

Infrastructure Delivery Plan June 2025

Cherwell Local Plan Review 2042
Proposed Submission

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1.0 Introduction

Purpose of this report

1.1 This document sets out the range of infrastructure that the Council expect to be provided alongside the proposed residential, employment and mixed use sites which are detailed in the Proposed Submission Cherwell Local Plan Review (2042).

1.2 The preparation of the IDP has involved the collation of latest available information from infrastructure providers, infrastructure business plans and the latest evidence base available for Cherwell. The IDP will be subject to further updates if further information is provided.

1.3 This document provides the baseline context for infrastructure in Cherwell. It defines the key infrastructure planning issues and opportunities arising from the proposed Submission Local Plan site allocations, sites with planning permission and extant allocations.

1.4 It is made up of two main elements, this report and the infrastructure schedule (Appendix B). Together, they set out the required infrastructure to deliver and support the development in the proposed Submission Cherwell Local Plan Review (2042).

National Policy

1.5 The National Planning Policy Framework (NPPF) sets out the government's planning policies and how these are expected to be applied. Section 2 describes (paragraph 9) what this means in terms of plan making, advising that all plans should "promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects"

1.6 At paragraph 20 the NPPF makes it clear that local planning authorities should include strategic policies which make sufficient provision for:

- a) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat).
- b) community facilities (such as health, education and cultural infrastructure).
- c) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation".

1.7 Paragraphs 16 and 25 of the NPPF clearly highlight the importance of early and appropriate engagement with infrastructure providers in the development of a local plan. Paragraph 26

recognises the importance of joint working in relation to determining “where additional infrastructure is necessary”.

Scope of this assessment

1.8 In order to logically structure this IDP, specific infrastructure categories have been defined. These are informed by the provisions of the NPPF and NPPG in relation to the types of infrastructure which need to be planned. The full categories of infrastructure covered within this IDP, and the specific types of infrastructure covered within these, are set out below:

- Transport including Sustainable Transport
 - walking
 - cycling
 - buses
 - rail including passenger and freight
 - local and strategic highways
 - road freight
 - air travel including helicopter, including passenger travel and air freight.
- Education, including
 - early years and childcare (e.g. pre school)
 - primary education
 - secondary education
 - further education (including sixth forms);
 - special education needs and disabilities (SEND).
- Green infrastructure, open space, sports and leisure
 - key green infrastructure elements on development sites,
 - open spaces and
 - indoor and outdoor sports including leisure provision
- Health and wellbeing
 - GP surgeries
 - Acute care
 - dentists
 - social care
 - mental health provision
 - community care
 - homelessness.
- Utilities
 - electricity,
 - gas,
 - water supply

- Wastewater Treatment Works
- Telecommunications (phone lines, mobile, broadband etc)
- Waste management
 - waste collection and disposal of household municipal waste. (non recyclable, recyclable & green waste)
 - recycling
- Flooding and Drainage
 - flood defence
 - surface water drainage infrastructure.
- Community and culture
 - community centres
 - Dual use facilities
 - libraries
 - Youth centres
 - Burial Provision
- Emergency Services
 - Ambulance Services
 - Fire Services
 - Police.

Methodology

1.9 In 2022 an IDP report was prepared to support the Council's Regulation 18 Cherwell Local Plan consultation. This was informed by workshops and direct communications with infrastructure providers and facilitators. Following the completion of that IDP report on the 28th November 2022, the Council undertook a public consultation on the Regulation 18 Local Plan between the 22nd September 2023 and the 3rd November 2023. All responses from infrastructure providers and facilitators were reviewed.

1.11 During 2024 all of the infrastructure providers and facilitators were contacted via email to arrange remote meetings and to request the provision of up to date information in relation to their infrastructure strategies and plans. These discussions and emails were used to inform the identified infrastructure requirements arising from allocated and proposed development sites, their priority, phasing, costs, agreed funding, delivery partners and delivery status.

1.12 Details of the stakeholders who were engaged with to inform this report are set out in Appendix B. In addition, evidence reports commissioned by the Council as part of the Regulation 19 Local Plan work were also reviewed to inform this IDP report.

