport	Active Modes	Faringdon to Swindon via Shrivenham and Watchfield (SATN)
573	Transport	Active Modes	Didcot to Wallingford, via Hithercroft (SATN)
574	Water	Wastewater Treatment	Didcot Sewage Treatment Works
575	Energy and Utilities	Energy Infrastructure	Didcot Power Station Heat Network
576	Water	Wastewater Treatment	Culham Sewage Treatment Works
577	Energy and Utilities	Energy Infrastructure	Culham Campus Heat Network
579	Water	Wastewater Treatment	Abingdon-on-Thames Sewage Treatment Works
580	Transport	Active Modes	Abingdon to Shippon via A34 pedestrian bridge (SATN)
581	Transport	Active Modes	Abingdon to Oxford via Radley and Kennington (SATN)
582	Transport	Active Modes	Abingdon to Culham, with Thames Crossing (SATN)
583	Transport	Active Modes	Abingdon to Berinsfield via A415 (SATN)
585	Water	Wastewater Treatment	Church Hanborough Sewage Treatment Works
586	Transport	Highways	A4095 SLR Howes Lane
587	Water	Wastewater Treatment	Bicester Sewage Treatment Works
141	Green Infrastructure	Flood Risk Management, Green Infrastructure	Freshwater Habitats Trust - Ock and Thame Farmers: Freshwater and Floodplain Restoration Landscape Recovery
498	Health and Social Care	Primary Healthcare and Public Health	Great Western Park Health Centre, Didcot
589	Energy and Utilities	Energy Infrastructure	New Didcot GSP

Delivery - responsible party	Delivery partners	Strategic Infrastructure Dependency	Status Notes	Location	Delivery Timescales	Cost	Cost Notes	Funding Notes	Delivery Risks and Complexity Notes	Source
Oxfordshire County Council, Developers	Active Modes England, Local Authorities, Walk Wheel Cycle Trust			Wheatley to Oxford						
Oxfordshire County Council, Developers	Active Modes England, Local Authorities, Walk Wheel Cycle Trust			Wantage to Harwell Campus						SATN, Science Vale Active Modes Network Route 1 (part of LTCP)
Thames Water	Developers		End Year estimated 2030	Wantage and Grove area	2030	£39,710,000	AMP8	Thames Water		Thames Water AMP8 and South and Vale Water Cycle Study for the ILP
Oxfordshire County Council, Developers	Active Modes England, Local Authorities, Walk Wheel Cycle Trust			Abingdon	Medium and Long Term		All ABP04 schemes are design dependent			SATN, Abingdon LCWIP
Oxfordshire County Council, Developers	Active Modes England, Local Authorities, Walk Wheel Cycle Trust			Didcot to Abingdon						SATN
Oxfordshire County Council, Developers	Active Modes England, Local Authorities, Walk Wheel Cycle Trust			Henley-on-Thames to Reading						SATN, Expected to feature in upcoming Henley-on-Thames LCWIP
Oxfordshire County Council, Developers	Active Modes England, Local Authorities, Walk Wheel Cycle Trust			Harwell Campus to Didcot						SATN, Science Vale Active Modes Network (SVATN LTCP), Didcot LCWIP
Oxfordshire County Council, Developers	Active Modes England, Local Authorities, Walk Wheel Cycle Trust			Harwell Campus to Didcot						SATN, Didcot LCWIP, SVATN route 4 (part of LTCP)
Oxfordshire County Council, Developers	Active Modes England, Local Authorities, Walk Wheel Cycle Trust			Grove to Didcot						SATN, Didcot LCWIP, SVATN Route 2 (Part of LTCP)
Oxfordshire County Council, Developers	Active Modes England, Local Authorities, Walk Wheel Cycle Trust			Faringdon to Swindon						SATN
Oxfordshire County Council, Developers	Active Modes England, Local Authorities, Walk Wheel Cycle Trust			Didcot to Wallingford						SATN, LTCP
Thames Water	Developers		Scheme due to complete in 2028 and 2033	Didcot	2028-2033	£92,659,000	AMP8	Thames Water		Thames Water AMP8 and South and Vale Water Cycle Study for the ILP
To be confirmed, currently investigated by Vale of White Horse District	Developers			Didcot	2035-45	Unknown	Techno-economic feasibility study due for completion in summer 2026 will provide estimates of capital costs. It is unlikely there will be further council funds available in the techno-economic feasibility study.	Funding has been secured to undertake the techno-economic feasibility study.	Key delivery risks include high upfront capital costs required to deliver heat network	The overlapping opportunities for capturing waste heat in this area from alignment of National Zoning
Thames Water	Developers		Scheme is being designed and due to complete in 2027 and 2032	Culham	2027-2032	£27,260,000	AMP8	Thames Water		Thames Water AMP8 and South and Vale Water Cycle Study for the ILP
To be confirmed, currently investigated by South Oxfordshire District	Developers			Culham	2035-45	Unknown	Techno-economic feasibility study due for completion in summer 2026 will provide estimates of capital costs. It is unlikely there will be further council funds available in the techno-economic	Internal council funding is being used to undertake the techno-economic	Key delivery risks include high upfront capital costs required to deliver heat network	Culham has been designated as the first AI Growth Zone by the UK government. As part of this, a
Thames Water	Developers		Scheme is being designed and due to complete in 2027	Abingdon	2027	Unknown	AMP8	Thames Water		Thames Water AMP8 and South and Vale Water Cycle Study for the ILP
Oxfordshire County Council, Developers	Active Modes England, Local Authorities, Walk Wheel Cycle Trust			Abingdon to Shippon						Abingdon LCWIP
Oxfordshire County Council, Developers	Active Modes England, Local Authorities, Walk Wheel Cycle Trust			Abingdon to Oxford						SATN, Abingdon LCWIP and Oxford LCWIP
Oxfordshire County Council, Developers	Active Modes England, Local Authorities, Walk Wheel Cycle Trust			Abingdon to Culham						Abingdon LCWIP, Allocation for Culham (adopted and emerging Local Plans), SATN
Oxfordshire County Council, Developers	Active Modes England, Local Authorities, Walk Wheel Cycle Trust			Abingdon to Berinsfield						Referenced in Didcot and Abingdon LCWIP, South Oxfordshire IDP, SATN
Thames Water	Developers		Due to complete in 2027		2027	Unknown	AMP8	Thames Water		Thames Water AMP8
Hallam Land developers / OCC			Planning application due to be submitted in 2026; just appointing Stantec for application + detailed design; in negotiations with Homes		2026/27 detailed design; delivery 2028 if permissions and	£30,000,000		£4m OCC corporate front-funding allocated for detailed design; £7m		
Thames Water	Developers			Bicester		£92,090,000	AMP8	Thames Water		Thames Water AMP8
Freshwater Habitats Trust	Multiple partner organisations including Earth Trust, Environment		The project is currently at designing stages with investment engagement	Project Area across the Ock and Thame Catchments	April 2026 to completion in March 2056	£37,500,000	Estimated cost of £25-50 million over 20 years.	The project is currently at development phase which is funded through Round		Oxon Green Futures
NHS BOB ICB / Developers	BOB ICB, Vale of White Horse District Council, Developer (Taylor		Planning application approved in April 2025. Current issues being resolved include reimbursement mechanism of service	Didcot						https://www.bucksoxonberksw.icb.nhs.uk/our-places/great-western-park-didcot-gp-services
National Grid	Linxon		Works beginning							SSEN



A3

Appendix 3 - OXIS Project List

Sitting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Description	Project Scope	Confidence in Information	Basis of Requirement	Project Status	Spatial Impacts	Funding Status	Sitting Outcomes		Delivery - responsible party	Delivery partners	Requirement Description	Strategic Infrastructure Dependency	Homes Directly Supported by Project (dwellings)	Housing sites linked to project	Jobs Directly Supported by Project (FTE)
1	Water	Flood Risk Management, Green Infrastructure	Oxford Flood Alleviation Scheme	Delivery of a two-stage channel within the floodplain west of Oxford to improve water flow and reduce flood risk to developed areas. The scheme will create a new stream and wetland corridor, spanning approximately 5 km from north of Botley Road to the River Thames south of the A423 Kennington Railway Bridge. It adopts a	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Oxfordshire Scale	Partially funded	Progress to Prioritisation		Environment Agency	Oxfordshire County Council, Oxford City Council, Vale of White Horse District Council, Thames Water, Thames Regional	To reduce flood risk to all properties in Oxford currently at risk of flooding, as well as other utilities including railways, local	Delivery of the scheme will enable reopening of the Cowley Branch line to passengers services by providing flood		No direct link to strategic housing sites, however flood mitigation across the area may support development opportunities in	1284
2	Green Infrastructure	Flood Risk Management, Green Infrastructure	Evenlode Landscape Recovery	The Evenlode Landscape Recovery Project, led by the North East Cotswold Farmer Cluster CIC, aims to restore the habitats of (the Evenlode, Glyme and Dorn) rivers, to deliver clean water, natural flood management, carbon sequestration, nature recovery and related social outcomes. The project will cover	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Larger Than Oxfordshire	Partially funded	Progress to Prioritisation		The North East Cotswolds Farmer Cluster CIC	Oxfordshire County Council, DEFRA					10
3	Green Infrastructure	Flood Risk Management, Green Infrastructure	Oxfordshire Nature Recovery Fund (ONReF)	The Oxfordshire Nature Recovery Fund (ONReF) provides early-stage funding for natural capital projects that deliver biodiversity gains and financial returns by: Creating habitat banks to meet mandatory Biodiversity Net Gain (BNG) targets.	In Scope	Partial Information	Strategic innovation and enhancements	Pending	Oxfordshire Scale	Partially funded	Retained in Stage 1		Trust for Oxfordshire's Environment						
4	Green Infrastructure	Green Infrastructure	43.6 Ha of general green space - Bicester	Provision of 43.6 Ha of general green space according to standards assessed for 7500 dwellings.	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - Cherwell	Developer Direct Delivery or Contributions	Retained in Stage 1		Developers	CDC, landowners				BIC H1	
7	Water	Water Supply	Upgrade of the supply boosters at Woodstock	Strategic water supply upgrades to the Woodstock water booster station to support growth North of Woodstock	In Scope	Partial Information	Mitigating impacts of new development	Ambition	Local Authority Scale - West Oxfordshire	No funding	Retained in Stage 1		Thames Water	Thames Water					
8	Water	Water Supply	Thames Water Metering Programme	Ongoing rollout of smart water metres and data services	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Oxfordshire Scale	Fully funded	Retained in Stage 1		Thames Water						
9	Water	Water Supply	Thames Water Leakage Reduction Works	Programme of works to reduce leakage in the area, including active leak detection, mains renewal and pressure management.	In Scope	Partial Information	Maintenance or refurbishment	Committed	Oxfordshire Scale	Fully funded	Retained in Stage 1		Thames Water						
11	Water	Water Supply	South East Strategic Reservoir Option (SESRO) Abingdon Reservoir	Proposed new reservoir exceeding 30 million cubic metres of water storage, together with associated development required for the construction and operation of the project including, but not limited to, water transfer tunnel/pipelines; water inlet and outlet structures; pumping stations; watercourse diversions; new	In Scope	Partial Information	Enabling new development, Mitigating impacts of new development	Pending	Larger Than Oxfordshire	Fully funded	Retained in Stage 1		Thames Water	Thames Water - Lead (also on behalf of Affinity Water and Southern Water)	Oxfordshire and the wider South East region face significant water stress. Modelling of future water resources				
12	Water	Water Supply	Severn to Thames Transfer	Proposed Strategic Resource Option (SRO) involving raw water transfer from the River Severn Catchment to the River Thames Catchment	In Scope	Partial Information	Enabling new development, Strategic innovation and enhancements	Investigation	Larger Than Oxfordshire	Partially funded	Progress to Prioritisation		Thames Water	Severn Trent, United Utilities	Development of a new water resource (i.e. Severn to Thames Transfer (STT) or the South East Strategic Reservoir Option) in		All sites		
14	Water	Water Supply	Improvements to Moulsoford groundwater source output	Improvement of the Moulsoford Chalk groundwater source to increase deployable output as part of WRMP24 to enhance supply resilience in the Swindon-Oxford-London area. Option deployable output of around 8Ml/d.	In Scope	Partial Information	Mitigating impacts of new development, Strategic innovation and enhancements	Investigation	Larger Than Oxfordshire	To be confirmed	Progress to Prioritisation		Thames Water						
15	Water	Water Supply	Development of Oxford Canal - Transfer from Dukes Cut to Farmoor	Conveyance option to transfer raw water from Oxford Canal at Duke's Cut into the River Thames upstream of the Farmoor intake. The scheme is mutually exclusive with the Oxford Canal to Cropredy conveyance option. This will deliver benefit of 10.3 Mld pipeline capacity.	In Scope	Partial Information	Mitigating impacts of new development, Strategic innovation and enhancements	Investigation	Larger Than Oxfordshire	To be confirmed	Progress to Prioritisation		Thames Water						
17	Water	Wastewater Treatment	Oxford Sewage Treatment Works Upgrade	Major upgrade of the Oxford Sewage Treatment Works to provide a significant increase in treatment capacity, larger storm tanks and a higher quality of treated effluent going into the river. This is expected to address population forecasts to 2040. Ongoing investigations post this date are in the pipeline as Thames Water will	In Scope	Partial Information	Enabling new development, Mitigating impacts of new development	Committed	Oxfordshire Scale	To be funded by delivery bodies	Progress to Prioritisation		To be funded by TW and developers		To facilitate growth and protect the environment		18000	Scheme agreed to allow for occupation of development from 2027. The Environment Agency had previously challenged planning	35000
18	Water	Wastewater Treatment	Cassington Sewage Treatment Works Upgrade	Cassington Sewage Treatment Works (STW) upgrade to improve its ability to treat the volumes of incoming sewage and reduce need for untreated discharges in wet weather.	In Scope	Partial Information	Mitigating impacts of new development	Under Construction	Oxfordshire Scale	Fully funded	Retained in Stage 1		Thames Water					KID H1	
19	Water	Wastewater Treatment	Banbury Sewage Treatment Works Upgrade	Banbury Sewage Treatment works (STW) upgrade programme to increase capacity from 266 to 490 litres per second, reducing the need for untreated discharges in wet weather and providing a higher quality of treated effluent going to watercourses.	In Scope	Partial Information	Enabling new development, Mitigating impacts of new development	Under Construction	Local Authority Scale - Cherwell	Fully funded	Retained in Stage 1		Thames Water	Oxfordshire County Council, Local Planning Authorities and the Environment Agency				Banbury Regeneration	
20	Water	Wastewater Treatment	Banbury 4 - Bankside Phase 2, Extension and enlargement of Bankside Phase 1 connections and pumping station if required.	Extension and enlargement of Bankside Phase 1 connections and pumping station if required. This is to support Banbury 4- Bankside Phase 2 sites.	In Scope	Partial Information	Mitigating impacts of new development	Ambition	Non-strategic	Developer Direct Delivery or Contributions	Retained in Stage 1		Thames Water		Ensure utilities infrastructure grows at the same rate as communities		Banbury 4 - Bankside Phase 2 (BAN MU1, BAN MU2, BAN H3)		
21	Water	Wastewater Treatment	Banbury 1 Canalside - Relocating or Realigning of twin foul rising main	Relocating or realigning of twin foul rising main at Canalside, Banbury	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Non-strategic	Developer Direct Delivery or Contributions	Retained in Stage 1		Thames Water	Environment Agency, Cherwell District Council and Developers	Ensure utilities infrastructure grows at the same rate as communities and to be able to accommodate future development		BAN H3, BAN MU1, BANMU/2 and BAN E1		
22	Water	Wastewater Treatment	Witney Sewage Treatment Works Upgrade	Witney STW is being upgraded at a cost of more than £16 million. This work will provide a major increase in treatment capacity, from 240 to 399 litres per second. This will reduce the need for untreated discharges in wet weather. This work is expected to complete in autumn 2025.	In Scope	Partial Information	Mitigating impacts of new development	Under Construction	Local Authority Scale - West Oxfordshire	Fully funded	Retained in Stage 1		Thames Water	Thames Water	Expects location to meet all government targets for storm overflows by 2040-2045				
23	Water	Wastewater Treatment	Chipping North Sewage Treatment Works Upgrade	Chipping Norton STW is being upgraded at a cost of more than £5 million. This will improve its ability to treat the volumes of incoming sewage reducing the need for untreated discharges in wet weather. The scheme is due to complete in 2027.	In Scope	Partial Information	Mitigating impacts of new development	Under Construction	Local Authority Scale - West Oxfordshire	Fully funded	Retained in Stage 1		Thames Water	Thames Water	Location to meet all government targets for storm overflows by 2040 - 2045				
24	Water	Flood Risk Management	River Windrush (Witney) Flood Storage Area	West End Link Road flood storage area on the flood plain of the River Windrush upstream of Witney. Emerging evidence indicates that significant upstream water management and attenuation would be required.	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - West Oxfordshire	No funding	Progress to Prioritisation		Environment Agency	WODC / OCC / Environment Agency / Developers	To offset impacts of the West End Link Road and manage flooding upstream	Delivery of the scheme will be linked to the West End Link Road. West End Link Road is undergoing feasibility study stage as of	1250	No direct link, however delivery of the West End Link Road is identified to be able to unlock growth in the North Witney Strategic	
26	Water	Flood Risk Management	Ditch clearance programme throughout the District	Annual ditch clearance programme throughout West Oxfordshire	In Scope	Partial Information	Maintenance or refurbishment	Committed	Local Authority Scale - West Oxfordshire	Partially funded	Retained in Stage 1		West Oxfordshire District Council	WODC / Developers					
27	Social Infrastructure	Further and Higher Education	Further Education Facility at Kidlington	Emerging plans for a further education facilitating at Kidlington	In Scope	Poor Information	Mitigating impacts of new development	Ambition	Oxfordshire Scale	To be confirmed	Retained in Stage 1		FE providers						
28	Social Infrastructure	Secondary Education	New secondary school - North West Bicester	New secondary school provision to accommodate growth to 2042: New Secondary School - North West Bicester. Currently assumed as 6FE including sixth form - may need to grow larger depending on uptake / mix of residents	In Scope	Comprehensive Information	Mitigating impacts of new development	Pending	Oxfordshire Scale	Developer Direct Delivery or Contributions	Retained in Stage 1		Developers	OCC Education providers Housing developers				All sites with residential use	
29	Social Infrastructure	Secondary Education	New secondary school - Kidlington / Begbroke	Secondary school (900- place) at Land East of the A44 with capacity on site and land to expand to be able to accommodate 1100 pupils. (Proportionate contributions from individual sites)	In Scope	Comprehensive Information	Mitigating impacts of new development	Pending	Oxfordshire Scale	Developer Direct Delivery or Contributions	Retained in Stage 1		Developers	OCC Education providers Housing developers				KID H1	
30	Social Infrastructure	Secondary Education	New secondary school - Banbury	New secondary school provision including new playing fields and playing grounds to be located in the south of the Salt Way site (in addition to recent expansion of Blessed George Napier by ZFE at Bankside Phase 2)	In Scope	Partial Information	Mitigating impacts of new development	Pending	Oxfordshire Scale	Developer Direct Delivery or Contributions	Retained in Stage 1		Developers	OCC Education providers Housing developers				All sites with residential use	
31	Social Infrastructure	Secondary Education	Gosford Hill Secondary School Rebuild	Rebuild of Gosford Hill Secondary School on the existing site next to existing buildings for 900 school places with potential to expand further if required. Including car parking, landscaping and re- instatement of access from	In Scope	Comprehensive Information	Maintenance or refurbishment	Committed	Oxfordshire Scale	Fully funded	Retained in Stage 1		Department for Education Schools Rebuilding Programme	Department for Education Contract				N/A	
32	Social Infrastructure	Secondary Education	Heyford Park School Expansion	Proposed secondary expansion of the Heyford Park School from two forms of entry to three to meet future demand. Existing proposals include expansion of the secondary phase starting from September 2027, consolidating secondary provision at the Officers Mess site where new purpose-built specialist facilities for	In Scope	Comprehensive Information	Mitigating impacts of new development	Committed	Oxfordshire Scale	Fully funded	Retained in Stage 1		Heyford Park School	Oxfordshire County Council, the EPA Trust					
33	Social Infrastructure	Leisure Facilities	Expansion of existing Bicester Leisure Centre	Expansion of existing Bicester Leisure Centre including a new indoor sports hall and new learning pool.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		CDC OCC Bicester TC Private sector developers Sports clubs and organisations Schools	CDC OCC Bicester TC Private sector developers Sports clubs and organisations Schools				BIC H1	
34	Social Infrastructure	Leisure Facilities	Kidlington and Gosford Leisure Centre redevelopment	Development of leisure provision at Kidlington and Gosford Leisure Centre - new learner pool being considered.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Developers	CDC				KID H1	
35	Social Infrastructure	Leisure Facilities	Refurbishment of off-site library Cherwell	Reconfiguration and refurbishment of off-site library to provide additional capacity for growth	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Developers	OCC				RUR H1	
36	Social Infrastructure	Leisure Facilities	Sports hall at PR8 Secondary School	Sports hall at PR8 Secondary School for shared community use ?one additional 4 court sports hall to Sport England specification	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Developers	OCC CDC				KID H1	
37	Transport	Highways	Highways and environmental improvements to the Central corridor	Highways and environmental improvements to the Central corridor: Kings End and Queens.	In Scope	Partial Information	Mitigating impacts of new development, Strategic innovation and enhancements	Committed	Local Authority Scale - Cherwell	To be confirmed	Non-Strategic		OCC Private sector developers	OCC Private sector developers				All sites	
38	Social Infrastructure	Further and Higher Education	Oxford Brookes Headington Hill site	Oxford Brookes is constructing two new buildings at its Headington Hill site. The university is also developing the Clive Booth Student Village.	In Scope	Partial Information	Strategic innovation and enhancements	Completed	Larger Than Oxfordshire	Fully funded	Retained in Stage 1		Oxford Brookes						
39	Social Infrastructure	Further and Higher Education	University of Oxford Additional Teaching and Research Facilities	University of Oxford seeks to improve their existing facilities and accommodate the need for new space for teaching and research. Existing masterplan areas include Radcliffe Observatory Quarter, Park Hospital / Old Road Campus, Tinbergen redevelopment, Science Area and Begbroke Science Park. Student housing is	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Larger Than Oxfordshire	Partially funded	Progress to Prioritisation		University of Oxford		To provide a better environment for higher education research and teaching		1400		1000
40	Health and Social Care	Further and Higher Education, Acute Healthcare	Extension to Clinical Biomanufacturing Facility, Churchill Hospital	The Clinical Biomanufacturing Facility (CBF) at Churchill Hospital is being extended with a new modular manufacturing building. This extension, approved by Oxford City Council, will enhance the facility's capacity to produce investigational medicinal products (IMPs) for clinical trials. The project includes a new building.	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Larger Than Oxfordshire	Fully funded	Retained in Stage 1		University of Oxford	Oxford University Hospital				No direct links to housing sites	
41	Social Infrastructure	Leisure Facilities	Blackbird Leys Community Hub	Provision of BBL Community Hub as part of wider regeneration efforts within the estate.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Oxford City Council						
42	Social Infrastructure	Leisure Facilities	North Oxford Community Centre	Investment into North Oxford Community Centre, to create hub with Ferry Leisure Centre	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Oxford City Council						
43	Social Infrastructure	Leisure Facilities	Refurbishment and extension of existing Ferry Leisure Centre	Refurbishment and extension of existing Ferry Leisure Centre	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Oxford City Council						
44	Health and Social Care	Further and Higher Education, Mental Healthcare	Warneford Park Mental Health Hospital and Medical Research Campus	Development of a world class, state-of-the-art medical research campus focused on mental health at the current Warneford Hospital site in Headington. This includes a new mental hospital which will provide Warneford Hospital in modern form and consolidation of other mental health wards in Oxford City; a new	In Scope	Comprehensive Information	Strategic innovation and enhancements	Committed	Larger Than Oxfordshire	Partially funded	Progress to Prioritisation		Oxford Health NHS Foundation Trust	University of Oxford	The site contains the current Warneford Hospital which comprises a patchwork of disjointed Grade II listed buildings across a	Initial investigations from Thames Water has identified an inability of the existing water network infrastructure to	230	The site is expected to directly deliver 230 student accommodation units (272 beds) across all phases, of which 175 beds are	
45	Health and Social Care	Primary Healthcare and Public Health	Bicester Health Centre Extension	Extension of Bicester Health Centre to generate additional clinical space	In Scope	Partial Information	Enabling new development	Committed	Local Authority Scale - Cherwell	Fully funded	Retained in Stage 1		BOB ICB	Bicester Health Centre	Ensure health infrastructure grows at the same rate as communities		7977	All residential sites in the Bicester area	
46	Health and Social Care	Primary Healthcare and Public Health	New Diamond Place Health Centre at Summertown	New health centre in the preferred option of Summertown (Diamond Place), consolidating Banbury Road and Summertown surgeries. Potential to also include consolidation of Wolvecroft surgery.	In Scope	Partial Information	Addressing existing shortfalls	Ambition	Non-strategic	To be confirmed	Retained in Stage 1		BOB ICB	Oxford City Council as landowner	The project will mainly consist of service consolidation and will be expected to serve existing patients rather than new		180	Delivery of the site is likely to be linked to the Diamond Place and Ewert House development allocated for at least 180	
47	Health and Social Care	Primary Healthcare and Public Health	Central City Community Healthcare Hub	Oxford Health NHS Foundation Trust proposes three new community healthcare hubs to serve Oxford City and its nearby small towns and villages. East Oxford Health Centre is an existing NHS site from which services are provided already. There are currently no proposals to redesign the layout of the estate	In Scope	Partial Information	Strategic innovation and enhancements	Completed	Local Authority Scale - Oxford City	Completed	Retained in Stage 1		Oxford Health NHS Foundation Trust		East Oxford Health Centre is expected to continue host the Oxford City facing patient clinics and a visiting out of hours service.			Existing service with no linked direct housing sites	
48	Health and Social Care	Primary Healthcare and Public Health	North City Community Healthcare Hub	Oxford Health NHS Foundation Trust proposes three new community healthcare hubs to serve Oxford City and its nearby small towns and villages. North City (Jordan Hill, Murray House) is expected to serve the northern part of Oxford. Murray House is operational since May 2025.	In Scope	Partial Information	Strategic innovation and enhancements	Completed	Local Authority Scale - Oxford City	Completed	Retained in Stage 1		Oxford Health NHS Foundation Trust					No direct strategic employment sites linked to the project, although this is expected to serve the northern parts of Oxford City	
49	Health and Social Care	Primary Healthcare and Public Health	South City Community Healthcare Hub	Oxford Health NHS Foundation Trust proposes three new community healthcare hubs to serve Oxford City and its nearby small towns and villages. South City Hub is the last community healthcare hub to be created as part of the Oxford City Healthcare Hubs programme to bring healthcare teams and services to improve	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - Oxford City	To be confirmed	Progress to Prioritisation		Oxford Health NHS Foundation Trust					No known direct link to strategic housing sites	
52	Health and Social Care	Primary Healthcare and Public Health	Woodstock Surgery Relocation	Potential relocation of Woodstock Surgery through new build	In Scope	Partial Information	Maintenance or refurbishment Mitigating impacts of new development	Investigation	Local Authority Scale - West Oxfordshire	Partially funded	Non-Strategic		BOB ICB, Woodstock Surgery	BOB ICB, Woodstock Surgery	Reports has highlighted the existing surgery's status as not fit for purpose. There is also increasing demand from new			Unknown - location of the new service has yet to be determined	
53	Health and Social Care	Primary Healthcare and Public Health	New premises for a family and children's centre at Berinsfield	New premises for a family and children's centre at Berinsfield	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	Retained in Stage 1		Oxfordshire County Council / South Oxfordshire District Council / Developer	Oxfordshire County Council / South Oxfordshire District Council / Developer	To be delivered as part of the allocation (Land at Berinsfield Garden Village)		1700	Land at Berinsfield Garden Village	
54	Health and Social Care	Acute Healthcare	Bicester Community Hospital Extension	Extension to Bicester Community Hospital to provide a second storey.	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - Cherwell	No funding	Progress to Prioritisation		Oxford University Hospital Trust (OUHT)	BOB ICB, NHS England				All sites with residential use	

Siting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Employment sites linked to project	Status Notes	Location	Postcode	Phasing	Delivery Timescales	Start Year	End Year	Cost	Theoretical Cost	Cost Notes	Funding Notes	Source
1	Water	Flood Risk Management, Green Infrastructure	Oxford Flood Alleviation Scheme	No direct link to strategic employment sites	As of May 2025, the Secretary of State has approved the Compulsory Purchase Order enabling procurement of land needed for		https://www.oxfordshirelocalcouncil.com/wp-content/uploads/2024/03/OFAS-scheme-route-map-scaled.jpg	Short Term (to 2030), Medium Term (2030-40)	Expects construction to start in late 2026	2025	2035			Theoretical cost updated based on NISTA information	Funding mechanisms for the project to be finalised at present with Full Business Case to be submitted to the	Oxford IDP (October 2023); Engagement with the Environment Agency; NISTA Infrastructure Pipeline
2	Green Infrastructure	Flood Risk Management, Green Infrastructure	Evenlode Landscape Recovery	Ten direct permanent jobs will be created along with skills sharing opportunities with other areas	Investment Ready	Cotswolds	https://www.cotswoldfarmers.org/evenlode-landscape-recovery	Short - Long Term (2025 - 2050)	Project to run from September 2025 to September 20255	2025	2050	£75,000,000.00	£75,000,000.00	Project Value: ~75 million- ~20-30 million equity investment sought	20-30 million equity investment sought, part of the Oxon Green Future programme. Project partly funded by DEFRA	https://www.cotswoldfarmers.org/evenlode-landscape-recovery
3	Green Infrastructure	Flood Risk Management, Green Infrastructure	Oxfordshire Nature Recovery Fund (ONReF)		Investment Ready			Longer Term (2040-50), Medium Term (2030-40), Short Term (to 2030)	2016-2031	2025	2050	£11,000,000.00	£11,000,000.00	Project Value: ~6-11 million	The project will be funded by debt and/or bond finance. Part of the Oxon Green Futures programme, nature outcomes are	https://oxongreentutures.co.uk/investment-opportunities/nature-recovery/biodiversity-net-gain/oxfordshire-nature-recovery-fund
4	Green Infrastructure	Green Infrastructure	43.6 Ha of general green space - Bicester		Anticipated to be delivered through site.	Bicester area		Medium Term (2030-40)	Medium - long term			£8,895,852.00	£8,895,852.00		Developers	Cherwell IDP (December 2024)
7	Water	Water Supply	Upgrade of the supply boosters at Woodstock		No publicly available information on water supply projects in Woodstock at present. The project is also not identified in the	Woodstock		Short Term (to 2030)	2016-2021	2016	2021			Cost not known - detailed costs to be calculated in TW's Business Plan 2015-2020	Thames Water Business Plan Developers	West Oxfordshire IDP (November 2016)
8	Water	Water Supply	Thames Water Metering Programme		Ongoing project			Short Term (to 2030)	Delivery expected to be ongoing, however the current AMP8 covers up to 2030							OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
9	Water	Water Supply	Thames Water Leakage Reduction Works		Ongoing project delivery			Short Term (to 2030)	Ongoing programme however the current AMP8 covers to 2050					PR24 expects TW to deliver a 22% leakage reduction in AMP8, with c. £161m investment (per Ofwat final determination)		OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
11	Water	Water Supply	South East Strategic Reservoir Option (SESRO) Abingdon Reservoir		Development Consent Order application submitted and now at pre-application stage.	The site for the proposed new reservoir is south west of Abingdon in Oxfordshire. The site is bounded by the A34 to the east, the		Medium Term (2030-40)	The project is expected to be construction ready by 2025-20320. The current milestones as updated in August 2025 for	2029	2040	£6,600,000,000.00	£6,600,000,000.00	The scheme was previously costed at 2.2 billion based on 2021-2022 cost price base. Recent	The scheme is expected to be funded by the water companies including Thames Water, Affinity Water and Southern Water.	Cherwell IDP (December 2024)
12	Water	Water Supply	Severn to Thames Transfer		Proposal currently at Gate 2 Submission under the RAPID process			Medium Term (2030-40)	Project at investigation stage, however the earliest date for construction-ready status is Q3 2028 and commissioning completion			£1,122,500,000.00	£1,122,500,000.00	CAPEX estimate based on range of £975m and £1270m		Cherwell IDP (December 2024)
14	Water	Water Supply	Improvements to Moultsford groundwater source output		Project identified through WRMP24 WFD but no identified programme through AMP8	Wallingford		Medium Term (2030-40)	No confirmed delivery timescale at present					No confirmed cost at present		OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
15	Water	Water Supply	Development of Oxford Canal - Transfer from Dukes Cut to Farmoor		Further environmental investigations have been completed at WRMP24 and the option has been further developed however this	West Oxford		Medium Term (2030-40)	No determined option					TBC		OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
17	Water	Wastewater Treatment	Oxford Sewage Treatment Works Upgrade		Permitted development confirmed for Phase 1 & 2 works.	Oxford STW is located south of the city near Sandford-on-Thames	OX4 4XN	Short Term (to 2030)	Oxford STW July 2025 Report forecast completion of works by 2030 (Phase 1-Phase 4). Comments from stakeholders	2027	2030	£270,000,000.00	£270,000,000.00	Cost note updated based on Oxford STW July 2025 Report	Thames Water	Oxford IDP (October 2023)
18	Water	Wastewater Treatment	Cassington Sewage Treatment Works Upgrade		Latest publication by Thames Water indicates that the upgrade will be completed by late 2025.	Kidlington area		Short Term (to 2030)	Short term		2025			Costs to be determined as individual development comes forward	Upgrade is already underway and is expected to be paid through developer contributions and Thames Water's	Cherwell IDP (December 2024)
19	Water	Wastewater Treatment	Banbury Sewage Treatment Works Upgrade		The upgrade is expected to be completed by 2029	Banbury Area		Short Term (to 2030)	Short to Medium term, timescales updated based on latest TW reporting			£14,700,000.00	£14,700,000.00	Cost updated based on Thames Water reporting in April 2025 (£14.7 million)	Thames Water	Cherwell IDP (December 2024)
20	Water	Wastewater Treatment	Banbury 4 - Bankside Phase 2, Extension and enlargement of Bankside Phase 1 connections and pumping station if required.			Banbury Area		To be confirmed						Unknown	Scheme is expected to be funded by Thames Water and Developer Contributions	Cherwell IDP (June 2025)
21	Water	Wastewater Treatment	Banbury 1 Canalside - Relocating or Realigning of twin foul rising main		To be implemented as part of the delivery of Canalside CDC Reg 19 Local Plan Policy BAN M/U1	Banbury Area		Medium Term (2030-40), Short Term (to 2030)	Expected to be delivered as part of development to 2042					No known costs identified in IDP	To be funded by site developers and utility providers	Cherwell IDP (June 2025)
22	Water	Wastewater Treatment	Witney Sewage Treatment Works Upgrade			Witney		Short Term (to 2030)	2016-2025	2016	2025			Cost estimate updated based on Thame Water information		West Oxfordshire IDP (November 2016)
23	Water	Wastewater Treatment	Chipping North Sewage Treatment Works Upgrade			Chipping Norton		Short Term (to 2030)	2016-2027	2016	2027	£5,000,000.00	£5,000,000.00	£5 million		West Oxfordshire IDP (November 2016)
24	Water	Flood Risk Management	River Windrush (Witney) Flood Storage Area		Preferred scheme identified in IDP, however the Environment Agency considers that the costs outweigh the benefits of the	Witney		Short Term (to 2030)	2021-2026	2021	2026	£2,200,000.00	£2,200,000.00		\$106 funding, EA funding, other funding sources to be identified	West Oxfordshire IDP (November 2016)
26	Water	Flood Risk Management	Ditch clearance programme throughout the District		Ongoing project			Short Term (to 2030)	2016-2031	2016	2031	£225,000.00	£225,000.00		Some funding held for ditch clearance from East Eynsham Development (\$106); council revenue, and other sources of	West Oxfordshire IDP (November 2016)
27	Social Infrastructure	Further and Higher Education	Further Education Facility at Kidlington		Proposals being discussed at present although there are no publicly available information at this stage, such as the	Kidlington		To be confirmed								OxIS Stage 1 Technical Engagement
28	Social Infrastructure	Secondary Education	New secondary school - North West Bicester		To be delivered following the progression of the Strategic Sites through the planning application process. LOR bids and	Bicester area		Medium Term (2030-40)	Medium - long term			£42,532,000.00	£42,532,000.00	~42.532m @ BCIS TPI = 390	Developers	Cherwell IDP (December 2024)
29	Social Infrastructure	Secondary Education	New secondary school - Kidlington / Begbroke		County education comments on the PR8 BID application require suitable secondary school provision.	Kidlington area		Medium Term (2030-40)	Medium - long term			£38,342,000.00	£38,342,000.00	~36.342m @ BCIS TPI=390	Developers	Cherwell IDP (December 2024)
30	Social Infrastructure	Secondary Education	New secondary school - Banbury		New secondary school cost based on 600 pupil places plus associated playing fields and playing grounds.	Banbury area		Medium Term (2030-40)	Medium - long term			£25,000,000.00	£25,000,000.00	~25.006m @ BCIS TPI=390	Developers	Cherwell IDP (December 2024)
31	Social Infrastructure	Secondary Education	Oxford Hill Secondary School Rebuild		Planning consent secured on 13/06/2024 (Plan App ref 24/00070F). Fully funded by the Dept for Education This project is within	Kidlington area		Short Term (to 2030)	Short term 2024-2026/27	2024	2027	£45,000,000.00	£45,000,000.00	~45 million based on 2025 values	100% Department for Education Schools Rebuilding Programme	Cherwell IDP (December 2024)
32	Social Infrastructure	Secondary Education	Heyford Park School Expansion		Planning application permitted (24/02771/F)	Heyford	OX25 5HH	Short Term (to 2030)							Funded through \$106 expenditure	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
33	Social Infrastructure	Leisure Facilities	Expansion of existing Bicester Leisure Centre		Feasibility study and indicative plan completed in 2017. It is understood that consents not gained as project is at early	Bicester area		Medium Term (2030-40)	Medium - long term			£2,200,000.00	£2,200,000.00	c.2.2m	Approx ~940k Secured through Developers for NW Bicester development	Cherwell IDP (December 2024)
34	Social Infrastructure	Leisure Facilities	Kidlington and Oxford Leisure Centre redevelopment		Early stages of feasibility	Kidlington area		Medium Term (2030-40)	Medium term			£5,710,000.00	£5,710,000.00	c. ~5.71m	Developers	Cherwell IDP (December 2024)
35	Social Infrastructure	Leisure Facilities	Refurbishment of off-site library Cherwell		Early stage feasibility, not fully funded or gained consent	Rural area		Longer Term (2040-50)	Long term						Developers	Cherwell IDP (December 2024)
36	Social Infrastructure	Leisure Facilities	Sports hall at PR8 Secondary School		To be delivered with scheme38 above.	Kidlington area		Medium Term (2030-40)	Short - medium term			£2,340,000.00	£2,340,000.00	c. ~2.34m	Developers	Cherwell IDP (December 2024)
37	Transport	Highways	Highways and environmental improvements to the Central corridor		Proposal for improvements included in the Bicester LONP (agreed by OCC Cabinet in September 2020).	Bicester area		Medium Term (2030-40)	Short - medium term			£850,000.00	£850,000.00	c. ~850k	£850k \$106 held and further £450k secured	Cherwell IDP (December 2024)
38	Social Infrastructure	Further and Higher Education	Oxford Brookes Headington Hill site		December 2024 notes that significant progress was made on both the Headington Hill site and the Clive Booth Student	Oxford		Completed								OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
39	Social Infrastructure	Further and Higher Education	University of Oxford Additional Teaching and Research Facilities		Existing schemes have submitted planning applications / under construction.	Oxford	OX2 6GG; OX1 3PS	Short - Medium Term (2025 - 2040)							Some components of the masterplans are likely to be fully funded, however long term and future plans including Oney Mead is	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
40	Health and Social Care	Further and Higher Education, Acute Healthcare	Extension to Clinical Biomanufacturing Facility, Churchill Hospital	No direct link to employment sites	Planning permission granted 2025	Oxford	OX3 7LE	Short Term (to 2030)						No clear cost for the project but this is covered as part of a £11.5 million grant by the Oxford University Hospitals (OUH) to the University of Oxford, which the	Funded as part of a £11.5 million grant by the Oxford University Hospitals (OUH) to the University of Oxford, which the	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
41	Social Infrastructure	Leisure Facilities	Blackbird Leys Community Hub			South Oxford		Short Term (to 2030)	2025-2030	2025	2030	£550,000.00	£550,000.00			Oxford IDP (October 2023)
42	Social Infrastructure	Leisure Facilities	North Oxford Community Centre			North Oxford		Short Term (to 2030)	2025-2030	2025	2030	£800,000.00	£800,000.00			Oxford IDP (October 2023)
43	Social Infrastructure	Leisure Facilities	Refurbishment and extension of existing Ferry Leisure Centre			North Oxford		Short Term (to 2030)	2025-2030	2025	2030	£14,000,000.00	£14,000,000.00			Oxford IDP (October 2023)
44	Health and Social Care	Further and Higher Education, Mental Healthcare	Warneford Park Mental Health Hospital and Medical Research Campus	No estimated FTE in submitted planning application.	Hybrid planning application submitted (25/01859/OUTFU)	Oxford	OX3 7IX	Short Term (to 2030)	Latest public consultation indicates building work to commence in 2028 with a two year construction programme	2028	2031	£750,000,000.00	£750,000,000.00	Consultation website	Seed funding to enable the development of an outline business case and achieve planning has been approved by NHS	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
45	Health and Social Care	Primary Healthcare and Public Health	Bicester Health Centre Extension	No specified direction contribution to employment sites	The latest IDP submitted for examination does not provide a project status, however the Bicester Health Centre practice	Bicester area	OX26 6AT	Medium Term (2030-40), Short Term (to 2030)	IDP indicates that the project is expected to be delivered between 2024 and 2031.			£965,000.00	£965,000.00	As indicated in the submitted IDP	Funding status is indicated as unknown in the submitted IDP, however work has already commenced which may imply that	Cherwell IDP (December 2024)
46	Health and Social Care	Primary Healthcare and Public Health	New Diamond Place Health Centre at Summertown	No direct relationship with strategic employment sites	Diamond Place is currently allocated for mixed use development and is expected to be continuously supported through the	North Oxford		Medium Term (2030-40)	2025 - 2035	2025	2035			Dependent on scope and scale	No known funding position in IDP	Oxford IDP (October 2023)
47	Health and Social Care	Primary Healthcare and Public Health	Central City Community Healthcare Hub	Existing service with no linked direct employment sites	An existing NHS site from which services are provided already. No further infrastructure investment necessary	Oxford	£OX4 1XD	Completed						Project Completed		OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
48	Health and Social Care	Primary Healthcare and Public Health	North City Community Healthcare Hub	No direct strategic employment sites linked to the project, although this is expected to serve the northern parts of Oxford City		Jordan Hill Business Park	OX2 8DR	Completed	The new community healthcare hub is operational since May 2025.		2025					OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
49	Health and Social Care	Primary Healthcare and Public Health	South City Community Healthcare Hub	No known direct link to strategic employment sites	The new hub is identified as part of the Oxford City Healthcare Hubs programme, however the location for the South City hub	Oxford City. Location to be confirmed - general area of Blackbird Leys and Cowley,		Short Term (to 2030)	No known delivery timescale, although it is expected that consolidation of health services are likely to take place within the					No known project costs	No published funding information	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
52	Health and Social Care	Primary Healthcare and Public Health	Woodstock Surgery Relocation	Unknown - location of the new service has yet to be determined	Stakeholders has recently met on the scheme with the https://woodstock-tc.gov.uk/wp	Woodstock - note catchment serving Cherwell and West Oxfordshire		Short Term (to 2030)	2016-2021	2016	2021	£4,500,000.00	£4,500,000.00	Based on West Oxfordshire IDP	No confirmed funding. The site is expected to be funded through developer contributions, but further capital	West Oxfordshire IDP (November 2016)
53	Health and Social Care	Primary Healthcare and Public Health	New premises for a family and children's centre at Berinsfield		Proposed allocation. No planning applications submitted as of September 2025.			Short Term (to 2030)	2025-2030	2025	2030			td through the planning application process/\$106	td through the planning application process/\$106; children's centre contribution could either be through direct	South Oxfordshire and Vale of White Horse IDP (December 2024)
54	Health and Social Care	Acute Healthcare	Bicester Community Hospital Extension		Exploring the provision of Bicester Central primary care improvements. Planning permission granted for 2 storey wings and	Bicester area	OX26 6HT	Short Term (to 2030)	Medium term 2028-2031					TBC as indicated in IDP	NHS England Capital Funding	Cherwell IDP (December 2024)

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Description	Project Scope	Confidence In Information	Basis of Requirement	Project Status	Spatial Impacts	Funding Status	Sifting Outcomes		Delivery - responsible party	Delivery partners	Requirement Description	Strategic Infrastructure Dependency	Has Directly Supported by Project (dwellings)	Housing sites linked to project	Jobs Directly Supported by Project (FTE)	
55	Health and Social Care	Acute Healthcare	Horton Hospital Site Review	Review of the Horton Hospital site to assess how expansion to accommodate the needs of new development can be achieved.	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Oxfordshire Scale	No funding	Progress to Prioritisation		Oxford University Hospital Trust (OUHT)	NHS England	To ensure that infrastructure keeps pace with development.			No direct housing sites identified, desirable for placemaking		
56	Social Infrastructure	Further and Higher Education	Adult learning centre at Berinsfield	New premises for an Adult learning centre at Berinsfield	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	Retained in Stage 1		Oxfordshire County Council / South Oxfordshire District Council / Developer	Oxfordshire County Council / South Oxfordshire District Council / Developer			1700	Land at Berinsfield Garden Village		
57	Health and Social Care	Acute Healthcare	John Radcliffe Hospital Expansion	The extension will provide a modular theatre building with link corridor, along with two external plant buildings, associated infrastructure, landscaping and parking	In Scope	Partial Information	Mitigating impacts of new development	Committed	Oxfordshire Scale	Fully funded	Retained in Stage 1		Oxford University Hospitals NHS Foundation Trust		To provide additional operating theatres to address waiting lists for complex elective procedures, meeting the demands of the			No direct links with strategic housing sites		
58	Transport	Highways	Signalising A4095 Upper Campsfield Road/A4260 junction and enhancement of pedestrian/cycle crossings	Signalising A4095 Upper Campsfield Road/A4260 junction and enhancement of pedestrian/cycle crossings.	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Non-strategic	No funding	Retained in Stage 1		OCC, bus service providers, developers					KID H1		
65	Health and Social Care	Emergency Services	Relocation of Bicester Fire Station	Relocation of Bicester Fire Station	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Oxfordshire Scale	To be confirmed	Retained in Stage 1		Oxfordshire County Council		Ensure emergency and rescue infrastructure grows at the same rate as communities.			All sites with residential use		
66	Social Infrastructure	Secondary Education	Grenoble Road New Secondary School	New 600-place secondary school to mitigate impacts from committed development at Grenoble Road, Bayswater Brook and Northfield. Land of 6.77 hectare required at Land at Grenoble Road allocation.	In Scope	Comprehensive Information	Mitigating impacts of new development	Pending	Oxfordshire Scale	Developer Direct Delivery or Contributions	Retained in Stage 1		Oxfordshire County Council / Developer			Linked with secondary school options for Culham Campus strategic site and Dalton Barracks. Phasing and delivery of the	1100	Land at Bayswater Brook, edge of Oxford		
67	Social Infrastructure	Secondary Education	Land adjacent to Culham Campus Secondary School	New secondary school of 900 places (may be required for 1500 pupils) at Land adjacent to Culham Science Centre. The site is capable of hosting 1500 pupils, but initial delivery of 900 place school.	In Scope	Comprehensive Information	Mitigating impacts of new development	Pending	Oxfordshire Scale	Developer Direct Delivery or Contributions	Retained in Stage 1		Oxfordshire County Council / Developer		Education requirement linked to new developments		1700	Land at Berinsfield Garden Village		
69	Social Infrastructure	Secondary Education	North West Grove Secondary school	A new all-through school at North West Grove, with its secondary phase opening around 2025 (St Johns CofE Academy).	In Scope	Comprehensive Information	Mitigating impacts of new development	Completed	Oxfordshire Scale	Fully funded	Retained in Stage 1		Oxfordshire County Council / Developer	Oxfordshire County Council / Developer			624	North West Grove		
70	Social Infrastructure	Secondary Education, Special Education Needs and Disabilities (SEND)	New Secondary Provision - North East Didcot and associated SEND Provision	New planned secondary provision at North East Didcot	In Scope	Partial Information	Mitigating impacts of new development	Pending	Oxfordshire Scale	Developer Direct Delivery or Contributions	Retained in Stage 1		Oxfordshire County Council / Developer					The school supports a number of developments in the Didcot area, including Didcot North East (circa 2,000 homes, No direct relationship with sites		
71	Social Infrastructure	Special Education Needs and Disabilities (SEND)	Faringdon Special Free School	A new state-of-the-art special school in Faringdon (SEMH/ASD) for age range 7-19. The school will have a capacity of 118 places with a planned opening date of 2026/27.	In Scope	Comprehensive Information	Mitigating impacts of new development	Committed	Oxfordshire Scale	Fully funded	Retained in Stage 1		Academy Provider	Oxfordshire County Council, the Department for Education, the Gallery Trust	Additional special schools are required to meet the growth demand in Oxfordshire.					
72	Energy and Utilities	Energy Infrastructure	Reinforcements to Bicester North sub station	Reinforcements to Bicester North sub station Third 30MVA transformer added at Bicester North PSS	In Scope	Partial Information	Enabling new development	Committed	Local Authority Scale - Cherwell	To be delivered by utility companies and developers	Progress to Prioritisation		Developers, utility companies	National Grid SSEN				BIC H1, BIC E1, BIC E2, BIC E3		
73	Social Infrastructure	Further and Higher Education	New Adult Learning Centre in Witney	New adult learning centre in Witney	In Scope	Poor Information	Mitigating impacts of new development	Ambition	Oxfordshire Scale	To be confirmed	Retained in Stage 1		Oxfordshire County Council / West Oxfordshire District Council / Developer							
74	Social Infrastructure	Further and Higher Education	Expansion of Carterton Community College	Expansion of Carterton Community College	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Oxfordshire Scale	No funding	Retained in Stage 1		Oxfordshire County Council, Carterton Community College							
75	Energy and Utilities	Energy Infrastructure	Reinforcements to Amcott substation	Reinforcements to Amcott substation	In Scope	Partial Information	Enabling new development	Investigation	Local Authority Scale - Cherwell	To be delivered by utility companies and developers	Progress to Prioritisation		Developers, utility companies	National Grid SSEN				BIC E4, BIC E5		
76	Energy and Utilities	Energy Infrastructure	Reinforcement to East Claydon National Grid Transmission substation	Reinforcement to East Claydon National Grid Transmission substation	In Scope	Partial Information	Enabling new development	Investigation	Local Authority Scale - Cherwell	To be confirmed	Progress to Prioritisation		NGET, NGED and SSEN					All sites		
77	Energy and Utilities	Energy Infrastructure	Reinforcement to Cowley National Grid Transmission substation	Reinforcement to Cowley National Grid Transmission substation	In Scope	Partial Information	Enabling new development	Investigation	Oxfordshire Scale	To be confirmed	Progress to Prioritisation		Utility companies	National Grid				All sites		
78	Energy and Utilities	Energy Infrastructure	2 new electrical substations in Banbury	2 new electrical substations.	In Scope	Partial Information	Enabling new development	Committed	Local Authority Scale - Cherwell	To be delivered by utility companies and developers	Progress to Prioritisation		To be funded by site developers and utility providers	NGED				All sites		
79	Energy and Utilities	Energy Infrastructure	HV offsite reinforcement works to assist Woodstock and Yarmton primary substations.	HV offsite reinforcement works to assist Woodstock and Yarmton primary substations.	In Scope	Partial Information	Enabling new development	Pending	Local Authority Scale - Cherwell	To be delivered by utility companies and developers	Progress to Prioritisation		Developers	National Grid SSEN				KID H1		
80	Energy and Utilities	Energy Infrastructure	Reinforcement of existing electricity network: Banbury to Bloxham	Reinforcement of existing electricity network: Banbury to Bloxham.	In Scope	Partial Information	Enabling new development	Pending	Local Authority Scale - Cherwell	To be delivered by utility companies and developers	Progress to Prioritisation		To be funded by site developers and utility providers	SSE				All sites		
81	Energy and Utilities	Energy Infrastructure	Provision of a new combined heat and power plant at Canalside	Provision of a new combined heat and power plant at Canalside	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - Cherwell	To be confirmed	Non-Strategic		TBC	CDC				BAN MU1, BAN E1		
82	Energy and Utilities	Energy Infrastructure	Extension of North West Bicester district heating network and potential connection to Ardley ERF	Extension of North West Bicester district heating network into the rest of the EcoTown as it is delivered. Considering use of heat from Ardley Energy Recovery Facility to the rest of the town.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - Cherwell	To be confirmed	Progress to Prioritisation		TBC	CDC developers OCC SSEN VIRIDOR EA				BIC H1		
83	Energy and Utilities	Energy Infrastructure	Cherwell - 2 planned battery installations (40MW)	Planned renewable energy generation and storage projects. A total of 64 renewable energy generation and storage projects in Oxfordshire are under construction or awaiting construction.	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Local Authority Scale - Cherwell	Fully funded	Retained in Stage 1		Renewable Energy Providers							
84	Energy and Utilities	Energy Infrastructure	Cherwell - 19 planned solar photovoltaics installations (36MW)	Planned renewable energy generation and storage projects. A total of 64 renewable energy generation and storage projects in Oxfordshire are under construction or awaiting construction.	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Local Authority Scale - Cherwell	Fully funded	Retained in Stage 1		Renewable Energy Providers							
85	Energy and Utilities	Energy Infrastructure	Updating of a section of the 132kV cable and addition of a transformer at Osney Lane Bulk Supply Point (BSP)	Updating of a section of the 132kV cable at Osney Lane Bulk Supply Point (BSP) to accommodate demand from development within the city. Installation of an additional 132/33kV transformer and 132kV circuit reinforcement.	In Scope	Partial Information	Enabling new development	Committed	Local Authority Scale - Oxford City	To be confirmed	Progress to Prioritisation		SSE							
86	Energy and Utilities	Energy Infrastructure	Delivery of a substation required to support the Diamond Place Regeneration Scheme	Delivery of a substation required to support the Diamond Place regeneration scheme	In Scope	Partial Information	Enabling new development	Investigation	Non-strategic	To be confirmed	Retained in Stage 1		SSE					Diamond Place Regeneration		
87	Energy and Utilities	Energy Infrastructure	Reinforcements to Yarmton Bulk Supply Point	Reinforcements to Yarmton Bulk Supply Point. An additional 132/33 kV transformer and about 1.12 km of 132 kV circuit onsite to allow for GIS re-configuration is required. The capacity to be released is estimated as 282 MVA. Construction of 14.7 km of new 132kV circuit from Cowley GSP to Yarmton BSP. New 33kV GIS busbar	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		SSE			Cowley GSP		To support identified development quantum within the Oxford North development		
88	Social Infrastructure	Secondary Education	Witney Secondary School Expansion	Expansion of Wood Green School with a new £4 million Science and Art building following approval in March 2025. Work began in April 2025 and is expected to be completed by September 2026	In Scope	Comprehensive Information	Strategic innovation and enhancements	Committed	Oxfordshire Scale	Fully funded	Retained in Stage 1		Wood Green School, Oxfordshire County Council							
89	Water	Flood Risk Management	Construction of upstream storage areas and reintroduction of water meadow in Shilton	Construction of upstream storage areas and reintroduction of water meadow in Shilton	In Scope	Partial Information	Mitigating impacts of new development	Completed	Local Authority Scale - West Oxfordshire	Fully funded	Retained in Stage 1		West Oxfordshire District Council	WODC / Environment Agency						
90	Green Infrastructure	Green Infrastructure	Playing pitches, Dalton Barracks	Delivery of Playing Pitches at Dalton Barracks	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	Retained in Stage 1		Developer	Vale of White Horse District Council			2750	Land at Dalton Barracks Garden Village, Shippon		
91	Green Infrastructure	Green Infrastructure	Playing pitches, land at Northfield	Delivery of Playing Pitches at Land at Northfield	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	Retained in Stage 1		Developer	South Oxfordshire District Council			1800	Land at Northfield, Edge of Oxford		
92	Green Infrastructure	Green Infrastructure	Local Nature Reserve - Kidlington	New publicly accessible Local Nature Reserve (c. 29 ha) based on Rowel Brook at Land East of the A44.	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - Cherwell	Developer Direct Delivery or Contributions	Retained in Stage 1		Developers	CDC OCC BBOWT						
94	Green Infrastructure	Green Infrastructure	Canalside parkland	Public open green space as informal canal side parkland on 23.4 hectares of land as shown.	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - Cherwell	Developer Direct Delivery or Contributions	Retained in Stage 1		Developers	CDC						
95	Green Infrastructure	Green Infrastructure	Wildlife Corridors - Kidlington	Protection and enhancement of existing wildlife corridors, including along Frogwelldown Lane District Wildlife Site and Dotton Lane, and the protection of existing hedgerows and trees.	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - Cherwell	Developer Direct Delivery or Contributions	Retained in Stage 1		Developers	CDC OCC BBOWT						
96	Green Infrastructure	Green Infrastructure	Replacement golf facility at Land at Frieze Way Farm	A replacement golf facility at Land at Frieze Way Farm PR6c should the need for replacement be demonstrated.	In Scope	Partial Information	Maintenance or refurbishment	Investigation	Local Authority Scale - Cherwell	To be confirmed	Retained in Stage 1		Developers	Cherwell District Council						
97	Transport	Bus, Coach and SRT	Bus service improvement to Eastern Arc	Bus service improvement to Eastern Arc	In Scope	Partial Information	Mitigating impacts of new development	Pending	Oxfordshire Scale	To be confirmed	Non-Strategic		S106	OCC Bus operators Developers				KID H1		
98	Green Infrastructure	Green Infrastructure	Berks Bucks & Oxon Wildlife Trust (BBOWT) - Reconnecting Bernewood, Otmoor and the Ray (RBOR)	Landscape-scale initiative to protect, restore and connect important habitats between Bernewood, Otmoor and the River Ray valley for the benefits of wildlife and people. The Living Landscape is one of the last remaining traditional floodplain meadows in England and includes 48,400 hectares of woodland, mixed	In Scope	Partial Information	Strategic innovation and enhancements	Pending	Larger Than Oxfordshire	Partially funded	Progress to Prioritisation		BBOWT							
99	Green Infrastructure	Green Infrastructure	Kidlington green infrastructure network	Green infrastructure network with connected wildlife corridors, including within the developable area. The improvement of the existing network including hedgerows between the proposed Community.	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - Cherwell	Developer Direct Delivery or Contributions	Retained in Stage 1		Developers	CDC OCC BBOWT						
100	Green Infrastructure	Green Infrastructure	Formal sport pitches provision at Land South East of Kidlington	Formal sport pitches provision at Land South East of Kidlington (PR7a) including: 4ha of football pitches.	In Scope	Partial Information	Mitigating impacts of new development	Committed	Local Authority Scale - Cherwell	Developer Direct Delivery or Contributions	Retained in Stage 1		Developers	Cherwell District Council				KID H1		
101	Green Infrastructure	Green Infrastructure	A nature conservation area - Kidlington	A nature conservation area on c. 12.2 ha of land to the east of the railway line, south of the Oxford Canal and north of Sandy Lane.	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - Cherwell	Developer Direct Delivery or Contributions	Retained in Stage 1		Developers	CDC OCC BBOT						
102	Green Infrastructure	Green Infrastructure	Oxford Burial Meadow	The Oxford Burial Meadow site is a 17-acre area of land, owned by Oxford City Council, off Oxford Road. The site is large enough to accommodate about 45 years of burials. The land, which is currently being used for farming, is planned for a new public meadow with burial use featuring new trees, wildflower meadows and	In Scope	Partial Information	Strategic innovation and enhancements	Pending	Local Authority Scale - Oxford City	Fully funded	Retained in Stage 1		Oxford City Council							
103	Green Infrastructure	Green Infrastructure	New community woodland - Kidlington	New community woodland (7.8 ha) to the north west of PR9 developable area and to the east of Dotton Lane.	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - Cherwell	Developer Direct Delivery or Contributions	Retained in Stage 1		Developers	CDC						
104	Green Infrastructure	Green Infrastructure	Extension to Cutteslowe Park - Kidlington	Extension to Cutteslowe Park (c.11ha) including land set aside for the creation of wildlife habitats and for nature trail/circular walks accessible from the new primary school.	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - Cherwell	Developer Direct Delivery or Contributions	Retained in Stage 1		Developers	CDC						
105	Green Infrastructure	Green Infrastructure	Green infrastructure corridor - Kidlington	Green infrastructure corridor (c.8 ha) incorporating a pedestrian, wheelchair and all- weather cycle route along PR6a's eastern boundary.	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - Cherwell	Developer Direct Delivery or Contributions	Retained in Stage 1		Developers	CDC BBOWT						
106	Transport	Active Modes	Donnington Playing Fields Cycle Path	The scheme will provide a new path through Donnington Playing Fields to connect Meadow Lane with Cavell Road. The path will enter the park through a new access on Meadow Lane to the west of the playing field and cross the field in parallel to the southern boundary to meet Cavell Road. The current entrance from Meadow	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Local Authority Scale - Oxford City	Fully funded	Retained in Stage 1		Oxford City Council, Oxfordshire County Council		Local cycle route improvements					
107	Green Infrastructure	Green Infrastructure	Strategic Site GI - Dalton Barracks Garden Village Inc Country Apk	Green infrastructure (including a) parks, gardens, and amenity green space (18.31 ha), b) allotments (2.44 ha), c) children's play space and teenager provision (3.35 ha), d) country park (52ha). Phase 1 includes a landscape buffer to the SSSI to the northwest. The second phase would deliver extensive	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	Retained in Stage 1		Developer	Developer			2750	Land at Dalton Barracks Garden Village, Shippon		
108	Green Infrastructure	Green Infrastructure	Green infrastructure network - Kidlington	Green infrastructure network with connected wildlife corridors, including within the residential area, and the improvement of the existing network including within the Lower Cherwell Conservation Target Area and to the Meadows West of the Oxford Canal Local.	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - Cherwell	Developer Direct Delivery or Contributions	Retained in Stage 1		Developers	CDC OCC BBOWT						

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Employment sites linked to project	Status Notes	Location	Postcode	Phasing	Delivery Timescales	Start Year	End Year	Cost	Theoretical Cost	Cost Notes	Funding Notes	Source
55	Health and Social Care	Acute Healthcare	Horton Hospital Site Review	No direct employment sites identified, desirable for placemaking	Outline business case published in 2021. The September 2021 bid was submitted but the OHT application to the New Hospital	Banbury Area	OX16 9AL	Short - Medium Term (2025 - 2040)	Throughout plan period			£370,000,000.00	£370,000,000.00	No known costs at this stage although previous bid was for ⬆️570m	IDP expects to be funded through NHS England capital funding	Cherwell IDP (December 2024)
56	Social Infrastructure	Further and Higher Education	Adult learning centre at Berinsfield					Medium Term (2030-40)	2031-2035	2031	2035				td through the planning application process/S106; adult learning centre contribution on this site could either be	South Oxfordshire and Vale of White Horse IDP (December 2024)
57	Health and Social Care	Acute Healthcare	John Radcliffe Hospital Expansion	No direct links with strategic employment sites	Planning permission granted 2024	Oxford		Short Term (to 2030)	Expected completion by Spring/Summer 2026	2024	2026			No published costs	Assumes fully funded as project is close to completion	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
58	Transport	Highways	Signalising A4095 Upper Campsfield Road/A4260 junction and enhancement of pedestrian/cycle crossings		Was identified within the A44/A4260 corridor study but no further progress has been made at this stage. Design to be	Kidlington area		Medium Term (2030-40)	Short - medium term			⬆️1,040,000.00	⬆️1,040,000.00	c. ?1.04m	Unfunded. Potential sources of funding include: s278 plans as part of Minerals planning application, Local Growth Fund	Cherwell IDP (December 2024)
65	Health and Social Care	Emergency Services	Relocation of Bicester Fire Station		One Public Estate has been unable to find a shared solution to the relocation of Bicester Fire Station.	Bicester area		Medium Term (2030-40)	Throughout plan period			⬆️19,000,000.00	⬆️19,000,000.00	(c.?)19m	Unknown	Cherwell IDP (December 2024)
66	Social Infrastructure	Secondary Education	Grenoble Road New Secondary School		Detailed plans for the secondary school are not specified in the Pupil Place Plan yet: Current school capacity is expected to			Medium Term (2030-40)	Housing Delivery between 2031/32 and 2041/42. Assumes delivery of the secondary school in the medium term.	2031	2042	⬆️25,006,000.00	⬆️25,006,000.00		Developer contributions / Oxfordshire County Council	South Oxfordshire and Vale of White Horse IDP (December 2024)
67	Social Infrastructure	Secondary Education	Land adjacent to Culham Campus Secondary School		Detailed plans for the new school are not specified through the Pupil Place Plan - The large-scale housing growth due at			Longer Term (2040-50)	Housing Delivery to start at 2030/31 to beyond 2050. Assumes delivery of the secondary school in the long term.			⬆️39,542,800.00	⬆️39,542,800.00		Funding through developer contributions/Oxfordshire County Council	South Oxfordshire and Vale of White Horse IDP (December 2024)
69	Social Infrastructure	Secondary Education	North West Grove Secondary school					Short Term (to 2030)				⬆️28,200,000.00	⬆️28,200,000.00			South Oxfordshire and Vale of White Horse IDP (December 2024)
70	Social Infrastructure	Secondary Education, Special Education Needs and Disabilities (SEND)	New Secondary Provision - North East Didcot and associated SEND Provision			Didcot		To be confirmed								OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
71	Social Infrastructure	Special Education Needs and Disabilities (SEND)	Faringdon Special Free School	No direct relationship with sites	Committed with a planned opening date in 2026/27	Faringdon		Short Term (to 2030)	2025-2027	2025	2027	⬆️14,400,000.00	⬆️14,400,000.00		Funding allocated by the Department for Education	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
72	Energy and Utilities	Energy Infrastructure	Reinforcements to Bicester North sub station		Will be funded from development, timescale will be three years from when developer confirm upgrade(s) required and	Bicester area		Medium Term (2030-40)	Short - medium term				⬆️0.00		Developers, utility companies	Cherwell IDP (December 2024)
73	Social Infrastructure	Further and Higher Education	New Adult Learning Centre in Witney					To be confirmed								
74	Social Infrastructure	Further and Higher Education	Expansion of Carterton Community College			Carterton		Short Term (to 2030)	2016-2031	2016	2031				County Council funding, S106, CIL. No known capital funding for Caterton Community College at present.	West Oxfordshire IDP (November 2016)
75	Energy and Utilities	Energy Infrastructure	Reinforcements to Arncoct substation		Will be funded from development, timescale will be three years from when developer confirm upgrade(s) required and	Bicester area		Medium Term (2030-40)	Short - medium term				⬆️0.00		Developers, utility companies	Cherwell IDP (December 2024)
76	Energy and Utilities	Energy Infrastructure	Reinforcement to East Claydon National Grid Transmission substation		Proposals being developed. Expected to be fully funded by NGET. To be complete by 2031.	Bicester, Banbury and areas served from East Claydon Transmission substation		Medium Term (2030-40)	Short - medium term				⬆️0.00		Utility companies	Cherwell IDP (December 2024)
77	Energy and Utilities	Energy Infrastructure	Reinforcement to Cowley National Grid Transmission substation		Proposals being developed.	Kidlington and areas served from Cowley Transmission substation		Longer Term (2040-50)	Long term				⬆️0.00		Utility companies. Likely to be funded through RRI0.	Cherwell IDP (December 2024)
78	Energy and Utilities	Energy Infrastructure	2 new electrical substations in Banbury		Secured in approval of the planning application for Banbury 5- North of Hanwell Fields (12/01789/OUT).	Banbury Area		Medium Term (2030-40)	Short - medium term				⬆️0.00		To be funded by site developers and utility providers	Cherwell IDP (December 2024)
79	Energy and Utilities	Energy Infrastructure	HV ofsite reinforcement works to assist Woodstock and Yarranton primary substations.			Kidlington area		Medium Term (2030-40)	Medium - long term				⬆️0.00		Developers	Cherwell IDP (December 2024)
80	Energy and Utilities	Energy Infrastructure	Reinforcement of existing electricity network: Banbury to Bloxham		Addressing generation and demand constraints in Banbury. The grid in Bloxham does not have enough demand load and	Banbury Area		Short Term (to 2030)	Short term			⬆️28,000,000.00	⬆️28,000,000.00	c. ?28 m	To be funded by site developers and utility providers	Cherwell IDP (December 2024)
81	Energy and Utilities	Energy Infrastructure	Provision of a new combined heat and power plant at Canalside		To be implemented as part of Canalside delivery.	Banbury Area		Medium Term (2030-40)	Medium - long term				⬆️0.00		TBC	Cherwell IDP (December 2024)
82	Energy and Utilities	Energy Infrastructure	Extension of North West Bicester district heating network and potential connection to Ardley ERF		Feasibility work is complete however the connection to Ardley Energy Recovery Centre is not being pursued at this point in	Bicester area		Medium Term (2030-40)	Medium term			⬆️61,000,000.00	⬆️61,000,000.00		TBC	Cherwell IDP (December 2024)
83	Energy and Utilities	Energy Infrastructure	Cherwell - 2 planned battery installations (40MW)			Cherwell		To be confirmed					⬆️0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
84	Energy and Utilities	Energy Infrastructure	Cherwell - 19 planned solar photovoltaics installations (38MW)			Cherwell		To be confirmed					⬆️0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
85	Energy and Utilities	Energy Infrastructure	Updating of a section of the 132kV cable and addition of a transformer at Osney Lane Bulk Supply Point (BSP)		Part of Cowley GSP group reinforcement projects in initial development	Central and West Oxford		Medium Term (2030-40)	2020-2030	2020	2030		⬆️0.00	Dependent on scope and scale	Likely to be funded through SSEN capital investment programme / developers	Oxford IDP (October 2023)
86	Energy and Utilities	Energy Infrastructure	Delivery of a substation required to support the Diamond Place Regeneration Scheme			North Oxford		Medium Term (2030-40)	2025-2035	2025	2035		⬆️0.00	Dependent on scope and scale		Oxford IDP (October 2023)
87	Energy and Utilities	Energy Infrastructure	Reinforcements to Yarranton Bulk Supply Point		Scheduled SSEN reinforcements			Medium Term (2030-40)	2025-2035	2025	2035	⬆️5,000,000.00	⬆️5,000,000.00	Estimated between ?1-5m		Oxford IDP (October 2023)
88	Social Infrastructure	Secondary Education	Witney Secondary School Expansion		Under Construction	Witney		Short Term (to 2030)	2025-2026	2025	2026	⬆️4,000,000.00	⬆️4,000,000.00			West Oxfordshire IDP (November 2016)
89	Water	Flood Risk Management	Construction of upstream storage areas and reintroduction of water meadow in Shilton		Project timescale is identified to be completed before 2016 at the time of publication	Shilton		Short Term (to 2030)	2016	2016	2016	⬆️80,000.00	⬆️80,000.00		Funded - Funding administered by the Environment Agency	West Oxfordshire IDP (November 2016)
90	Green Infrastructure	Green Infrastructure	Playing pitches, Dalton Barracks					Medium Term (2030-40)	2025-2035	2025	2035	⬆️8,605,507.00	⬆️8,605,507.00	The Sport England Calculator will need to be re-run at the time of a planning application / when determining the costs	Developer contributions and/or direct delivery on site	South Oxfordshire and Vale of White Horse IDP (December 2024)
91	Green Infrastructure	Green Infrastructure	Playing pitches, land at Northfield					Medium Term (2030-40)	2025-2035	2025	2035	⬆️8,496,870.00	⬆️8,496,870.00	The Sport England Calculator will need to be re-run at the time of a planning application / when determining the costs	Developer contributions and/or direct delivery on site	South Oxfordshire and Vale of White Horse IDP (December 2024)
92	Green Infrastructure	Green Infrastructure	Local Nature Reserve - Kidlington		To be delivered by development proposal.	Kidlington area		Medium Term (2030-40)	Short - medium term			⬆️5,950,000.00	⬆️5,950,000.00	c. ?5.95m	Developers	Cherwell IDP (December 2024)
94	Green Infrastructure	Green Infrastructure	Canalside parkland		To be delivered by development proposal.	Kidlington area		Medium Term (2030-40)	Short - medium term			⬆️4,700,000.00	⬆️4,700,000.00	c. ?4.7m	Developers	Cherwell IDP (December 2024)
95	Green Infrastructure	Green Infrastructure	Wildlife Corridors - Kidlington		To delivered by development proposal.	Kidlington area		Longer Term (2040-50)	Short - long term			⬆️4,600,000.00	⬆️4,600,000.00	c. ?4.6m	Developers	Cherwell IDP (December 2024)
96	Green Infrastructure	Green Infrastructure	Replacement golf facility at Land at Frieze Way Farm		*should the need for replacement be demonstrated.	Kidlington area		Medium Term (2030-40)	Short - medium term			⬆️4,000,000.00	⬆️4,000,000.00	c. ?4m	Developers	Cherwell IDP (December 2024)
97	Transport	Bus, Coach and SRT	Bus service improvement to Eastern Arc		Financial contributions to support public transport connectivity between PR6/7 sites and Eastern Arc ? notably major	Kidlington area		Medium Term (2030-40)	Medium term			⬆️2,200,000.00	⬆️2,200,000.00	?2.2m	S106	Cherwell IDP (December 2024)
98	Green Infrastructure	Green Infrastructure	Berks Bucks & Oxon Wildlife Trust (BBOWT) - Reconnecting Bernwood, Otmoor and the Ray (RBOR)				https://www.bbwt.org.uk/sites/default/files/2023-07/rbor-report-summary.pdf	Medium - Long Term (2030-50)				⬆️3,500,000.00	⬆️3,500,000.00	Development funding secured ! ⬆️512,182 further ⬆️3.5m to be secured for 2027-2032 delivery		https://www.bbwt.org.uk/rbor
99	Green Infrastructure	Green Infrastructure	Kidlington green infrastructure network		To be delivered by development proposal.	Kidlington area		Medium Term (2030-40)	Short - medium term			⬆️3,360,000.00	⬆️3,360,000.00	c. ?3.36m	Developers	Cherwell IDP (December 2024)
100	Green Infrastructure	Green Infrastructure	Format sport pitches provision at Land South East of Kidlington		Provision of land at PR7a. To be delivered by development proposals - has been secured in legal agreement.	Kidlington area		Medium Term (2030-40)	Medium term			⬆️3,170,000.00	⬆️3,170,000.00	c. ?3.17m	Developers	Cherwell IDP (December 2024)
101	Green Infrastructure	Green Infrastructure	A nature conservation area - Kidlington		To be delivered by development proposal.	Kidlington area		Medium Term (2030-40)	Throughout plan period			⬆️2,490,000.00	⬆️2,490,000.00	c. ?2.49m	Developers	Cherwell IDP (December 2024)
102	Green Infrastructure	Green Infrastructure	Oxford Burial Meadow		Planning to submit planning application in Autumn 2025	Project will include a planning application to South Oxfordshire District Council		To be confirmed				⬆️2,400,000.00	⬆️2,400,000.00		City Council allocated ⬆️2.4m to deliver the scheme	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
103	Green Infrastructure	Green Infrastructure	New community woodland - Kidlington		To be delivered by development proposal.	Kidlington area		Medium Term (2030-40)	Short - medium term			⬆️2,300,000.00	⬆️2,300,000.00	c. ?2.3m	Developers	Cherwell IDP (December 2024)
104	Green Infrastructure	Green Infrastructure	Extension to Cutteslowe Park - Kidlington		TBC	Kidlington area		Medium Term (2030-40)	Short - medium term			⬆️2,200,000.00	⬆️2,200,000.00	c. ?2.2m	Developers	Cherwell IDP (December 2024)
105	Green Infrastructure	Green Infrastructure	Green infrastructure corridor - Kidlington		To be delivered by development proposal	Kidlington area		Medium Term (2030-40)	Short - medium term			⬆️1,600,000.00	⬆️1,600,000.00	c. ?1.6m	Developers	Cherwell IDP (December 2024)
106	Transport	Active Modes	Donnington Playing Fields Cycle Path		Planning application approved	Donnington Playing Fields		Short Term (to 2030)				⬆️1,047,000.00	⬆️1,047,000.00		Funded through transferred Growth deal	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
107	Green Infrastructure	Green Infrastructure	Strategic Site GI - Dalton Barracks Garden Village Inc Country Aprk					Medium Term (2030-40)	2025-2035	2025	2035	⬆️1,000,000.00	⬆️1,000,000.00		Developer contributions and/or direct delivery on site	South Oxfordshire and Vale of White Horse IDP (December 2024)
108	Green Infrastructure	Green Infrastructure	Green infrastructure network - Kidlington		To be delivered by development proposal.	Kidlington area		Medium Term (2030-40)	Short - medium term			⬆️581,000.00	⬆️581,000.00		Developers	Cherwell IDP (December 2024)