1.13 It should be noted that some organisations did not respond to invitations to meet and to provide relevant information. Others are still undertaking internal work developing their strategies and business plans, some of which are subject to external approval by the relevant regulators. The information that is available within this IDP and within the Infrastructure Schedule at Appendix B is therefore the best available information at the time of writing this report.

Prioritising infrastructure

1.17 The definitions used to define priority categories for infrastructure are set out below.

Essential Infrastructure is required to make development happen in a timely and sustainable manner. Such infrastructure is therefore needed to ensure that impacts of development are mitigated, and that new development comes forward with necessary supporting facilities. Not investing in this infrastructure may well result in delays to development coming forward. Examples of essential infrastructure associated with developments are roads, public transport improvements, schools, and foul water upgrades.

Desirable for placemaking is infrastructure which is important to help create a place which serves the needs of the population in general, but the need for which is not specifically related to an individual development site coming forward.

Infrastructure funding statement

1.18 An infrastructure funding statement was prepared for the period 1 April 2023-31 March 2024, taking account of information relating to developer contributions agreed during this time, from Cherwell District Council (CDC) and Oxfordshire County Council (OCC). This information set out that CDC and OCC secured:

- Total contributions worth £47,823,328.26.
- 618 affordable homes
- Infrastructure including a community hub, allotments, community woodland, play areas, tennis courts, ecology land and biodiversity enhancements, transport and education.

Supporting the Proposed Submission Cherwell Local Plan Review 2042

1.19 This IDP sets out the existing infrastructure baseline in Cherwell District and the proposed infrastructure which is currently planned to support the development needs of the Cherwell Local Plan period (2020 – 2042) and, where necessary, beyond.

1.20 It is important to note that planning for infrastructure is dynamic – the context changes constantly due to new evidence, political priorities, changes to legislation, changes to policy and guidance, changes to available funding streams and available and advancement of technologies. As

such this Infrastructure Delivery Report including the Appendix B Infrastructure Schedule must be regarded as a 'live document' and a 'snapshot' in time, and it should be acknowledged the infrastructure picture will continue to evolve after its publication.

2.0 Infrastructure baseline and planning matters arising from the Local Plan.

2.1 This chapter describes the current infrastructure provision within Cherwell and the infrastructure planning issues and opportunities arising from the saved and proposed local plan allocations. It covers the following topics:

- Transport;
- Education;
- Green infrastructure, open space and sports;
- Health and Wellbeing;
- Utilities;
- Waste management;
- Flooding and drainage;
- Community;
- Burial Space; and,
- Emergency services.

2.2 The detailed infrastructure schemes required are set out in the infrastructure schedule in Appendix B.

Transport

Air travel

2.3 Oxford Airport (formerly known as Kidlington Airport is located in Kidlington. It is privately owned and specialises in range of aviation services including, private, cargo and commercial flights, aircraft training for pilots, tourism related flights, helicopter flights including a helicopter shuttle service to London in 22 minutes and it has a range of aircraft storage and other storage facilities together with a range of office spaces which it leases out. The airport brings accessibility and multiple economic opportunities into the district and the surrounding areas, including through the presence of CAE Oxford which is one of the largest air training schools in Europe.

2.4 In May 2021, Oxford Airport announced plans to embark on a Major Development Programme which included a new hangar complex which was completed Autumn 2021, seven new helipads, a new fire station which was completed January 2022, and fuel farm. The airport has announced it is committed to investing in infrastructure to accommodate more business, and allow established companies, such as Airbus Helicopters, Volare Aviation and Jet Maintenance International (JMI) to expand. The airport is also investing significantly in a new Research and Development Science Park

known as AerOx Park at the entrance to the airport which will provide 200,000+ sq ft of modern units in a range of sizes due to be available in late 2025 / early 2026.

The rail network

2.5 The Department of Transport provides strategic direction and funding to the railways and it manages rail franchises and funding. The government is establishing Great British Railways (GBR) which will bring passenger services back into public management as franchise contracts expire. The government has also set a target for rail freight to grow by at least 75% by 2050.