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Description	Project Scope	Confidence in Information	Basis of Requirement	Project Status	Spatial Impacts	Funding Status	Sifting Outcomes		Delivery - responsible party	Delivery partners	Requirement Description	Strategic Infrastructure Dependency	Homes Directly Supported by Project (dwellings)	Housing sites linked to project	Jobs Directly Supported by Project (FTE)	
109	Green Infrastructure	Green Infrastructure	Strategic Site GI - Culham Campus	Green infrastructure including a) parks, gardens, and amenity green space (23.31 ha), b) allotments (3.1 ha), c) children's play space and teenager provision (4.27 ha).	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	Retained in Stage 1		Developer	Developer			3500	Land adjacent to Culham Campus		
110	Green Infrastructure	Green Infrastructure	Strategic Site GI - Land south of Grenoble Road	Green infrastructure including a) parks, gardens, and amenity green space (19.98 ha), b) allotments (2.6 ha), c) children's play space and teenager provision (3.66 ha). South Oxford Science Village will deliver vast green spaces including sports pitches, parks and landscaped	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	Retained in Stage 1		Developer	Developer			3000	Land south of Grenoble Road, Edge of Oxford		
111	Green Infrastructure	Green Infrastructure	North of Bruern Abbey Banks Reprofile	Reprofile banks North of Bruern Abbey to limit amount of steep sided clay banks favoured by signal crayfish, to reduce extent of invasive species.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - West Oxfordshire	No funding	Retained in Stage 1		EA, Cotswolds River Trust, Wychwood Project, Wild Oxfordshire							
112	Green Infrastructure	Green Infrastructure	Strategic Site GI - Land at Northfield	Green infrastructure including a) parks, gardens, and amenity green space (19.98 ha), b) allotments (2.6 ha), c) children's play space and teenager provision (3.66 ha). Planning application is being developed to deliver a new neighbourhood. Plans will include new homes, a	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	Retained in Stage 1		Developer	Developer			1800	Land at Northfield, Edge of Oxford		
113	Green Infrastructure	Green Infrastructure	Strategic Site GI - Berinsfield Garden Village	Green infrastructure including a) parks, gardens, and amenity green space (11.32 ha), b) allotments (1.5 ha), c) children's play space and teenager provision (2.07 ha). Masterplan project comprising parks, gardens, natural and semi-natural green space, and amenity green	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	Retained in Stage 1		Developer	Developer			1700	Land at Berinsfield Garden Village		
114	Green Infrastructure	Green Infrastructure	Strategic Site GI - Bayswater Brook	Green infrastructure including a) parks, gardens, and amenity green space (7.32 ha), b) allotments (0.97 ha), c) children's play space and teenager provision (1.34 ha). Site proposed to deliver more than 10% increase in biodiversity and 65 hectares of GBI, integrating trees,	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	Retained in Stage 1		Developer	Developer			1100	Land at Bayswater Brook, edge of Oxford		
115	Green Infrastructure	Green Infrastructure	Strategic Site GI - North West Valley Park	Green infrastructure including a) parks, gardens, and amenity green space (5.32 ha), b) allotments (0.71 ha), c) children's play space and teenager provision (0.97 ha). Proposal includes a range of corridors creating a green infrastructure network throughout the site that will	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	Retained in Stage 1		Developer	Developer			800	North West Valley Park, Didcot		
116	Green Infrastructure	Green Infrastructure	Strategic Site GI - North West Grove	Green infrastructure including a) parks, gardens, and amenity green space (4.15 ha), b) allotments (0.55 ha), c) children's play space and teenager provision (0.76 ha). Proposed scheme includes infrastructure for a number of community uses, including allotments, youth play	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	Retained in Stage 1		Developer	Developer			624	North West Grove Didcot		
117	Green Infrastructure	Green Infrastructure	Deer Park Wood, Witney	Woodland management, habitat creation, development and management of public recreation opportunities of Deer Park Wood, Witney	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Local Authority Scale - West Oxfordshire	Partially funded	Non-Strategic		Witney Woodland Volunteers, with support from the Wychwood Project	West Oxfordshire District Council as landowners						
118	Green Infrastructure	Green Infrastructure	Sport pitches, North West Bicester Ecotown	14 hectares of sport pitches at North West Bicester Ecotown.	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - Cherwell	Developer Direct Delivery or Contributions	Retained in Stage 1		A2 Dominion Housing developers					BIC H1		
119	Green Infrastructure	Green Infrastructure	Bicester Urban Edge Park	Establishing an urban edge park around the outskirts of Bicester, by protecting the existing network of green spaces and securing new open space and linear route provision linked with public footpaths/ cycleways, to create a circular route with connections to the town centre and the countryside beyond.	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - Cherwell	To be confirmed	Non-Strategic		Landowners	Cherwell District Council				All sites		
120	Water	Flood Risk Management	Construction of storage area upstream of industrial estate in Crawley	Construction of storage area upstream of industrial estate in Crawley	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - West Oxfordshire	No funding	Retained in Stage 1		West Oxfordshire District Council							
121	Transport	Bus, Coach and SRT	Bus link between Bridge Street and Tramway Road	Bus link between Bridge Street and Tramway Road to better serve the railway station, Canalside redevelopment and Longford Park (Bankside);	In Scope	Partial Information	Enabling new development	Under Construction	Local Authority Scale - Cherwell	Fully funded	Retained in Stage 1		Fully funded by OCC, Growth Board	OCC				BAN H3, BAN MU1, BAN E1		
122	Green Infrastructure	Green Infrastructure	Linear Park along Bayswater Brook	Proposals for a linear park along Bayswater Brook as part of the Barton Area Action Plan. This is to improve the local environment and provide walking and cycling routes.	In Scope	Partial Information	Mitigating impacts of new development	Committed	Non-strategic	Developer Direct Delivery or Contributions	Retained in Stage 1		Developer	South Oxfordshire District Council				Development north of Bayswater Brook		
123	Green Infrastructure	Green Infrastructure	Extension of Carterton Country Park	Extension of Carterton Country Park	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - West Oxfordshire	Developer Direct Delivery or Contributions	Retained in Stage 1		Developer	West Oxfordshire District Council				Potential North Carterton Garden Village, Kilkenny Farm - 25/00487/OUT (350 homes)		
126	Green Infrastructure	Green Infrastructure	Lower Windrush Valley Project	Various projects to improve accessibility, recreation opportunities, tourism, landscape and nature conservation within the Lower Windrush Valley Project area. It operates to the LWVP Strategic Plan 2015/2025.	In Scope	Partial Information	Strategic innovation and enhancements	Ongoing Delivery	Local Authority Scale - West Oxfordshire	Partially funded	Retained in Stage 1		LWVP / WODC / OCC / Mineral operators / Developers / Landowners							
127	Transport	Highways	Bicester - Banbury Road Corridor Improvements	Highway capacity and active travel improvements to peripheral Banbury Road and improvements to signalisation of Banbury Road. Banbury Road Roundabout and Junction Improvements (Junction of A4095 and B4100)	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		TBC	Private sector developers OCC				BIC H1		
128	Green Infrastructure	Green Infrastructure	Restoration of the Wilts and Berks Canal	The Wilts & Berks Canal Trust is actively restoring the 70-mile Wilts & Berks Canal, aiming to create a navigable waterway for recreation, leisure, and wildlife support. The restoration involves partnerships with developers, local authorities, and volunteers, with sections being rebuilt and rewatered along the route from	In Scope	Partial Information	Strategic innovation and enhancements	Ongoing Delivery	Larger Than Oxfordshire	Partially funded	Retained in Stage 1		Wiltshire Swindon & Oxfordshire Canal Partnership	Vale of White Horse District Council, Oxfordshire County Council						
129	Green Infrastructure	Green Infrastructure	Upper Thames River Valleys Living Landscape	Upper Thames Living Landscape area covers approximately 2,760 hectares of riverside meadows and pastures, ditches and riverbanks that stretch from Lechlade-on-Thames to Northmoor in west Oxfordshire. Internationally important plant communities still thrive here, together with rare wading birds that find a haven	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Larger Than Oxfordshire	Fully funded	Retained in Stage 1		Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust	Oxfordshire County Council						
130	Green Infrastructure	Green Infrastructure	North Wessex Downs / Cotswold National Landscape - Farming in Protected Landscapes	DEFRA grant programme for nature recovery, climate and people & places	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Larger Than Oxfordshire	Fully funded	Retained in Stage 1		Local National Landscapes team	DEFRA, farmers and land managers						
131	Green Infrastructure	Green Infrastructure	North Wessex Downs National Landscape- Nature Recovery Plan	Nature Recovery Plan setting our priorities for habitats /species and guiding partnership delivery. Current plan in force for the period of 2025-2030.	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Larger Than Oxfordshire	Fully funded	Retained in Stage 1		Local National Landscapes team							
132	Water	Flood Risk Management	Construction of a flood storage area north of Bampton	Construction of a flood storage area north of Bampton	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - West Oxfordshire	No funding	Non-Strategic		West Oxfordshire District Council	Environment Agency						
133	Green Infrastructure	Green Infrastructure	Cotswold National Landscape - Glorious Cotswold Grasslands	Ongoing programme to restore and create Jurassic limestone wildflower grassland	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Larger Than Oxfordshire	Fully funded	Retained in Stage 1		National Landscape team	landowners and partners						
134	Water	Flood Risk Management	Lye Valley Catchment Flow Reduction and Florence Park SuDS	Opportunity identified by Thames Water to take a catchment-approach for the areas of Lye Valley and Florence Park, which are hydraulically linked. The Lye Valley Catchment Flow reduction scheme aims to reduce flow to prevent erosion of a water-dependent and water-quality sensitive Site of Special Scientific	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - Oxford City	To be confirmed	Progress to Prioritisation		Thames Water	Oxfordshire County Council and Oxford City Council	Reduced the risk of flooding identified			No housing sites directly identified		
135	Green Infrastructure	Green Infrastructure	Cotswold National Landscape - Cotswolds Champions Programme	Grants scheme for local landscape enhancement projects	In Scope	Partial Information	Strategic innovation and enhancements	Completed	Larger Than Oxfordshire	Completed	Retained in Stage 1		National landscape teams							
136	Green Infrastructure	Green Infrastructure	Cotswold National Landscape - Ash tree dieback	Area-wide response programme (guidance, felling/replanting, resilience) to widespread ash dieback	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Larger Than Oxfordshire	Fully funded	Retained in Stage 1		National Landscapes team							
137	Green Infrastructure	Green Infrastructure	Chilterns / North Wessex Downs National Landscape- Mend the Gap Programme	Mitigation/enhancement programme to address visual/environmental impacts of Great Western Main Line electrification around the Goring Gap	In Scope	Partial Information	Mitigating impacts of new development	Committed	Larger Than Oxfordshire	Fully funded	Retained in Stage 1		National Landscapes team							
138	Green Infrastructure	Green Infrastructure	Chilterns / Cotswold National Landscape - Access for All	DEFRA capital programme to remove access barriers	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Larger Than Oxfordshire	Fully funded	Retained in Stage 1		National Landscapes team							
139	Green Infrastructure	Green Infrastructure	Extension of County Park, Carterton		Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate									
140	Green Infrastructure	Green Infrastructure	Conserve and enhance the Cotswolds AONB		Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate									
141	Green Infrastructure	Flood Risk Management, Green Infrastructure	Freshwater Habitats Trust - Ock and Thame Farmers: Freshwater and Floodplain Restoration Project	A Landscape Recovery project - working with farmers and land managers to deliver landscape recovery and build the Freshwater Network across two lowland catchments. This project supports net zero, protected sites and biodiversity - while balancing the needs of farm businesses and food production - The project spans over	In Scope	Partial Information	Strategic innovation and enhancements	Under Construction	Larger Than Oxfordshire	Partially funded	Retained in Stage 1		Freshwater Habitats Trust							
142	Energy and Utilities	Energy Infrastructure	Upgrade to Headington Bulk Supply Point	Installation 11.98 km of 132 kV dual circuit between Cowley GSP and Headington BSP. Circuits from Cowley GSP to Headington will no longer be shared with Yarnton and Witney BSPs.	In Scope	Partial Information	Enabling new development	Committed	Local Authority Scale - Oxford City	To be confirmed	Progress to Prioritisation		SSEN							
143	Energy and Utilities	Energy Infrastructure	Oxford - 6 planned solar photovoltaics installations (1MW)	Planned renewable energy generation and storage projects. A total of 64 renewable energy generation and storage projects in Oxfordshire are under construction or awaiting construction.	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Local Authority Scale - Oxford City	Fully funded	Retained in Stage 1		Renewable Energy Providers							
144	Energy and Utilities	Waste Infrastructure	Redevelopment of Redbridge HWRC (Oxford)		Out of Scope / Duplicate: Waste infrastructure to be	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Oxfordshire County Council							
145	Energy and Utilities	Energy Infrastructure	South Oxfordshire - 3 planned battery installations (49.9MW)	Planned renewable energy generation and storage projects. A total of 64 renewable energy generation and storage projects in Oxfordshire are under construction or awaiting construction.	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Local Authority Scale - South Oxfordshire and Vale of White Horse	Fully funded	Retained in Stage 1		Renewable Energy Providers							
146	Energy and Utilities	Energy Infrastructure	South Oxfordshire - 11 planned solar photovoltaics installations (202MW)	Planned renewable energy generation and storage projects. A total of 64 renewable energy generation and storage projects in Oxfordshire are under construction or awaiting construction.	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Local Authority Scale - South Oxfordshire and Vale of White Horse	Fully funded	Retained in Stage 1		Renewable Energy Providers							
149	Energy and Utilities	Energy Infrastructure	Upgrade to Drayton Bulk Supply Point	Reinforcement of 11 x 33 kV circuit breakers at Drayton BSP Reinforcement of 2 x 7.71 km 132 kV circuits between Drayton and Culham tee	In Scope	Partial Information	Enabling new development	Committed	Local Authority Scale - South Oxfordshire and Vale of White Horse	To be confirmed	Progress to Prioritisation		SSEN							
150	Energy and Utilities	Energy Infrastructure	Vale of White Horse - 6 planned solar photovoltaics installations (56MW)	Planned renewable energy generation and storage projects. A total of 64 renewable energy generation and storage projects in Oxfordshire are under construction or awaiting construction.	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Local Authority Scale - South Oxfordshire and Vale of White Horse	Fully funded	Retained in Stage 1		Renewable Energy Providers							
151	Energy and Utilities	Energy Infrastructure	Vale of White Horse - 3 planned battery installations (6MW)	Planned renewable energy generation and storage projects. A total of 64 renewable energy generation and storage projects in Oxfordshire are under construction or awaiting construction.	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Local Authority Scale - South Oxfordshire and Vale of White Horse	Fully funded	Retained in Stage 1		Renewable Energy Providers							
152	Social Infrastructure	Energy Infrastructure, Further and Higher Education	Green Construction Skills Centre	This project is for an extension to the Green Construction Skills Centre in Abingdon, and will enable Abingdon & Witney College to expand its green construction programme offer. Expected construction period of 12-18 months following investment secured. The project is expected to reduce 150 tonnes of CO2 in total each	In Scope	Comprehensive Information	Strategic innovation and enhancements	Pending	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	Progress to Prioritisation		Abingdon & Witney College						7	
156	Energy and Utilities	Energy Infrastructure	Upgrade to Witney Bulk Supply Point	Additional 132/33 kV transformer New 132 kV Air Insulated Switchgear (AIS) at Witney BSP Reinforcement of the 132 kV circuits between Yarnton and Witney	In Scope	Partial Information	Enabling new development	Committed	Local Authority Scale - West Oxfordshire	To be confirmed	Progress to Prioritisation		SSEN							
159	Energy and Utilities	Energy Infrastructure	West Oxfordshire - 3 planned battery installations (19MW)	Planned renewable energy generation and storage projects. A total of 64 renewable energy generation and storage projects in Oxfordshire are under construction or awaiting construction.	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Local Authority Scale - West Oxfordshire	Fully funded	Retained in Stage 1		Renewable Energy Providers							
160	Energy and Utilities	Energy Infrastructure	West Oxfordshire - 11 planned solar photovoltaics installations (134MW)	Planned renewable energy generation and storage projects. A total of 64 renewable energy generation and storage projects in Oxfordshire are under construction or awaiting construction.	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Local Authority Scale - West Oxfordshire	Fully funded	Retained in Stage 1		Renewable Energy Providers							
162	Energy and Utilities	Waste Infrastructure	New waste transfer station	New waste transfer station	Out of Scope / Duplicate: Waste infrastructure to be	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Oxfordshire County Council	OCC / WODC / Waste operators						
163	Energy and Utilities	Waste Infrastructure	Improvements to the strategic waste management and reuse infrastructure serving West Oxfordshire	Improvements to the strategic waste management and reuse infrastructure serving West Oxfordshire	Out of Scope / Duplicate: Waste infrastructure to be	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate			OCC / WODC / Waste operators / Third sector organisations						
164	Energy and Utilities	Digital Infrastructure	Harwell Science and Innovation Campus 5G Network	The ECH project is working to scope, procure, and commission a managed private 5G network across significant parts of Harwell. This will provide a secure, business-grade wireless network, offering external and internal coverage for the resident science laboratories, research organisations and start-ups.	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Local Authority Scale - South Oxfordshire and Vale of White Horse	Partially funded	Progress to Prioritisation		Oxfordshire County Council	England's Connected Heartland						

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Employment sites linked to project	Status Notes	Location	Postcode	Phasing	Delivery Timescales	Start Year	End Year	Cost	Theoretical Cost	Cost Notes	Funding Notes	Source
109	Green Infrastructure	Green Infrastructure	Strategic Site GI - Culham Campus					Medium Term (2030-40)	Duration of development			£ 319,114.00	£ 219,114.00	estimated costs are derived from the study but are only the capital costs for this infrastructure.	Developer contributions and/or direct delivery on site	South Oxfordshire and Vale of White Horse IDP (December 2024)
110	Green Infrastructure	Green Infrastructure	Strategic Site GI - Land south of Grenoble Road					Medium Term (2030-40)	Duration of development			£ 273,526.00	£ 273,526.00	estimate costs are derived from the study but are only the capital costs for this infrastructure	Developer contributions and/or direct delivery on site	South Oxfordshire and Vale of White Horse IDP (December 2024)
111	Green Infrastructure	Green Infrastructure	North of Bruern Abbey Banks Reprofile		Planning phase			Short Term (to 2030)	2016-2031	2016	2031	£ 250,000.00	£ 250,000.00	?166,000 - ?250,000	Grant applications and charitable donations	West Oxfordshire IDP (November 2016)
112	Green Infrastructure	Green Infrastructure	Strategic Site GI - Land at Northfield					Medium Term (2030-40)	Duration of development			£ 164,006.00	£ 164,006.00	estimated costs are derived from the study but are only the capital costs for this infrastructure.	Developer contributions and/or direct delivery on site	South Oxfordshire and Vale of White Horse IDP (December 2024)
113	Green Infrastructure	Green Infrastructure	Strategic Site GI - Berinsfield Garden Village			Berinsfield		Medium Term (2030-40)	Duration of development			£ 154,971.00	£ 154,971.00	estimated costs are derived from the study, but are only the capital costs for this infrastructure; councils will also seek a	Funding through developer contributions and/or delivery on site	South Oxfordshire and Vale of White Horse IDP (December 2024)
114	Green Infrastructure	Green Infrastructure	Strategic Site GI - Bayswater Brook					Medium Term (2030-40)	Duration of development			£ 100,211.00	£ 100,211.00		Developer contributions and/or direct delivery on site	South Oxfordshire and Vale of White Horse IDP (December 2024)
115	Green Infrastructure	Green Infrastructure	Strategic Site GI - North West Valley Park					Medium Term (2030-40)	Duration of development			£ 72,831.00	£ 72,831.00		Developer contributions and/or direct delivery on site	South Oxfordshire and Vale of White Horse IDP (December 2024)
116	Green Infrastructure	Green Infrastructure	Strategic Site GI - North West Grove					Medium Term (2030-40)	Duration of development			£ 56,814.00	£ 56,814.00	estimated costs are derived from the study but are only the capital costs for this infrastructure.	Developer contributions and/or direct delivery on site	South Oxfordshire and Vale of White Horse IDP (December 2024)
117	Green Infrastructure	Green Infrastructure	Deer Park Wood, Witney		Ongoing habitat creation	Witney		Short Term (to 2030)	2016-2031	2016	2031	£ 50,000.00	£ 50,000.00	?25,000 - ?50,000	\$106 from development within locality. External funding, charitable donations and local fundraising	West Oxfordshire IDP (November 2016)
118	Green Infrastructure	Green Infrastructure	Sport pitches, North West Bicester Ecotown		Some secured through: North West Bicester Phase 1 (Exemplar site- Eimsbrook) S106, (10/01780/HYBRID).	Bicester area		Medium Term (2030-40)					£ 0.00			Cherwell IDP (December 2024)
119	Green Infrastructure	Green Infrastructure	Bicester Urban Edge Park		Project is at an early stage of development	Bicester area		Medium Term (2030-40)	Throughout plan period				£ 0.00		TBC	Cherwell IDP (December 2024)
120	Water	Flood Risk Management	Construction of storage area upstream of industrial estate in Crawley		Construction under way	Crawley		Short Term (to 2030)	2016-2021	2016	2021	£ 200,000.00	£ 200,000.00		WODC revenue S106	West Oxfordshire IDP (November 2016)
121	Transport	Bus, Coach and SRT	Bus link between Bridge Street and Tramway Road		Construction starts 24/10/24 for 12 months Cherwell Street, Banbury ? Bus Service Improvement Scheme (including Bridge	Banbury Area		Short Term (to 2030)	Short - long term			£ 3,990,000.00	£ 3,990,000.00	?3.99m	Fully funded by OCC, Growth Board	Cherwell IDP (December 2024)
122	Green Infrastructure	Green Infrastructure	Linear Park along Bayswater Brook		Part of a planning application granted in October 2024			Medium Term (2030-40), Short Term (to 2030)					£ 0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
123	Green Infrastructure	Green Infrastructure	Extension of Carterton Country Park					To be confirmed					£ 0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
126	Green Infrastructure	Green Infrastructure	Lower Windrush Valley Project		Ongoing project programme			Short Term (to 2030)	2016-2031	2016	2031		£ 0.00		\$106 / Charitable donations and local fundraising	West Oxfordshire IDP (November 2016)
127	Transport	Highways	Bicester - Banbury Road Corridor Improvements		Scheme approved; continuing engagement on the details of the scheme.	Bicester area		Medium Term (2030-40)	Medium term			£ 5,500,000.00	£ 5,500,000.00	5.5m	TBC	Cherwell IDP (December 2024)
128	Green Infrastructure	Green Infrastructure	Restoration of the Wilts and Berks Canal		Ongoing project			Short Term (to 2030)					£ 0.00		Most ongoing work are funded through grants and developer contributions	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
129	Green Infrastructure	Green Infrastructure	Upper Thames River Valleys Living Landscape		Ongoing landscape-scale recovery			To be confirmed					£ 0.00		Multi-phase project, however the remaining habitat bank project will be financed through revenue.	https://www.bbowl.org.uk/wildlife/living-landscapes/upper-thames-living-landscape
130	Green Infrastructure	Green Infrastructure	North Wessex Downs / Cotswold National Landscape - Farming in Protected Landscapes		Rolling grant programme to March 2026. The Cotswolds programme has allocated £ 4.5m to 165 projects to date.			Short Term (to 2030)					£ 0.00		Grant programme	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
131	Green Infrastructure	Green Infrastructure	North Wessex Downs National Landscape- Nature Recovery Plan					Short Term (to 2030)					£ 0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
132	Water	Flood Risk Management	Construction of a flood storage area north of Bampton		Investigation stage	Bampton		Short Term (to 2030)	2016-2021	2016	2021			To be identified	The EA consider that currently the costs outweigh the benefits but if partnership funding could be secured from other	West Oxfordshire IDP (November 2016)
133	Green Infrastructure	Green Infrastructure	Cotswold National Landscape - Glorious Cotswold Grasslands		Ongoing project			Short Term (to 2030)					£ 0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
134	Water	Flood Risk Management	Lye Valley Catchment Flow Reduction and Florence Park SuDS	No employment sites directly identified	Opportunities identified through the Thames Water DWMP Catchment Strategic Plan	Oxford		Short - Medium Term (2025 - 2040)	No known delivery timescales					No known cost of the project	No confirmed funding position	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
135	Green Infrastructure	Green Infrastructure	Cotswold National Landscape - Cotswolds Champions Programme		Grant scheme closed			Completed					£ 0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
136	Green Infrastructure	Green Infrastructure	Cotswold National Landscape - Ash tree dieback		Ongoing multi-year programme			To be confirmed					£ 0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
137	Green Infrastructure	Green Infrastructure	Chilterns / North Wessex Downs National Landscape - Mend the Gap Programme		Ongoing project programme due to complete by 2025			To be confirmed					£ 0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
138	Green Infrastructure	Green Infrastructure	Chilterns / Cotswold National Landscape - Access for All		Capital programme			To be confirmed					£ 0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
139	Green Infrastructure	Green Infrastructure	Extension of County Park, Carterton					Out of Scope / Duplicate								Out of Scope / Duplicate
140	Green Infrastructure	Green Infrastructure	Conserve and enhance the Cotswolds AONB					Out of Scope / Duplicate								Out of Scope / Duplicate
141	Green Infrastructure	Flood Risk Management, Green Infrastructure	Freshwater Habitats Trust - Ock and Thame Farmers' Freshwater and Floodplain Restoration Project		Ongoing project now at development and delivery phases			Short Term (to 2030)		2024	2026				Set up funding of £ 750k secured through the DEFRA Landscape Recovery Round 2 fund, further delivery finance to be	https://freshwaterhabitats.org.uk/projects/ock-and-thame-farmers/
142	Energy and Utilities	Energy Infrastructure	Upgrade to Headington Bulk Supply Point		Part of the BSP upgrade has been committed for completion before 2026 (£ 5m)	Headington		Short Term (to 2030)					£ 0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
143	Energy and Utilities	Energy Infrastructure	Oxford - 6 planned solar photovoltaics installations (1MW)			Oxford		To be confirmed					£ 0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
144	Energy and Utilities	Waste Infrastructure	Redevelopment of Redbridge HWRC (Oxford)					Out of Scope / Duplicate								OxIS Stage 1 Technical Consultation
145	Energy and Utilities	Energy Infrastructure	South Oxfordshire - 3 planned battery installations (49.9MW)			South Oxford		To be confirmed					£ 0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
146	Energy and Utilities	Energy Infrastructure	South Oxfordshire - 11 planned solar photovoltaics installations (202MW)			South Oxford		To be confirmed					£ 0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
149	Energy and Utilities	Energy Infrastructure	Upgrade to Drayton Bulk Supply Point			Orayton		Short Term (to 2030)					£ 0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
150	Energy and Utilities	Energy Infrastructure	Vale of White Horse - 6 planned solar photovoltaics installations (56MW)			Vale of White Horse		To be confirmed					£ 0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
151	Energy and Utilities	Energy Infrastructure	Vale of White Horse - 3 planned battery installations (6MW)			Vale of White Horse		To be confirmed					£ 0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
152	Social Infrastructure	Energy Infrastructure, Further and Higher Education	Green Construction Skills Centre	Direct creation of 7 jobs	Investment Ready	Abingdon	OX14 1GG	Short Term (to 2030)		2025		£ 5,000,000.00	£ 5,000,000.00			Oxon Green Futures
156	Energy and Utilities	Energy Infrastructure	Upgrade to Witney Bulk Supply Point			Witney		Short Term (to 2030)					£ 0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
159	Energy and Utilities	Energy Infrastructure	West Oxfordshire - 3 planned battery installations (19MW)			West Oxfordshire		To be confirmed					£ 0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
160	Energy and Utilities	Energy Infrastructure	West Oxfordshire - 11 planned solar photovoltaics installations (134MW)			West Oxfordshire		To be confirmed					£ 0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
162	Energy and Utilities	Waste Infrastructure	New waste transfer station					Out of Scope / Duplicate	2016-2031	2016	2031	£ 3,000,000.00	£ 3,000,000.00		Waste management companies, other funding sources to be identified	West Oxfordshire IDP (November 2016)
163	Energy and Utilities	Waste Infrastructure	Improvements to the strategic waste management and reuse infrastructure serving West Oxfordshire					Out of Scope / Duplicate	2016-2031	2016	2031		£ 0.00		Waste management companies, Third sector organisations, S106	West Oxfordshire IDP (November 2016)
164	Energy and Utilities	Digital Infrastructure	Harwell Science and Innovation Campus 5G Network	Harwell Science and Innovation Campus	Delivery procured to Vodafone			Short Term (to 2030)							Funded by the Department for Science, Innovation and Technology (SG Innovation Regions). £ 3.8m capital funding to be spent	OxIS Stage 1 Technical Engagement

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Description	Project Scope	Confidence in Information	Basis of Requirement	Project Status	Spatial Impacts	Funding Status	Sifting Outcomes	Delivery - responsible party	Delivery partners	Requirement Description	Strategic Infrastructure Dependency	Homes Directly Supported by Project (dwellings)	Housing sites linked to project	Jobs Directly Supported by Project (FTE)
165	Energy and Utilities	Waste Infrastructure	Replacement of Ardley HWRC with a new facility		Out of Scope / Duplicate: Waste infrastructure to be	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Oxfordshire County Council						
166	Energy and Utilities	Digital Infrastructure	Bicester to Blechley 5G Rail Corridor	Delivery of connected trackside private 5G network along East West Rail between Bicester and Blechley. The project aims to improve passenger Wi-Fi whilst providing a connectivity solution for neighbouring businesses, farms, and isolated homes in not-spots along the route. The project will demonstrate a new	In Scope	Partial Information	Strategic innovation and enhancements	Completed	Larger Than Oxfordshire	Fully funded	Retained in Stage 1	England's Connected Heartland	Oxfordshire County Council, East West Rail		East West Rail			
167	Energy and Utilities	Energy Infrastructure	Proposed new Farmoor GSP	Proposed new GSP at Farmoor to serve Botley West and other local generation schemes.	In Scope	Partial Information	Enabling new development	Investigation	Oxfordshire Scale	To be confirmed	Progress to Prioritisation	National Grid						
168	Energy and Utilities	Energy Infrastructure	Hyer Power Project	A hydrogen and refuelling rig is currently being installed on the Highways Depot at Drayton- this project focusses on developing hydrogen fuel cells with the aim of assessing how hydrogen may be able to support net-zero operation in vehicle types where charging downtime or limited	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Oxfordshire Scale	Fully funded	Retained in Stage 1	Oxfordshire County Council						
169	Energy and Utilities	Energy Infrastructure	Low Carbon Hub - Solar Rooftop Pipeline	The Low Carbon Hub Solar Rooftop Pipeline aims to develop a pipeline of large roof-mounted renewable energy projects across businesses, schools and community buildings throughout Oxfordshire. By increasing local renewable energy generation, the project will support the county's transition to a low-carbon future.	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Oxfordshire Scale	No funding	Progress to Prioritisation	Oxfordshire's Low Carbon Hub						
170	Energy and Utilities	Digital Infrastructure	Mobile Digital Twin Platform	Oxfordshire County Council is currently at exploration stage with regards to the development of a Mobile Digital Twin Platform which will provide robust evidence for intervention against measured parameters of both coverage and capacity.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	To be confirmed	Progress to Prioritisation	Oxfordshire County Council	Partners					
171	Energy and Utilities	Digital Infrastructure	Project Gigabit Oxfordshire	Countywide Superfast broadband (24 Meg/sec.) Phase 1 - 90% coverage Phase 2 - 95% coverage	In Scope	Partial Information	Strategic innovation and enhancements	Completed	Oxfordshire Scale	Fully funded	Retained in Stage 1	Building Digital UK	Central Government Bf / Open Reach OCC CDC					
172	Energy and Utilities	Digital Infrastructure	GigaHubs	Provide gigabit-capable broadband to 193 public service sites, including schools, GP surgeries, libraries and other public spaces, in mostly rural locations where fibre connectivity is difficult and expensive to provide.	In Scope	Partial Information	Strategic innovation and enhancements	Completed	Oxfordshire Scale	Fully funded	Retained in Stage 1	Oxfordshire County Council	Delivered by Neos Networks as the provider					
173	Transport	Highways	A34 on-slip improvements to the Pear Tree and Botley junction interchanges around Kidlington	A34 on-slip improvements to the Pear Tree and Botley junction interchanges to the immediate south of the district.	In Scope	Partial Information	Mitigating impacts of new development	To be confirmed	Local Authority Scale - Cherwell	To be confirmed	Retained in Stage 1	TBC	OCC				N/A	
174	Transport	Highways	Signalisation of Kidlington Roundabout	Signalisation of Kidlington Roundabout	In Scope	Partial Information	Mitigating impacts of new development	To be confirmed	Local Authority Scale - Cherwell	Partially funded	Retained in Stage 1	OCC					KID H1	
175	Transport	Rail	Improvements to Banbury Station	Re-designing the Banbury Railway Station forecourt to create an interchange that will provide for through bus services and feature a taxi rank, better and secure cycle facilities, and more pedestrian space, with an improved public realm giving a sense of arrival.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	Partially funded	Progress to Prioritisation	Chiltern Railways	Dept for Transport Network Rail Chiltern Railways Department for Transport				All sites	
176	Transport	Highways	Improving accessibility for active travel along the A4260 Windsor Street / Cherwell Street Corridor	Improving accessibility along the A4260 Windsor Street / Cherwell Street corridor for bus, walking and cycling; improving access across this corridor for walking, wheeling and cycling; greening the corridor to create a more enhanced sense of place.	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - Cherwell	Developer Direct Delivery or Contributions	Retained in Stage 1	Direct delivery by developer	OCC				All sites	
177	Transport	Bus, Coach and SRT	Reviewing need for a bus station and rejuvenating/relocating Banbury Bus Station	Reviewing the need for a bus station and rejuvenating and/or relocating Banbury Bus Station, including adding capacity and better linkage with the town centre. Existing bus station site or new site at George Street as one option to be explored. Train station mobility hub to be considered for long distance bus services.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - Cherwell	Developer Direct Delivery or Contributions	Retained in Stage 1	Developers	OCC developers				All sites	
178	Transport	Highways, Bus, Coach and SRT, Active Modes	A44 Mobility Hub at London Oxford Airport	A44 Mobility Hub at London Oxford Airport.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	Partially funded	Non-Strategic	Local Growth Fund bids, Developers, other third party contributions.	OCC, bus service providers, developers				N/A	
179	Transport	Highways	East-West strategic movements: multi-modal corridor improvements	East-west strategic movements: Hennef Way multi-modal corridor improvements including movements across the corridor	In Scope	Partial Information	Mitigating impacts of new development, Strategic innovation and enhancements	Investigation	Local Authority Scale - Cherwell	Partially funded	Progress to Prioritisation	OCC	OCC			6500	All sites	
180	Transport	Highways	A41 Highway capacity improvements to southern corridor (Bicester South East Perimeter Road)	Highway capacity improvements to peripheral routes: southern corridor Provision of new highway link in the form of a south east perimeter road with improvements to bus priority and the walking / cycling environment along the A41.	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - Cherwell	Partially funded	Progress to Prioritisation	OCC	OCC		190	10000	All Bicester sites	
181	Transport	Highways	Highway capacity improvements to peripheral routes in Bicester area	Highway capacity improvements to peripheral routes: Western corridor Changes and improvements to Howes Lane/Bucknell Road Junction; North West Bicester Ecotown all other phases Resignment of Howes Lane and Lords Lane (A495) including provision of active travel measure.	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - Cherwell	To be confirmed	Progress to Prioritisation	S38. Part completed.	OCC Private sector developers			10000	BIC H1 BIC E2 BIC E1	
182	Transport	Highways	Highway capacity improvements to eastern corridor around Bicester	Highway capacity improvements to peripheral routes: eastern corridor Local Transport Plan 4 and its Bicester Strategy address traffic and travel demands growth resulting from LP1 to 2031. for Eastern corridor improvements along Skimmingdish Lane and Charbridge Lane, including the junctions,	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - Cherwell	Partially funded	Progress to Prioritisation	OCC Developers	OCC Developers			10000	All sites	
183	Transport	Highways, Active Modes	Junction improvements and signalisation at Bankside / Hightown Road and Swan Close Road/Tramway	Bankside/Hightown Road and Swan Close Road/Tramway junction improvements (signalisation); accessibility improvements along and across Bankside	In Scope	Partial Information	Mitigating impacts of new development, Strategic innovation and enhancements	Investigation	Local Authority Scale - Cherwell	To be confirmed	Non-Strategic	Funding bids to government Developers	OCC				All sites	
184	Transport	Rail	Railway Station Access and Accessibility Improvements at Bicester North (including mobility hub improvements)	Improved access to existing and additional rail services at Bicester North Railway Station with schemes including improvements for access to all platforms, and transport hubs elements including improved cycle parking quality and quantity, improved integration with local bus services, and EV charging provision for any	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Local Authority Scale - Cherwell	To be confirmed	Retained in Stage 1	Network Rail	Department for Transport, Active Travel England, England's Economic Heartland, Local Authorities					
185	Transport	Bus, Coach and SRT	Bus service between Oxford and Begbroke	4 buses per hour service between Oxford and Begbroke routed Land East of the A44 development site (A44/A4144 corridor).	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - Cherwell	To be confirmed	Retained in Stage 1	Bus operator and developer funded	OCC, bus service providers, developers				KID H1	
186	Social Infrastructure	Special Education Needs and Disabilities (SEND)	Two new special schools in SE Oxfordshire	The county council is planning two new special schools in the Didcot area to serve south east Oxfordshire: One special school is due to be built within the Valley Park development, and will specialise in educating children with Profound & Multiple Learning Difficulties (PMLD), Severe Learning Difficulties (SLD) and other	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Oxfordshire Scale	No funding	Non-Strategic	Oxfordshire County Council	Academy Provider	Additional special schools are required to meet the growth demand in Oxfordshire.			Valley Park housing development in Didcot	
187	Transport	Bus, Coach and SRT	Improving the routing, quality and level of bus services and facilities to employment areas and new residential areas	Improving the routing, quality and level of bus services and facilities to employment areas and new residential areas and the introduction of real time information technology on buses and bus stops, provide mini mobility hubs with cycle parking at bus stops.	In Scope	Partial Information	Mitigating impacts of new development	Ambition	Local Authority Scale - Cherwell	To be confirmed	Retained in Stage 1	TBC	OCC				All sites	
188	Transport	Bus, Coach and SRT	Bus lane on A44 between Langford Lane and Spring Hill junction.	Southbound bus lane on A44, between Langford Lane and Spring Hill junction.	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - Cherwell	To be confirmed	Non-Strategic	OCC, bus service providers, developers					KID H1	
189	Transport	Bus, Coach and SRT	Bicester Bus Priority	Introduction of bus priority measures such as bus gates, lanes, and priority signals along key urban routes in Bicester.	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Local Authority Scale - Cherwell	To be confirmed	Retained in Stage 1	Local Transport Authorities	Active Travel England, Operators, Sustrans					
190	Transport	Active Modes	Bicester pedestrian and cycle links: Southern connectivity project	Bicester pedestrian and cycle links: Southern connectivity project. Kingsmeare, Bicester Business Park, Graven Hill, Bicester Village Station, Bicester Village and into the town centre.	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Non-strategic	To be confirmed	Retained in Stage 1	TBC	OCC CDC Private sector developers		180,192		All Bicester sites	
191	Transport	Bus, Coach and SRT	Vehicular spine route through Land East of the A44	Vehicular spine route through Land East of the A44 (suitable for use by buses).	In Scope	Partial Information	Mitigating impacts of new development	Committed	Local Authority Scale - Cherwell	Developer Direct Delivery or Contributions	Retained in Stage 1	Development proposal	OCC				N/A	
192	Transport	Active Modes	Bicester London Road Active Travel Scheme	A new two-way cycleway on the west and south-west side of London Road between the Ploughley Road and Launton Road junctions. The cycleway will merge with the existing layouts at the Rodney House Roundabout and the new Pioneer Roundabout.	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Local Authority Scale - Cherwell	Fully funded	Retained in Stage 1	Oxfordshire County Council			190			
193	Transport	Active Modes	Banbury Western Active Travel Corridor	Western active travel corridor including western including Ruscote Avenue, part of Warwick Road, Orchard Way, Queensway to the two secondary schools on Springfield Avenue.	In Scope	Partial Information	Mitigating impacts of new development, Strategic innovation and enhancements	Investigation	Local Authority Scale - Cherwell	Partially funded	Non-Strategic	Oxfordshire County Council						
194	Green Infrastructure	Green Infrastructure, Active Modes	River Cherwell Waterway Park	Corridor along the River Cherwell in mid-Cherwell England, encompassing a network of walking and cycling routes, as well as nature recovery efforts with the aim of improving access to the river and enhancing its natural environment. Strategic project proposed as part of the Green and Blue Infrastructure Strategy.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - Cherwell	No funding	Progress to Prioritisation	Cherwell District Council						
195	Transport	Highways	Review Banbury Town traffic circulation	Review Banbury Town / traffic circulation, including bus routing.	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - Cherwell	Developer Direct Delivery or Contributions	Retained in Stage 1	Developers	OCC developers				BAN H3, BAN M/U1, BAN M/U2	
196	Transport	Bus, Coach and SRT	Bus lane on A44 between Langford Lane and Bladon	Northbound and southbound bus lane on A44 between Langford Lane and Bladon.	In Scope	Poor Information	Strategic innovation and enhancements	To be confirmed	Local Authority Scale - Cherwell	To be confirmed	Non-Strategic	Potential sources of funding include: Oxfordshire Growth Deal North Oxford All Modes Corridor Improvements, Local	Oxfordshire County Council				KID H1	
197	Transport	Highways	East-west strategic movements: Warwick Road Corridor	East-west strategic movements: Warwick Road Corridor (covering the roundabout junctions with A422 Ruscote Avenue and Orchard Way).	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - Cherwell	Partially funded	Progress to Prioritisation	OCC	OCC			6500	All sites	
198	Transport	Bus, Coach and SRT, Active Modes	A4165 Oxford Road Active Travel and Public Transport Improvements	A4165 Oxford Road Active Travel and Public Transport Improvements	In Scope	Poor Information	Mitigating impacts of new development	Investigation	Local Authority Scale - Oxford City	To be confirmed	Retained in Stage 1	Oxfordshire County Council		Potential link to the North Oxford Corridor Improvements in support of growth in Cherwell. This is also in close proximity to		Potential link to the North Oxford Corridor Improvements in support of growth in Cherwell		
199	Transport	Active Modes	Banbury Muddy Bank	The ~~the~~ muddy bank ~~linking~~ the canal towpath to Station Approach is being investigated with a view to constructing steps and potentially a ramp to enable formal access between the station and the town centre without the need to cross any roads.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Non-strategic	To be confirmed	Non-Strategic	Oxfordshire County Council	Landowners, Network Rail, Canal & River Trust and Chiltern Railways					
200	Transport	Highways	A41 Improvements: Highway Capacity Improvement	Highway capacity improvements along the A41 Bicester South East Perimeter Road to reduce congestion and improve journey time reliability.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Local Transport Authorities	Department for Transport, National Highways, Active Travel England, Sustrans					
201	Transport	Rail	East West Rail Phase 2 - via Bicester	East West Rail Phase 2 - Oxford to Blechley/ Milton Keynes via Bicester	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Secured	Dept of Transport East West Rail Company Ltd (EWR Co) Network Rail OCC				All sites	
202	Transport	Rail	Rail Electrification from Oxford ? Banbury - Leamington Spa including road bridge alterations at Bridge Street, and A422 Hennef	Rail Electrification from Oxford ? Banbury - Leamington Spa including road bridge alterations at Bridge Street, and A422 Hennef Way.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	TBC	Network Rail Chiltern Railways OCC				All sites	
203	Transport	Rail	London Road, Bicester Level Crossing Removal	*Identifying a long term solution to this crossing is a key requirement to enabling the full potential of East West Rail to be realised: funding required to develop the Business Case that supports the solution with a view to enabling delivery in Control Period 7 (linked with delivery of East West Rail). The level crossing in	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Network Rail	Department for Transport, Network Rail, England's Economic Heartland, Local Authorities, Operators, Private Sector					
204	Transport	Active Modes	Cycle super highway along the A4260 to/from Oxford Parkway	Cycle super highway along the A4260/A4165 to/from Oxford Parkway.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Developers	OCC				N/A	
205	Transport	Active Modes	Bicester pedestrian and cycle link: Oxford Road to Field Street	Bicester pedestrian and cycle link: Oxford Road to Field Street Part of central corridor	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Committed	OCC CDC Private sector developers				N/A	
206	Transport	Active Modes	Inter-urban active travel network: Brackley to Banbury	New inter-urban active travel network to connect Brackley to Banbury.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Local Transport Authorities	Active Travel England, Sustrans					
207	Transport	Active Modes	Inter-urban active travel network: Banbury - Bicester	New inter-urban active travel network to connect Banbury to Bicester.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Local Transport Authorities	Active Travel England, Sustrans					
208	Transport	Active Modes	Pedestrian/Cycle bridge over the Oxford Canal and Railway.	Pedestrian/Cycle bridge over the Oxford Canal and Railway.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	TBC	OCC				N/A	
209	Transport	Active Modes	Cycle super highway along A4165	Cycle super highway along A4165 to/from Oxford Parkway to Oxford city centre.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		OCC				N/A	
210	Transport	Active Modes	Middleton Stoney Road Active Travel scheme (Phase 1 Expected Completion: Spring 2026)	A new two-way cycleway along the full length of Middleton Stoney Road, between Oxford Road and Howes Lane, together with new footway and zebra crossings.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate							

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Employment sites linked to project	Status Notes	Location	Postcode	Phasing	Delivery Timescales	Start Year	End Year	Cost	Theoretical Cost	Cost Notes	Funding Notes	Source
165	Energy and Utilities	Waste Infrastructure	Replacement of Aitley HWRC with a new facility					Out of Scope / Duplicate								OxIS Stage 1 Technical Consultation
166	Energy and Utilities	Digital Infrastructure	Bicester to Bletchley 5G Rail Corridor		Under delivery			Short Term (to 2030)								OxIS Stage 1 Technical Engagement
167	Energy and Utilities	Energy Infrastructure	Proposed new Farmoor GSP		Planning / consultation stage			Short Term (to 2030)							Funded by the Department for Science, Innovation and Technology (5G Innovation Regions). ♦ 3.8m capital funding to be spent	
168	Energy and Utilities	Energy Infrastructure	Hyer Power Project		Rig being installed at present			Short Term (to 2030)							Likely to be funded by NGET with cost recovery through charges	
169	Energy and Utilities	Energy Infrastructure	Low Carbon Hub - Solar Rooftop Pipeline		Project underway in September / Autumn 2025			Short Term (to 2030)		2025	2030	♦ 833,000.00	♦ 833,000.00	Project Value: 7833,000 for 2 projects in current pipeline	The project was fully funded by a ♦ 3.9M grant from APC/Innovate UK, with Oxfordshire County Council (OCC)	OxIS Stage 1 Technical Engagement
170	Energy and Utilities	Digital Infrastructure	Mobile Digital Twin Platform					Short Term (to 2030)							A total of ♦ 833,000 will need to be secured	Oxon Green Futures
171	Energy and Utilities	Digital Infrastructure	Project Gigabit Oxfordshire		Project completed in May 2025.			Completed	Short term			♦ 10,000,000.00	♦ 10,000,000.00	c. 710 m	Phase 1: complete Phase 2: secured Phase 3 - TBC	Cherwell IDP (December 2024) + West Oxfordshire IDP (November 2018) + Oxfordshire Digital Infrastructure Strategy
172	Energy and Utilities	Digital Infrastructure	GigaHubs		The project began in March 2022 and continues to progress, aiming to complete in September 2024. Project completed as			Completed	2025-2041	2025	2041	♦ 7,250,000.00	♦ 7,250,000.00		Fully Funded - OCC + 75M Project Gigabit (DCMS) + 72M	? Oxfordshire Digital Infrastructure Strategy and Delivery Plan (January 2020) ? Cherwell IDP (December 2024)
173	Transport	Highways	A34 on-slip improvements to the Pear Tree and Botley Junction interchanges around Kidlington		TBC	Kidlington area		Medium Term (2030-40)	Short - medium term				♦ 0.00		TBC	Cherwell IDP (December 2024)
174	Transport	Highways	Signalisation of Kidlington Roundabout		TBC	Kidlington area		Medium Term (2030-40)	Short - medium term			♦ 6,000,000.00	♦ 6,000,000.00	?6m	?1m growth deal funding	Cherwell IDP (December 2024)
175	Transport	Rail	Improvements to Banbury Station		Access to Banbury Station ? Tramway Rd Improvements - Phase 1and 2 October 2024 to April 2025 and Phase 2.	Banbury Area		Short - Medium Term (2025 - 2040)	Throughout the Local Plan period			♦ 6,000,000.00	♦ 6,000,000.00	c. 76m	Some funding secured OCC Developers	Cherwell IDP (December 2024)
176	Transport	Highways	Improving accessibility for active travel along the A4260 Windsor Street/Cherwell Street Corridor		The Cherwell Street Corridor scheme is currently in the preliminary design stage, construction to start early/mid 2025.	Banbury Area		Medium Term (2030-40)	Short - medium term			♦ 8,000,000.00	♦ 8,000,000.00	c. 78m	Direct delivery by developers, Developer contributions	Cherwell IDP (December 2024)
177	Transport	Bus, Coach and SRT	Reviewing need for a bus station and rejuvenating/relocating Banbury Bus Station		Work on town centre bus access and movement ongoing, related to delivery of BSIP-funded Cherwell Street bus lane.	Banbury Area		Medium Term (2030-40)	Short - medium term			♦ 8,000,000.00	♦ 8,000,000.00	c. 78m	Developers	Cherwell IDP (December 2024)
178	Transport	Highways, Bus, Coach and SRT, Active Modes	A44 Mobility Hub at London Oxford Airport		Funding from developers is being sought, land is currently proposed to be safeguarded	Kidlington area		Medium Term (2030-40)	Short - medium term			♦ 17,000,000.00	♦ 17,000,000.00	c. 717m (without land) c 721 m (with land) c 73.4 million secured	Local Growth Fund bids, Developers, other third party contributions.	Cherwell IDP (December 2024)
179	Transport	Highways	East-West strategic movements: multi-modal corridor improvements		M40 J11 has been fully signalised and MOVA operation system installed as part of High Speed Rail (HS2) works An options	Banbury Area		Short - Medium Term (2025 - 2040)	Throughout plan period			♦ 18,000,000.00	♦ 18,000,000.00	c. 718m	Developers Held s106; further s106 negotiations; other funding opportunities tbc	Cherwell IDP (December 2024)
180	Transport	Highways	A41 Highway capacity improvements to southern corridor (Bicester South East Perimeter Road)		The part of the South East Perimeter Road (SEPR) through Groven Hill has been delivered as their Employment Access	Bicester area		Short - Medium Term (2025 - 2040)	Short - medium term			♦ 21,300,000.00	♦ 21,300,000.00	c721.3m for South East Perimeter Road (SEPR) Western Section	Some funding secured Developers	Cherwell IDP (December 2024)
181	Transport	Highways	Highway capacity improvements to peripheral routes in Bicester area		Funding being sought to continue the design work for the A4095 and its delivery. Negotiations are ongoing.	Bicester area		Short - Medium Term (2025 - 2040)	Short - medium term			♦ 27,400,000.00	♦ 27,400,000.00	?27.4m	S38. Part completed.	Cherwell IDP (December 2024)
182	Transport	Highways	Highway capacity improvements to eastern corridor around Bicester		Works to provide crossings on Wretchwick Way secured from Wretchwick Green. Informal crossings on Skimmingdish Lane ?	Bicester area		Short - Medium Term (2025 - 2040)	Short - medium term						Some funding secured	Cherwell IDP (December 2024)
183	Transport	Highways, Active Modes	Junction Improvements and signalisation at Bankside / Hightown Road and Swan Close Road/Tramway		Chicanes have been removed and replaced with traffic calming cushions, and cycle lanes introduced.	Banbury Area		Medium Term (2030-40)	Short - medium term			♦ 10,000,000.00	♦ 10,000,000.00	c. 710m	Funding bids to government Developers	Cherwell IDP (December 2024)
184	Transport	Rail	Railway Station Access and Accessibility Improvements at Bicester North (including mobility hub improvements)		Proposed intervention	Bicester		Medium Term (2030-40)	Medium term			♦ 20,000,000.00	♦ 20,000,000.00	Capital Investment: 75m- 720m , Public Operational Investment: Medium	Revenue Generation: High	England's Economic Heartland Investment Prioritisation Framework; Connectivity Study 4: Thames Valley ? Northampton
185	Transport	Bus, Coach and SRT	Bus service between Oxford and Begbroke		Funding from developers at PRB/PR9 is being sought.	Kidlington area		Medium Term (2030-40)	Short - medium term				♦ 0.00	Pending development	Bus operator and developer funded	Cherwell IDP (December 2024)
186	Social Infrastructure	Special Education Needs and Disabilities (SEND)	Two new special schools in SE Oxfordshire	No direct relationship with sites	Identifying an academy sponsor at present. Consultation undertaken in Summer 2025.	Didcot Valley Park		Short Term (to 2030), Medium Term (2030-40)	Unknown but expected to be in medium term to address need beyond 2027. Current hope is for it to open in 2028.					No known estimate at present		OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
187	Transport	Bus, Coach and SRT	Improving the routing, quality and level of bus services and facilities to employment areas and new residential areas		New bus services to/from Chalker Way and Nickling Road started in February 2024. Real time information screens have been	Banbury Area		Medium Term (2030-40)	Throughout plan period			♦ 7,500,000.00	♦ 7,500,000.00	?750,000 per annum - assume 10 year funding	TBC	Cherwell IDP (December 2024)
188	Transport	Bus, Coach and SRT	Bus lane on A44 between Langford Lane and Spring Hill		Options assessment complete.	Kidlington area		Medium Term (2030-40)	Short - medium term			♦ 2,200,000.00	♦ 2,200,000.00	?2.2m		Cherwell IDP (December 2024)
189	Transport	Bus, Coach and SRT	Bicester Bus Priority		Proposed intervention	Bicester		Short Term (to 2030)	Short term				♦ 0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework; Submitted by England's Economic Heartland based on:
190	Transport	Active Modes	Bicester pedestrian and cycle links: Southern connectivity project		Discussions have been held with Network Rail via local bike user group about permitting pedestrians via the 'cattle	Bicester area		Medium Term (2030-40)	Short - medium term			♦ 5,000,000.00	♦ 5,000,000.00	c. 75m	TBC	Cherwell IDP (December 2024)
191	Transport	Bus, Coach and SRT	Vehicular spine route through Land East of the A44		To be delivered by development	Kidlington area		Short Term (to 2030)	Short term					On-site transport mitigation/ design considerations	Development proposal	Cherwell IDP (December 2024)
192	Transport	Active Modes	Bicester London Road Active Travel Scheme		(Phase 1 Expected Completion: Spring 2026)	Bicester		Short Term (to 2030)								OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
193	Transport	Active Modes	Banbury Western Active Travel Corridor					Medium Term (2030-40)								OCC Transport Infrastructure List
194	Green Infrastructure	Green Infrastructure, Active Modes	River Cherwell Waterway Park		Concept proposed through the Green and Blue Infrastructure Strategy	https://lucmaps.co.uk/CherwellGBIDigitalReport/mid-cherwell-corridor/		Medium - Long Term (2030-50)					♦ 0.00	Creation of new parks and flood plain restoration is anticipated to be >£500k.	No identified funding at present but expected to be funded through S106 contributions and grants on a project-by-	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
195	Transport	Highways	Review Banbury Town traffic circulation		To be progressed. Previous bus access points met with resistance	Banbury Area		Longer Term (2040-50)	Short - long term			♦ 3,250,000.00	♦ 3,250,000.00	c. 73.25m	Developers	Cherwell IDP (December 2024)
196	Transport	Bus, Coach and SRT	Bus lane on A44 between Langford Lane and Blandon		TBC	Kidlington area		Medium Term (2030-40)	Short - medium term			♦ 3,890,000.00	♦ 3,890,000.00	?3.89m	Potential sources of funding include: Oxfordshire Growth Deal North Oxford All Modes Corridor Improvements, Local	Cherwell IDP (December 2024)
197	Transport	Highways	East-west strategic movements: Warwick Road Corridor		In Progress. The Warwick Road junctions are being considered as part of OCC work on the	Banbury Area		Short - Medium Term (2025 - 2040)	Short - medium term			♦ 2,500,000.00	♦ 2,500,000.00	c. 72.5m	Some funding committed	Cherwell IDP (December 2024)
198	Transport	Bus, Coach and SRT, Active Modes	A4165 Oxford Road Active Travel and Public Transport Improvements					To be confirmed								OCC Transport Infrastructure List
199	Transport	Active Modes	Banbury Muddy Bank		Difficulties with identifying the landowners have been overcome, and officers have engaged with the			To be confirmed								Oxfordshire County Council Transport Infrastructure List
200	Transport	Highways	A41 Improvements: Highway Capacity Improvement		Proposed Intervention	Bicester		Out of Scope / Duplicate	Unknown				♦ 0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework; Submitted by England's Economic Heartland based on:
201	Transport	Rail	East West Rail Phase 2 - via Bicester		Construction in progress. Due to be handed over to Network Rail. Negotiations in progress about the operation of EWR.	Bicester area		Out of Scope / Duplicate	Short term (2020-2025)	2020	2025	♦ 1,200,000,000.00	♦ 1,200,000,000.00	c. 71.2 Billion	Secured	Cherwell IDP (December 2024)
202	Transport	Rail	Rail Electrification from Oxford ? Banbury - Leamington Spa including road bridge alterations at Bridge Street, and A422 Hennef		Network Rail Decarbonisation Strategy (July 2020) has identified the route through Bicester and Banbury for electrification.	Banbury Area		Out of Scope / Duplicate	Medium term				♦ 0.00		TBC	Cherwell IDP (December 2024)
203	Transport	Rail	London Road, Bicester Level Crossing Removal		Proposed Intervention	Bicester		Out of Scope / Duplicate	Short term				♦ 0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework; Submitted by England's Economic Heartland based on:
204	Transport	Active Modes	Cycle super highway along the A4260 to/from Oxford Parkway		Funding from developers is being sought.	Kidlington area		Out of Scope / Duplicate	Short - medium term			♦ 5,250,000.00	♦ 5,250,000.00	?5.25m	Developers	Cherwell IDP (December 2024)
205	Transport	Active Modes	Bicester pedestrian and cycle link: Oxford Road to Field Street		Oxford Road to the Kings End/Church Street junction complete. The rest of the scheme was postponed to be reviewed as	Bicester area		Out of Scope / Duplicate	Short - medium term			♦ 5,000,000.00	♦ 5,000,000.00	c. 75m	Committed	Cherwell IDP (December 2024)
206	Transport	Active Modes	Inter-urban active travel network: Brackley to Banbury		Proposed intervention	Banbury Area		Out of Scope / Duplicate	Short term				♦ 0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework; Submitted by England's Economic Heartland based on:
207	Transport	Active Modes	Inter-urban active travel network: Banbury - Bicester		Proposed Intervention	Banbury + Bicester		Out of Scope / Duplicate	Short term				♦ 0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework; Submitted by England's Economic Heartland based on:
208	Transport	Active Modes	Pedestrian/Cycle bridge over the Oxford Canal and Railway.		TBC	Kidlington area		Out of Scope / Duplicate	Short - medium term			♦ 250,000.00	♦ 250,000.00	?250k	TBC	Cherwell IDP (December 2024)
209	Transport	Active Modes	Cycle super highway along A4165		TBC	Kidlington area		Out of Scope / Duplicate	Short - medium term				♦ 0.00			Cherwell IDP (December 2024)
210	Transport	Active Modes	Middletton Stoney Road Active Travel scheme (Phase 1 Expected Completion: Spring 2026)			Middletton Stoney		Out of Scope / Duplicate					♦ 0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Description	Project Scope	Confidence in Information	Basis of Requirement	Project Status	Spatial Impacts	Funding Status	Sifting Outcomes		Delivery - responsible party	Delivery partners	Requirement Description	Strategic Infrastructure Dependency	Homes Directly Supported by Project (dwellings)	Housing sites linked to project	Jobs Directly Supported by Project (FTE)	
211	Transport	Active Modes	Improvements to facilities for cyclists and pedestrians at key destinations and employment sites	Improvements to facilities for cyclists and pedestrians at key destinations and employment sites including London Oxford Airport and at Oxford Parkway Railway Station and Oxford Park and Ride (formerly known as Water Eaton Park and Ride) (Overarching Scheme)	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		TBC	OCC CDC				N/A		
212	Transport	Rail	Proposed Begbroke Railway Station	Explore potential for a new rail station/halt between Kidlington and Begbroke. OxRAIL 2040 proposes Begbroke station to serve the Oxford University Innovation District and strengthening the emerging science line.	In Scope	Partial Information	Enabling new development	Investigation	Oxfordshire Scale	To be confirmed	Progress to Prioritisation		N/A	Network Rail, OCC, Rail providers, Begbroke Science Park/Oxford University				N/A		
213	Transport	Bus, Coach and SRT	Improving the Oxford to Banbury bus service and quality of bus	Developing interurban services through enhancements or new services: Improving the Oxford to Banbury bus service and quality of bus, along with equipping vehicles with real-time information equipment	In Scope	Poor Information	Strategic innovation and enhancements	Ambition	Oxfordshire Scale	Partially funded	Poor Information		Some funding secured	OCC Bus Operators Private sector developers				All sites		
214	Transport	Rail	Improvement to rolling stock on routes serving Cherwell	Improvement to rolling stock on routes serving Cherwell	In Scope	Partial Information	Mitigating impacts of new development	Ambition	Larger Than Oxfordshire	To be confirmed	Retained in Stage 1		Great Western Railways	Great Western Railways, Network Rail				All sites		
215	Transport	Rail	Rail Freight Interchange at Bicester MOD	Rail freight interchange at Bicester MOD to facilitate inter-modal freight journeys from the Oxford Branch line.	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	To be confirmed	Retained in Stage 1		Network Rail	Department for Transport, National Highways, Local Authorities, Operators, Private Sector						
216	Transport	Rail	Rail Freight Interchange - Bicester	Rail freight interchange northwest of Bicester to facilitate inter-modal freight journeys on the Chiltern main line	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	To be confirmed	Retained in Stage 1		Network Rail	Department for Transport, National Highways, Local Authorities, Operators, Private Sector						
217	Transport	Bus, Coach and SRT	Improving public transport to and from London Oxford Airport	Improving the level of public transport to and from London Oxford Airport.	Out of Scope / Duplicate	Poor Information	Strategic innovation and enhancements	To be confirmed	Oxfordshire Scale	To be confirmed	Out of Scope / Duplicate		TBC	OCC				N/A		
218	Transport	Highways	Bicester Road Improvements	Location: Bicester. Identified via the OxCam Roads Connectivity Study	Out of Scope / Duplicate	Partial Information	Strategic innovation and enhancements	Ambition	Local Authority Scale - Cherwell	To be confirmed	Out of Scope / Duplicate		National Highways	Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local Authorities,						
219	Transport	Highways	A34 Improvements: Bicester - Oxford	Reliability and safety improvements on the A34 between Bicester and Oxford	Out of Scope / Duplicate	Partial Information	Strategic innovation and enhancements	Ambition	Oxfordshire Scale	To be confirmed	Out of Scope / Duplicate		National Highways	Department for Transport, Active Travel England, Local Authorities, Sustrans						
221	Transport	Bus, Coach and SRT	Bus lane on A44 between Spring Hill junction and Pear Tree Interchange	Southbound bus lane on A44 between Spring Hill junction and Pear Tree interchange.	In Scope	Partial Information	Mitigating impacts of new development	Completed	Local Authority Scale - Cherwell	Completed	Retained in Stage 1							KID H1		
222	Transport	Highways	A420 Road Safety Improvements	*Safety improvements along A420 at known junction hotspots and where there are adjacent active travel routes, potentially including speed cameras, average speed cameras and reduced speed limits in high casualty areas to improve road user safety and reduce delays from accidents.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		National Highways	Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local Authorities,					
223	Transport	Rail	East West Rail: Passing loops between Bicester and Cambridge	Passing loops on East West Rail between Bicester and Cambridge to allow for express rail services to overtake slower speed local / freight rail services.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Network Rail	Department for Transport, Local Authorities, Operators					
224	Transport	Rail	East West Rail Digital Infrastructure	Providing digital infrastructure along the line of East West Rail.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Network Rail	Department for Transport, Network Rail, England's Economic Heartland, Local Authorities, Operators, Private Sector					
225	Transport	Rail	East West Rail - Strategic Transport interchanges	Creation of new strategic transport interchanges along East West Rail at Winslow, Bicester, Oxford, Oxford Parkway, Aylesbury, Bletchley, Milton Keynes. Sustrans expresses interest using the East West Rail corridor to facilitate improvements to NCN	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Network Rail	Department for Transport, Local Authorities, Operators, Private Sector					
226	Transport	Rail	East West Rail - Oxford North Junction Upgrade	Rail capacity improvements at Oxford North Junction. This includes three new crossovers, which allow trains to switch tracks. Upgrade along East-West rail line.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Network Rail	Department for Transport, Local Authorities, Operators					
227	Transport	Rail	Cherwell Valley Line Electrification between Oxford and Didcot	Increase rail capacity and substantially reduce emissions, noise, and air pollution through extension of 25kV overhead electrification north from Great Western Main Line to at least Oxford Railway Station. Combined with Cherwell Valley Line Capacity Improvements between Oxford and Didcot to allow more rail services to	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Network Rail	Department for Transport, Network Rail, England's Economic Heartland, Local Authorities, Operators, Private Sector					
228	Transport	Rail	Chiltern Mainline non-continuous electrification	Non-continuous electrification of the Chiltern Main Line to support deployment of battery electric multiple units as part of the widescale battery train deployment across Oxfordshire.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Larger Than Oxfordshire	To be confirmed	Progress to Prioritisation		Network Rail	Department for Transport, England's Economic Heartland, Local Authorities, Operators, Private Sector		Relationship with East West Rail Phase 1				
229	Transport	Rail	East West Rail Phase 1 - Oxford to Milton Keynes	EWR Phase 1 will EWR Phase reinstated (e.g. Disused Varsity Rail Line) and upgrade railway lines to enable new train services to run between Oxford and Milton Keynes. Creating opportunities for interchange at Bletchley to Bedford.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Network Rail	Department for Transport, Network Rail, England's Economic Heartland, Local Authorities, Operators, Private Sector					
230	Transport	Bus, Coach and SRT	A420 Mobility Hubs	*Reduce car dependency and alleviate congestion on and around the A420 corridor through a series of mobility hubs to encourage use of more sustainable modes such as public transport (particularly to integrate with improved S6 bus service), cycling, and/or micro mobility for all or part of journeys. Sites will include	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Local Transport Authorities	Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local Authorities,					
231	Transport	Bus, Coach and SRT	A420 Junction Improvements	*Traffic flow improvements (in addition to committed work from National Highways) at the following key junctions along the A420 corridor to reduce localised congestion and improve journey time reliability for local and express bus services in particular:	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		National Highways	Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local Authorities,					
232	Transport	Bus, Coach and SRT	A420 Bus Priority Measures	*Measures between Swindon and Oxford to reduce bus journey times, improve reliability and facilitate the introduction of new express bus services, including: - Upgrades to all stops services by existing S6 service between Oxford and Swindon	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		National Highways	Department for Transport, National Highways, England's Economic Heartland, Local Authorities, Operators					
233	Transport	Bus, Coach and SRT	A4074 Corridor Mobility Hubs and Bus Priority Measures	Reduce car dependency and alleviate congestion on and around the A4074 corridor through a mobility hub facility with electric vehicle charging at Golden Balls Roundabout or Beinsfield or Sandford (supported through bus prioritisation in the northern section of the A4074, possibly in the form of a new bus lane in the	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		National Highways	Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local Authorities,					
234	Transport	Active Modes	Interurban active travel network: Improvements to the National Cycle Network	Improvements to the Sustrans National Cycle Network throughout Peterborough, Northampton and Oxford. Sustrans outlines that there are a number of improvements that they would like to make to the NCN in these areas.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Local Transport Authorities	Active Travel England, Sustrans					
235	Transport	Active Modes	Brackley - Banbury - Middleton Cheney Active travel link	Location: Oxfordshire, West Northants. Banbury Local Cycling and Walking Infrastructure Plan	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Local Transport Authorities	Department for Transport, Active Travel England, England's Economic Heartland, Local Authorities, Sustrans					
236	Transport	Highways	Encouraging Freight from A420 to Strategic Road Network	*Reduced use of A420 and nearby local roads by freight vehicles not travelling to or from the area, with schemes including traffic management / calming measures along the A420 between Oxford and Swindon to reduce rat-running through local villages, with due consideration to impact on emissions as well as pushing	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		National Highways	Department for Transport, National Highways, England's Economic Heartland, Local Authorities, Operators, Private Sector					
237	Transport	Bus, Coach and SRT	Central Oxfordshire Park and Ride	New radial park and ride sites for Oxford within the Outer Oxford area. Potential locations include: Eynsham on the A40, Langford Lane on the A44 and A4260, East Kidlington on the A34, Cumnor on the A420, Lodge Hill on the A34 and Sandford. Further development of this scheme should look to consider appropriate access	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Oxfordshire Scale	To be confirmed	Retained in Stage 1		Local Transport Authorities	Active Travel England, Operators, Sustrans						
238	Transport	Bus, Coach and SRT	Improved Bus Services Connecting Science Vale and New Wantage and Grove Railway Station	Travel time and frequency improvements to existing service enabled by bus priority and road safety improvements, with additional vehicles and drivers to provide minimum 15 minute frequency between new railway station on Great Western Main Line, Wantage / Grove, Harwell Science and Research Campus	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Oxfordshire Scale	To be confirmed	Retained in Stage 1		Local Transport Authorities	Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local Authorities,						
239	Green Infrastructure	Green Infrastructure, Water	Chilterns National Landscape - Chilterns Chalk Streams Project	Chilterns National Landscape - Chilterns Chalk Streams Project	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Larger Than Oxfordshire	Fully funded	Retained in Stage 1		Chilterns National Landscape							
240	Transport	Bus, Coach and SRT	Improved Bus Service Between Didcot, Cowley and Headington	Reduced congestion from planned development and increased mode shift to public transport through new or improved inter-urban bus service using Science Vale Bridge to serve areas to the west of A34 between Didcot and Headington, with integration at Didcot Parkway Station, Culham Railway Station and Science Park.	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Oxfordshire Scale	To be confirmed	Retained in Stage 1		Local Transport Authorities	Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local Authorities,						
242	Transport	Rail	Wolvercote Rail Junction: Capacity Upgrades	Oxfordshire has historically had some of the highest levels of bus patronage in the country. In 2019 a total of 40.8 million bus journeys were made with 59.0 journeys per head of population, making Oxfordshire the best performing shire county in terms of bus use per capita. Patronage today is around 90-95% of pre-COVID	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Oxfordshire Scale	To be confirmed	Retained in Stage 1		Network Rail	Department for Transport, Local Authorities, Operators						
243	Transport	Rail	Thames Valley Rail Corridor Capacity Programme	To deliver capacity improvements to alleviate forecast passenger overcrowding on high peak hour services on main line services into London Paddington (Thames Valley Corridor).	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	To be confirmed	Retained in Stage 1		Network Rail	Department for Transport, Network Rail, England's Economic Heartland, Local Authorities, Operators						
244	Transport	Rail	Solihull Corridor Frequency Enhancements	To deliver higher frequency services on the Solihull Corridor in Birmingham and additional services to Banbury and Oxford. In development.	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	To be confirmed	Retained in Stage 1		Local Transport Authorities	Department for Transport, Network Rail, National Highways, Active Travel England, England's Economic Heartland, Local						
245	Transport	Rail	Birmingham Airport Connectivity Enhancements	An infrastructure scheme to deliver two trains an hour between Birmingham International, Coventry, Leamington Spa, Banbury and Oxford as well as an additional train between London Marylebone and Birmingham Moor Street. This would require additional Marylebone and Birmingham Mainline as well. This	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	To be confirmed	Retained in Stage 1		Local Transport Authorities	Department for Transport, Network Rail, National Highways, Active Travel England, England's Economic Heartland, Local						
246	Transport	Rail	North Cotswold Line Improvements	*Enhancement of The North Cotswold Line would achieve a significant upgrade to public transport connectivity between the cities of Oxford and Worcester by doubling the frequency of trains from one train per hour to two trains per hour on this route. This would be achieved by double tracking less than ten miles of	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Larger Than Oxfordshire	To be confirmed	Progress to Prioritisation		Network Rail	Local Authorities						
247	Transport	Highways	Infrastructure for Alternative Fuel Vehicles	Increase the number of electric vehicle charge points (EVP) and hydrogen fuelling stations throughout both Urban and Rural areas within the region to help support the use of private zero emission vehicles.	In Scope	Partial Information	Enabling new development	Ambition	Larger Than Oxfordshire	To be confirmed	Retained in Stage 1		Others / Private Sector	National Highways, Local Authorities						
248	Transport	Rail	New direct rail services between Oxford to Bristol which could in time serve new stations along the line	The reinstatement of the Oxford to Bristol service via Swindon would create an important connection between Oxford, Swindon, Bath and Bristol also providing a direct service between Swindon and Oxford without the need to change at Didcot Parkway. Reducing journey times by around 30%, this service would	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Larger Than Oxfordshire	To be confirmed	Progress to Prioritisation		Network Rail	Department for Transport, Network Rail, England's Economic Heartland, Local Authorities, Operators, Private Sector		New Wantage and Grove Railway Station				
249	Transport	Rail	Extension of Great Western Main Line Dynamic Passing Loop	Additional rail capacity on Great Western Main Line through the extension of a third track west of Challow towards Shrivenham from the existing four track section (at the location of the planned Wantage and Grove Railway Station) to provide an increase in freight services and a new passenger service as a dynamic passing	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	To be confirmed	Retained in Stage 1		Network Rail	Department for Transport, Network Rail, England's Economic Heartland, Local Authorities, Operators, Private Sector						
250	Transport	Bus, Coach and SRT	Enhanced interurban bus services between Oxford and Northampton	Enhance interurban public transport network between Oxford and Northampton via Silverstone, Bicester, Brackley and Towcester. This includes improved bus frequencies and operating hours, supported by arterial bus priority at key pinch points, to secure improved journey times. This also includes upgraded bus stations	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	To be confirmed	Retained in Stage 1		Local Transport Authorities	Department for Transport, Operators						
251	Transport	Rail	Extension of Birmingham/Banbury Services beyond Oxford to/from Swindon and Bristol	Additional train services through extension of 12ph service from Birmingham/Banbury beyond Oxford to Swindon (or Bristol) if sufficient capacity on Great Western Main Line, enabled by Cherwell Valley Line additional capacity and electrification.	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	To be confirmed	Retained in Stage 1		Network Rail	Department for Transport, Network Rail, England's Economic Heartland, Local Authorities, Operators, Private Sector						
252	Transport	Rail	East West Rail - Electrification	Electrification of East West Rail	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Network Rail	Department for Transport, Local Authorities, Operators		Note this shares same infrastructure section with the electric freight spine proposed in OxRAIL which may need to be				
253	Transport	Rail	Cotswold Line Double tracking (Oxford - Hanborough)	Double tracking of the Cotswold Line between Oxford to Hanborough.	Out of Scope / Duplicate	Partial Information	Strategic innovation and enhancements	Investigation	Larger Than Oxfordshire	To be confirmed	Out of Scope / Duplicate		Network Rail	Department for Transport, Local Authorities, Operators						
254	Transport	Rail	Rail Capacity Improvements between Didcot and Oxford, including four tracking between Radley and Oxford	Increasing rail capacity for additional and faster passenger and freight services, with schemes including an increase from two to four tracks between Kennington Junction (Oxford) to Radley Junction Improvements and additional platform at Didcot Parkway as detailed in 2021 Network Rail Oxfordshire Rail Corridor Study.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	To be confirmed	Progress to Prioritisation		Network Rail	Department for Transport, Network Rail, England's Economic Heartland, Local Authorities, Operators, Private Sector						
255	Transport	Rail	Chiltern Main Line Train Lengthening	Train lengthening on Chiltern Mainline to reduce existing overcrowding problems. This will include lengthened platforms where possible as well as selective door opening and may be integrated into future fleet upgrades.	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	To be confirmed	Retained in Stage 1		Network Rail	Department for Transport, England's Economic Heartland, Local Authorities, Operators, Private Sector						
256	Transport	Rail	Chiltern Main Line Services to Old Oak Common	Additional services facilitated by rolling stock that will enable services on the Chiltern Main Line to have a second southern terminus in addition to London Marylebone, taking advantage of the New Rail Link between Chiltern Main Line and Old Oak Common to provide significantly enhanced range of onward connectivity	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	To be confirmed	Retained in Stage 1		Network Rail	Department for Transport, England's Economic Heartland, Local Authorities, Operators, Private Sector						
257	Transport	Bus, Coach and SRT	A34 Improvements: Reliability and Safety Improvements	*Reliability and Safety Improvements for bus and active travel along the A34 between Oxford and Milton Keynes.	Out of Scope / Duplicate	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	To be confirmed	Out of Scope / Duplicate		National Highways	Department for Transport, Active Travel England, Local Authorities, Sustrans						
258	Transport	Bus, Coach and SRT	Bus Priority: Milton Keynes - Buckingham - Bicester - Oxford	Introduction of bus priority measures such as bus lanes and bus priority signals to improve bus journey times between Milton Keynes, Buckingham, Bicester, and Oxford along the A422 and A4421.	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	To be confirmed	Retained in Stage 1		Local Transport Authorities	Active Travel England, Operators, Sustrans						