2.6 The current Oxfordshire Rail Strategy is set out within Volume 3, Annex A of the Oxfordshire Local Transport Plan 2015-2031. Oxfordshire County Council is currently reviewing this and are due to publish an update rail strategy for a formal consultation in late 2025.

2.7 The existing rail network is primarily radial from London. Cherwell also has good rail connectivity to London and the south coast, and to Birmingham, Manchester and the North East. The rail passenger services are provided by private sector operators, under franchises awarded and overseen by the Department for Transport.

2.8 Services on Chiltern Railways and CrossCountry currently run from the existing railway stations located at Banbury, Bicester North, Bicester Village, Islip and Oxford Parkway on lines. One of the lines operated by Chiltern Railways runs from London Marylebone through Bicester North and Banbury through stations at Leamington Spa and Warwick with trains running to either Birmingham New Street or to Birmingham Moor Street and some of these rail services provide direct train services to the north east including to York and Newcastle Upon Tyne. The other line runs from London Marylebone through Bicester Village and Islip to Oxford. The CrossCountry service runs from Reading via Oxford through Banbury to Manchester and Nottingham. Services on Great Western Railway run from Banbury through Heyford, Tackley and Oxford and on to London Paddington. Great Western Railways (GWR) run services between the smaller stations on the line and Oxford-Banbury.

2.9 Oxfordshire County Council is due to publish their new Rail Strategy in late 2025 and this work will cover rail development including East West Rail, new rail stations, de-carbonisation, climate resilience and will seek to increase the use of rail travel. It is recognised that rail is used for both passenger use and transportation of freight. Safeguarding directions for East West Rail were sent from the department of transport to Cherwell District Council in November 2024.

2.10 The existing Oxfordshire Rail Strategy is included within Volume 3 of the Oxfordshire Local Transport and Connectivity Plan and it covers the period from 2015 to 2031. This strategy sought to develop local transport policy including better integration and other travel modes including sustainable travel modes. It also sought to identify and seek service and infrastructure

improvements and to support growth initiatives by integrating rail investment with decisions on land use, housing and economic development.

2.11 The existing Oxfordshire Rail Corridor Study (ORCS) (2021) examined publicly confirmed planned growth in jobs and housing across the county, along with trends in rail usage, to project the likely impact on the county's rail system up to 2033. Overall, a 70% increase in the number of services is recommended alongside amendments to existing calling patterns and service coverage, including the East West Rail improvements. ORCS provides an integrated strategy for aligning the major rail programmes that are seeking to introduce new services into Oxford.

2.12 The Oxfordshire Connect programme is upgrading Oxford Railway Station, expanding the railway infrastructure in the area and improving the local road network. This programme will include an expanded, improved Oxford station, additional rail capacity, and an improved, safer road layout.

2.13 The Oxfordshire Connect programme also includes the East West Rail scheme which will re-establish a rail link between Cambridge and Oxford. Phase 1, completed in December 2016, upgraded the rail connection between Oxford and Bicester Village station. Phase 2 is upgrading and reinstating use of the sections of line linking Bicester to Bletchley and Milton Keynes. It includes upgrades to Bicester Village station to accommodate more trains and customers. Much of the work is already complete, including reinstatement and dualling of the line, and upgrades to associated highway infrastructure including road bridge replacements of the Charbridge Lane and Station Road level crossings. Passenger services on this Phase (CS1: Bicester Village – Bletchley and Milton Keynes) are expected to start from the end of 2025.

2.14 Great Western Railway (GWR) are looking for opportunities to enhance the local passenger rail network around the Cherwell area to support new rolling stock that relies on an electrified network. This would facilitate increased capacity for additional passenger services.

2.15 While in the longer term, new zero emission trains might increase capacity, GWR advises that a shorter-term improvement to capacity would be enabled by level crossing closures north of Oxford at Yarnton and Sandy Lane. Closure of these level crossings would achieve improvements in the service timetable within a 3-5 year timescale (post-closure) through increases in line speeds.