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Employment sites linked to project	Status Notes	Location	Postcode	Phasing	Delivery Timescales	Start Year	End Year	Cost	Theoretical Cost	Cost Notes	Funding Notes	Source
211	Transport	Active Modes	Improvements to facilities for cyclists and pedestrians at key destinations and employment sites			Kidlington area		Out of Scope / Duplicate	Throughout plan period				£0.00		TBC	Cherwell IDP (December 2024)
212	Transport	Rail	Proposed Begbroke Railway Station		A new Oxfordshire Rail Strategy following on from LTCP is expected in 2025 and will address this.			Medium Term (2030-40)	Phase 1 (2025-2030): Reopen the Cowley Branch Line with two new stations at Oxford Cowley and Oxford Littlemore.				£0.00		N/A	Cherwell IDP (December 2024)
213	Transport	Bus, Coach and SRT	Improving the Oxford to Banbury bus service and quality of bus		Following Covid, S4 is now partially supported by OCC. New X4 express peak links to/from Oxford provided from	Banbury Area		Medium Term (2030-40)	Short - medium term			£4,000,000.00	£4,000,000.00	£400k per annum - assume 10 year funding	Some funding secured	Cherwell IDP (December 2024)
214	Transport	Rail	Improvement to rolling stock on routes serving Cherwell		TBC			Medium Term (2030-40)	Medium - long term				£0.00		Great Western Railways	Cherwell IDP (December 2024)
215	Transport	Rail	Rail Freight Interchange at Bicester MOD		Opportunity	Bicester		To be confirmed	Unknown				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
216	Transport	Rail	Rail Freight Interchange - Bicester		Opportunity	Bicester		To be confirmed	Unknown				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
217	Transport	Bus, Coach and SRT	Improving public transport to and from London Oxford Airport		London Oxford Airport is now served by two buses per hour between Witney, Woodstock, Kidlington and Oxford, plus	Kidlington area		Short Term (to 2030)	Short term			£400,000.00	£400,000.00	c. 7400K	TBC	Cherwell IDP (December 2024)
218	Transport	Highways	Bicester Road Improvements		Proposed Intervention	Bicester		To be confirmed	Unknown				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Oxford to Cambridge Area Connectivity: Roads Study
219	Transport	Highways	A34 Improvements: Bicester - Oxford		Proposed intervention	Bicester		To be confirmed	Unknown				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
221	Transport	Bus, Coach and SRT	Bus lane on A44 between Spring Hill Junction and Pear Tree Interchange		Works at Pear Tree interchange and to Cassington Road to be completed within roadway September 2023, with only some	Kidlington area		Completed	Short - medium term			£1,800,000.00	£1,800,000.00	£1.8m		Cherwell IDP (December 2024)
222	Transport	Highways	A420 Road Safety Improvements		Proposed Intervention	Vale of White Horse		Out of Scope / Duplicate	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
223	Transport	Rail	East West Rail: Passing loops between Bicester and Cambridge		Opportunity			Out of Scope / Duplicate	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
224	Transport	Rail	East West Rail Digital Infrastructure		Proposed Intervention			Out of Scope / Duplicate	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
225	Transport	Rail	East West Rail - Strategic Transport interchanges		Proposed Intervention			Out of Scope / Duplicate	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
226	Transport	Rail	East West Rail - Oxford North Junction Upgrade		Proposed Intervention			Out of Scope / Duplicate	Short term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
227	Transport	Rail	Cherwell Valley Line Electrification between Oxford and Didcot		Proposed Intervention			Out of Scope / Duplicate	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
228	Transport	Rail	Chiltern Mainline non-continuous electrification		Proposed intervention. Network Rail are also undertaking Strategic Advice work which will identify the benefits of this			Medium Term (2030-40)	Medium term			£250,000,000.00	£250,000,000.00	Capital Investment: £250m + , Public Operational Investment: Medium	Revenue Generation: High	England's Economic Heartland Investment Prioritisation Framework: Connectivity Study 4: Thames Valley ? Northampton
229	Transport	Rail	East West Rail Phase 1 - Oxford to Milton Keynes		Under construction / development			Out of Scope / Duplicate	Short term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
230	Transport	Bus, Coach and SRT	A420 Mobility Hubs		Proposed Intervention	Vale of White Horse		Out of Scope / Duplicate	Short term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
231	Transport	Bus, Coach and SRT	A420 Junction Improvements		Proposed Intervention	Vale of White Horse		Out of Scope / Duplicate	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
232	Transport	Bus, Coach and SRT	A420 Bus Priority Measures		Proposed Intervention	Vale of White Horse		Out of Scope / Duplicate	Short term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
233	Transport	Bus, Coach and SRT	A4074 Corridor Mobility Hubs and Bus Priority Measures		Proposed Intervention	South Oxfordshire		Out of Scope / Duplicate	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
234	Transport	Active Modes	Interurban active travel network: Improvements to the National Cycle Network		Opportunity			Out of Scope / Duplicate	Short term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
235	Transport	Active Modes	Brackley - Banbury - Middleton Cheney Active travel Link		Proposed Intervention			Out of Scope / Duplicate	Short term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: EEH Active Travel Strategy Phase 2https://eeh-prod-
236	Transport	Highways	Encouraging Freight from A420 to Strategic Road Network		Proposed Intervention			Out of Scope / Duplicate	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
237	Transport	Bus, Coach and SRT	Central Oxfordshire Park and Ride		Proposed Intervention			Medium Term (2030-40)	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
238	Transport	Bus, Coach and SRT	Improved Bus Services Connecting Science Vale and New Wantage and Grove Railway Station		Proposed Intervention			Short Term (to 2030)	Short term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
239	Green Infrastructure	Green Infrastructure, Water	Chilterns National Landscape - Chilterns Chalk Streams Project		Ongoing 5 year programme to delivery by 2030			Short Term (to 2030)							Funded through HS2 projects fund and grants	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
240	Transport	Bus, Coach and SRT	Improved Bus Service between Didcot, Cowley and Headington		Proposed Intervention	Didcot, Cowley and Headington		Short Term (to 2030)	Short term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
242	Transport	Rail	Wolvercote Rail Junction: Capacity Upgrades		Proposed Intervention			Medium Term (2030-40)	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
243	Transport	Rail	Thames Valley Rail Corridor Capacity Programme		Opportunity			To be confirmed	Unknown				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: DfT Rail Network Enhancement Pipeline Autumn 2019
244	Transport	Rail	Solihull Corridor Frequency Enhancements		Opportunity			To be confirmed	Unknown				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by Network Rail based on:
245	Transport	Rail	Birmingham Airport Connectivity Enhancements		Proposed Intervention			To be confirmed	Unknown				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by Network Rail based on:
246	Transport	Rail	North Cotswold Line Improvements		Unknown / TBC			Medium Term (2030-40)	Unknown				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Unknown, OxRAIL 2040
247	Transport	Highways	Infrastructure for Alternative Fuel Vehicles		Opportunity			Medium Term (2030-40)	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
248	Transport	Rail	New direct rail services between Oxford to Bristol which could in time serve new stations along the line		Proposed Intervention. Great Western Railway has ran a three-month service trial of two direct return trains on Saturdays	Grove, Swindon NEV		Medium Term (2030-40)	Medium term				£0.00	EEH's report on the case for reinstating Oxford-Swindon-Bath-Bristol rail services suggests that there are no need for capital	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
249	Transport	Rail	Extension of Great Western Main Line Dynamic Passing Loop		Proposed Intervention			Medium Term (2030-40)	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
250	Transport	Bus, Coach and SRT	Enhanced interurban bus services between Oxford and Northampton		Proposed Intervention			To be confirmed	Unknown				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
251	Transport	Rail	Extension of Birmingham/Banbury Services beyond Oxford to/from Swindon and Bristol		Proposed Intervention			Medium Term (2030-40)	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
252	Transport	Rail	East West Rail - Electrification		Proposed Intervention			Medium Term (2030-40)	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
253	Transport	Rail	Cotswold Line Double tracking (Oxford - Hanborough)		Proposed Intervention			Medium Term (2030-40)	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
254	Transport	Rail	Rail Capacity Improvements between Didcot and Oxford, including four tracking between Radley and Oxford		Proposed Intervention			Medium Term (2030-40)	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
255	Transport	Rail	Chiltern Main Line Train Lengthening		Proposed Intervention			Medium Term (2030-40)	Medium term			£250,000,000.00	£250,000,000.00	Capital Investment: £50m - £250m , Public Operational Investment: Medium	Revenue Generation: High	England's Economic Heartland Investment Prioritisation Framework: Connectivity Study 4: Thames Valley ? Northampton
256	Transport	Rail	Chiltern Main Line Services to Old Oak Common		Proposed intervention			Medium Term (2030-40)	Medium term			£250,000,000.00	£250,000,000.00	Capital Investment: £50m - £250m , Public Operational Investment: Medium	Revenue Generation: High	England's Economic Heartland Investment Prioritisation Framework: Connectivity Study 4: Thames Valley ? Northampton
257	Transport	Bus, Coach and SRT	A34 Improvements: Reliability and Safety Improvements		Proposed Intervention			To be confirmed	Unknown				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
258	Transport	Bus, Coach and SRT	Bus Priority: Milton Keynes - Buckingham - Bicester - Oxford		Proposed Intervention			Short Term (to 2030)	Short term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Description	Project Scope	Confidence in Information	Basis of Requirement	Project Status	Spatial Impacts	Funding Status	Sifting Outcomes		Delivery - responsible party	Delivery partners	Requirement Description	Strategic Infrastructure Dependency	Homes Directly Supported by Project (dwellings)	Housing sites linked to project	Jobs Directly Supported by Project (FTE)
259	Transport	Bus, Coach and SRT	Bus Priority: Banbury - Bicester - Aylesbury	Bus station upgrades and introduction of bus priority measures such as bus lanes and bus priority signals to improve bus journey times between Banbury, Bicester, and Aylesbury.	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	To be confirmed	Retained in Stage 1		Local Transport Authorities	Active Travel England, Operators, Sustrans					
260	Transport	Bus, Coach and SRT	Bus Improvements to S6 Service (Oxford to Swindon via Faringdon)	Travel time and frequency improvements to service that currently serves Oxford, Bessels Leigh, Southmoor, Buckland, Faringdon (3min stop), Watchfield, Shivenham, Stratton Park and Swindon enabled by bus priority and road safety improvements on A420. Assumed to include Improved Inter-Urban Bus Frequency.	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	To be confirmed	Retained in Stage 1		Local Transport Authorities	Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local Authorities,					
261	Transport	Bus, Coach and SRT	A34 Corridor Mobility Hubs	*Reduce car dependency and alleviate congestion on and around the A34 corridor through a series of mobility hubs to encourage use of more sustainable modes such as public transport, cycling, and/or micro mobility for all or part of journeys. Sites will include electric vehicle charging with the scale and mix of modes	Out of Scope / Duplicate	Partial Information	Strategic innovation and enhancements	Ambition	Oxfordshire Scale	To be confirmed	Out of Scope / Duplicate		National Highways	Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local Authorities,					
262	Transport	Rail	Northern East West Rail Corridor	As detailed in the EEH PeNoX connectivity study, improved east-west connectivity through a northern rail corridor that links north Oxfordshire, Northamptonshire, and Peterborough, providing more direct passenger transport connectivity across the northern Heartland	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	No funding	Retained in Stage 1		Network Rail	Department for Transport, Network Rail, England's Economic Heartland, Local Authorities, Operators, Private Sector					
263	Transport	Rail	Great Western Mainline Freight Corridor Capacity Enhancements	To provide additional freight capacity. /Gauge clearance Didcot Bristol/Cardiff	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	To be confirmed	Retained in Stage 1		Network Rail	Department for Transport, Network Rail, England's Economic Heartland, Local Authorities, Operators, Private Sector					
264	Transport	Highways	New and improved HGV parking areas	Increased provision of HGV parking areas throughout the region as lack of HGV parking provision and the quality of provision is an issue in the region. This is especially the case on the strategic road network as the region is a key transient route for freight, both north/south and east west. The Road Haulage Association and	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	To be confirmed	Retained in Stage 1		Others / Private Sector	National Highways, Local Authorities					
265	Transport	Highways	A34 Improvements: Improvements to strategic freight corridor.	Infrastructure improvements along the A34 to improve the movement of freight. This could include HGV lanes at key junctions and HGV signal priority. It is recommended that opportunities to facilitate more reliable freight movements in this corridor, would need to be weighed carefully against the disbenefits to	Out of Scope / Duplicate	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	To be confirmed	Out of Scope / Duplicate		National Highways	Department for Transport, Local Authorities					
266	Transport	Bus, Coach and SRT	Phases 2-5 A40 Eynsham Park & Ride to Wolvercot	Future works for Phase 2-5 include: • Phase 2: Extending eastbound and westbound bus lanes from Cassington Junction to Horsemere Lane, along with improvements to north and south side shared pathway	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - West Oxfordshire	No funding	Progress to Prioritisation		Local Transport Authorities		*Oxfordshire County Council is improving the A40 between Witney and Oxford. The project consists of six major schemes,	Phase 1 Completed (Sifting ID 371). Delivery of the scheme will help set up the potential Carterton-Witney-Oxford Mass			
267	Transport	Highways	A34 Road Safety Improvements	Safety improvements along A34 at known junction hotspots and where there are adjacent active travel routes, potentially including speed cameras, average speed cameras and reduced speed limits in high casualty areas to improve road user safety and reduce delays from accidents. National Highways note that	Out of Scope / Duplicate	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	To be confirmed	Out of Scope / Duplicate		National Highways	Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local Authorities,					
268	Transport	Highways	A34 Junction Improvements	Traffic flow improvements (in addition to committed work from National Highways) at the following key junctions along the A34 corridor to reduce localised congestion and improve journey time reliability for local and express bus services in particular:	Out of Scope / Duplicate	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	To be confirmed	Out of Scope / Duplicate		National Highways	Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local Authorities,					
269	Transport	Regeneration and Placemaking, Highways, Bus, Coach and SRT,	Oxford Station Redevelopment	Transform Oxford Railway Station into a new transport interchange and a distinctive gateway to the city, featuring an enhanced public realm and a new pedestrian and cycle bridge over Botley Road. This redevelopment would unlock significant rail opportunities across the county and the wider	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Larger Than Oxfordshire	Partially funded	Progress to Prioritisation		Network Rail	Department for Transport, Oxford City Council	Increasing capacity to support more services across the county and redeveloping it into a landmark station and	facilitates further capacity improvements associated with East West Rail.	1000	all sites	25000
270	Transport	Highways	Oxford Zero Emission Zone (ZE2) Expansion	Improve air quality, cut carbon emissions, and move towards zero emission travel in the city through expansion of existing ZE2 pilot area to apply a daily charge to all petrol and diesel vehicles, including hybrids, if they are driven in the zone between 7am and 7pm unless they have a 100 per cent discount or exemption.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - Oxford City	Fully funded	Retained in Stage 1		Oxfordshire County Council						
271	Transport	Highways	Northern Gateway/ Oxford North on-site link road		In Scope	Partial Information	Enabling new development	Completed	Local Authority Scale - Oxford City	Fully funded	Retained in Stage 1		Oxford North						
273	Transport	Bus, Coach and SRT	New Mobility Hubs serving Oxford	Reduce car dependency and alleviate congestion within Oxford urban area through additional mobility hubs to encourage use of more sustainable modes such as public transport, cycling, and/or micro mobility for all or part of journeys. Sites will include electric vehicle charging with the scale and mix of modes determined by	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Local Authority Scale - Oxford City	To be confirmed	Retained in Stage 1		Local Transport Authorities	Department for Transport, Network Rail, National Highways, Active Travel England, England's Economic Heartland, Local					
274	Transport	Bus, Coach and SRT	Bus Rapid Transit in Oxford	New bus rapid transit system building on and incorporating existing services in Oxford (alternative to Mass Rapid Transit / Metro options) enabled by bus priority measures, with additional vehicles and drivers to provide high frequency bus system in and around Oxford, connecting with key employment areas, city edge	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Local Authority Scale - Oxford City	To be confirmed	Retained in Stage 1		Local Transport Authorities	Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local Authorities,					
275	Transport	Bus, Coach and SRT	Introduction of Park & Ride service serving Salt Cross Garden Village	Introduction of Park & Ride Service serving Salt Cross Garden Village, linking to Oxford via a near or continuous bus lane on the A40	In Scope	Partial Information	Enabling new development	Investigation	Local Authority Scale - West Oxfordshire	To be confirmed	Non-Strategic		Oxfordshire County Council						
276	Transport	Active Modes	Walton Street calming and filtering interventions, and Walton Street Shopping QPC	LCWIP Route 2: Walton Street calming and filtering interventions, and Walton Street Shopping QPC	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - Oxford City	To be confirmed	Non-Strategic		Oxfordshire County Council						
277	Transport	Active Modes	Oxford Ring Road Active Travel Corridor	LCWIP Route C: Oxford Ring Road, including the widening and resurfacing of Oxford Ring Road, and traffic calming measures in Wolvercote Village, as well as the Upper and Lower Wolvercote QPC.	In Scope	Partial Information	Mitigating impacts of new development, Strategic innovation and enhancements	Investigation	Local Authority Scale - Oxford City	To be confirmed	Non-Strategic		Oxfordshire County Council						
278	Transport	Rail, Active Modes	Cowley Pedestrian and Cycle Bridge	The bridge would provide connectivity between Blackbird Leys to the south of the  https://www.oxford.gov.uk/building/projects/regeneration/cowley-branch-line-passengers and the communities and facilities to the north of the line, Tesco, Arc Oxford and the station platform of the proposed	Out of Scope / Duplicate	Partial Information	Mitigating impacts of new development, Strategic innovation and enhancements	Investigation	Local Authority Scale - Oxford City	Partially funded	Out of Scope / Duplicate		Oxfordshire County Council	Network Rail		Reopening the Cowley Branch Line for passengers			
279	Transport	Highways	A4165 Corridor Improvements between Cutteslowe and Kidlington roundabout, linked to LCWIP Route 4 proposal	A4165 Corridor Improvements between Cutteslowe and Kidlington roundabout, linked to LCWIP Route 4 proposal	In Scope	Poor information	Strategic innovation and enhancements	To be confirmed	Oxfordshire Scale	Partially funded	Retained in Stage 1		Oxfordshire County Council						
280	Transport	Regeneration and Placemaking, Highways, Bus, Coach and SRT,	Central Oxfordshire Movement and Place Framework	To enhance the public realm in Oxford city centre, specifically, Bonn Square, Queen Street and Cornmarket Street. This work supports the aims of the Central Oxfordshire Travel Plan (COTP), and the emerging Central Oxfordshire Movement and Place Framework.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - Oxford City	Partially funded	Progress to Prioritisation		Oxfordshire County Council						
281	Transport	Highways	Horspath Road Junction Improvements	Horspath Road Junction Improvements	In Scope	Partial Information	Mitigating impacts of new development	Ambition	Local Authority Scale - Oxford City	To be confirmed	Non-Strategic		Oxfordshire County Council						
282	Transport	Highways	Oxford Traffic Filters	Traffic Filters and Supporting Measures - part of Oxfordshire County Council's Oxford Transport "Core Schemes".	In Scope	Partial Information	Mitigating impacts of new development	Committed	Local Authority Scale - Oxford City	Fully funded	Retained in Stage 1		Oxfordshire County Council						
283	Transport	Highways	Woodstock Road Corridor Improvements	Woodstock Road Corridor Improvements, including active travel improvements linked to LCWIP route 3 proposal.	In Scope	Poor information	Enabling new development	To be confirmed	Local Authority Scale - Oxford City	Developer Direct Delivery or Contributions	Retained in Stage 1		Oxfordshire County Council						
284	Transport	Highways	Northern Bypass corridor improvements - Cutteslowe Roundabout to Marsh Lane	Northern Bypass corridor improvements (Cutteslowe Roundabout to Marsh Lane)	In Scope	Poor information	Enabling new development	To be confirmed	Local Authority Scale - Oxford City	Partially funded	Poor information		Oxfordshire County Council						
285	Transport	Highways	London Road Corridor Improvements	London Road Corridor Improvements, between St Clements and Green Road roundabout	In Scope	Poor information	Strategic innovation and enhancements	To be confirmed	Local Authority Scale - Oxford City	To be confirmed	Poor information		Oxfordshire County Council						
286	Transport	Highways	Ifley Road Corridor Improvements	Ifley Road Corridor Improvements from The Plain to Littlemore roundabout, including active travel improvements linked with LCWIP route 17	In Scope	Poor information	Strategic innovation and enhancements	To be confirmed	Local Authority Scale - Oxford City	To be confirmed	Poor information		Oxfordshire County Council/ Developer						
287	Transport	Highways	Cowley Road/ Garsington Road/ Watlington Road Corridor Improvements	Cowley Road/ Garsington Road/ Watlington Road Corridor Improvements, from Magdalen Road to Grenoble Road, including improvements to Cowley interchange and active travel improvements linked with Route 14 of the LCWIP	In Scope	Poor information	Strategic innovation and enhancements	To be confirmed	Local Authority Scale - Oxford City	To be confirmed	Poor information		Oxfordshire County Council/ Developer						
288	Transport	Highways	Banbury Road Corridor Improvements	Banbury Road Corridor Improvements between Cutteslowe and St Giles, including active travel improvements linked to LCWIP Route 4 proposal	In Scope	Poor information	Strategic innovation and enhancements	Investigation	Local Authority Scale - Oxford City	To be confirmed	Poor information		Oxfordshire County Council						
289	Transport	Highways	B4495 Corridor Improvements	B4495 Corridor Improvements (Hollow Way/ between Towns Road/ Donnington Bridge).	In Scope	Poor information	Strategic innovation and enhancements	To be confirmed	Local Authority Scale - Oxford City	To be confirmed	Poor information		Oxfordshire County Council/ Developer						
290	Transport	Highways	Abingdon Road Corridor Improvements	Abingdon Road Corridor Improvements, from Folly Bridge to Kennington Roundabout	In Scope	Poor information	Strategic innovation and enhancements	To be confirmed	Local Authority Scale - Oxford City	To be confirmed	Poor information		Oxfordshire County Council						
291	Transport	Bus, Coach and SRT	Orbital bus route between Cowley and Hinksey	Orbital bus route between Cowley and Hinksey to introduce bus lanes (in both directions) around the ring road between Cowley Interchange and Hinksey Hill.	In Scope	Poor information	Strategic innovation and enhancements	To be confirmed	Local Authority Scale - Oxford City	To be confirmed	Poor information		Oxfordshire County Council						
292	Transport	Bus, Coach and SRT	Increased Bus Depot Capacity in Oxford	The scheme involves the development of solutions to improve capacity of depot sites to enable more bus services (Short-Term Realisation: 2025/2027).	In Scope	Poor information	Addressing existing shortfalls	Ambition	Local Authority Scale - Oxford City	To be confirmed	Poor information		Oxfordshire County Council						
293	Transport	Bus, Coach and SRT	Extension of bus routes into Oxford	Extension of existing bus routes (funding for additional vehicles) into Northfield site in SODC, linking to city centre and Science Vale	In Scope	Poor information	Mitigating impacts of new development	To be confirmed	Local Authority Scale - Oxford City	To be confirmed	Poor information		Oxfordshire County Council						
294	Transport	Bus, Coach and SRT	Extension of bus routes into Bayswater	Extension of existing bus routes (funding for additional vehicles) into Bayswater Brook site in SODC, linking to city centre and eastern arc	In Scope	Poor information	Mitigating impacts of new development	To be confirmed	Oxfordshire Scale	To be confirmed	Poor information		Oxfordshire County Council						
295	Transport	Bus, Coach and SRT	Oxford Coach Parking Management Strategy	Provision of additional coach parking within the city	In Scope	Poor information	Strategic innovation and enhancements	Investigation	Local Authority Scale - Oxford City	Partially funded	Poor information		Oxford City and Oxfordshire County Councils						
296	Transport	Active Modes	Potential bridge across the River Thames to link East Oxford	Potential bridge across the River Thames to link East Oxford via Jackdaw Lane, including widening and resurfacing of the cycle path and addition of solar lighting	In Scope	Poor information	Strategic innovation and enhancements	To be confirmed	Local Authority Scale - Oxford City	No funding	Poor information		Oxfordshire County Council						
297	Transport	Highways	Oxford Workplace Parking Levy	Reduce demand for car parking and encourage users to shift to more sustainable modes, with schemes to apply a charge on employers and education organisations for the number of parking places they provide.	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - Oxford City	Fully funded	Retained in Stage 1		Oxfordshire County Council	Department for Transport, England's Economic Heartland, Local Authorities, Private Sector					
298	Transport	Highways	Controlled Parking Zones across Oxford city	Controlled Parking Zones (city-wide)	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate								
299	Transport	Rail	Oxford Railway Station Improvements (later stages)	Improved connections to and from Oxford, with schemes including added commercial space and improved multimodal interchange facilities as detailed in Network Rail Oxford Corridor Phase 2 study.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Network Rail	Department for Transport, Network Rail, Active Travel England, England's Economic Heartland, Local Authorities, Operators,					
300	Transport	Rail	Oxford Rail Corridor Phase 2	Oxford Rail Corridor Phase 2, including additional platform at Oxford Station (west side), secondary station	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Network Rail						
301	Transport	Bus, Coach and SRT	Oxford Traffic Filters (to prioritise sustainable transport modes)	Implementation of bus priority traffic filters as part of Oxford's Core schemes at Hollow Way, Hythe Bridge Street, Marston Ferry Road, St Clements, St Cross Road, and Thames Street.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Local Transport Authorities	Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local Authorities,					
302	Transport	Active Modes	LCWIP Route 8	LCWIP Route 8: Northway & Barton, including the widening of the subway to Barton and a new link path	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Oxfordshire County Council						
303	Transport	Active Modes	LCWIP Route 7	LCWIP Route 7: Marston Road, including the crossing from Cope Lane to Marston Road	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Oxfordshire County Council						
304	Transport	Active Modes	LCWIP Route 6	LCWIP Route 6: Marston, including improvements to the lighting and upgrades to the bridge, as well as the Marston QPC	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Oxfordshire County Council						
305	Transport	Active Modes	LCWIP Route 3	LCWIP Route 3: Wolvercote Roundabout Crossing	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Oxfordshire County Council						

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Employment sites linked to project	Status Notes	Location	Postcode	Phasing	Delivery Timescales	Start Year	End Year	Cost	Theoretical Cost	Cost Notes	Funding Notes	Source
259	Transport	Bus, Coach and SRT	Bus Priority: Banbury - Bicester - Aylesbury		Proposed Intervention			Short Term (to 2030)	Short term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
260	Transport	Bus, Coach and SRT	Bus Improvements to S6 Service (Oxford to Swindon via Faringdon)		Proposed Intervention			Short Term (to 2030)	Short term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
261	Transport	Bus, Coach and SRT	A34 Corridor Mobility Hubs		Proposed Intervention			Medium Term (2030-40)	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
262	Transport	Rail	Northern East West Rail Corridor		Opportunity			Longer Term (2040-50)	Long term					Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
263	Transport	Rail	Great Western Mainline Freight Corridor Capacity Enhancements		Opportunity			Medium Term (2030-40)	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: DfT Rail Network Enhancement Pipeline Autumn 2019
264	Transport	Highways	New and improved HGV parking areas		Opportunity			To be confirmed	Unknown				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
265	Transport	Highways	A34 Improvements: Improvements to strategic freight corridor.		Proposed Intervention			To be confirmed	Unknown				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
266	Transport	Bus, Coach and SRT	Phases 2-5 A40 Eynsham Park & Ride to Wolvercote		Phase 1 of the scheme has been delivered (Sifting ID 371). Remaining Phase 2 - 5 will be delivered as further funding becomes			Short Term (to 2030)	Unknown					Phase 2 is estimated to cost £11m, Phase 4 and 5 estimated to cost £40.3m. No known cost for Phase 3 at present as currently in		England's Economic Heartland Investment Prioritisation Framework: Investment brochure
267	Transport	Highways	A34 Road Safety Improvements		Proposed Intervention			Medium Term (2030-40)	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
268	Transport	Highways	A34 Junction Improvements		Proposed Intervention			Medium Term (2030-40)	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
269	Transport	Regeneration and Placemaking, Highways, Bus, Coach and SRT,	Oxford Station Redevelopment	already captured through jobs	Network Rail have undertaken a tender process to appoint an architect to lead and design the planning application(s) for the	Oxford		Short Term (to 2030)	2025-2045			TBC				Oxford City Council, Oxfordshire County Council Transport Infrastructure List
270	Transport	Highways	Oxford Zero Emission Zone (ZEZ) Expansion		Now working on proposals for expanding the ZEZ to a wider area in Oxford city centre. The expansion of the ZEZ will be	Oxford		Short Term (to 2030)	Short term					Capital Investment: Unknown , Public Operational Investment: Unknown	Expected Revenue Generation	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
271	Transport	Highways	Northern Gateway/ Oxford North on-site link road			North Oxford		Short Term (to 2030)	2020-2025	2020	2025				fully funded by LGF2	Oxford IDP (October 2023)
273	Transport	Bus, Coach and SRT	New Mobility Hubs serving Oxford		Proposed Intervention	Vale of White Horse, Oxford		Medium Term (2030-40)	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
274	Transport	Bus, Coach and SRT	Bus Rapid Transit in Oxford		Proposed Intervention	Oxford		Medium Term (2030-40)	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
275	Transport	Bus, Coach and SRT	Introduction of Park & Ride service serving Salt Cross Garden Village			Central and West; North Oxford; West Oxfordshire District Council		Medium Term (2030-40)	2025-2035	2025	2035	£2,970,000.00	£2,970,000.00			Oxford IDP (October 2023)
276	Transport	Active Modes	Walton Street calming and filtering interventions, and Walton Street Shopping QPC		Active investigation	Central and West Oxford		Short Term (to 2030)	2025-2030	2025	2030	£1,210,000.00	£1,210,000.00			Oxford IDP (October 2023), OCC Transport Infrastructure Schemes
277	Transport	Active Modes	Oxford Ring Road Active Travel Corridor		OCC Transport Infrastructure list suggests that the scheme is in development and prioritisation stage.	North Oxford		Short Term (to 2030)	2025-2030	2025	2030	£13,160,000.00	£13,160,000.00			Oxford IDP (October 2023), OCC Transport Infrastructure List
278	Transport	Rail, Active Modes	Cowley Pedestrian and Cycle Bridge		Concept design completed March 2024	South Oxford		Short Term (to 2030)	2025-2030	2025	2030				This commission has been funded as part of the wider £ https://www.oxford.gov.uk/building	Oxford IDP (October 2023)
279	Transport	Highways	A4165 Corridor Improvements between Cutteslowe and Kidlington roundabout, linked to LCWIP Route 4 proposal			North Oxford		Medium Term (2030-40)	2030-2035	2030	2035	£10,000,000.00	£10,000,000.00			Oxford IDP (October 2023)
280	Transport	Regeneration and Placemaking, Highways, Bus, Coach and SRT,	Central Oxfordshire Movement and Place Framework		Design proposals development	Oxford City Centre and North Oxford		Short - Medium Term (2025 - 2040)				£50,000,000.00			funding allocated for concept design only	OCC Transport Infrastructure List
281	Transport	Highways	Horspath Road Junction Improvements			South Oxford		Medium Term (2030-40)	2030-2040	2030	2040	£4,100,000.00	£4,100,000.00		fully funded by LGF2	Oxford IDP (October 2023)
282	Transport	Highways	Oxford Traffic Filters		Under construction / development	Oxford		Short Term (to 2030)	2020-2030	2020	2030	£6,500,000.00	£6,500,000.00			Oxford IDP (October 2023)
283	Transport	Highways	Woodstock Road Corridor Improvements			North Oxford		Medium Term (2030-40)	2030-2035	2030	2035	£18,000,000.00	£18,000,000.00			Oxford IDP (October 2023)
284	Transport	Highways	Northern Bypass corridor improvements - Cutteslowe Roundabout to Marsh Lane			North Oxford		Medium Term (2030-40)	2030-2035	2030	2035	£25,800,000.00	£25,800,000.00			Oxford IDP (October 2023)
285	Transport	Highways	London Road Corridor Improvements			East Oxford		Medium Term (2030-40)	2030-2035	2030	2035	£17,155,900.00	£17,155,900.00			Oxford IDP (October 2023)
286	Transport	Highways	Itfley Road Corridor Improvements		Some recent improvements made via Safer Roads Fund	South Oxford		Medium Term (2030-40)	2025-2036	2025	2036	£18,048,000.00	£18,048,000.00			Oxford IDP (October 2023)
287	Transport	Highways	Cowley Road/ Garsington Road/ Watlington Road Corridor Improvements			South Oxford		Medium Term (2030-40)	2025-2035	2025	2035	£31,187,000.00	£31,187,000.00			Oxford IDP (October 2023)
288	Transport	Highways	Banbury Road Corridor Improvements			North Oxford		Medium Term (2030-40)	2030-2035	2030	2035	£18,000,000.00	£18,000,000.00			Oxford IDP (October 2023), OCC Transport Infrastructure List
289	Transport	Highways	B4495 Corridor Improvements			South Oxford		Short Term (to 2030)	2025-2030	2025	2030	£3,046,000.00	£3,046,000.00			Oxford IDP (October 2023)
290	Transport	Highways	Abingdon Road Corridor Improvements			South Oxford		Medium Term (2030-40)	2030-2035	2030	2035	£17,606,000.00	£17,606,000.00			Oxford IDP (October 2023)
291	Transport	Bus, Coach and SRT	Orbital bus route between Cowley and Hinksey			South Oxford		Medium Term (2030-40)	2030-2035	2030	2035	£158,000,000.00	£158,000,000.00			Oxford IDP (October 2023)
292	Transport	Bus, Coach and SRT	Increased Bus Depot Capacity in Oxford					Short Term (to 2030)								OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
293	Transport	Bus, Coach and SRT	Extension of bus routes into Oxford			Central and West; East Oxford; South Oxfordshire District Council		To be confirmed						Dependent on scope and scale		Oxford IDP (October 2023)
294	Transport	Bus, Coach and SRT	Extension of bus routes into Bayswater			Central and West; East Oxford; South Oxfordshire District Council		Medium Term (2030-40)	2025-2035	2025	2035			Dependent on scope and scale		Oxford IDP (October 2023)
295	Transport	Bus, Coach and SRT	Oxford Coach Parking Management Strategy			Oxford		Short Term (to 2030)	2025-2030	2025	2030	£5,000,000.00	£5,000,000.00			Oxford IDP (October 2023)
296	Transport	Active Modes	Potential bridge across the River Thames to link East Oxford			South Oxford		Medium Term (2030-40)	2025-2035	2025	2035	£5,000,000.00	£5,000,000.00			Oxford IDP (October 2023)
297	Transport	Highways	Oxford Workplace Parking Levy		Expected public consultation in Summer 2026 and implementation from late 2027. Requires submission of WPL to	Oxford		Short Term (to 2030)	Short term					Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown; Expected revenue generation	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
298	Transport	Highways	Controlled Parking Zones across Oxford city			City-Wide		Out of Scope / Duplicate	2020-2030	2020	2030	£1,334,760.00	£1,334,760.00			Oxford IDP (October 2023)
299	Transport	Rail	Oxford Railway Station Improvements (later stages)		Outline Business Case	Oxford		Out of Scope / Duplicate	Medium term					Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: EEH Transport Strategy: Connecting People, Transforming
300	Transport	Rail	Oxford Rail Corridor Phase 2			Central and West Oxford		Out of Scope / Duplicate	2020-2025	2020	2025	£169,000,000.00	£169,000,000.00			Oxford IDP (October 2023)
301	Transport	Bus, Coach and SRT	Oxford Traffic Filters (to prioritise sustainable transport modes)		Under construction / development	Oxford		Out of Scope / Duplicate	Short term					Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
302	Transport	Active Modes	LCWIP Route 8			East Oxford		Out of Scope / Duplicate	2020-2025	2020	2025	£1,000,000.00	£1,000,000.00			Oxford IDP (October 2023)
303	Transport	Active Modes	LCWIP Route 7			East Oxford		Out of Scope / Duplicate	2020-2025	2020	2025	£200,000.00	£200,000.00			Oxford IDP (October 2023)
304	Transport	Active Modes	LCWIP Route 6			East Oxford		Out of Scope / Duplicate	2020-2025	2020	2025	£850,000.00	£850,000.00			Oxford IDP (October 2023)
305	Transport	Active Modes	LCWIP Route 3			North Oxford		Out of Scope / Duplicate	2020-2025	2020	2025	£1,825,000.00	£1,825,000.00			Oxford IDP (October 2023)

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Description	Project Scope	Confidence In Information	Basis of Requirement	Project Status	Spatial Impacts	Funding Status	Sifting Outcomes		Delivery - responsible party	Delivery partners	Requirement Description	Strategic Infrastructure Dependency	Homes Directly Supported by Project (dwellings)	Housing sites linked to project	Jobs Directly Supported by Project (FTE)	
306	Transport	Active Modes	LCWIP Route 21	LCWIP Route 21: South Oxford Path, including surfacing improvements to the South Oxford cycle route	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Oxfordshire County Council							
307	Transport	Active Modes	LCWIP Route 18	LCWIP Route 18: Rose Hill, including route improvements and improvements to Cottesmore Bridge - Ring road	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Oxfordshire County Council							
308	Transport	Active Modes	LCWIP Route 16	LCWIP Route 16: Littlemore, including route improvements and a cycle zebra crossing at Long Lane and the Ifley Road QPC	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Oxfordshire County Council							
309	Transport	Active Modes	LCWIP Route 15	LCWIP Route 15: BBL, including a link road from Maidstone Road to Barns Road and various improvements to Barns Road as well as BBL shopping street re-design and the	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Oxfordshire County Council							
310	Transport	Active Modes	LCWIP Route 13	LCWIP Route 13: Barracks Lane and Horspath including surface improvements, widening and removal of barriers at Barracks Lane, a cycle link at Pony Road, and average speed cameras, as well as the Horspath QPC	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Oxfordshire County Council							
311	Transport	Active Modes	LCWIP Route 12	LCWIP Route 12: Old Road, including the extension of the A2H scheme at Old Road, and improvements to Wheatley - Oxford via Shotover, and Morrell Avenue, / Warneford Lane (St Clements - Old Road) and the Old Road QPC	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Oxfordshire County Council							
312	Transport	Active Modes	LCWIP Route 1	LCWIP Route 1: Canal Path, including the Canal Towpath Extension and Cycle bridge over the canal linking Nelson Street to the station.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Oxfordshire County Council							
313	Transport	Active Modes	Improvements to North Oxford Cycle Route	Improvements to North Oxford Cycle Route, to address pinch points and provide surfacing improvements. The majority of this route is along the highway network, but some sections are on third party land, including active travel improvements linking with	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Oxfordshire County Council							
314	Transport	Active Modes	Improvements to cycling provision along Botley Road	Improvements to cycling provision along Botley Road, including active travel improvements linked to route 25 of the LCWIP.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Oxfordshire County Council							
315	Transport	Active Modes	District Centre Improvements	District Centre Improvements (All Centres)	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Oxfordshire County Council							
316	Transport	Active Modes	City Centre Cycle Hubs Parking	City Centre Cycle Hubs Parking	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Oxfordshire County Council							
317	Transport	Active Modes	City centre corridor improvements linked to LCWIP route CN1	City Centre Corridor Improvements: (North - St Giles/ Magdalen St/ Broad St), including active travel improvements linked to LCWIP route CN1	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Oxfordshire County Council							
318	Transport	Active Modes	City centre corridor improvements linked to LCWIP route CE2 proposal	City Centre Corridor Improvements: (West - Hythe Bridge St/ Expens Rd/ George St/ New Road), including active travel improvements, linked to LCWIP route CE2 proposal	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Oxfordshire County Council							
319	Transport	Active Modes	City Centre Corridor Improvements linked to LCWIP route CE1	City Centre Corridor Improvements (South & East - High St/ St Aldates), including active travel improvements linked to LCWIP Route CE1	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Oxfordshire County Council							
320	Transport	Rail	Oxford Canal Rail Junction	Oxford Canal Rail Junction - provision of crossover between Up and Down Blechley Lines providing additional capacity and resilience	In Scope	Poor Information	Strategic innovation and enhancements	Ambition	Oxfordshire Scale	To be confirmed	Poor Information		Network Rail							
321	Transport	Rail	Safeguarding for Rail Freight Terminal at Cowley	Reduce congestion on A34 and other roads through shift of additional freight to rail, with schemes to support a new large logistics park being created on the site of existing BMW production location in Cowley if the location is vacated.	In Scope	Partial Information	Enabling new development	Ambition	Oxfordshire Scale	To be confirmed	Retained in Stage 1		Local Transport Authorities	Department for Transport, Network Rail, National Highways, England's Economic Heartland, Local Authorities, Operators,						
322	Transport	Acute Healthcare, Highways, Bus, Coach and SRT, Active Modes	Churchill Hospital Bus Priority	Churchill Hospital additional bus and cycle access.	In Scope	Poor Information	Strategic innovation and enhancements	To be confirmed	Oxfordshire Scale	To be confirmed	Poor Information		Oxfordshire County Council							
323	Green Infrastructure	Green Infrastructure, Active Modes	Oxford Greenways	The Oxford Greenways project aims to create safe, consistent, and well-connected cycling and walking routes, linking the surrounding Oxfordshire towns and villages and future development sites with the city centre and other key employment, cultural and economic sites in Oxford. The Oxford Greenways project will	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	Partially funded	Progress to Prioritisation		Oxford City Council, Oxfordshire County Council and Oxford University							
324	Transport	Regeneration and Placemaking, Highways, Rail, Bus, Coach and SRT, Active Modes	Redevelopment of Oxford Station (Oxfordshire Connect)	Through the Oxfordshire Connect project, Oxford Railway Station is being expanded and the wider area upgraded to support East West Rail services. The programme is upgrading Oxford Station, expanding the railway infrastructure in the area and improving the local road network, including: ? A bigger, improved	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Larger Than Oxfordshire	Fully funded	Retained in Stage 1		Network Rail	Operators		East West Rail				
325	Transport	Active Modes	Provision of a pedestrian and cycle bridge from Expens to Osney Mead	Provision of a pedestrian and cycle bridge from Expens to Osney Mead across the river, connecting new development sites with the city centre, train station. This will also strengthen the innovation cluster and give better access to the Grandport Nature Park and Thames, with quicker and improved cycle routes.	In Scope	Partial Information	Enabling new development	Committed	Local Authority Scale - Oxford City	Partially funded	Progress to Prioritisation		Oxford West End	Oxfordshire County Council						
326	Transport	Highways	Watlington Relief Road	The Watlington Relief Road will run from the western side of Watlington on the B4009, looping northwards and connecting back to the B4009 on the eastern side of the town.	In Scope	Partial Information	Enabling new development	Pending	Local Authority Scale - South Oxfordshire and Vale of White Horse	Fully funded	Retained in Stage 1		Oxfordshire County Council / Developer	Oxfordshire County Council / Developer				NDP sites at Watlington - arguably everything along the B4009 / B480 corridor - potentially linked to Chalgrove Airfield (S+V)		
327	Transport	Highways, Bus, Coach and SRT, Active Modes	Improvements to the A4074 Travel Corridor	Reduce car dependency and alleviate congestion on and around the A4074 corridor through a mobility hub facility with electric vehicle charging on the Grenobles Road allocation (supported through bus prioritisation in the northern section of the A4074, possibly in the form of a new bus lane in the northern section just outside	In Scope	Partial Information	Enabling new development, Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	To be confirmed	Progress to Prioritisation		Oxfordshire County Council / Developer	Bus Operators, Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local	5000		Land south of Grenobles Road, Northfield (Edge of Oxford), Land at Berinsfield Garden Village, Land adjacent to Culham			
328	Transport	Highways, Bus, Coach and SRT, Active Modes	B480 improvements for buses, pedestrians and cyclists	B480 improvements for buses, pedestrians and cyclists. Part of the scheme is also being investigated as the Garsington Road Active Travel scheme.	In Scope	Partial Information	Mitigating impacts of new development, Strategic innovation and enhancements	Investigation	Oxfordshire Scale	To be confirmed	Progress to Prioritisation		Oxfordshire County Council / Developer	Bus Operators, Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local Authorities, Operators			Land south of Grenobles Road, Northfield (Edge of Oxford), (Chalgrove Airfield)			
329	Transport	Rail	Railway Station Access and Accessibility Improvements at Didcot	Improved access to existing and additional rail services at Didcot Railway Station, with schemes including mobility hub elements including improved cycle parking quality and quantity, improved integration with local bus services, and increased EV charging provision for any parking.	Out of Scope / Duplicate	Partial Information	Strategic innovation and enhancements	Ambition	Local Authority Scale - South Oxfordshire and Vale of White Horse	To be confirmed	Out of Scope / Duplicate		Network Rail	Department for Transport, Network Rail, Active Travel England, England's Economic Heartland, Local Authorities, Operators						
330	Transport	Rail	Railway Station Access and Accessibility Improvements at Culham (major works)	Significant works to improve access to existing and additional rail services at Culham Railway Station to support its importance as a hub for employment sites and planned strategic housing sites at Culham and Berinsfield, with schemes including improvements that provide step-free access to all platforms, and	Out of Scope / Duplicate	Partial Information	Strategic innovation and enhancements	Ambition	Local Authority Scale - South Oxfordshire and Vale of White Horse	To be confirmed	Out of Scope / Duplicate		Network Rail	Department for Transport, Network Rail, Active Travel England, England's Economic Heartland, Local Authorities, Operators						
331	Transport	Highways	Upgrades to the A4074 Golden Balls junction	Upgrades to the A4074 Golden Balls junction	Out of Scope / Duplicate	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	Out of Scope / Duplicate		Oxfordshire County Council / Developer			1800		Land at Northfield, Edge of Oxford		
332	Transport	Highways	New access(es) onto the A4074	New access(es) onto the A4074	In Scope	Partial Information	Enabling new development	Ambition	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	Retained in Stage 1		Oxfordshire County Council / Developer			1700		Land at Berinsfield Garden Village		
333	Transport	Highways	Junction upgrades at A4074/A415	Junction upgrades at A4074/A415	In Scope	Partial Information	Mitigating impacts of new development	Ambition	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	Retained in Stage 1		Oxfordshire County Council / Developer			1700		Land at Berinsfield Garden Village		
334	Transport	Highways, Bus, Coach and SRT, Active Modes	Benson Marina Transport Hub	Pilot mobility hubs are to be delivered at both of the locations, selected for their potential to maximise opportunities for modal shift (Medium-Term Realisation: 2027/2029).	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Oxfordshire County Council / Developer							
335	Transport	Active Modes	Inter-urban active travel network: Thame - Leighton Buzzard	New cycle route that fills in the missing link between the National Cycle Network Route 57 at Thame and National Cycle Network Route 6 at Leighton Buzzard.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Local Transport Authorities	Active Travel England, Sustrans						
336	Transport	Active Modes	Cycle and walking route improvements linked to Berinsfield	Cycle and walking route improvements - including Berinsfield to Culham Science Centre, Culham Railway Station, and the proposed new secondary school on land adjacent Culham Science Centre	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Oxfordshire County Council / Developer			1700		Land at Berinsfield Garden Village		
337	Transport	Active Modes	Culham-Abingdon active travel bridge and connecting routes to the north and south		Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Oxfordshire County Council / Developer			3500		Land adjacent to Culham Campus		
338	Transport	Highways	Upgrades to existing junctions on the Oxford Eastern Bypass (A4142)	Upgrades to existing junctions on the Oxford Eastern Bypass (A4142)	In Scope	Partial Information	Mitigating impacts of new development	Ambition	Oxfordshire Scale	Developer Direct Delivery or Contributions	Retained in Stage 1		Oxfordshire County Council / Developer			1800		Land at Northfield, Edge of Oxford		
339	Transport	Rail	Culham Railway Station Development	Culham Railway Station Development	In Scope	Partial Information	Enabling new development, Strategic innovation and enhancements	Investigation	Oxfordshire Scale	To be confirmed	Progress to Prioritisation		Oxfordshire County Council / Developer			3500		Land adjacent to Culham Campus	6000	
340	Green Infrastructure	Green Infrastructure, Active Modes	Thame to Haddenham Greenway	Thame to Haddenham Greenway aims to improve safety and connectivity between Thame and Haddenham, providing safer routes for pedestrians and cyclists, while linking to Haddenham train station, making it easier for people to use public transport and reduce congestion.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Larger Than Oxfordshire	Partially funded	Progress to Prioritisation		Oxfordshire County Council	Department for Transport, Active Travel England, England's Economic Heartland, Local Authorities, Sustrans,	Safer and improved connectivity. Supports growth in Thame (town centre) as well as across the boundary in Buckinghamshire.					
341	Transport	Highways	Didcot Garden Town Housing Infrastructure Fund (HIF) 1 - Infrastructure package	Didcot Garden Town Housing Infrastructure Fund (HIF) 1 infrastructure package - Widening of the A4130, Great Western Railway Bridge crossing at Didcot "Science Bridge", Didcot to Culham River Crossing, Clifton Hampden Bypass	In Scope	Partial Information	Enabling new development	Committed	Oxfordshire Scale	Fully Funded	Retained in Stage 1		Oxfordshire County Council / Developer	Oxfordshire County Council / Developer			1700		Land at Berinsfield Garden Village + North West Valley Park, Didcot	
342	Transport	Rail	Increased rail service frequency at Culham		In Scope	Partial Information	Enabling new development	Ambition	Larger Than Oxfordshire	To be confirmed	Retained in Stage 1		DfT / Network Rail / Rail Operators			3500		Land adjacent to Culham Campus		
343	Transport	Highways	Didcot Northern Perimeter Road Phase Three	Didcot Northern Perimeter Road Phase Three scheme is a new link road, connecting onto the existing A4130 Didcot Northern Perimeter Road / Abingdon Road / Ladygrove junction.	In Scope	Partial Information	Enabling new development	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	To be confirmed	Non-Strategic		Oxfordshire County Council / Developer	Bus Operators, Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local			Ladygrove East, North East Didcot			
344	Transport	Rail	Railway Station Access and Accessibility Improvements at Appleford (minor works)	Minor works to improve access to existing and additional rail services at Appleford Railway Station, with schemes including improvements that provide step-free access to all platforms, and mobility hub elements including improved cycle parking quality and quantity, improved integration with local bus services, and EV	Out of Scope / Duplicate	Partial Information	Strategic innovation and enhancements	Ambition	Local Authority Scale - South Oxfordshire and Vale of White Horse	To be confirmed	Out of Scope / Duplicate		Network Rail	Department for Transport, Network Rail, Active Travel England, England's Economic Heartland, Local Authorities, Operators,						
345	Transport	Bus, Coach and SRT	A415 Bus Priority and Air Quality Measures	Measures between Kingston Baguzize and Abingdon to reduce bus journey times, improve reliability and facilitate the introduction of new express bus services, including: - Bus priority in both directions along Marcham Road / Ock Street.	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Local Authority Scale - South Oxfordshire and Vale of White Horse	To be confirmed	Retained in Stage 1		National Highways	Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local Authorities,						
346	Transport	Highways	Upgrades to Fritford Junction	Upgrades to Fritford Junction	Out of Scope / Duplicate	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	Out of Scope / Duplicate		Oxfordshire County Council / Developer			2750		Land at Dalton Barracks Garden Village, Shippon		
347	Transport	Highways	Transport mitigation measures to reduce the impact of vehicular traffic in surrounding villages	Transport mitigation measures to reduce the impact of vehicular traffic in surrounding villages	In Scope	Partial Information	Mitigating impacts of new development	Ambition	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	Retained in Stage 1		Oxfordshire County Council / Developer			2750		Land at Dalton Barracks Garden Village, Shippon		
348	Transport	Highways	Junction improvements to Long Tow / B4017	Junction improvements to Long Tow / B4017	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	Retained in Stage 1		Oxfordshire County Council / Developer			2750		Land at Dalton Barracks Garden Village, Shippon		
349	Transport	Highways	Junction improvements at unnamed road/Marcham road	Junction improvements at unnamed road/Marcham road	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	Retained in Stage 1		Oxfordshire County Council / Developer			2750		Land at Dalton Barracks Garden Village, Shippon		
350	Transport	Highways	Junction improvements at Barrow Road/unnamed road	Junction improvements at Barrow Road/unnamed road	In Scope	Partial Information	Mitigating impacts of new development	Ambition	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	Retained in Stage 1		Oxfordshire County Council / Developer			2750		Land at Dalton Barracks Garden Village, Shippon		
351	Transport	Highways	Improvements to the A338/Main Street/Steventon Road staggered junction (direct delivery by developers) and the	Improvements to the A338/Main Street/Steventon Road staggered junction and the A338/A415 staggered junction	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	Retained in Stage 1		Oxfordshire County Council and developer			624		North West Grove Didcot		

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Employment sites linked to project	Status Notes	Location	Postcode	Phasing	Delivery Timescales	Start Year	End Year	Cost	Theoretical Cost	Cost Notes	Funding Notes	Source
306	Transport	Active Modes	LCWIP Route 21			South Oxford		Out of Scope / Duplicate	2020-2030	2020	2030	£6,800,000.00	£6,800,000.00			Oxford IDP (October 2023)
307	Transport	Active Modes	LCWIP Route 18			South Oxford		Out of Scope / Duplicate	2020-2030	2020	2030	£2,200,000.00	£2,200,000.00			Oxford IDP (October 2023)
308	Transport	Active Modes	LCWIP Route 16			South Oxford		Out of Scope / Duplicate	2030-2040	2030	2040	£1,525,000.00	£1,525,000.00			Oxford IDP (October 2023)
309	Transport	Active Modes	LCWIP Route 15			South Oxford		Out of Scope / Duplicate	2030-2040	2030	2040	£9,389,000.00	£9,389,000.00			Oxford IDP (October 2023)
310	Transport	Active Modes	LCWIP Route 13			South Oxford		Out of Scope / Duplicate	2020-2030	2020	2030	£3,085,000.00	£3,085,000.00			Oxford IDP (October 2023)
311	Transport	Active Modes	LCWIP Route 12			East Oxford/ South Oxfordshire District Council		Out of Scope / Duplicate	2020-2030	2020	2030	£7,035,000.00	£7,035,000.00			Oxford IDP (October 2023)
312	Transport	Active Modes	LCWIP Route 1			Central and West Oxford		Out of Scope / Duplicate	2025-2030	2025	2030	£2,500,000.00	£2,500,000.00			Oxford IDP (October 2023)
313	Transport	Active Modes	Improvements to North Oxford Cycle Route			North Oxford		Out of Scope / Duplicate	2025-2030	2025	2030	£3,000,000.00	£3,000,000.00			Oxford IDP (October 2023)
314	Transport	Active Modes	Improvements to cycling provision along Botley Road			Central, Vale of White Horse and West Oxford		Out of Scope / Duplicate	2020-2035	2020	2035	£19,590,000.00	£19,590,000.00			Oxford IDP (October 2023)
315	Transport	Active Modes	District Centre Improvements			Oxford		Out of Scope / Duplicate	2025-2035	2025	2035	£6,900,000.00	£6,900,000.00			Oxford IDP (October 2023)
316	Transport	Active Modes	City Centre Cycle Hubs Parking			Central and West Oxford		Out of Scope / Duplicate	2030-2040	2030	2040	£2,000,000.00	£2,000,000.00			Oxford IDP (October 2023)
317	Transport	Active Modes	City centre corridor improvements linked to LCWIP route CN1			Central and West Oxford		Out of Scope / Duplicate	2030-2035	2030	2035	£8,000,000.00	£8,000,000.00			Oxford IDP (October 2023)
318	Transport	Active Modes	City centre corridor improvements linked to LCWIP route CE2 proposal			Central and West Oxford		Out of Scope / Duplicate	2030-2035	2030	2035	£20,000,000.00	£20,000,000.00			Oxford IDP (October 2023)
319	Transport	Active Modes	City Centre Corridor Improvements linked to LCWIP route CE1			Central and West Oxford		Out of Scope / Duplicate	2030-2035	2030	2035	£8,000,000.00	£8,000,000.00			Oxford IDP (October 2023)
320	Transport	Rail	Oxford Canal Rail Junction			North Oxford		Medium Term (2030-40)	2030-2035	2030	2035			Dependent on scope and scale		Oxford IDP (October 2023)
321	Transport	Rail	Safeguarding for Rail Freight Terminal at Cowley	Proposed Intervention		Cowley		Short Term (to 2030)	Short term					Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
322	Transport	Acute Healthcare, Highways, Bus, Coach and SRT, Active Modes	Churchill Hospital Bus Priority			East Oxford		Short Term (to 2030)	2025-2030	2025	2030	£2,000,000.00	£2,000,000.00			Oxford IDP (October 2023)
323	Green Infrastructure	Green Infrastructure, Active Modes	Oxford Greenways	In December 2023 PIA Associates were awarded the contract to produce the Greenways Vision and Masterplan. Public		https://eetalk.oxfordshire.gov.uk/oxford-greenways		Short Term (to 2030)							Most funding coming from Oxford City Council, Oxfordshire County Council and University of Oxford, with an additional	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
324	Transport	Regeneration and Placemaking, Highways, Rail, Bus, Coach and SRT, Active Modes	Redevelopment of Oxford Station (Oxfordshire Connect)	Work began 2023		Oxford		Medium Term (2030-40), Short Term (to 2030)				£169,000,000.00	£169,000,000.00			England's Economic Heartland Investment Prioritisation Framework
325	Transport	Provision of a pedestrian and cycle bridge from Osneys to Osney Mead		Planning permission is approved (23/02506/CT3).		Central and West Oxford		Short Term (to 2030)	Delivery expected in 2026	2020	2030	£10,000,000.00	£10,000,000.00	Based on revised cost available		Oxford IDP (October 2023), Oxfordshire County Council Transport Infrastructure List
326	Transport	Highways	Watlington Relief Road		Planning decision expected late summer 2025	Watlington		Short Term (to 2030)	2025-2030	2025	2030	£10,000,000.00	£10,000,000.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
327	Transport	Highways, Bus, Coach and SRT, Active Modes	Improvements to the A4074 Travel Corridor	Culham Campus, Oxford Science Park	A4074 Corridor Strategy being developed			Short - Medium Term (2025 - 2040)	2025-2035	2025	2035			Cost to be confirmed following further detailed work and in discussion with Oxfordshire County Council and South	Adopted (December 2020) and emerging (December 2024) Local Plan Infrastructure Delivery Plan	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
328	Transport	Highways, Bus, Coach and SRT, Active Modes	B480 improvements for buses, pedestrians and cyclists	Mini Plant Oxford, Oxford Business Park		Blackbird Leys, Oxford		Short - Medium Term (2025 - 2040)	2025-2035	2025	2035			Cost to be confirmed following further detailed work and in discussion with Oxfordshire County Council and South	Direct delivery / developer contributions / Oxfordshire County Council	Adopted (December 2020) and emerging (December 2024) Local Plan Infrastructure Delivery Plan
329	Transport	Rail	Railway Station Access and Accessibility Improvements at Didcot		Proposed Intervention	Didcot		Medium Term (2030-40)	Medium term					England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
330	Transport	Rail	Railway Station Access and Accessibility Improvements at Culham (major works)		Proposed Intervention	Culham		Medium Term (2030-40)	Medium term					Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
331	Transport	Highways	Upgrades to the A4074 Golden Balls Junction					Medium Term (2030-40)	2025-2035	2025	2035			Cost to be confirmed following further more detailed work and in discussion with Oxfordshire County Council and South	Direct delivery / developer contributions	South Oxfordshire and Vale of White Horse IDP (December 2024)
332	Transport	Highways	New access(es) onto the A4074			Berinsfield		Short Term (to 2030)	2025-2030	2025	2030				Direct delivery by developer	South Oxfordshire and Vale of White Horse IDP (December 2024)
333	Transport	Highways	Junction upgrades at A4074/A415			Berinsfield		Short Term (to 2030)	2025-2030	2025	2030			extent of upgrade (and cost) to be determined upon a Transport Assessment	Direct delivery by developer	South Oxfordshire and Vale of White Horse IDP (December 2024)
334	Transport	Highways, Bus, Coach and SRT, Active Modes	Benson Marina Transport Hub			Benson		Short Term (to 2030)	2027-2029	2027	2029					OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
335	Transport	Active Modes	Inter-urban active travel network: Thame - Leighton Buzzard	Proposed Intervention		Thame		Out of Scope / Duplicate	Short term					Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
336	Transport	Active Modes	Cycle and walking route improvements linked to Berinsfield					Out of Scope / Duplicate	2025-2030	2025	2030				Direct delivery / developer contributions / Oxfordshire county council	South Oxfordshire and Vale of White Horse IDP (December 2024)
337	Transport	Active Modes	Culham-Abingdon active travel bridge and connecting routes to the north and south					Out of Scope / Duplicate	2025-2035	2025	2035			cost to be confirmed following further more detailed work	Direct delivery	South Oxfordshire and Vale of White Horse IDP (December 2024)
338	Transport	Highways	Upgrades to existing junctions on the Oxford Eastern Bypass (A4142)					Medium Term (2030-40)	2025-2035	2025	2035			costs to be confirmed following further detailed work and in discussion with Oxfordshire county council and South	Direct delivery / developer contributions	South Oxfordshire and Vale of White Horse IDP (December 2024)
339	Transport	Rail	Culham Railway Station Development	Culham - is this not a duplicate of line 331?				Short - Medium Term (2025 - 2040)	2025-2035	2025	2035	£16,787,211.00	£16,787,211.00	cost from OXIS 2017 (£13,000,000) adjusted for inflation to April 2024	Developer contributions / Grant funding	South Oxfordshire and Vale of White Horse IDP (December 2024)
340	Green Infrastructure	Green Infrastructure, Active Modes	Thame to Haddenham Greenway	Proposed Intervention		Thame		Short Term (to 2030)	Short term			£4,000,000.00	£4,000,000.00	Early appraisals estimates that the scheme will costs around £4m	Further feasibility study is underway at present. It is also £106 will contribute to the pipeline scheme. The scheme is	England's Economic Heartland Investment Prioritisation Framework: EEH Active Travel Strategy Phase 2https://eeh-prod-
341	Transport	Highways	Didcot Garden Town Housing Infrastructure Fund (HIF) 1 - Infrastructure package					Short Term (to 2030)	2025-2030	2025	2030			strategic transport package, with costs and clawback mechanisms for funding to be determined at planning determination	Developer contributions/Oxfordshire county council	South Oxfordshire and Vale of White Horse IDP (December 2024)
342	Transport	Rail	Increased rail service frequency at Culham					Medium Term (2030-40)	2031-2035	2031	2035			cost to be confirmed following further more detailed work	DT / Network Rail	South Oxfordshire and Vale of White Horse IDP (December 2024)
343	Transport	Highways	Didcot Northern Perimeter Road Phase Three	Milton Park		Didcot		To be confirmed							Direct delivery / developer contributions / Oxfordshire County Council	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders. Adopted (December 2020)
344	Transport	Rail	Railway Station Access and Accessibility Improvements at Appleford (minor works)		Proposed Intervention	Appleford		Medium Term (2030-40)	Medium term					Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
345	Transport	Bus, Coach and SRT	A415 Bus Priority and Air Quality Measures		Proposed Intervention	Kingston Bagbury and Abingdon		Short Term (to 2030)	Short term					Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
346	Transport	Highways	Upgrades to Frilford Junction			Frilford		Short Term (to 2030)	2025-2030	2025	2030			cost to be confirmed following further more detailed work and in discussion with Oxfordshire County Council and the Vale of	direct delivery / developer contributions	South Oxfordshire and Vale of White Horse IDP (December 2024)
347	Transport	Highways	Transport mitigation measures to reduce the impact of vehicular traffic in surrounding villages			Dalton Barracks Area		Medium Term (2030-40)	2025-2035	2025	2035			cost to be confirmed following further more detailed work and in discussion with Oxfordshire County Council and the Vale of	Direct delivery / developer contributions	South Oxfordshire and Vale of White Horse IDP (December 2024)
348	Transport	Highways	Junction improvements to Long Tow / B4017			Shippon		Short Term (to 2030)	2025-2030	2025	2030			cost to be confirmed following further more detailed work and in discussion with Oxfordshire County Council and the Vale of	direct delivery	South Oxfordshire and Vale of White Horse IDP (December 2024)
349	Transport	Highways	Junction improvements at unnamed road/Marcham road			Dalton Barracks Area		Short Term (to 2030)	2025-2030	2025	2030			cost to be confirmed following further more detailed work and in discussion with Oxfordshire County Council and the Vale of	Direct delivery	South Oxfordshire and Vale of White Horse IDP (December 2024)
350	Transport	Highways	Junction improvements at Barrow Road/unnamed road			Dalton Barracks Area		Short Term (to 2030)	2025-2030	2025	2030			cost to be confirmed following further more detailed work and in discussion with Oxfordshire County Council and the Vale of	direct delivery	South Oxfordshire and Vale of White Horse IDP (December 2024)
351	Transport	Highways	Improvements to the A338/Main Street/Steventon Road staggered junction (direct delivery by developers) and the					Short Term (to 2030)	2025-2030	2025	2030				Direct delivery / developer contributions / Oxfordshire county council	South Oxfordshire and Vale of White Horse IDP (December 2024)

Sitting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Description	Project Scope	Confidence in Information	Basis of Requirement	Project Status	Spatial Impacts	Funding Status	Sitting Outcomes		Delivery - responsible party	Delivery partners	Requirement Description	Strategic Infrastructure Dependency	Homes Directly Supported by Project (dwellings)	Housing sites linked to project	Jobs Directly Supported by Project (FTE)
352	Transport	Highways	Direct delivery of Grove Northern Link Road	Direct delivery of Grove Northern Link Road	In Scope	Partial Information	Enabling new development	Pending	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery of Contributions	Retained in Stage 1		Oxfordshire County Council and developer				624	North West Grove Didcot	
353	Transport	Highways	Access and improvements including signalling Brook Lane Railway Bridge	Access and improvements including signalling Brook Lane Railway Bridge	In Scope	Partial Information	Mitigating impacts of new development	Ambition	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery of Contributions	Retained in Stage 1		Oxfordshire County Council and developer				624	North West Grove Didcot	
354	Transport	Active Modes	Pedestrian and cycle access to proposed on site, and off-site mobility hub sites	Pedestrian and cycle access to proposed on site, and off-site mobility hub sites in South Oxfordshire and Vale of White Horse	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Non-strategic	Developer Direct Delivery of Contributions	Out of Scope / Duplicate		Oxfordshire County Council / Developer				2750	Land at Dalton Barracks Garden Village, Shippon	
355	Transport	Active Modes	Enhancements to the current and future active travel network	Including connections to Didcot, Valley Park, Milton Heights, Milton Park, Harwell Campus, and nearby secondary schools	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Oxfordshire County Council and developer				800	North West Valley Park, Didcot	
356	Transport	Highways	Transport mitigation at Marcham Interchange	Transport mitigation at Marcham Interchange	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Oxfordshire Scale	Developer Direct Delivery of Contributions	Retained in Stage 1		Oxfordshire County Council / Developer				2750	Land at Dalton Barracks Garden Village, Shippon	
357	Transport	Highways	A34 Lodge Hill Interchange	The A34 junction at Lodge Hill, between Abingdon and Oxford, currently has north-facing slip roads only. These interchange improvements will add new south-facing slip roads to the A34, as well as traffic calming on the local network, reprovision of a private road and an upgrade to the Harwell Southbound layby on the	In Scope	Partial Information	Mitigating impacts of new development	Under Construction	Oxfordshire Scale	Fully funded	Retained in Stage 1		Oxfordshire County Council / Developer						
358	Transport	Bus, Coach and SRT	A34 Bus Priority Measures	*Measures between Abingdon and Oxford to reduce bus journey times, improve reliability and facilitate the introduction of new express bus services, including: - Capacity improvements at the Hinksey Hill / A34 interchange to better facilitate the movement of express	Out of Scope / Duplicate	Partial Information	Strategic innovation and enhancements	Ambition	Oxfordshire Scale	To be confirmed	Out of Scope / Duplicate		National Highways	Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local Authorities,					
359	Transport	Rail	Safeguarding for Aggregate & Rail Freight Terminal at Appleford	Reduce congestion on A34 and other roads through shift of additional freight to rail, with schemes to support a new large logistics park being created on the site of existing Sutton Courtenay Quarry and Recycling Centre south of Appleford Railway Station if the location is vacated.	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Oxfordshire Scale	To be confirmed	Retained in Stage 1		Local Transport Authorities	Department for Transport, Network Rail, National Highways, England's Economic Heartland, Local Authorities, Operators,					
360	Transport	Rail, Bus, Coach and SRT, Active Modes	New Wantage and Grove Railway Station	Congestion on A338, A417, B4494, B4507, and other local roads from planned housing development avoided through provision of a new local two platform railway station and mobility hub as an additional stop on existing four track section of the Great Western Main Line, with scheme elements including integration with	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	No funding	Progress to Prioritisation		Proposals currently being developed by SLC Rail	Oxfordshire County Coun and Vale of White Horse		Rail services Oxford to Bristol and new stations along the Great Western Mainline	7000		
361	Transport	Highways	Provision of land for the widening of the A4130	Provision of land for the widening of the A4130	Out of Scope / Duplicate	Partial Information	Mitigating impacts of new development	Committed	Larger Than Oxfordshire	Developer Direct Delivery of Contributions	Out of Scope / Duplicate		Oxfordshire County Council and developer			Didcot Garden Town HIF 1	800	North West Valley Park, Didcot	
362	Transport	Rail	Railway Station Access and Accessibility Improvements at Radley	Improved access to existing and additional rail services at Radley Railway Station, with schemes including providing step-free access to all platforms (currently only available for Oxford bound services), and mobility hubs elements including improved cycle parking quality and quantity, improved integration with local bus	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	To be confirmed	Retained in Stage 1		Network Rail	Department for Transport, Network Rail, Active Travel England, England's Economic Heartland, Local Authorities, Operators					
363	Transport	Bus, Coach and SRT	A338 Bus Priority Measures	Reduced bus journey times and improved reliability, with schemes including integration with new Wantage and Grove Railway Station, and bus priority on A338 northbound to Fritford.	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	To be confirmed	Retained in Stage 1		National Highways	Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local Authorities,					
364	Transport	Highways	West Eynsham Link Road and West Eynsham SDA	West Eynsham Link Road	In Scope	Partial Information	Enabling new development	Investigation	Local Authority Scale - West Oxfordshire	To be confirmed	Non-Strategic		Developers / Landowners / OCC						
365	Transport	Highways	A40 Longer term strategy - Wolvercote to Eynsham P&R westbound bus lane and dual carriageway between Witney Shores Green	A40 Longer term strategy - Wolvercote to Eynsham P&R westbound bus lane and dual carriageway between Witney Shores Green interchange and Eynsham P&R improvements Phase 2	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Developers / External funding partners / OCC						
366	Transport	Highways	West Oxfordshire Garden Village Northern Link Road	West Oxfordshire Garden Village Northern Link Road	In Scope	Partial Information	Enabling new development	Investigation	Local Authority Scale - West Oxfordshire	No funding	Non-Strategic		Developers / Landowners / OCC					West Oxfordshire Garden Village	
367	Transport	Highways	Northern Distributor Road at North Witney SDA	Northern Distributor Road at Witney	In Scope	Partial Information	Enabling new development	Investigation	Local Authority Scale - West Oxfordshire	Developer Direct Delivery of Contributions	Retained in Stage 1		Landowners / OCC / WODC						
368	Transport	Highways	Improvements to Oxford Hill/Cogges Hill Road/ Jubilee Way junction	Improvements to Oxford Hill/Cogges Hill Road/ Jubilee Way junction	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - West Oxfordshire	Developer Direct Delivery of Contributions	Retained in Stage 1		OCC / WODC						
369	Transport	Highways	Air quality management at Witney and Chipping Norton	Air quality management at Witney and Chipping Norton	In Scope	Partial Information	Enabling new development	Investigation	Local Authority Scale - West Oxfordshire	Partially funded	Non-Strategic		WODC						
370	Transport	Highways, Bus, Coach and SRT, Active Modes	Carterton Mobility Hub	Pilot mobility hubs are to be delivered at both of the locations, selected for their potential to maximise opportunities for modal shift. The location for the Mobility Hub in Carterton is at the Brize Norton Road	In Scope	Partial Information	Strategic innovation and enhancements	Pending	Local Authority Scale - West Oxfordshire	Fully funded	Retained in Stage 1		Oxfordshire County Council						
371	Transport	Highways, Bus, Coach and SRT	Phase 1: A40 Eynsham Park & Ride to Wolvercote	Phase 1: A40 Eynsham Park & Ride to Wolvercote	In Scope	Partial Information	Enabling new development	Completed	Local Authority Scale - West Oxfordshire	Fully funded	Retained in Stage 1		Oxfordshire County Council	Developers / External funding partners / OCC					
372	Transport	Highways	Witney Bridge Street Area: Improvements to Bridge Street and Staple Hall junction, Witney including public realm and traffic	Improvements to Bridge Street and Staple Hall junction, Witney including public realm and traffic management	In Scope	Partial Information	Enabling new development	To be confirmed	Local Authority Scale - West Oxfordshire	No funding	Progress to Prioritisation		Landowners / OCC / WODC		There is significant housing growth forecast over the next ten years for the outskirts of Witney, in particular the North Witney	Require delivery of West End Link Road	1400		
373	Transport	Highways	Access to Carterton: safety enhancements to the B4477 including junction improvements	Access to Carterton: safety enhancements to the B4477 including junction improvements	In Scope	Partial Information	Enabling new development	To be confirmed	Local Authority Scale - West Oxfordshire	Partially funded	Progress to Prioritisation		OCC / WODC / Developers		In the short term, using Held S106 aim to improve the road safety of the B4477 between the A40 at Minster Lovell and		700		
374	Transport	Highways	Accessing Oxford northern approach via A44	Accessing Oxford northern approach via A44	In Scope	Poor Information	Strategic innovation and enhancements	Completed	Oxfordshire Scale	To be confirmed	Retained in Stage 1		Developers / External funding partners / OCC / Oxford City Council						
375	Transport	Rail	Hanborough Station Improvements	Additional platform and crossovers at Hanborough Station on the Cotswold Line.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - Cherwell	To be confirmed	Progress to Prioritisation		Network Rail	Department for Transport, Local Authorities, Operators					
376	Transport	Highways	Shores Green Slip Roads (SGSR)	Critical project, prerequisite of development at East Witney	In Scope	Partial Information	Enabling new development	Under Construction	Local Authority Scale - West Oxfordshire	Fully funded	Retained in Stage 1		Landowners / OCC / WODC						
377	Transport	Highways	West End Link (WEL2), Witney	West End Link (WEL2), Witney	In Scope	Partial Information	Enabling new development	Investigation	Local Authority Scale - West Oxfordshire	No funding	Progress to Prioritisation		Landowners / OCC / WODC		Linked to West End Link Road Flood Storage Area		1400		
379	Transport	Highways	Re-designating the A4095 via Jubilee Way, Oxford Hill, A40 at Shores Green to Ducklington Lane and Thorney Leys	Re-designating the A4095 via Jubilee Way, Oxford Hill, A40 at Shores Green to Ducklington Lane and Thorney Leys	In Scope	Partial Information	Enabling new development	Committed	Local Authority Scale - West Oxfordshire	Fully funded	Retained in Stage 1		Landowners / OCC / WODC						
380	Transport	No or Poor Information	Wantage Market Place	Scheme to delivery town centre improvements that prioritise walking, wheeling and cycling	In Scope	Poor Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	Partially funded	Poor Information		Oxfordshire County Council						
381	Transport	Bus, Coach and SRT	Churchill Drive / Old Road Bus Priority	Develop proposals and implement an ANPR enforced left turn ban onto Old Road from Churchill Drive. Expected to lead to a 20% traffic reduction (between 3pm & 6pm) reducing bus delays and improving bus journey times and reliability.	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Local Authority Scale - Oxford City	Partially funded	Progress to Prioritisation		Oxfordshire County Council		Sustainable Travel to Hospitals - 381,382				
382	Transport	Acute and Mental Healthcare, Highways, Bus, Coach and SRT,	John Radcliffe Hospital Bus Priority	Develop and implement (where able within budget and timescales) proposals to improve bus priority within the John Radcliffe hospital site. This could include exploring opportunities for the creation of an integrated interchange/mobility hub on-site and improvements to the	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Local Authority Scale - Oxford City	Partially funded	Progress to Prioritisation		Oxfordshire County Council		Sustainable Travel to Hospitals - 381,382				
383	Transport	Regeneration and Place-making, Highways, Active Modes	Didcot Central Corridor	Scheme that aims to make the town a better place for residents and visitors by improving travel and public space along three important routes	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	To be confirmed	Progress to Prioritisation		Oxfordshire County Council / Developer						
384	Transport	Active Modes	Oxford University (OUD) Canal Bridge	New bridge planned over the canal to provide safe and attractive active travel options	In Scope	Partial Information	Enabling new development	Committed	Local Authority Scale - Oxford City	Fully funded	Retained in Stage 1								
385	Transport	Highways, Bus, Coach and SRT, Active Modes	Benson Marina Mobility Hub	Trial mobility hubs in Benson by the Marina bus stop with the aim to upgrade bus stops and provide safe and secure cycle parking, improve the public realm and introduce other community assets and provide facilities for people to easily travel to onward destinations.	In Scope	Partial Information	Strategic innovation and enhancements	Pending	Local Authority Scale - South Oxfordshire and Vale of White Horse	Fully funded	Retained in Stage 1		Oxfordshire County Council						
386	Transport	Active Modes	Improving NCN57 between Horspath and Littleworth	Improving NCN57 between Horspath and Littleworth	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	To be confirmed	Progress to Prioritisation		Sustans	Oxfordshire County Council					
387	Transport	Active Modes	Banbury Eastern Active Travel Corridor / Overthorpe / Bridge Street Park Greenway	Eastern active travel corridor project to upgrade cycling and walking routes from Overthorpe to Bridge Street Park	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - Cherwell	To be confirmed	Non-Strategic		Oxfordshire County Council						
388	Transport	Highways, Bus, Coach and SRT, Active Modes	Kidlington Mobility Hub	Proposed mobility hub that prioritises active travel options	In Scope	Partial Information	Mitigating impacts of new development	Ambition	Local Authority Scale - Cherwell	No funding	Retained in Stage 1		TBC						
389	Transport	Rail	Oxfordshire Strategic Rail Freight Interchange	Proposed strategic rail freight interchange on land located adjacent to the Chiltern Main Line Railway.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Larger Than Oxfordshire	Fully funded	Retained in Stage 1		Oxfordshire Rail Freight Limited		The proposed scheme is argued to support a network of SRFIs to facilitate shifting freight from road to rail, reduce carbon				
390	Transport	Active Modes	Milton Heights Active Travel Bridge	A key active travel link across the A34, which would connect Didcot and Milton Park with Harwell and onwards to Wantage/ Grove.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	Progress to Prioritisation		Oxfordshire County Council / National Higways						
391	Transport	Highways	Thame ♦ Improvements to Windmill Rd/ Nelson St / Southern Rd junction		In Scope	No Information	No Information	No Information	No Information	No Information	Poor Information								
392	Transport	Rail	Basingstoke to Reading electrification	Electrification of the route from Basingstoke to Reading to enable 3rd rail shoe capable electric freight locomotives (and potential new tri-mode passenger trains) to operate from Southampton	In Scope	No Information	No Information	No Information	No Information	No Information	Out of Scope / Duplicate								
393	Transport	Active Modes	Improve active travel route between Downs Road and Book End, Witney		In Scope	No Information	No Information	No Information	Non-strategic	No Information	Non-Strategic								
394	Transport	Active Modes	Witney - Corn Street Active Travel Route		In Scope	No Information	No Information	No Information	Non-strategic	No Information	Poor Information								
395	Transport	Active Modes	A4095 Cycle Route Gap at North Leigh	Delivery of a new cycle path at North Leigh to connect longer cycle/walking network between Witney in the west and Hanborough train station in the east (along A4095) and wider network.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - West Oxfordshire	No funding	Progress to Prioritisation								
396	Transport	Active Modes	Salt Cross to Hanborough Active Travel Routes - Rural active travel route		In Scope	No Information	No Information	No Information	Non-strategic	No Information	Poor Information								
397	Transport	Active Modes	Salt Cross to Hanborough Active Travel Routes - Lower Road Corridor	Delivery of a safe walking and cycling route between the A40/B4044, Lowe Road roundabout and Hanborough Station. The scheme will also acts as northern extension to the B4044 Eynsham to Botley Active Travel route.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - West Oxfordshire	No funding	Progress to Prioritisation			Aims to deliver a safe active travel route between existing Eynsham/Salt Cross Garden village for 2200 homes and		2200	Salt Cross Village		
398	Transport	Active Modes	Ped/Cycle route Eynsham-Cassington-Yarnton		In Scope	No Information	No Information	No Information	No Information	No Information	Poor Information								

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Employment sites linked to project	Status Notes	Location	Postcode	Phasing	Delivery Timescales	Start Year	End Year	Cost	Theoretical Cost	Cost Notes	Funding Notes	Source
352	Transport	Highways	Direct delivery of Grove Northern Link Road			Grove		Short Term (to 2030)	2025-2030	2025	2030			cost to be confirmed following further more detailed work and in discussion with Oxfordshire County Council and the Vale of	Direct delivery	South Oxfordshire and Vale of White Horse IDP (December 2024)
353	Transport	Highways	Access and improvements including signalling Brook Lane Railway Bridge			Grove		Short Term (to 2030)	2025-2030	2025	2030			cost to be confirmed following further more detailed work and in discussion with Oxfordshire County Council and the Vale of	Direct delivery	South Oxfordshire and Vale of White Horse IDP (December 2024)
354	Transport	Active Modes	Pedestrian and cycle access to proposed on site, and off-site mobility hub sites			Dalton Barracks area		Short Term (to 2030)	2025-2030	2025	2030			cost to be confirmed following further more detailed work and in discussion with Oxfordshire County Council and the Vale of	Direct delivery / developer contributions	South Oxfordshire and Vale of White Horse IDP (December 2024)
355	Transport	Active Modes	Enhancements to the current and future active travel network			Didcot		Out of Scope / Duplicate	2025-2035	2025	2035			cost to be confirmed following further more detailed work and in discussion with Oxfordshire County Council and the Vale of	direct delivery and developer contributions / Oxfordshire county council	South Oxfordshire and Vale of White Horse IDP (December 2024)
356	Transport	Highways	Transport mitigation at Marcham Interchange			Abingdon		Short Term (to 2030)	2025-2030	2025	2030			cost to be confirmed following further more detailed work and in discussion with Oxfordshire County Council and the Vale of	Direct delivery / developer contributions	South Oxfordshire and Vale of White Horse IDP (December 2024)
357	Transport	Highways	A34 Lodge Hill Interchange					Short Term (to 2030)	2025-2030	2025	2030					South Oxfordshire and Vale of White Horse IDP (December 2024); https://www.oxfordshire.gov.uk/transport-
358	Transport	Bus, Coach and SRT	A34 Bus Priority Measures		Proposed intervention	Abingdon and Oxford		Short Term (to 2030)	Short term					Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
359	Transport	Rail	Safeguarding for Aggregate & Rail Freight Terminal at Appleford		Proposed intervention	Appleford		Short Term (to 2030)	Short term					Capital Investment: Unknown, Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
360	Transport	Rail, Bus, Coach and SRT, Active Modes	New Wantage and Grove Railway Station		Initial feasibility study being undertaken	Wantage and Grove		Short - Medium Term (2025 - 2040)	Short term					Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
361	Transport	Highways	Provision of land for the widening of the A4130			Didcot		Short Term (to 2030)	2025-2030	2025	2030			cost to be confirmed following further more detailed work and in discussion with Oxfordshire County Council and the Vale of	direct delivery and developer contributions / Oxfordshire county council	South Oxfordshire and Vale of White Horse IDP (December 2024)
362	Transport	Rail	Railway Station Access and Accessibility Improvements at Radley		Proposed intervention	Radley		Medium Term (2030-40)	Medium term					Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
363	Transport	Bus, Coach and SRT	A338 Bus Priority Measures		Proposed intervention	Wantage and Grove		Short Term (to 2030)	Short term					Capital Investment: Unknown, Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
364	Transport	Highways	West Eynsham Link Road and West Eynsham SDA			Chipping		Short Term (to 2030)	2021-2026	2021	2026				Delivered by development to the west of Eynsham	West Oxfordshire IDP (November 2016)
365	Transport	Highways	A40 Longer term strategy - Wolvercote to Eynsham P&R westbound bus lane and dual carriageway between Witney Shores Green			Wolvercote to Eynsham		Short Term (to 2030)	2021-2026	2021	2026	£55,000,000.00	£55,000,000.00		External funding - local growth fund; S106, CIL	West Oxfordshire IDP (November 2016)
366	Transport	Highways	West Oxfordshire Garden Village Northern Link Road		Planning phase			Short Term (to 2030)	2021-2026	2021	2026					West Oxfordshire IDP (November 2016)
367	Transport	Highways	Northern Distributor Road at North Witney SDA		Planning phase	Witney		Short Term (to 2030)	2021-2026	2021	2026				To be delivered by development of land at north Witney (S106)	West Oxfordshire IDP (November 2016)
368	Transport	Highways	Improvements to Oxford Hill/Cogges Hill Road/ Jubilee Way junction		Planning phase	Witney		Short Term (to 2030)	2016-2021	2016	2021				S106 (East Witney SDA)	West Oxfordshire IDP (November 2016)
369	Transport	Highways	Air quality management at Witney and Chipping Norton			Witney, Chipping Norton		Short Term (to 2030)	2016-2031	2016	2031				S106, Other funding sources to be identified	West Oxfordshire IDP (November 2016)
370	Transport	Highways, Bus, Coach and SRT, Active Modes	Carterton Mobility Hub		Currently undertaking public engagement in design proposals with expected completion of construction in Summer	Carterton		Short Term (to 2030)							Oxfordshire County Council has allocated £1.5million of capital funding to develop trial Mobility Hubs in Benson and	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
371	Transport	Highways, Bus, Coach and SRT	Phase 1: A40 Eynsham Park & Ride to Wolvercote			Eynsham		Completed	2016-2021	2016	2021	£36,200,000.00	£36,200,000.00		Funded - External funding - local growth fund and local contribution	West Oxfordshire IDP (November 2016)
372	Transport	Highways	Witney Bridge Street Area: Improvements to Bridge Street and Staple Hatl junction, Witney including public realm and traffic			Witney		Short Term (to 2030)	2021-2023	2021	2023				S106, CIL	West Oxfordshire IDP (November 2016)
373	Transport	Highways	Access to Carterton: safety enhancements to the B4477 including junction improvements			Witney		Short Term (to 2030)	2016-2031	2016	2031	£11,380,859.00	£11,380,859.00		S106, LEP, CIL	West Oxfordshire IDP (November 2016)
374	Transport	Highways	Accessing Oxford northern approach via A44			Oxford		Short Term (to 2030)	2016-2021	2016	2021				S106, CIL	West Oxfordshire IDP (November 2016)
375	Transport	Rail	Hanborough Station Improvements		Proposed intervention	Hanborough		Medium Term (2030-40)	Medium term					Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
376	Transport	Highways	Shores Green Slip Roads (SGSR)		Construction under way	Witney		Short Term (to 2030)	2016-2021	2016	2025	£5,600,000.00	£5,600,000.00		71.136m held; 74.44m anticipated (East Witney SDA S106)	West Oxfordshire IDP (November 2016)
377	Transport	Highways	West End Link (WEL2), Witney		Planning phase	Witney		Short Term (to 2030)	2021-2026	2021	2026	£23,200,000.00	£23,200,000.00		To be facilitated by development at north Witney (S106)	West Oxfordshire IDP (November 2016)
379	Transport	Highways	Re-designating the A4095 via Jubilee Way, Oxford Hill, A40 at Shores Green to Ducklington Lane and Thorney Leys		Planning phase			Short Term (to 2030)	2021-2031, expected to be delivered following the opening of SGSR	2021	2031				S106, CIL	West Oxfordshire IDP (November 2016)
380	Transport	No or Poor Information	Wantage Market Place			Wantage		To be confirmed				£500,000.00				OCC Transport Infrastructure List
381	Transport	Bus, Coach and SRT	Churchill Drive / Old Road Bus Priority		Project identified through BSIP Delivery Plan and fully funded through Bus Grant.			Short Term (to 2030)	Target delivery date 31/03/2026			£60,000.00	£60,000.00			BSIP Delivery Plan
382	Transport	Acute and Mental Healthcare, Highways, Bus, Coach and SRT,	John Radcliffe Hospital Bus Priority			Oxford		Short Term (to 2030)	Target delivery date by 31/03/2026			£400,000.00	£400,000.00			BSIP Delivery Plan
383	Transport	Regeneration and Placemaking, Highways, Active Modes	Didcot Central Corridor			Didcot		Medium Term (2030-40)								OCC Transport Infrastructure List
384	Transport	Active Modes	Oxford University (OUD) Canal Bridge			Oxford		Short Term (to 2030)				£2,000,000.00	£2,000,000.00			OXIS Stage 1 Technical Consultation
385	Transport	Highways, Bus, Coach and SRT, Active Modes	Benson Marina Mobility Hub		Currently undertaking public engagement in design proposals with expected completion of construction in Summer	Benson		Short Term (to 2030)							Allocated £1.5 million of capital funding to develop trial Mobility Hubs in Benson and Carterton	https://letstalk.oxfordshire.gov.uk/mobility-hub-benson/?utm_source=cam
386	Transport	Active Modes	Improving NCN57 between Horspath and Littleworth			SODC		Short - Medium Term (2025 - 2040)								OCC Transport Infrastructure List
387	Transport	Active Modes	Banbury Eastern Active Travel Corridor / Overthorpe / Bridge Street Park Greenway			Banbury		To be confirmed							This includes £200k from the Active Travel Fund (ATF) to anche 5 which is being used to fund proposals for an eastern active travel	Oxfordshire County Council Transport Infrastructure List
388	Transport	Highways, Bus, Coach and SRT, Active Modes	Kidlington Mobility Hub					To be confirmed								OXIS Stage 1 Technical Consultation
389	Transport	Rail	Oxfordshire Strategic Rail Freight Interchange		NSIP at pre-application stage			To be confirmed				£1,000,000,000.00	£1,000,000,000.00	Estimated cost by promoter	Expects to be privately financed	NSIP Application
390	Transport	Active Modes	Milton Heights Active Travel Bridge		Identified as part of one of the core routes in the SATN network (https://www.oxfordshire.gov.uk/transport-	Milton Heights to Didcot		Short - Medium Term (2025 - 2040)							Some funding is held further to planning consent for c.500 houses at Milton Heights, but	OCC Transport Infrastructure List
391	Transport	Highways	Thame £ Improvements to Windmill Rd/ Nelson St / Southern Rd junction			Thame		No Information								OCC Transport Infrastructure List
392	Transport	Rail	Basingstoke to Reading electrification					No Information								OxRAIL2040
393	Transport	Active Modes	Improve active travel route between Downs Road and Book End, Witney			Witney		No Information								OCC Transport Infrastructure List
394	Transport	Active Modes	Witney - Corn Street Active Travel Route			Witney		No Information								OCC Transport Infrastructure List
395	Transport	Active Modes	A4095 Cycle Route Gap at North Leigh		OCC have a feasibility study which identifies the cost as £1.7m. This is unlikely to be wholly funded from S106. There is a			Medium Term (2030-40)				£1,700,000.00	£1,700,000.00			OCC Transport Infrastructure List
396	Transport	Active Modes	Salt Cross to Hanborough Active Travel Routes - Rural active travel route					No Information								OCC Transport Infrastructure List
397	Transport	Active Modes	Salt Cross to Hanborough Active Travel Routes - Lower Road Corridor		The feasibility of a Lower Road route was demonstrated in the design of a 3m towway shared use path on the western side of			Short - Medium Term (2025 - 2040)								OCC Transport Infrastructure List
398	Transport	Active Modes	Ped/Cycle route Eynsham-Cassington-Yarnton					No Information								OCC Transport Infrastructure List