2.16 Rail freight is a growing and an evolving business and a lot of businesses are making the switch from road (and air) to rail to keep their supply chains moving forward. Rail freight is hugely important to the wider reform of the railways and it reduces carbon emissions by over 76% compared to the using lorries, it improves air quality and it delivers economic and health benefits.

2.17 Rail lines through Cherwell are vital for north-south movement of freight. The Oxfordshire Rail Corridor Study (ORCS) has identified a need for capacity to support a 50% increase in freight movements.

2.18 Oxfordshire County Council's Freight and Logistics Strategy (2022-2050) published in July 2022 identifies the need for more rail freight interchanges (RFIs) to encourage the mode shift of freight to rail in order to unlock additional capacity on the highway network. The future Oxfordshire rail strategy is likely to have a strong emphasis on taking lorries off the County's highways and increasing the tonnage and types of freight conveyed.

2.19 Oxfordshire Rail freight Limited is proposing a Strategic Rail Freight Interchange (SRFI) on land within Cherwell District, located east of the former Upper Heyford Air Base which is to the south of the existing Chiltern railway line, and southwest of Junction 10 of the M40 motorway. The proposals require an application for a Development Consent Order (DCO), and they are currently at Pre-Application Stage.

2.20 The proposed NSIP Strategic Rail Freight Interchange (SRFI) development consists of the construction of a rail freight terminal served via new connections to the Chiltern Railway Line, and highway infrastructure required to access the site and accommodate highway impact including a bypass to Ardley, a relief road to Middleton Stoney and improvements to Junction 10 of the M40.

2.21 Great Western Railway are also currently developing plans for upgrades at Heyford station and on the corresponding Oxford-Banbury line to support residential development in Heyford. This would improve accessibility as well as capacity at Heyford station, facilitating a potentially large increase in use from development.

2.22 There are three rail depots at Banbury, Sutton Courtenay and Kidlington. Planning permission has been granted for a further rail depot at Shipton-on-Cherwell. There is also a depot at Hinksey Sidings, Oxford, so far used solely by the rail industry to bring in rail ballast for use on the rail network.

The bus network

2.23 Oxfordshire County Council (OCC) is the local transport authority covering Cherwell. Its strategy with regards to the bus network is set out within its Local Transport and Connectivity Plan (LTCP) 2022-2050. It seeks to boost public transport usage and includes a commitment to give buses greater priority in Oxford, making journey times into the city faster and more reliable.

2.24 In Cherwell, the bus network is deregulated, meaning commercial operators decide in the first instance which routes to operate.

2.25 The former UK Government published the National Bus Strategy 'Bus Back Better' in March 2021 which included the 2024 Bus Improvement Plans. This made it clear that better bus services were seen as a key part of the Government's 'levelling up' agenda by improving public transport outside London. Amongst other things the strategy asked local transport authorities to commit to setting up 'Enhanced Partnerships'. In January 2023, OCC and local bus operators entered into a formal Enhanced Partnership (EP). This is a legal mechanism to allow OCC and operators to agree jointly on the network, including cross-subsidisation, as a result of Oxfordshire County Council's Bus Service Improvement Plan (BSIP).

2.26 Oxfordshire County Councils latest Bus Service Improvement Plan was approved in June 2024. The Bus Service Improvement Plan covers the county of Oxfordshire (which includes Cherwell, Oxford City, the Vale of White Horse, South Oxfordshire and West Oxfordshire) and all bus services operating within it, including cross-boundary services.

2.27 OCC's role is to commission bus services to fill any gaps in provision not provided by the commercial market. Bus services in Cherwell are provided both commercially and with financial support from the councils and through the use of developer contributions via the use of Section 106 legal agreements.

2.28 The main bus operator in Cherwell is Stagecoach which provides bus services in Banbury, Bicester and Kidlington. Go-Ahead (Oxford Bus Company, Thames Travel and Carousel Buses) provides some routes in and around Oxford which connect into Cherwell. Stagecoach has a depot in Banbury. There are also several smaller operators and community transport providers in some of the local areas.