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Description	Project Scope	Confidence In Information	Basis of Requirement	Project Status	Spatial Impacts	Funding Status	Sifting Outcomes		Delivery - responsible party	Delivery partners	Requirement Description	Strategic Infrastructure Dependency	Homes Directly Supported by Project (dwellings)	Housing sites linked to project	Jobs Directly Supported by Project (FTE)	
399	Transport	Active Modes	Carterton to Witney Cycle Route	Delivery of a safe active travel route between Carterton and Witney	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - West Oxfordshire	No funding	Progress to Prioritisation				Previous cyclist fatalities					
400	Transport	Active Modes	Cycleway between Cholsey and Wallingford		In Scope	No Information	No Information	No Information	No Information	No Information	Poor Information									
401	Transport	Active Modes	Clifton Hampden ◆ Forge Lane contraflow cycle lane		In Scope	No Information	No Information	No Information	No Information	No Information	Poor Information									
402	Transport	Active Modes	Churchill Road Active Travel Measures		In Scope	No Information	No Information	No Information	No Information	No Information	Poor Information									
403	Transport	Active Modes	Bicester to Heyford Cycle Way		In Scope	No Information	No Information	No Information	No Information	No Information	Out of Scope / Duplicate									
404	Transport	Active Modes	Bicester A41 Cycle Route I9 to Vendee Drive		In Scope	No Information	No Information	No Information	No Information	No Information	Out of Scope / Duplicate									
405	Transport	No or Poor Information	Central Oxfordshire Movement and Place Framework - Phase 1: City Centre and North Oxford		Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate									
407	Transport	No or Poor Information	B4022 Oxford Hill Works		Out of Scope / Duplicate	No Information	No Information	No Information	No Information	No Information	Out of Scope / Duplicate									
408	Transport	No or Poor Information	Carterton Subway		In Scope	No Information	No Information	No Information	Non-strategic	No Information	Poor Information									
409	Transport	No or Poor Information	Witney Fiveways Roundabout with dedicated space for cycling		In Scope	No Information	No Information	No Information	Non-strategic	No Information	Poor Information									
410	Transport	No or Poor Information	A40 Grade Separated Crossing, Eynsham	Grade separated crossing of the A40 between Eynsham and Salt Cross Garden Village (2200) It is important for linking the two places to create strong placemaking between communities, where the education provision will be split either side of the A40, as well as other amenities. It has benefit to the A40 as a strategic corridor	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - West Oxfordshire	No funding	Progress to Prioritisation						2200	Salt Cross Garden Village		
411	Transport	No or Poor Information	A44 New Street / A361 West Street / A44 High Street Junction Improvements at Chipping Norton		In Scope	Partial Information	No Information	Investigation	No Information	No Information	Non-Strategic									
412	Transport	No or Poor Information	Underpass upgrade A34 near Chilton Field Site		In Scope	No Information	No Information	No Information	No Information	No Information	Poor Information									
413	Transport	No or Poor Information	A420 Coxwell Road		In Scope	No Information	No Information	No Information	No Information	Developer Direct Delivery or Contributions	Poor Information									
414	Transport	Highways	Frilford/ Marcham Lights and Junction Improvements	A key junction identified as a congestion point for strategic traffic and public transport movements in the area, particularly given planned and underway development including at Wantage and Grove and SESRO to south, Kingston Bagpuize to west and Dalton Barracks to East.	In Scope	Partial Information	Enabling new development, Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	Partially Funded	Progress to Prioritisation		Oxfordshire County Council, Developers	Active Travel England, England's Economic Heartland, Local Authorities, Bus Operators			750	Dalton Barracks, Land East of Kingston Bagpuize, Grove Airfield, North West Grove, Monks Farm		
415	Transport	No or Poor Information	Banbury Market Place		In Scope	No Information	No Information	No Information	No Information	No Information	Poor Information									
416	Transport	No or Poor Information	Elmsbrook Junction		In Scope	No Information	No Information	No Information	No Information	No Information	Poor Information									
417	Transport	No or Poor Information	Bicester Park and Ride Mobility Hub		In Scope	No Information	No Information	No Information	No Information	No Information	Out of Scope / Duplicate									
418	Transport	No or Poor Information	Bicester Market Square		In Scope	No Information	No Information	Committed	No Information	Fully funded	Retained in Stage 1									
419	Transport	No or Poor Information	Abingdon - Audlett Drive		In Scope	No Information	No Information	No Information	No Information	No Information	Poor Information									
420	Transport	No or Poor Information	Abingdon East St Helen ◆ s		In Scope	No Information	No Information	No Information	No Information	No Information	Poor Information									
421	Transport	No or Poor Information	Abingdon Ock Street		In Scope	No Information	No Information	No Information	No Information	No Information	Poor Information									
422	Transport	No or Poor Information	Witney King George V Field Path		In Scope	No Information	No Information	No Information	Non-strategic	No Information	Non-Strategic									
423	Transport	No or Poor Information	Wheatley to Oxford		In Scope	No Information	No Information	No Information	No Information	No Information	Poor Information									
424	Transport	No or Poor Information	Banbury Towpath and 3Bs greenway		In Scope	No Information	No Information	No Information	No Information	No Information	Poor Information									
425	Transport	Active Modes	Rural and Inter-Urban Active Travel Improvements	Improved access to high quality walking and cycling routes, with schemes including those in Local Cycling and Walking Plans (LCWIPs) for Abingdon, Didcot, Kidlington, Thame, and Wantage and Grove, along key A road corridors (A338, A415, A417, A420), improvement schemes in Kidlington, and between Abingdon and	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Local Transport Authorities	Department for Transport, Active Travel England, England's Economic Heartland, Local Authorities, Sustrans						
426	Transport	Highways, Bus, Coach and SRT, Active Modes, Freight / Distribution	A420 Corridor Improvements	A range of proposals are suggested to improve the A420 in relation to road safety, bus priority measures, junction improvements, mobility hubs and encouraging freight to use to the strategic road network.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	Partially funded	Progress to Prioritisation		Oxfordshire County Council	Department for Transport, National Highways, England's Economic Heartland, Local Authorities, Operators, Private	Improve road safety and connectivity		750			
427	Transport	Highways, Rail, Bus, Coach and SRT, Active Modes	Oxfordshire Metro	Creating an integrated transport network that brings together rail, bus, walking and cycling	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	To be confirmed	Progress to Prioritisation		Oxfordshire County Council							
428	Transport	Rail	Proposed Ardley Railway Station	OxRail is proposing 4 new stations and investigating the feasibility of reopening Ardley. Linked to New Towns announcement to serve Heyford Park housing.	In Scope	Partial Information	Enabling new development	Investigation	Oxfordshire Scale	To be confirmed	Progress to Prioritisation						9000	Heyford Park	5000	
429	Transport	Rail, Bus, Coach and SRT	Carterton-Witney-Oxford Mass Rapid Transit Corridor	Mass Rapid Transit Corridor between Carterton-Witney-Oxford. Existing review include all public transport options including rail, guided bus, light rail and/or any other mobility solutions.	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Oxfordshire Scale	To be confirmed	Progress to Prioritisation		Explored by Oxfordshire County Council		Set up by 371 and 266 Phase 2-5 A40A Eynsham Park and Ride to Wolvercote	5000				
430	Transport	Active Modes	Delivery of walking and cycling infrastructure within LCWIPs	Delivery of walking and cycling infrastructure within LCWIPs across Oxfordshire, including Oxford, Bicester, Kidlington, Abingdon, Witney, Banbury, Didcot, Chipping Norton and Woodstock.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	To be confirmed	Progress to Prioritisation		Oxfordshire County Council							
431	Transport	Active Modes	National Cycle Network Route 5 Upgrade	Infrastructure upgrades to the National Cycle Network 5 between Didcot and Banbury.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	Fully funded	Retained in Stage 1		Oxfordshire County Council	Active Travel England, Sustrans		Link to the Abingdon LCWIP which includes the Abingdon NCN 5 Missing Link Active Travel Scheme which is at preliminary				
432	Transport	Active Modes	Further work for Oxfordshire ◆ s Low Traffic Neighbourhoods (LTNs)	Minor works programmes relating to low traffic neighbourhoods since being made 'permanent' ◆ , including the replacement of bollards with ANPR cameras at six strategic sites within the Cowley and east Oxford LTNs to improve emergency vehicle and public service access, and road safety traffic improvements at Westbury	In Scope	Partial Information	Maintenance or refurbishment	Completed	Oxfordshire Scale	To be confirmed	Retained in Stage 1		Oxfordshire County Council							
435	Transport	Rail	Potential services extension of East West Rail		In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	No funding	Retained in Stage 1									
436	Transport	Rail	Western Rail Link to Heathrow		Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate			Promoted by Oxfordshire County Council						
437	Transport	Rail	Didcot Parkway Station upgrades, including additional platform and grade separation south of the station		In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	To be confirmed	Progress to Prioritisation		Promoted by Oxfordshire County Council				11000			
438	Transport	Rail	East West Rail	The full delivery of East West Rail, with services running between Oxford and Cambridge, and potential service extensions onwards to East Anglia and to Bristol. East West Rail is a nationally significant railway project which aims to deliver much-needed transport connections for communities between Oxford and	In Scope	Partial Information	Enabling new development, Strategic innovation and enhancements	Committed	Larger Than Oxfordshire	Fully Funded	Retained in Stage 1		East West Railway Company	Chiltern Railways						
439	Transport	Rail	The Electrified Railway: A zero-carbon railway for Oxfordshire	The Electrified Railway: A zero-carbon railway for Oxfordshire will be built on the foundation of the Electric Freight Spine, beginning in Phase 1, delivered in Phase 2, and expanded in Phase 3 to create a fully zero carbon rail network for Oxfordshire and beyond.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	No funding	Progress to Prioritisation		Promoted by Oxfordshire County Council							
440	Transport	Rail, Active Modes	Reopening of the Cowley Branch Line for Passengers	Upgrades of they key movement corridors to/from the Cowley and Littlemore Stations by walking and cycling to new stations planned for the Cowley branch line.	In Scope	Partial Information	Mitigating impacts of new development, Strategic innovation and enhancements	Investigation	Larger Than Oxfordshire	Partially funded	Progress to Prioritisation		Network Rail	Department for Transport, Network Rail, National Highways, Active Travel England, England's Economic Heartland, Local	To maximise the use of the new rail link and stations via sustainable means to ensure the passenger forecasts are	Cowley branch line re-opening	10000		10000	
441	Transport	Active Modes	Varsity Way Cycleway Interventions	Development of a high quality cycle way between Oxford and Cambridge, including off road and on road active travel infrastructure. This is to support moderate mode shift from cars to active travel for short journeys, and would connect to the original Varsity Cycleway. A number of interventions along the route have	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Larger Than Oxfordshire	No funding	Progress to Prioritisation		Local Transport Authorities	Department for Transport, Active Travel England, England's Economic Heartland, Local Authorities, Sustrans		Supports East West Rail for door-to-door connectivity improvements				
442	Transport	Active Modes	Shrivenham - Swindon active travel link	Top cross-boundary links identified through EEH Active Travel Strategy	Out of Scope / Duplicate	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	No funding	Out of Scope / Duplicate		Local Transport Authorities	Department for Transport, Active Travel England, England's Economic Heartland, Local Authorities, Sustrans						
443	Transport	Active Modes	Beirnsfield to Oxford Active Travel Scheme	Improved active travel connectivity of Oxford Science Park, with schemes including a new route alongside part of the A4074 or an off-line route via existing upgraded brideways that follow the Roman Road from Beirnsfield to Grenoble Road. The scheme is being further developed at present with design procured in	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	Partially funded	Non-Strategic		Oxfordshire County Council	Department for Transport, Active Travel England, England's Economic Heartland, Local Authorities, Sustrans						
444	Transport	No or Poor Information	West Way / Eynsham Road Design		In Scope	No Information	No Information	No Information	No Information	No Information	Poor Information		Oxfordshire County Council							
445	Transport		Duplicate - 317		Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate									
446	Transport	Active Modes	Eynsham to Botle Community Path Walking and Cycle Route via B4044		In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	To be confirmed	Progress to Prioritisation				Supports development in Eynsham as well as further afield					
447	Transport	Active Modes	Witney High Street and Market Square enhancements scheme	Scheme to deliver street improvement in Witney. Includes improved footway surfacing, more trees, more plants and gardens,	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - West Oxfordshire	Partially Funded	Non-Strategic									

Siting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Description	Project Scope	Confidence in Information	Basis of Requirement	Project Status	Spatial Impacts	Funding Status	Sitting Outcomes		Delivery - responsible party	Delivery partners	Requirement Description	Strategic Infrastructure Dependency	Homes Directly Supported by Project (dwellings)	Housing sites linked to project	Jobs Directly Supported by Project (FTE)
449	Transport	Highways	A40-A44 Link Road		In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	Partially Funded	Progress to Prioritisation						480		2175
450	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: Cowley Grid GSP	Cowley GSP substation upgrade to Gas Insulated Switchgear Driver - DNOA process	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	Out of Scope / Duplicate								
451	Energy and Utilities	Waste Infrastructure	Waste collection, re-use and recycling facilities throughout the District	Waste collection, re-use and recycling facilities throughout West Oxfordshire	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Oxfordshire County Council	Developers / WODC					
452	Social Infrastructure	Regeneration	Beinsfield regeneration package, including: - New premises for a family and children's centre		Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate							Land at Beinsfield Garden Village	
453	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: Cowley Local BSP	Installation of an additional 132/33kV transformer, 2.5km of circuits and a new 132kV switchboard	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	Out of Scope / Duplicate								
454	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: New Didcot BSP	Installation of two new 132/33kV transformers and 20.37km of 132kV circuits	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	Out of Scope / Duplicate								
455	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: Harwell South RAL PSS	Replacement of the two existing 132/11kV transformers	out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	Out of Scope / Duplicate								
456	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: Culham PSS	Installation of a third 132/11kV transformer and replacement of the two existing 132/11kV transformers	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	Out of Scope / Duplicate								
457	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: Beinsfield PSS	Replacement of the two existing 33/11kV transformer replacement 11.2km of dual 33kV underground cables to replace existing overhead line circuit	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	Out of Scope / Duplicate								
458	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: Cowley Local PSS	Reinforcement of the three existing 33/11kV transformers at Cowley Local PSS with higher rated units. Reinforcement of the three 33kV supply circuits.	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	Out of Scope / Duplicate								
459	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: New Oxford Science Park PSS	Addition of two 33/11kV transformers and 3.6km of 33kV dual circuit	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	Out of Scope / Duplicate								
460	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: Rose Hill PSS	Reinforcement of the two existing 33/11kV transformers. Reinforcement of 6.3km of 33kV circuit between Cowley Local BSP and Rose Hill PSS.	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	Out of Scope / Duplicate								
461	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: Wallingford PSS	Reinforcement of the two existing 33/11kV transformers.	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	Out of Scope / Duplicate								
462	Transport	Rail, regeneration and place making	Duplicate - 269		Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate								
463	Transport	Active Modes	St Giles and Broad Street Public Realm Improvements		In Scope				Local Authority Scale - Oxford City		Out of Scope / Duplicate								
464	Transport	Active Modes	East Oxford Active Neighbourhood			Partial Information		Investigation	Local Authority Scale - Oxford City	Partially Funded	Out of Scope / Duplicate								
466	Social Infrastructure	Leisure	Replacement Windrush Leisure Centre in Witney		Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate								
467	Transport	Bus, Coach, Car, Multi-mode	Park and Ride/Mobility Hub for A34 at Lodge Hill	Lodge Hill Park and Ride / Mobility Hub will capture car trips on the A34 before reaching Oxford City's existing Park & Ride site (Rotheridge Park). The Hub will provide a good opportunity to reduce pressures on congestion and improve bus journey times (particularly if the A34 bus lane is provided alongside this scheme)	Out of Scope / Duplicate	Partial Information	Enabling new development, Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	Out of Scope / Duplicate		Oxfordshire County Council	Bus Operators, Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local	Dalton Barracks, North Abingdon sites				
468	Transport	Bus	A34 northbound bus lane between Lodge Hill and Hinksey Hill	A north bound bus lane is to be installed on the A34 between Lodge Hill Interchange and Hinksey Hill Interchange. The scheme will enable improved bus journey times and encourage modal shift for journeys currently undertaken between Abingdon and Oxford. Coupled with the proposed Lodge Hill Park and Ride /	Out of Scope / Duplicate	Partial Information	Enabling new development, Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	Out of Scope / Duplicate		Oxfordshire County Council	Bus Operators, Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local	Dalton Barracks, North Abingdon sites				
469	Transport	Highways	Rowstock Area Transport Improvements	OCC is currently undertaking a study of the Rowstock Area to identify suitable mitigation for congestion and enable modal shift. It is expected that improvements will focus on bus priority measures within the study area	In Scope	Partial Information	Enabling new development, Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	Partially Funded	Progress to Prioritisation		Oxfordshire County Council, Developers	Active Travel England, England's Economic Heartland, Local Authorities, Bus Operators	5000	North West Valley Park, Valley Park, Crab Hill			
470	Transport	Active Modes	Oxford North / Oxford Parkway Pedestrian and Cycle Route	Active travel link between Oxford North and Oxford Parkway	In Scope	Partial Information	Enabling new development, Strategic innovation and enhancements	Investigation	Local Authority Scale - Oxford City	Partially Funded	Progress to Prioritisation								
471	Energy and Utilities	Energy Infrastructure	Oxford Heat Network	City-wide district heat network for Oxford to supply low carbon heating. This includes installation of about 20km of pipes to reduce gas demand by up to 10% at sites of targeted organisations with high heat consumption at Phase 1.	In Scope	Partial Information	Strategic innovation and enhancements	Pending	Local Authority Scale - Oxford City	Partially funded	Progress to Prioritisation		Energy	Oxford City Council, Oxfordshire County Council, the Zero Carbon Oxfordshire Partnership, Oxford Brookes University and					
472	Social Infrastructure	Regeneration	The Loys regeneration package linked to Grenobles Road and Northfield Developments in South Oxfordshire		Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate								
473	Transport		Oxford Eastern Bypass (A1412) corridor / Junction Improvements		Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate								
474	Social Infrastructure	Cemetery	Expansion of Downview Road Cemetery, Grove		Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate								
475	Green Infrastructure	Green infrastructure	Oxford Fringes: Create a sub-regional (minimum 500 hectares) or district-wide (minimum 100 hectares) greenspace at land	From South Oxfordshire and Vale of White Horse Green Infrastructure Study: The deficiency mapping outputs indicate gaps in the provision of larger scale greenspaces to the north and east of Oxford, within the administrative boundary of South Oxfordshire District Council. The Mid-Cherwell Corridor and the Otmoor,	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	No funding	TBC		South Oxon DC, Cherwell DC, Oxfordshire County Council, Buckinghamshire County Council, Local communities, local	The deficiency mapping outputs indicate gaps in the provision of larger scale greenspaces to the north and east of			Land at Bayswater Brook, edge of Oxford; Land at Grenobles Road, edge of Oxford; Land at Northfield, edge of Oxford; Land at		
476	Green Infrastructure		Oxford Fringes: Integrate SuDS interventions and catchment-scale nature-based solutions to improve resilience and	From South Oxfordshire and Vale of White Horse Green Infrastructure Study: The River Thames and its floodplains are a key feature at the western periphery of Oxford, providing a blue infrastructure asset in proximity to areas of settlement. Although this proximity provides some access to natural greenspaces, it	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Larger Than Oxfordshire	No funding	TBC						Land at Bayswater Brook, edge of Oxford; Land at Grenobles Road, edge of Oxford; Land at Northfield, edge of Oxford; Land at		
477	Green Infrastructure		Oxford Fringes: Enhance woodland connectivity to promote improved habitat linkages at the settlement edge, balancing	From South Oxfordshire and Vale of White Horse Green Infrastructure Study: Improve ecological connectivity through enhancement of riparian corridors along the River Thames. By integrating Local Nature Recovery Strategy objectives with watercourse enhancement, contribute towards ecological restoration and	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	No funding	TBC		Oxfordshire's Local Nature Recovery Strateg team, South Chilterns Catchment Partnership, Natural England, Local	Improve ecological connectivity through enhancement of riparian corridors along the River Thames. By integrating Local			Land at Bayswater Brook, edge of Oxford; Land at Grenobles Road, edge of Oxford; Land at Northfield, edge of Oxford; Land at		
478	Green Infrastructure		Thames Clay Vale: Create a new <v>wider neighbourhood </v> greenspace that is accessible from Thames <v>s eastern settlements	From South Oxfordshire and Vale of White Horse Green Infrastructure Study: Deficiencies are evident in access to district (at least 100 hectares) and wider neighbourhood (at least 20 hectares) greenspace across Thames. The eastern section of Thames also experiences a deficiency in neighbourhood (at least 10 hectares)	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	TBC		SODC, OCC, Thames Town Council, Local communities, local landowners and developers, independent charitable trust	Deficiencies are evident in access to district (at least 100 hectares) and wider neighbourhood (at least 20 hectares)			Land at Chalgrove Airfield (if JLP is not successful at examination); plus the following Thames Neighbourhood Plan 2		
479	Green Infrastructure		Thames Clay Vale: Enhance tree and hedgerow planting to address fragmentation within land at the northern extent of Thames,	From South Oxfordshire and Vale of White Horse Green Infrastructure Study: The corridors of the A418, A4129 and A329 border the settlement of Thames and provide a source of noise pollution (risk of exposure >50 decibels). The opportunity exists to introduce appropriately sited GI interventions, such as tree and	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	TBC		SODC, Thames Town Council, Thames Green Living, Thames Trees (21st Century Thames), Oxfordshire Treescape Project, Wild	The corridors of the A418, A4129 and A329 border the settlement of Thames and provide a source of noise pollution (risk of			Land at Chalgrove Airfield (if JLP is not successful at examination); plus the following Thames Neighbourhood Plan 2		
480	Green Infrastructure		Thames Clay Vale: Enhance habitat connectivity through the strategic expansion of riparian woodlands along Cuttle Brook	From South Oxfordshire and Vale of White Horse Green Infrastructure Study: This initiative aligns with Local Nature Recovery Strategy objectives with the aim of creating climate-resilient ecosystems linked to the expansion of riparian woodlands and integration of wetlands along the Cuttle Brook / Haseley Brook	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	TBC		SODC, Oxfordshire LNRS team, local landowners, EA, Woodland Trust, Local Wildlife Trusts, Natural England, OCC,	This initiative aligns with Local Nature Recovery Strategy objectives with the aim of creating climate-resilient ecosystems			Land at Chalgrove Airfield (if JLP is not successful at examination); plus the following Thames Neighbourhood Plan 2		
481	Green Infrastructure		Corallian Ridge: Introduce surfacing and interpretation improvements along existing ProW radiating from the settlement edge of	From South Oxfordshire and Vale of White Horse Green Infrastructure Study: The network of ProW which emerges from the settlement edge of Faringdon provide connections to the wider countryside. However, existing ProW are somewhat fragmented, frequently overgrown or lacking wayfinding elements, or	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	TBC		OCC Countryside Access Team, Faringdon Town Council, Local Community groups (Ramblers), Coalition for Healthy streets	The network of ProW which emerge from the settlement edge of Faringdon provide connections to the wider countryside.			South West Faringdon; South Faringdon; East of Cowwell Road, Faringdon; Land south of Park Road, Faringdon; West of		
482	Green Infrastructure		Corallian Ridge: Mitigate air and noise pollution, whilst also reducing the impact of the barrier caused by the A429 corridor	From South Oxfordshire and Vale of White Horse Green Infrastructure Study: The Corallian Ridge is characterised by agricultural land use, often bordered by fragmented sections of hedgerow. The corridor of the A429 forms a barrier and source of noise pollution (risk of exposure >50 decibels) at the south eastern	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	TBC		VoWH DC, Trust for Oxfordshire's Environment, Oxfordshire Treescape Project, Wild Oxfordshire, OCC	The Corallian Ridge is characterised by agricultural land use, often bordered by fragmented sections of hedgerow. The			South West Faringdon; South Faringdon; East of Cowwell Road, Faringdon; Land south of Park Road, Faringdon; West of		
483	Green Infrastructure		Corallian Ridge: Restore and enhance green corridors and watercourses located in the recovery zone of the draft nature recovery	From South Oxfordshire and Vale of White Horse Green Infrastructure Study: This initiative aligns with Local Nature Recovery Strategy objectives, supporting the enhancement of green corridors, particularly around the River Ock and its tributaries. The project will aim to restore fragmented ecological corridors and improve	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	TBC		Ock Catchment Partnership, Oxfordshire LNRS team, VoWH DC, Local landowners, community groups and conservation	This initiative aligns with Local Nature Recovery Strategy objectives, supporting the enhancement of green corridors,			South West Faringdon; South Faringdon; East of Cowwell Road, Faringdon; Land south of Park Road, Faringdon; West of		
484	Green Infrastructure		Central Thames Valley: Address the deficiency in <v>district</v> greenspace to the north, east or south east of Didcot through	From South Oxfordshire and Vale of White Horse Green Infrastructure Study: Didcot is characterised by a good distribution of smaller scale greenspaces within its boundaries, offering access to public greenspaces close to home. However, there is a gap in large-scale, or 'district' (at least 100 hectares) accessible	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	TBC		SODC, OCC, Didcot Town Council, local communities, local landowners and developers, independent charitable trust	Didcot is characterised by a good distribution of smaller scale greenspaces within its boundaries, offering access to public greenspaces within its boundaries, offering access to			Dalton Barracks (2,750 if JLP progress, 1,200 if not); North Abingdon-on-Thames; North West Abingdon-on-Thames; North		
485	Green Infrastructure		Central Thames Valley: Strengthen ecological connectivity and resilience through riparian restoration and the	From South Oxfordshire and Vale of White Horse Green Infrastructure Study: This project aims to enhance ecological resilience by addressing localised habitat fragmentation and flood risks. By focusing on key watercourses, the project targets water quality improvement, flood risk reduction, and habitat connectivity.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	TBC		SODC, VoWH DC, Oxfordshire LNRS team, South Chilterns Catchment Partnership, Local landowners, EA, Woodland Trust,	This project aims to enhance ecological resilience by addressing localised habitat fragmentation and flood risks. By focusing			Dalton Barracks (2,750 if JLP progress, 1,200 if not); North Abingdon-on-Thames; North West Abingdon-on-Thames; North		
486	Green Infrastructure		Central Thames Valley: Introduce a programme of future tree planting to address disparities in tree coverage within Abingdon-on-Thames and Wessex Downs Scarps:	From South Oxfordshire and Vale of White Horse Green Infrastructure Study: Introduce a programme of future tree planting within areas of Abingdon-on-Thames, Milton Park and Didcot to address inequitable access to trees, as identified by the Tree Equity Score. The LSQAs ranked lowest include land to the east of	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	TBC		Trust for Oxfordshire's Environment, Abingdon Carbon Cutters, Trees for Cities, the Tree Council, Forestry England, Local	Introduce a programme of future tree planting within areas of Abingdon-on-Thames, Milton Park and Didcot to address			Dalton Barracks (2,750 if JLP progress, 1,200 if not); North Abingdon-on-Thames; North West Abingdon-on-Thames; North		
487	Green Infrastructure		Upper Slopes and Wessex Downs Scarps: Restore the floodplain and riparian buffer along the Letcombe Brook to enhance	From South Oxfordshire and Vale of White Horse GI Study: This project focuses on restoring the ecological integrity of Letcombe Brook, a rare chalk stream, through riparian buffer and floodplain restoration. The project addresses issues of poor water quality and habitat degradation, whilst also improving biodiversity and	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	TBC		Local Authority Scale - South Oxfordshire and Vale of White Horse	This project focuses on restoring the ecological integrity of Letcombe Brook, a rare chalk stream, through riparian buffer			Grove Airfield (2,500 homes), NW Grove (642 homes), Monks Farm, Crab Hill		
488	Green Infrastructure		Upper Slopes and Wessex Downs Scarps: Enhance east-west linkages by addressing fragmentation of the ProW network along	From South Oxfordshire and Vale of White Horse GI Study: Settlements along the northern slopes of the North Wessex Downs National Landscape are relatively well connected to the wider landscape by the existing ProW network. However, east-west connections are fragmented or otherwise limited, with most	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	TBC		OCC, Wilts & Berks Canal Trust, local communities, local landowners and businesses, Letcombe Brook Project,	Settlements along the northern slopes of the North Wessex Downs National Landscape are relatively well connected to			Grove Airfield (2,500 homes), NW Grove (642 homes), Monks Farm, Crab Hill		
489	Green Infrastructure		Upper Slopes and Wessex Downs Scarps: Support ProW improvements that enhance connectivity and promote sustainable	From South Oxfordshire and Vale of White Horse GI Study: The North Wessex Downs National Landscape provides an expansive landscape in proximity to numerous settlements along the northern slopes. Several ProW extend from the settlements, providing locals and visitors access to the wider countryside. Some	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	TBC		OCC, local communities, Letcombe Brook Project, VoWH DC, local landowners, Sustrans, Wild Wantage and Natural	The North Wessex Downs National Landscape provides an expansive landscape in proximity to numerous			Grove Airfield (2,500 homes), NW Grove (642 homes), Monks Farm, Crab Hill		
490	Green Infrastructure		Chalk Escarpment and Foothills: Introduce localised improvements to the network of ProW around Wallingford, including a new	From South Oxfordshire and Vale of White Horse GI Study: Situated along the River Thames, Wallingford is well connected to the surrounding landscape, with a network of ProW radiating from the settlement edge. In proximity to the river as well as both the North Wessex Downs and Chilterns National Landscapes, the town	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	TBC		Local communities, SO DC, canal and river trust, Sustrans, OCC, Natural England	Situated along the River Thames, Wallingford is well connected to the surrounding landscape, with a network of			West of Wallingford (555 homes), Reading Road Wallingford (502 homes)		
491	Green Infrastructure		Chalk Escarpment and Foothills: Utilise GI to enhance ecological connectivity along the River Thames at the eastern extent of	From South Oxfordshire and Vale of White Horse GI Study: This project addresses the need for ecological connectivity and habitat restoration along the River Thames. The initiative focuses on localised improvements to riparian habitats through native vegetation planting, water quality enhancements, and the	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	TBC		SODC, Oxfordshire LNRS team, South Chilterns Catchment Partnership, local landowners, EA, Woodland Trust, Local	This project addresses the need for ecological connectivity and habitat restoration along the River Thames. The			West of Wallingford (555 homes), Reading Road Wallingford (502 homes)		
492	Green Infrastructure		Chalk Escarpment and Foothills: Introduce a SSSI access management initiative (The chalk escarpment forming	From South Oxfordshire and Vale of White Horse GI Study: The chalk escarpment forming the northern edge of the Chilterns National Landscape is host to numerous sensitive habitats designated as SSSIs. The wider landscape is a popular recreational destination, with a dense ProW network attracting locals and visitors	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	TBC		Chilterns Conservation Board, Chilterns Rangers, Rural Communities Fund, local wildlife trusts, EA, SODC, Natural England,	The chalk escarpment forming the northern edge of the Chilterns National Landscape is host to numerous sensitive habitats			West of Wallingford (555 homes), Reading Road Wallingford (502 homes)		
493	Green Infrastructure		Chiltern Woods Plateau: Establish a new woodland corridor to enhance habitat connectivity between ancient woodlands,	From South Oxfordshire and Vale of White Horse GI Study: The project aims to restore and connect ancient woodlands, enhancing the resilience of ecological networks and local wildlife populations at the interface between the urban areas of Henley-on-Thames and the rural landscape. Data from the NIGSI indicates that	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	TBC		SODC, Chilterns Conservation board, South Chilterns Catchment Partnership, local landowners, EA, woodland trust, local	The project aims to restore and connect ancient woodlands, enhancing the resilience of ecological networks and local			Henley NDP allocations		
494	Green Infrastructure		Chiltern Woods Plateau: Enhance flood resilience within the southern extent of Henley-on-Thames through the	From South Oxfordshire and Vale of White Horse GI Study: The project integrates flood management and nature recovery efforts as a mechanism to improve water management, reduce flood risks, and enhance local biodiversity in areas lying within Flood Zones 2 and 3. The project aligns with regional goals for flood	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	TBC		SODC, Oxfordshire LNRS team, Ock Catchment Partnership, local landowners, EA, woodland trust, local wildlife trusts,	The project integrates flood management and nature recovery efforts as a mechanism to improve water			Henley NDP allocations		
495	Green Infrastructure		Chiltern Woods Plateau: Expand the network of <v>doorstep</v> greenspace within residential areas of Henley-on-Thames with the aim of	From South Oxfordshire and Vale of White Horse GI Study: Despite its proximity to the wider countryside within the Chilterns National Landscape, Henley-on-Thames is host to compact residential neighbourhoods with a limited number of public amenity spaces. The number of 'doorstep' greenspaces is relatively low	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	TBC		Sustrans, local community groups and organisations, SODC, local community	Despite its proximity to the wider countryside within the Chilterns National Landscape, Henley-on-Thames is host to			Henley NDP allocations		

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Employment sites linked to project	Status Notes	Location	Postcode	Phasing	Delivery Timescales	Start Year	End Year	Cost	Theoretical Cost	Cost Notes	Funding Notes	Source
449	Transport	Highways	A40-A44 Link Road					Short - Medium Term (2025 - 2040)								
450	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: Cowley Grid GSP								2031					Cowley Grid SDP
451	Energy and Utilities	Waste Infrastructure	Waste collection, re-use and recycling facilities throughout the District					Out of Scope / Duplicate	2016-2031	2016	2031		£0.00		Development (£106 for on-site provision), other funding sources to be identified	West Oxfordshire IDP (November 2016)
452	Social Infrastructure	Regeneration	Berinsfield regeneration package, including: - New premises for a family and children's centre													
453	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: Cowley Local BSP								2029					Cowley Grid SDP
454	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: New Didcot BSP								2037					Cowley Grid SDP
455	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: Harwell South RAL PSS								2030					Cowley Grid SDP
456	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: Culham PSS								2030					Cowley Grid SDP
457	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: Berinsfield PSS								2033					Cowley Grid SDP
458	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: Cowley Local PSS								2027					Cowley Grid SDP
459	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: New Oxford Science Park PSS								2027					Cowley Grid SDP
460	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: Rose Hill PSS								2031					Cowley Grid SDP
461	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: Wallingford PSS								2032					Cowley Grid SDP
462	Transport	Rail, regeneration and place making	Duplicate - 269													
463	Transport	Active Modes	St Giles and Broad Street Public Realm Improvements													
464	Transport	Active Modes	East Oxford Active Neighbourhood													
466	Social Infrastructure	Leisure	Replacement Windrush Leisure Centre in Witney													
467	Transport	Bus, Coach, Car, Multi-mode	Park and Ride/Mobility Hub for A34 at Lodge Hill	Milton Park, Harwell Campus, Oxford Science Park		Lodge Hill Interchange			Medium Term (2030-40)					Cost to be confirmed following further detailed work and in discussion with Oxfordshire County Council and Vale of	Direct delivery / developer contributions / Oxfordshire County Council	LTCP Area Strategy, Land safeguarded in Vale LP
468	Transport	Bus	A34 northbound bus lane between Lodge Hill and Hinksey Hill	Milton Park, Harwell Campus, Oxford Science Park		Abingdon to Oxford			Medium Term (2030-40)					Cost to be confirmed following further detailed work and in discussion with Oxfordshire County Council and Vale of	Direct delivery / developer contributions / Oxfordshire County Council	LTCP Area Strategy, Land safeguarded in Vale LP
469	Transport	Highways	Rowstock Area Transport Improvements	Harwell Campus, Milton Park	Investigation through Rowstock Area Transport Study	Rowstock Area		Short Term (to 2030)	Short Term (to 2030)					Cost to be confirmed following further detailed work and in discussion with Oxfordshire County Council and Vale of	Direct delivery / developer contributions / Oxfordshire County Council	LTCP Area Strategy, Land safeguarded in Vale LP
470	Transport	Active Modes	Oxford North / Oxford Parkway Pedestrian and Cycle Route					Short - Medium Term (2025 - 2040)							Some funding will come with the PR6b golf course and other developments, but this will be	
471	Energy and Utilities	Energy Infrastructure	Oxford Heat Network		Expecting planning application to be submitted in due course for construction in 2026 for Phase 1. No published timeline for	Oxford City		Short - Long Term (2025 - 2050)							Phase 1 include private investment of £100m and £21m of further government investment through the Green Heat	
472	Social Infrastructure	Regeneration	The Leys regeneration package linked to Grenoble Road and Northfield Developments in South Oxfordshire													
473	Transport		Oxford Eastern Bypass (A142) corridor / Junction Improvements													
474	Social Infrastructure	Cemetery	Expansion of Downsvlew Road Cemetery, Grove													
475	Green Infrastructure	Green Infrastructure	Oxford Fringes: Create a sub-regional (minimum 500 hectares) or district-wide (minimum 100 hectares) greenspace at land	South Oxford Science Village (Grenoble Road employment allocation - 10ha)		Edge of Oxford			Long term						planning obligations, CIL, crowd funding, public sector grants, BNG, DEFRA Environmental Land Management	Green Infrastructure Strategy and Open Space Study(Appendix K)
476	Green Infrastructure		Oxford Fringes: Integrate SuDS interventions and catchment-scale nature-based solutions to improve resilience and	South Oxford Science Village (Grenoble Road employment allocation - 10ha)		Edge of Oxford			Medium term						Natural Environment Investment Readiness Fund, Environmental Land Management schemes, DEFRA's Natural	Green Infrastructure Strategy and Open Space Study(Appendix K)
477	Green Infrastructure		Oxford Fringes: Enhance woodland connectivity to promote improved habitat linkages at the settlement edge, balancing	South Oxford Science Village (Grenoble Road employment allocation - 10ha)		Edge of Oxford			Medium to longer term						DEFRA Environmental Land Management Schemes, heritage lottery fund, water restoration fund, LPA funding streams,	Green Infrastructure Strategy and Open Space Study(Appendix K)
478	Green Infrastructure		Thame Clay Vale: Create a new wider neighbourhood greenspace that is accessible from Thame's eastern settlement			Thame to Chalgrove area			Long term						Planning obligations, public sector grant funds, payments for access, payment for ecosystem services, BNG, DEFRA	Green Infrastructure Strategy and Open Space Study(Appendix K)
479	Green Infrastructure		Thame Clay Vale: Enhance tree and hedgerow planting to address fragmentation within land at the northern extent of Thame,			Thame to Chalgrove area			Short term						Thame Town Council, Tree Council (Branching out Fund), Woodland Trust, DEFRA Environmental Land Management	Green Infrastructure Strategy and Open Space Study(Appendix K)
480	Green Infrastructure		Thame Clay Vale: Enhance habitat connectivity through the strategic expansion of riparian woodlands along Cattle Brook			Thame to Chalgrove area			Medium term						Natural Environment Investment Readiness Fund, Environmental Land Management schemes, DEFRA's Natural	Green Infrastructure Strategy and Open Space Study(Appendix K)
481	Green Infrastructure		Corallian Ridge: Introduce surfacing and Interpretation improvements along existing ProW radiating from the settlement edge of			Faringdon, Kingston Bagpuise, and Standford in the Vale area			Short to medium term						Faringdon Town Council, DEFRA Environmental Land Management Schemes, OCC	Green Infrastructure Strategy and Open Space Study(Appendix K)
482	Green Infrastructure		Corallian Ridge: Mitigate air and noise pollution, whilst also reducing the impact of the barrier caused by the A420 corridor			Faringdon, Kingston Bagpuise, and Standford in the Vale area			Short term						Faringdon Town Council, Fyfield and Tubney Parish Council, Tree Council, The Woodland Trust	Green Infrastructure Strategy and Open Space Study(Appendix K)
483	Green Infrastructure		Corallian Ridge: Restore and enhance green corridors and watercourses located in the recovery zone of the draft nature recovery			Faringdon, Kingston Bagpuise, and Standford in the Vale area			Medium term						Natural Environment Investment Readiness Fund, Environmental Land Management schemes, DEFRA's Natural	Green Infrastructure Strategy and Open Space Study(Appendix K)
484	Green Infrastructure		Central Thames Valley: Address the deficiency in district greenspace to the north, east or south east of Didcot through	Harwell Campus, Milton Park, Culham Campus		Abingdon, Didcot, Harwell Campus, Milton Park, Culham Campus			Long term						planning obligations, CIL, crowd funding, public sector grants, BNG, DEFRA Environmental Land Management	Green Infrastructure Strategy and Open Space Study(Appendix K)
485	Green Infrastructure		Central Thames Valley: Strengthen ecological connectivity and resilience through riparian restoration and the	Harwell Campus, Milton Park, Culham Campus		Abingdon, Didcot, Harwell Campus, Milton Park, Culham Campus			Short to medium term						Natural Environment Investment Readiness Fund, Environmental Land Management schemes, DEFRA's Natural	Green Infrastructure Strategy and Open Space Study(Appendix K)
486	Green Infrastructure		Central Thames Valley: Introduce a programme of future tree planting to address disparities in tree coverage within Abingdon-	Harwell Campus, Milton Park, Culham Campus		Abingdon, Didcot, Harwell Campus, Milton Park, Culham Campus			Short to medium term						Didcot Town Council, Milton Parish council, Abingdon on Thames parish council, Tree Council, the Woodland Trust	Green Infrastructure Strategy and Open Space Study(Appendix K)
487	Green Infrastructure		Upper Slopes and Wessex Downs Scarps: Restore the floodplain and riparian buffer along the Letcombe Brook to enhance			Wantage and Grove area			Long term						Natural Environment Investment Readiness Fund, Environmental Land Management schemes, DEFRA's Natural	Green Infrastructure Strategy and Open Space Study(Appendix K)
488	Green Infrastructure		Upper Slopes and Wessex Downs Scarps: Enhance east-west linkages by addressing fragmentation of the ProW network along			Wantage and Grove area			Medium term						Wild Wantage, Sustrans, DEFRA Environmental Land Management Schemes, National Lottery Community	Green Infrastructure Strategy and Open Space Study(Appendix K)
489	Green Infrastructure		Upper Slopes and Wessex Downs Scarps: Support ProW improvements that enhance connectivity and promote sustainable			Wantage and Grove area			Medium term						Wild Wantage, Sustrans, DEFRA Environmental Land Management Schemes, National Lottery Community	Green Infrastructure Strategy and Open Space Study(Appendix K)
490	Green Infrastructure		Chalk Escarpment and Foothills: Introduce localised improvements to the network of ProW around Wallingford, including a new			Wallingford, Benson, Watlington area			Short term for ProW improvements, and medium term for everything else						Sustrans, DEFRA, National lottery community fund, Royal Countryside Fund, Private sector contributions (BNG)	Green Infrastructure Strategy and Open Space Study(Appendix K)
491	Green Infrastructure		Chalk Escarpment and Foothills: Utilise GI to enhance ecological connectivity along the River Thames at the eastern extent of			Wallingford, Benson, Watlington area			Medium term						Natural Environment Investment Readiness Fund, Environmental Land Management schemes, DEFRA's Natural	Green Infrastructure Strategy and Open Space Study(Appendix K)
492	Green Infrastructure		Chalk Escarpment and Foothills: Introduce a SSSI access management initiative (The chalk escarpment forming			Wallingford, Benson, Watlington area			Medium term						Heritage Lottery fund, LPA funding streams, private sector contributions through BNG offsets, DEFRA ELMs / Countryside	Green Infrastructure Strategy and Open Space Study(Appendix K)
493	Green Infrastructure		Chiltern Woods Plateau: Establish a new woodland corridor to enhance habitat connectivity between ancient woodlands,			Henley-on-Thames area			Medium term						Natural Environment Investment Readiness Fund, Environmental Land Management schemes, DEFRA's Natural	Green Infrastructure Strategy and Open Space Study(Appendix K)
494	Green Infrastructure		Chiltern Woods Plateau: Enhance flood resilience within the southern extent of Henley-on-Thames through the			Henley-on-Thames area			Medium term						Natural Environment Investment Readiness Fund, Environmental Land Management schemes, DEFRA's Natural	Green Infrastructure Strategy and Open Space Study(Appendix K)
495	Green Infrastructure		Chiltern Woods Plateau: Expand the network of 'doorstep' greenspace within residential areas of Henley-on-Thames with the aim of			Henley-on-Thames area			Medium to longer term						Rural Communities Fund, Heritage Lottery Fund, Private sector contributions through BNG offsets	Green Infrastructure Strategy and Open Space Study(Appendix K)

Siting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Description	Project Scope	Confidence in Information	Basis of Requirement	Project Status	Spatial Impacts	Funding Status	Sitting Outcomes		Delivery - responsible party	Delivery partners	Requirement Description	Strategic Infrastructure Dependency	Homes Directly Supported by Project (dwellings)	Housing sites linked to project	Jobs Directly Supported by Project (FTE)
496	Social Infrastructure	Leisure	Didcot Wave Leisure Centre - create a new 20m x 10m teaching pool annexed to the current Leisure Pool building		Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate								
497	Social Infrastructure	Leisure	Wantage Leisure Centre - create a new 18m x 10m teaching pool annexed to the current Leisure Pool building		Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate								
498	Health and Social Care	Primary Healthcare and Public Health	Great Western Park Health Centre, Didcot	Delivery of health centre and GP services at Great Western Park, Didcot	In Scope	Partial Information	Mitigating the impacts of development	Committed	Local Authority Scale - South Oxfordshire and Vale of White Horse	Partially funded	Non-Strategic		BOB ICB, Vale of White Horse District Council, Developer (Taylor Wimpey), NHS England, Assura, Woodlands Medical				10034	Great Western Park, Valley Park, North West Valley Park, Didcot North East, Ladygrove East	
499	Energy and Utilities	Energy Infrastructure	East Claydon GSP SDP: East Claydon GSP to Bicester North BSP	Reinforcement of an existing section of 132kV single circuit between East Claydon GSP and Bicester North BSP. Third 132kV circuit added between East Claydon GSP and Bicester North BSP, along with a third 120 MVS	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	Out of Scope / Duplicate								
500	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: New Didcot GSP		Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	Out of Scope / Duplicate								
501	Social Infrastructure	Secondary Education	Expansion of Bartholomew School		In Scope	Partial Information	Mitigating the impacts of development	Investigation	Local Authority Scale - West Oxfordshire	Developer Direct Delivery of Contributions	Retained in Stage 1								
502	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: Grove PSS	Reinforcement of the two existing 33/11kV transformers.	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	Out of Scope / Duplicate								
503	Water	Flood Risk Management, Green Infrastructure	Cherwell Natural Flood Management	3 multi-landholding natural flood management schemes including riparian planting, bunds, leaky dams	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - Cherwell	Partially funded	Progress to Prioritisation		Cherwell Farmer Group	The North East Cotswold Farmer Cluster CIC					
512	Water	Flood Risk Management	Abingdon-on-Thames Flood Alleviation Scheme (AFAS)		In Scope	TBC	TBC	TBC	Oxfordshire Scale	TBC	Progress to Prioritisation								
513	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: Fulcot PSS and Cholsey PSS	20.4km of 33kV circuit reinforcement under Drayton BSP	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	Out of Scope / Duplicate								
514	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: Ancott PSS	Reinforcement of the two existing 33/11kV transformers.	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	Out of Scope / Duplicate								
515	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: Wheatley PSS	Reinforcement of the two existing 33/11kV transformers	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	Out of Scope / Duplicate								
516	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: Stokenchurch PSS	Reinforcement of the two existing 33/11kV transformers Reinforcement of 11.4km of 33kV circuit between High Wycombe BSP and Stokenchurch PSS.	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	Out of Scope / Duplicate								
517	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: Chisbridge PSS	Reinforcement of 1.71km 33kV circuit between High Wycombe BSP and Chisbridge PSS	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	Out of Scope / Duplicate								
518	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: Watlington PSS	Installation of two additional 33/11kV transformers	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	Out of Scope / Duplicate								
519	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: Eynsham PSS	Reinforcement of the 33kV circuits from Witney BSP to Eynsham PSS	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	Out of Scope / Duplicate								
520	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: Standlake PSS	Installation of two additional 33/11kV transformers	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	Out of Scope / Duplicate								
521	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: Lovelace Road PSS	Installation of an additional 33/11kV transformer at Lovelace Road with new indoor 33kV busbar	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	Out of Scope / Duplicate								
522	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: Yarnton PSS	3 rd Yarnton PSS 33/11kV transformer installed	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	Out of Scope / Duplicate								
523	Energy and Utilities	Energy Infrastructure	East Claydon GSP SDP: Bicester North BSP	Reinforcement of the existing 132/33kV transformers at Bicester North BSP from 90MVA to 120MVA units.	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	Out of Scope / Duplicate								
524	Energy and Utilities	Energy Infrastructure	East Claydon GSP SDP: Bicester North BSP to the Bicester PSS - Upper Heyford PSS circuits	4.4km of double 33kV cable added between Bicester North and the Bicester - Upper Heyford circuit, due to constraint on the Bicester North BSP to Bicester PSS 33kV network	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	Out of Scope / Duplicate								
525	Energy and Utilities	Energy Infrastructure	East Claydon GSP SDP: Bicester North BSP	Convert the existing GIS 33kV single busbar into a new GIS 33kV double busbar	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	Out of Scope / Duplicate								
526	Energy and Utilities		Cowley GSP SDP: High Wycombe BSP transformers	High Wycombe BSP sees overloading of first the transformers under N-1 conditions. A short-term solution would be to install a new transformer at High Wycombe; however, the circuits will soon be overloaded. Potential options to resolve both issues are shown in the below entry	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		Out of Scope / Duplicate								
527	Energy and Utilities		Cowley GSP SDP: High Wycombe BSP 132kV circuits	The lines from Cowley GSP to High Wycombe BSP are overloaded as well as the transformers, high-level options to resolve both these constraints are: - Installation of a third 132kV transformer at High Wycombe, along with the third circuit from Cowley GSP.	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		Out of Scope / Duplicate								
528	Energy and Utilities		Cowley GSP SDP: Drayton BSP transformers	Increasing demand and generation requirements at Drayton require additional capacity release in order to maintain P2/B obligations at Drayton. Initial optioneering has taken place and a detailed plan is expected to be suggested in 2025. Potential options are:	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		Out of Scope / Duplicate								
529	Energy and Utilities		Cowley GSP SDP: Headington BSP transformers	Works have been triggered to solve the 132kV circuit constraints from Cowley GSP to Headington BSP. However, DFES projections show that the transformers at Headington could be overloaded in N-1 conditions by 2030. Potential options to resolve this could be: - Construction of a 132kV GIS busbar at Headington BSP.	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		Out of Scope / Duplicate								
530	Energy and Utilities		Cowley GSP SDP: Wootton Road PSS transformers	Wootton Road PSS is predicted have a transformer constraint issues under N-1 conditions. The substation is fed from Oxford BSP, and its closest substation is Winsmore Lane PSS. Potential options to resolve this constraint are: - Upgrade the transformers at Wootton Road and the 33kV supply circuits, however this would	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		Out of Scope / Duplicate								
531	Energy and Utilities		Cowley GSP SDP: Deddington PSS transformers	Deddington PSS is predicted to have constraint issues under N-1 conditions. Potential options to resolve this constraint: - Reinforcement of the transformers at Deddington PSS. - Load transfers on the 11kV network to Kiddington PSS	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		Out of Scope / Duplicate								
532	Energy and Utilities		Cowley GSP SDP: Winsmore Lane PSS transformers	Winsmore Lane PSS is predicted have constraint issues under N-1 conditions. Potential options to resolve this constraint are: - Reinforcement of the transformers at Winsmore Lane and the circuits feeding it. - Construction of a new primary in the area that could support load growth currently projected at Wootton	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		Out of Scope / Duplicate								
533	Energy and Utilities		Cowley GSP SDP: North Hinksey PSS transformers	North Hinksey PSS is predicted have constraint issues in N-1 conditions. A potential option to resolve is: - Reinforcement of transformers at North Hinksey.	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		Out of Scope / Duplicate								
534	Energy and Utilities		Cowley GSP SDP: 33kV circuits Oxford BSP to Wootton Road PSS and Kennington PSS.	The 33kV circuits in this area will require intervention. Potential options to resolve are: - Reinforcement of existing circuits with higher rated conductors. - Use existing circuits from Oxford BSP to Kennington PSS as dedicated 33kV supply circuits. Build new 33kV circuits from Oxford BSP to Wootton Road PSS. Both PSS to	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		Out of Scope / Duplicate								
535	Energy and Utilities		Cowley GSP SDP: Grove PSS and Wantage PSS 33kV circuits.	These 33kV circuits are projected to require intervention. Potential options to resolve are: - Reinforcement of the existing 33kV circuits. - may require undergrounding of circuits or upgrade of poles for required OHL conductor. - New 33kV circuit from Drayton BSP to Grove PSS and sever the connection from the Wantage	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		Out of Scope / Duplicate								
536	Energy and Utilities		Cowley GSP SDP: Witney BSP 33kV circuit ring (Windrush Park PSS - Burford PSS - Rislington PSS - Leafeld PSS).	Intervention is projected to be required on this 33kV ring network. Potential solutions could be: - Reinforce existing 33kV circuit sections projected to be overloaded. - Build a new 33kV circuit from Witney BSP to Windrush Park PSS, sever the existing Windrush Park PSS to Burford PSS circuit and connect to the new	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		Out of Scope / Duplicate								
537	Energy and Utilities		Cowley GSP SDP: Leafield PSS transformers	Potential options to resolve this constraint: - Reinforcement of the transformers at Leafield PSS. - Load transfer on the 11kV network - likely to be challenging due to the rural area	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		Out of Scope / Duplicate								
538	Energy and Utilities		Cowley GSP SDP: Milton 33kV supply circuits (and later Milton transformers)	Demand growth has been driven by data centre connections in the area. Further LCT growth is also anticipated. Potential solutions to provide capacity could be: - Reinforcement of existing assets. - Construction of a new primary substation to accommodate the growing demand in the area. Timeline of this	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		Out of Scope / Duplicate								
539	Energy and Utilities		Cowley GSP SDP: Yarnton BSP 33kV ring (Woodstock PSS - Kiddington PSS - Charlbury PSS - Chipping Norton PSS)	The circuit is predicted to have a constraint in outage conditions. Potential options to resolve this constraint are: - Reinforcement of the existing 33kV circuits. - likely to be expensive and require undergrounding as overhead line conductors for the projected	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		Out of Scope / Duplicate								
540	Energy and Utilities		Cowley GSP SDP: Cowley GSP to Culham PSS 132kV circuits.	The 132kV circuits supplying Culham from Cowley are predicted be overloaded during N-1 conditions in 2032. Potential options to resolve this are: - Reinforcement of the existing circuits supplying Culham from Cowley. - Additional circuit from Cowley GSP to Culham PSS. - Separate Culham PSS from Drayton BSP so	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		Out of Scope / Duplicate								
541	Energy and Utilities		Cowley GSP SDP: Fyres Lane PSS transformers (and later circuits).	Potential options to resolve this constraint are: - Reinforcement of existing transformers at Fyres Lane PSS. - Load transfer on the 11kV network, potentially to High Wycombe Town PSS however more detailed analysis will be needed.	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		Out of Scope / Duplicate								
542	Energy and Utilities		Cowley GSP SDP: Fyfield PSS transformers.	Fyfield PSS is predicted have constraint issues under N-1 conditions. Potential options to resolve this constraint are: - Reinforcement of existing transformers at Fyfield PSS. - Load transfers on the 11kV network, unlikely due to rural location and long 11kV circuits to neighbouring primary substations	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		Out of Scope / Duplicate								
543	Energy and Utilities		Cowley GSP SDP: Standlake PSS 33kV supply circuit	Potential options to resolve this constraint are: - Reinforcement of existing 33kV circuit from Witney BSP to Standlake PSS would provide capacity on the 11kV network for the medium-term but does not greatly increase network resilience or security of supply. - A longer-term option would be to reinforce the existing	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		Out of Scope / Duplicate								
544	Energy and Utilities		Cowley GSP SDP: Drayton BSP to Winsmore Lane PSS 33kV circuits	Potential options to resolve this constraint are: - Reinforcement of existing 33kV circuit. - Build of new circuit less likely to be best option as it would require an additional 33kV CB at Drayton BSP.	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		Out of Scope / Duplicate								
545	Energy and Utilities		Cowley GSP SDP: Union Street PSS transformers	Potential solution: - Reinforcement of existing transformers. - Load transfer on the 11kV network may be possible due to close proximity to neighbouring primary substations, more detailed work required to understand 11kV capacity for load transfer.	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		Out of Scope / Duplicate								
546	Energy and Utilities		Cowley GSP SDP: Yarnton BSP to Eynsham PSS 33kV circuits (backfeed that is in-service under N-1 conditions).	Potential solution: - Reinforcement of existing 33kV backfeed circuit. - Adding of additional circuit from Witney or Yarnton BSP. - Load transfer on the 11kV network, however further study would be needed due to the low density of primaries in the area	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		Out of Scope / Duplicate								
547	Energy and Utilities		Cowley GSP SDP: Witney Town PSS transformers and 33kV supply circuits	Potential options to resolve: - Existing transformers are the max rated units for this voltage level. Addition of third transformer at this site may require expansion of site. Construction of third circuit from Witney BSP requires a new 33kV CB at Witney BSP. - Build a new primary substation to provide capacity for some of the	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		Out of Scope / Duplicate								
548	Energy and Utilities		Cowley GSP SDP: Wantage PSS transformers.	Customer connections alongside projected growth in the DFES is driving the reinforcement requirement. Potential option to resolve: - Reinforcement of existing transformers would provide sufficient capacity for projected 2050 demands.	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		Out of Scope / Duplicate								
549	Energy and Utilities		Cowley GSP SDP: Frenchay Road transformers	Potential options to resolve this constraint are: - Reinforcement of the transformers at Frenchay Road PSS, no requirement for circuit reinforcement so this will provide	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		Out of Scope / Duplicate								

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Employment sites linked to project	Status Notes	Location	Postcode	Phasing	Delivery Timescales	Start Year	End Year	Cost	Theoretical Cost	Cost Notes	Funding Notes	Source
496	Social Infrastructure	Leisure	Didcot Wave Leisure Centre - create a new 20m x 10m teaching pool annexed to the current Leisure Pool building													HPL04.3-South-Oxfordshire-Leisure-Facilities-Assessment-and-Strategy-Final.pdf - Pg55
497	Social Infrastructure	Leisure	Wantage Leisure Centre - create a new 18m x 10m teaching pool annexed to the current Leisure Pool building													HPL04.4 Vale of White Horse Leisure Facilities Assessment and Strategy (Final) - pg55
498	Health and Social Care	Primary Healthcare and Public Health	Great Western Park Health Centre, Didcot		Planning application approved in April 2025. Current issues being resolved include reimbursement mechanism of		OX11 6AS									https://www.bucksxoxonberksw.icb.nhs.uk/our-places/great-western-park-didcot-gp-services
499	Energy and Utilities	Energy Infrastructure	East Claydon GSP SDP: East Claydon GSP to Bicester North BSP													East Claydon Grid Supply Point: Strategic Development Plan
500	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: New Didcot GSP													Cowley Grid SDP
501	Social Infrastructure	Secondary Education	Expansion of Bartholomew School													
502	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: Grove PSS								2026					Cowley Grid SDP
503	Water	Flood Risk Management, Green Infrastructure	Cherwell Natural Flood Management		project has outline feasibility, funding for detailed feasibility is in process of being secured.	Deddington Brook and two other tributaries of the river Cherwell		Short Term (to 2030)		2027	2029	£500,000		costs are approximate and will depend on detailed feasibility design	Feasibility funded by EA WEIF. Might be eligible for some funding from agri-environment schemes but uncertain	
512	Water	Flood Risk Management	Abingdon-on-Thames Flood Alleviation Scheme (AFAS)					Short Term (to 2030)								South Oxfordshire and Vale of White Horse Water Cycle Study Detailed Report - Draft (September 2025) (draft findings, report)
513	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: Fulcot PSS and Cholsey PSS								2034					Cowley Grid SDP
514	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: Arncliffe PSS								2026					Cowley Grid SDP
515	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: Wheatley PSS								2027					Cowley Grid SDP
516	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: Stokenchurch PSS								2025					Cowley Grid SDP
517	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: Chisbridge PSS								2031					Cowley Grid SDP
518	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: Watlington PSS								2031					Cowley Grid SDP
519	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: Eynsham PSS								2029					Cowley Grid SDP
520	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: Standlake PSS								2026					Cowley Grid SDP
521	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: Lovelace Road PSS								2028					Cowley Grid SDP
522	Energy and Utilities	Energy Infrastructure	Cowley GSP SDP: Yarnton PSS								2028					Cowley Grid SDP
523	Energy and Utilities	Energy Infrastructure	East Claydon GSP SDP: Bicester North BSP								2031					East Claydon Grid Supply Point: Strategic Development Plan
524	Energy and Utilities	Energy Infrastructure	East Claydon GSP SDP: Bicester North BSP to the Bicester PSS - Upper Heyford PSS circuits								2026					East Claydon Grid Supply Point: Strategic Development Plan
525	Energy and Utilities	Energy Infrastructure	East Claydon GSP SDP: Bicester North BSP								2031					East Claydon Grid Supply Point: Strategic Development Plan
526	Energy and Utilities		Cowley GSP SDP: High Wycombe BSP transformers						needs to 2040							Cowley Grid SDP
527	Energy and Utilities		Cowley GSP SDP: High Wycombe BSP 132kV circuits						needs to 2040							Cowley Grid SDP
528	Energy and Utilities		Cowley GSP SDP: Drayton BSP transformers						needs to 2040							Cowley Grid SDP
529	Energy and Utilities		Cowley GSP SDP: Headington BSP transformers						needs to 2040							Cowley Grid SDP
530	Energy and Utilities		Cowley GSP SDP: Wootton Road PSS transformers						needs to 2040							Cowley Grid SDP
531	Energy and Utilities		Cowley GSP SDP: Deddington PSS transformers						needs to 2040							Cowley Grid SDP
532	Energy and Utilities		Cowley GSP SDP: Winsmore Lane PSS transformers						needs to 2040							Cowley Grid SDP
533	Energy and Utilities		Cowley GSP SDP: North Hinskey PSS transformers						needs to 2040							Cowley Grid SDP
534	Energy and Utilities		Cowley GSP SDP: 33kV circuits Oxford BSP to Wootton Road PSS and Kennington PSS.						needs to 2040							Cowley Grid SDP
535	Energy and Utilities		Cowley GSP SDP: Grove PSS and Wantage PSS 33kV circuits.						needs to 2040							Cowley Grid SDP
536	Energy and Utilities		Cowley GSP SDP: Witney BSP 33kV circuit ring (Windrush Park PSS ♦ Burford PSS ♦ Risingington PSS ♦ Leafield PSS).						needs to 2040							Cowley Grid SDP
537	Energy and Utilities		Cowley GSP SDP: Leafield PSS transformers						needs to 2040							Cowley Grid SDP
538	Energy and Utilities		Cowley GSP SDP: Milton 33kV supply circuits (and later Milton transformers)						needs to 2040							Cowley Grid SDP
539	Energy and Utilities		Cowley GSP SDP: Yarnton BSP 33kV ring (Woodstock PSS ♦ Kidlington PSS ♦ Charlbury PSS ♦ Chipping Norton PSS						needs to 2040							Cowley Grid SDP
540	Energy and Utilities		Cowley GSP SDP: Cowley GSP to Cultham PSS 132kV circuits.						needs to 2040							Cowley Grid SDP
541	Energy and Utilities		Cowley GSP SDP: Fryers Lane PSS transformers (and later circuits).						needs to 2040							Cowley Grid SDP
542	Energy and Utilities		Cowley GSP SDP: Fyfield PSS transformers.						needs to 2040							Cowley Grid SDP
543	Energy and Utilities		Cowley GSP SDP: Standlake PSS 33kV supply circuit						needs to 2040							Cowley Grid SDP
544	Energy and Utilities		Cowley GSP SDP: Drayton BSP to Winsmore Lane PSS 33kV circuits						needs to 2040							Cowley Grid SDP
545	Energy and Utilities		Cowley GSP SDP: Union Street PSS transformers						needs to 2040							Cowley Grid SDP
546	Energy and Utilities		Cowley GSP SDP: Yarnton BSP to Eynsham PSS 33kV circuits (backfeed that is in-service under N+1 conditions).						needs to 2040							Cowley Grid SDP
547	Energy and Utilities		Cowley GSP SDP: Witney Town PSS transformers and 33kV supply circuits						needs to 2040							Cowley Grid SDP
548	Energy and Utilities		Cowley GSP SDP: Wantage PSS transformers.						needs to 2040							Cowley Grid SDP
549	Energy and Utilities		Cowley GSP SDP: Frenchay Road transformers						needs to 2040							Cowley Grid SDP

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Description	Project Scope	Confidence in Information	Basis of Requirement	Project Status	Spatial Impacts	Funding Status	Sifting Outcomes		Delivery - responsible party	Delivery partners	Requirement Description	Strategic Infrastructure Dependency	Homes Directly Supported by Project (dwellings)	Housing sites linked to project	Jobs Directly Supported by Project (FTE)	
550	Energy and Utilities		Cowley GSP SDP: Carterton PSS transformers and 33kV supply circuits.	Potential options to resolve: ♦ Reinforcement of existing assets will enable sufficient capacity for 2050 projected demands. ♦ Addition of a third circuit and transformer may also be viable but would require a new 33kV circuit breaker at Witney BSP	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		Out of Scope / Duplicate									
551	Energy and Utilities		Cowley GSP SDP: Cowley to Headington 132kV circuits	Headington BSP has works in progress for two new circuits directly to Cowley GSP, and a need has been identified for two new transformers ahead of 2030. Based on current projections, there may be a further need in the future under an N-1 outage. The BSP is also projected to have a group demand greater than	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale			Out of Scope / Duplicate								
552	Energy and Utilities		Cowley GSP SDP: St Ebbses PSS transformers	Potential options to resolve this constraint are: ♦ Reinforcement of the two existing transformers at St Ebbses PSS. ♦ Load transfers on the 11kV network may be possible due to close proximity to other primary substations. ♦ dependent on capacity of neighbouring substations and the 11kV network	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale			Out of Scope / Duplicate								
553	Energy and Utilities		Cowley GSP SDP: Burford PSS transformers	Potential option to resolve this constraint are: ♦ Reinforcement of the existing 6.3MVA rated primary transformer at Burford PSS to 15MVA will match the rating of the other existing unit and provide sufficient capacity out to 2050.	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale			Out of Scope / Duplicate								
554	Energy and Utilities		Cowley GSP SDP: Woodstock PSS transformers	This issue should be considered alongside any circuit work in the area that has been highlighted in the section above. Potential options to resolve this constraint are: ♦ Reinforcement of the two existing transformers at Woodstock PSS	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale			Out of Scope / Duplicate								
555	Energy and Utilities		East Claydon GSP SDP: Bicester PSS transformers and Bicester North BSP to Bicester PSS circuits	The two 33kV circuits between Bicester North BSP and Bicester PSS and the transformers at Bicester PSS are expected to be overloaded in N-1 conditions. Potential options to resolve this constraint are: ♦ Reinforce the existing circuits and transformers at Bicester PSS, either by adding additional assets or upgrading the	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale			Out of Scope / Duplicate								
556	Energy and Utilities		East Claydon GSP SDP: Cottisford PSS transformers	Cottisford PSS consists of one transformer that is projected to be constrained under intact conditions. Potential options to resolve this constraint are: Reinforce the existing transformers at Cottisford, either by adding a new transformer and 33kV feeder circuit, or by upgrading the existing	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale			Out of Scope / Duplicate								
557	Energy and Utilities		East Claydon GSP SDP: Upper Heyford PSS transformers	Upper Heyford PSS consists of two transformers that are projected to be constrained under N-1 conditions. Potential options to resolve this constraint are: ♦ Reinforce the existing transformers at Upper Heyford, by upgrading the existing ones. ♦ Shift load on the 11kV network over to Bicester PSS or Kidlington PSS under	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale			Out of Scope / Duplicate								
558	Energy and Utilities		East Claydon GSP SDP: East Claydon GSP to Bicester North BSP circuits.	A section of the 132kV circuit between East Claydon GSP to Bicester North BSP is projected to be overloaded before the planned installation of a 3rd 132kV circuit. Potential options to resolve this: ♦ Monitor the different scenarios. ♦ Transfer load onto the neighbouring Cowley GSP	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale			Out of Scope / Duplicate								
559	Transport	Highways, Active Modes	A423 Kennington Improvements	Kennington Rail Bridge is part of the A423 Southern Bypass and needs to be replaced due to age-related deterioration and the need for an eastbound bus lane. The improvement programme includes the replacement of Kennington rail bridge, improved facilities for cycling and walking, a eastbound bus lane	In Scope	Partial Information	Maintenance or refurbishment. Mitigating impacts of new development, Strategic	Committed	Oxfordshire Scale	Partially funded	Progress to Prioritisation		Oxfordshire County Council	The Oxfordshire Local Enterprise Partnership, the Department for Transport and the Environment Agency (through	Kennington Rail Bridge is part of the A423 Southern Bypass and needs to be replaced due to age-related deterioration and the	The A423 Kennington improvements are closely linked to the Oxford Flood Alleviation Scheme (OFAS), a major flood				
560	Health and Social Care	Emergency Services	Oxfordshire Fire and Rescue Service Improvements: Creation of 5 day shift stations through existing on-call stations at Oxfordshire Fire and Rescue Service	Creation of 5 day shift fire stations at Bicester, Chipping Norton, Faringdon, Wallingford (or Crownmarsh site relocated from Wallingford) and Witney. This include the potential relocation of Wallingford Fire Station to Crownmarsh to accommodate modern fire engines and full time crews.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	To be confirmed	Progress to Prioritisation		Oxfordshire County Council		Improve consistency of fire engine availability in the daytime. This is expected to lead to improvements in fire engine	Potential to be financed through North of Oxford fire station consolidation proposal				
561	Health and Social Care	Emergency Services	Oxfordshire Fire and Rescue Service Improvements: New Fire Station at north of Oxford	Combining Rewley Rise and Kidlington fire stations, along the fire service headquarters at Kidlington, into a single, modern fire station towards the north of Oxford. This is intended to create a connection location for emergency responses and improve response times. Other added benefits include reducing carbon	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	To be confirmed	Progress to Prioritisation		Oxfordshire County Council		Improve consistency of fire engine availability in the daytime. This is expected to lead to improvements in fire engine					
562			Banbury Access to the Strategic Road Network	New slip roads onto the M40 to relieve congestion and air quality issues around Hennef Way and the other roads coming into Junction 11; more detailed work completed on north-facing slips at Southam Road on the northern edge of the town and improvements along Southam Road including its junction with Hennef Way	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - Cherwell	No funding	Progress to Prioritisation		OCC / National Highways / CDC		To relieve congestion and significant air quality issues along Hennef Way, and form part of a new transport strategy for the town		14000			
220a	Transport	Highways	M40 Improvements: Safety and Capacity Improvements at Junction 9 Wendebury Interchange	Capacity and safety improvements at M40 Junction 9 to the West of Bicester.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Larger Than Oxfordshire	To be confirmed	Progress to Prioritisation		National Highways	Department for Transport, Local Authorities	The M40 between Bicester and Warwick is identified as an area of interest as part of the latest Route Strategies Initial Overview	Oxford Strategic Rail Freight Interchange (Indirect)	10000			
220b	Transport	Highways	M40 Improvements: Safety and Capacity Improvements at Junction 10 Padbury Roundabout and Banyards Green	Capacity and safety improvements at M40 Junction 10 to the West of Bicester.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Larger Than Oxfordshire	To be confirmed	Progress to Prioritisation		National Highways	Department for Transport, Local Authorities	The M40 between Bicester and Warwick is identified as an area of interest as part of the latest Route Strategies Initial Overview	Oxford Strategic Rail Freight Interchange	1200			
268, 468, 267, 467, 269, 261, 219, 265, 257	Transport	Highways, Bus, Coach and SRT, Active Modes, Freight / Distribution	A34 Corridor Improvements	Improvements to the A34 Corridor to improve traffic flow, safety and reliability and reduce car dependency. National Highways note that the A34 is covered by a RIS pipeline scheme, which will be considered for implementation in RIS 4.	In Scope	Partial Information	Enabling new development, Strategic innovation and enhancements	Investigation	Larger Than Oxfordshire	To be confirmed	Progress to Prioritisation		National Highways / Oxfordshire County Council	Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local Authorities,			820			
450, 453, 454, 455, 456, 457, 458, 459, 460,	Energy and Utilities	Energy infrastructure	Cowley GSP SDP Projects	This entry covers all of the individual projects listed under the Cowley GSP SDP including the Future EHV System Needs to 2040, and the current works in progress. The Future EHV System Needs to 2040 including: ♦ New Didcot GSP	In Scope	Partial Information	Enabling new development, Strategic innovation and enhancements	Investigation	Oxfordshire Scale	To be confirmed	Progress to Prioritisation							60000		
489, 523, 524, 525, 555, 556, 557, 558	Energy and Utilities	Energy infrastructure	East Claydon GSP SDP Projects	This entry covers all of the individual projects listed under the East Claydon GSP SDP including the Future EHV System Needs and the current works in progress. The Future EHV System Needs to 2040 include: ♦ Bicester PSS transformers and Bicester North BSP to Bicester PSS circuits	In Scope	Partial Information	Enabling new development, Strategic innovation and enhancements	Investigation	Oxfordshire Scale	To be confirmed	Progress to Prioritisation							6500		
563	Transport	Active Travel	Wheatley to Oxford (SATN)	Walking, wheeling and cycling connection between Wheatley and Oxford	In Scope	Partial Information	Strategic innovation and enhancements, Enabling new development	Investigation	Local Authority Scale - South Oxfordshire and Oxford City	TBC	Progress to Prioritisation		Oxfordshire County Council, Developers	Active Travel England, Local Authorities, Walk Wheel Cycle Trust (Formerly known as Sustrans)			447	Land at Wheatley Campus		
564	Transport	Active Travel	Wantage to Harwell Campus (SATN)	Improvements to existing route that is currently inconsistent in quality of infrastructure provision. Part developer funded.	In Scope	Partial Information	Strategic innovation and enhancements, Enabling new development	Investigation	Local Authority Scale - Vale of White Horse	Partially funded	Progress to Prioritisation		Oxfordshire County Council, Developers	Active Travel England, Local Authorities, Walk Wheel Cycle Trust (Formerly known as Sustrans)			5,543	Crab Hill, North West Grove, Grove Airfield, Monks Farm	93 hectares	
565	Water	Wastewater Treatment	Wantage Sewage Treatment Works	Upgrades to Wantage STW within the current Thames Water Asset Management Plan (AMP) period - 2025-30	In Scope	Partial Information	Mitigating impacts of new development	Committed	Local Authority Scale - Vale of White Horse	To be confirmed	Progress to Prioritisation						5589	Northwest of Grove (824); Monks Farm (885); Grove Airfield (2,500); Crab Hill (1,500); North of East Hanney (80)	26.4 hectares	
566	Transport	Active Travel	Ock Street (SATN)	Provide widened footways and associated public realm improvements on Ock Street to the junction with Stratton Way.	In Scope	Partial Information	Strategic innovation and enhancements, Enabling new development	Investigation	Local Authority Scale - Vale of White Horse	Partially funded	Progress to Prioritisation		Oxfordshire County Council, Developers	Active Travel England, Local Authorities, Walk Wheel Cycle Trust (Formerly known as Sustrans)			3,780	Dalton Barracks, North Abingdon sites	7.4 hectares	
567	Transport	Active Travel	Milton Park to Abingdon, west of Sutton Courtenay (SATN)	Direct walking and cycling route connecting Milton Park with Abingdon. Discussions with land owner in progress.	In Scope	Partial Information	Strategic innovation and enhancements, Enabling new development	Investigation	Local Authority Scale - Vale of White Horse	Partially funded	Progress to Prioritisation		Oxfordshire County Council, Developers	Active Travel England, Local Authorities, Walk Wheel Cycle Trust (Formerly known as Sustrans)			8,834	North West Valley Park, Valley Park, Dalton Barracks, North Abingdon sites	26.4 hectares	
568	Transport	Active Travel	Henley-on-Thames to Caversham in Reading (SATN)	Walking, wheeling and cycling connection between Henley-on-Thames and Reading	In Scope	Partial Information	Strategic innovation and enhancements, Enabling new development	Investigation	Local Authority Scale - South Oxfordshire and Reading BC	TBC	Progress to Prioritisation		Oxfordshire County Council, Developers	Active Travel England, Local Authorities, Walk Wheel Cycle Trust (Formerly known as Sustrans)			71	Land West of Fairmile		
569	Transport	Active Travel	Harwell Campus to Didcot, via Hagbourne Hill (SATN)	Improvements to cycling infrastructure between A4185 to Hagbourne Hill	In Scope	Partial Information	Strategic innovation and enhancements, Enabling new development	Investigation	Local Authority Scale - Vale of White Horse and Oxford City	TBC	Progress to Prioritisation		Oxfordshire County Council, Developers	Active Travel England, Local Authorities, Walk Wheel Cycle Trust (Formerly known as Sustrans)			8,864	North West Valley Park, Valley Park, Ladygrove East, Didcot North East	93 hectares	
570	Transport	Active Travel	Harwell Campus to Didcot via Milton Heights and Milton Park (SATN)	Creation of 2 A road crossings (A417 and A4130), Milton Heights bridge over the A34, rights of way network surface upgrades on the Old Hungerford Road. Part developer funded.	In Scope	Partial Information	Strategic innovation and enhancements, Enabling new development	Investigation	Local Authority Scale - Vale of White Horse and Oxford City	Partially funded	Progress to Prioritisation		Oxfordshire County Council, Developers	Active Travel England, Local Authorities, Walk Wheel Cycle Trust (Formerly known as Sustrans)			5,054	North West Valley Park, Valley Park	93 hectares	
571	Transport	Active Travel	Grove to Milton Park and Didcot, via Stevenston (Clidder Track extension) (SATN)	Williams F1 to Milton Park via Stevenston south of the railway line. Part developer funded.	In Scope	Partial Information	Strategic innovation and enhancements, Enabling new development	Investigation	Local Authority Scale - Vale of White Horse	Partially funded	Progress to Prioritisation		Oxfordshire County Council, Developers	Active Travel England, Local Authorities, Walk Wheel Cycle Trust (Formerly known as Sustrans)			10,597	Crab Hill, North West Grove, Grove Airfield, Monks Farm, North West Valley Park, Valley Park	5.4 hectares	
572	Transport	Active Travel	Faringdon to Swindon via Shrivenham and Watchfield (SATN)	Following Wilts and Berks Canal Towpath proposed route for restoration from Swindon to Shrivenham.	In Scope	Partial Information	Strategic innovation and enhancements, Enabling new development	Investigation	Local Authority Scale - Vale of White Horse and Swindon BC	TBC	Progress to Prioritisation		Oxfordshire County Council, Developers	Active Travel England, Local Authorities, Walk Wheel Cycle Trust (Formerly known as Sustrans)			200	South of Faringdon	3 hectares	
573	Transport	Active Travel	Didcot to Wallingford, via Hithercroft (SATN)	Possible quiet lanes approach to existing country roads for walking, wheeling and cycling.	In Scope	Partial Information	Strategic innovation and enhancements, Enabling new development	Investigation	Local Authority Scale - South Oxfordshire	TBC	Progress to Prioritisation		Oxfordshire County Council, Developers	Active Travel England, Local Authorities, Walk Wheel Cycle Trust (Formerly known as Sustrans)			3,335	Land West of Wallingford, Ladygrove East, Didcot North East	29 hectares	
574	Water	Wastewater Treatment	Didcot Sewage Treatment Works	Upgrades to Didcot STW within the current Thames Water Asset Management Plan (AMP) period - 2025-30	In Scope	Partial Information	Mitigating impacts of new development	Committed	Local Authority Scale - South Oxfordshire & Vale of White Horse	To be confirmed	Progress to Prioritisation						8972	Didcot Gateway (200); North West Valley Park (800); Vauxhall Barracks (300); Ladygrove East (750); Didcot Northeast Park (4,254)		
575	Energy and Utilities	Energy Infrastructure	Didcot Power Station Heat Network	Heat Network for data centre development on former Didcot A Power Station site. Data centres on site are likely to be built in the short term (within 5 years), Heat Network will take 10-20 years to develop.	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - South Oxfordshire & Vale of White Horse	To be confirmed	Progress to Prioritisation									
576	Water	Wastewater Treatment	Culham Sewage Treatment Works	Upgrades to Culham STW within the current Thames Water Asset Management Plan (AMP) period - 2025-30	In Scope	Partial Information	Mitigating impacts of new development	Committed	Local Authority Scale - South Oxfordshire	To be confirmed	Progress to Prioritisation						5200	Land at Berinsfield Garden Village (1,700), Land adjacent to Culham Campus (3,500)		
577	Energy and Utilities	Energy Infrastructure	Culham Campus Heat Network	Heat Network for data centre development on Culham Campus. Data centres on site are likely to be built in the short term (within 5 years), Heat Network will take 10-20 years to develop.	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - South Oxfordshire & Vale of White Horse	To be confirmed	Progress to Prioritisation						3500	Culham Campus (3,500)		
578	Transport	Active Travel	Botley to Eynsham cycle route (SATN)	Off carriageway cycle improvements to the B4044, including improvements to crossing of Swinford Toll Bridge (currently in preliminary design, supported by Bike Safe)	In Scope	Partial Information	Strategic innovation and enhancements, Enabling new development	Investigation	Local Authority Scale - Vale of White Horse and West Oxfordshire	Partially funded	Progress to Prioritisation		Oxfordshire County Council, Developers	Active Travel England, Local Authorities, Walk Wheel Cycle Trust (Formerly known as Sustrans)			2,200	Salt Cross	40 hectares	
579	Water	Wastewater Treatment	Abingdon-on-Thames Sewage Treatment Works	Upgrades to Abingdon-on-Thames STW within the current Thames Water Asset Management Plan (AMP) period - 2025-30	In Scope	Partial Information	Mitigating impacts of new development	Committed	Local Authority Scale - Vale of White Horse	To be confirmed	Progress to Prioritisation						3205	North of Abingdon on Thames (1,030); North-West of Abingdon-on-Thames (200); Land at Dalton Barracks (1,200-2,750)		
580	Transport	Active Travel	Abingdon to Shippon via A34 pedestrian bridge (SATN)	Upgrade to public footpath and existing footbridge over the A34 for walking, wheeling and cycling. Part developer funded.	In Scope	Partial Information	Strategic innovation and enhancements, Enabling new development	Investigation	Local Authority Scale - Vale of White Horse	TBC	Progress to Prioritisation		Oxfordshire County Council, Developers	Active Travel England, Local Authorities, Walk Wheel Cycle Trust (Formerly known as Sustrans)			3,780	Dalton Barracks, North Abingdon sites	7.4 hectares	
581	Transport	Active Travel	Abingdon to Oxford via Radley and Kennington (SATN)	Improvements to existing route that is currently inconsistent in quality of infrastructure provision. Part developer funded.	In Scope	Partial Information	Strategic innovation and enhancements, Enabling new development	Investigation	Local Authority Scale - Vale of White Horse and Oxford City	Partially funded	Progress to Prioritisation		Oxfordshire County Council, Developers	Active Travel England, Local Authorities, Walk Wheel Cycle Trust (Formerly known as Sustrans)			3,780	Dalton Barracks, North Abingdon sites	7.4 hectares	
582	Transport	Active Travel	Abingdon to Culham, with Thames Crossing (SATN)	Walking, wheeling, cycling route from Culham allocation to Abingdon via a new bridge over the River Thames. Part developer funded.	In Scope	Partial Information	Strategic innovation and enhancements, Enabling new development	Investigation	Local Authority Scale - Vale of White Horse and South Oxfordshire	Partially funded	Progress to Prioritisation		Oxfordshire County Council, Developers	Active Travel England, Local Authorities, Walk Wheel Cycle Trust (Formerly known as Sustrans)			12,364	Culham Campus, North West Valley Park, Valley Park, Ladygrove East, Didcot North East, North Abingdon sites	2.3 hectares	
583	Transport	Active Travel	Abingdon to Berinsfield via A415 (SATN)	Provide segregated cycle tracks in both directions along Ock Street, between Stratton Way and Drayton Rd, along with complementary walking improvements. Feasibility and preliminary design work for this scheme has been funded through the DfT's Active Travel Fund Tranche 3. Consideration should be given to provision	In Scope	Partial Information	Strategic innovation and enhancements, Enabling new development	Investigation	Local Authority Scale - Vale of White Horse and South Oxfordshire	Partially funded	Progress to Prioritisation		Oxfordshire County Council, Developers	Active Travel England, Local Authorities, Walk Wheel Cycle Trust (Formerly known as Sustrans)			6,230	North Abingdon sites, Culham Campus, Berinsfield	7.3 hectares	
584	Water	Wastewater Treatment	Carterton Sewage Treatment Works		In Scope	Partial Information	Mitigating impacts of new development		Local Authority Scale - West Oxfordshire	To be confirmed	Progress to Prioritisation									
585	Water	Wastewater Treatment	Church Hanborough Sewage Treatment Works		In Scope	Partial Information	Mitigating impacts of new development		Local Authority Scale - West Oxfordshire	To be confirmed	Progress to Prioritisation						4000		10000	
586	Transport	Highways	A4095 SLR Howes Lane	Realignment of the A4095 along Howes Lane and part of Lord's Lane in Bicester to enable a redesign that caters for the growth, continues the strategic peripheral road provision, but also provides quality active travel and bus connectivity.	In Scope	Partial Information	Enabling new development	Pending	Local Authority Scale - Cherwell	No funding	Progress to Prioritisation		Hallam Land developers / OCC				7100	North West Bicester. Unlocks the remaining number from the 7,100 homes at North West Bicester; critical part of the	3,000 jobs on North West Bicester	
587	Water	Wastewater Treatment	Bicester Sewage Treatment Works		In Scope	Partial Information	Mitigating impacts of new development		Local Authority Scale - Cherwell		Progress to Prioritisation						7500		5000	
588	Water	Wastewater Treatment	Heyford Park Sewage Treatment Works		In Scope	Partial Information	Mitigating impacts of new development				Progress to Prioritisation		County Water							

About AECOM

AECOM is the world's trusted infrastructure consulting firm, delivering professional services throughout the project lifecycle — from planning, design and engineering to program and construction management. On projects spanning transportation, buildings, water, new energy and the environment, our public- and private-sector clients trust us to solve their most complex challenges. Our teams are driven by a common purpose to deliver a better world through our unrivaled technical expertise and innovation, a culture of equity, diversity and inclusion, and a commitment to environmental, social and governance priorities. AECOM is a *Fortune 500* firm and its Professional Services business had revenue of \$13.2 billion in fiscal year 2020. See how we are delivering sustainable legacies for generations to come at aecom.com and [@AECOM](https://twitter.com/AECOM).