2.29 There is a network of bus routes enabling inter-urban journeys. New bus routes have been introduced at peak times between Banbury and Oxford using Bus Service Improvement Plan funding and this also includes new bus routes between Banbury and Bicester. Banbury also has a well-developed local bus network, operating up to four buses per hour on key routes during Monday to Friday. Local routes offer connections to more frequent services to increase the commercial viability of both routes in addition to serving their own defined area. Most local routes are at least partially subsidised by financial support or are provided by the community transport sector.

2.30 The BSIP identifies that central to driving growth in the bus sector, is Oxfordshire County Councils long-standing approach to using section 106 (developer) funding to enable new bus routes

and services and also to create extensions to existing services and to increase the frequency of bus services.

2.31 The bus network around Bicester is smaller and the current bus services are less frequent. However, Bicester does benefit from having its own railway station in the town centre, along with the Bicester North railway station and benefits from its close proximity to settlements outside the district. There are regular shuttle buses from Bicester Town Centre and Bicester Railway Station to Bicester Village. The inter-urban bus route between Oxford and Bicester is classed as a premium bus route, which means a frequency of 4 buses per hour during weekday daytimes, with at least an hourly evening and the provision of a Sunday service. Oxfordshire County Council has also supported new and improved bus service connections between Bicester and Aylesbury.

Park and Ride Provision

2.32 There are two park and ride locations accessible from Cherwell, though neither are located within the District.

- Pear Tree Park and Ride is located within the Oxford City Boundary; however, it is located approximately 2km south of Kidlington and provides benefit to Cherwell through direct and frequent bus services into Oxford city centre. The Park and Ride is located adjacent to the A34 / A44 Peartree Roundabout and provides long-stay parking for approximately 1,035 vehicles.
- Oxford Parkway Park and Ride is located on the southern outskirts of Kidlington, bordered by the A34. It functions as a key transport hub, with long-stay parking for 758 vehicles. It provides access to frequent bus services into Oxford, direct access to the main Oxford hospitals, and well as rail services linking to Oxford, Bicester Village and London.

2.33 There are also a series of cross-border routes which take passengers between Bicester and Brackley and between Banbury and Brackley, Daventry, Leamington Spa and Stratford. OCC works proactively with neighbouring authorities and a number of routes have been improved in recent years, both commercially and as a result of the Bus Service Improvement Plan focus on these routes, including a substantially improved route to Brackley (West Northamptonshire) from Bicester.

2.34 Oxfordshire is a predominantly rural county, and this creates challenges in delivering commercially viable and attractive bus services to all settlements where there is currently less demand. It also means that many residents have to undertake longer journeys which involve interchanges.

2.35 The 2024 BSIP summarises the progress made since October 2021 on each of the funded Oxfordshire BSIP schemes and sets out the delivery programme to the end of financial year 2024/25. For Cherwell, the main improvements are:

- Banbury Bus Station: Reviewing the need for Banbury bus station and rejuvenating and/or relocating it, including adding capacity and better linkage with the town centre. The existing bus station site or a new site at George Street are both being explored.
- Cherwell Street, Banbury: Measures to improve bus journey times from the current George Street / Cherwell Street Junction, into the town centre, to the Cherwell Street / Bridge Street junction.
- A4260 Kidlington Roundabout signalisation and bus priority approach: Primarily aims to provide priority and increased capacity for bus, reducing bus journey times along the A4260 and A4165 corridors including a new dedicated bus lane on Bicester Road (southbound), signalised crossing facilities, reduced speed limits, and improved cycle and pedestrian facilities. This work was completed in July 2024.
- A34/A44 Peartree Interchange: This scheme is part of the £28m North Oxford Corridor (NOC) project to allow easy access to Oxford City Centre to support the ongoing housing and employment developments and expected economic growth. Includes new dedicated southbound bus lanes and improvements to the Pear Tree Park & Ride junction. Works were substantially completed in September 2023.
- Tramway Road improvements – access to Banbury train station: to improve access to Banbury railway station for pedestrians, cyclists, buses, and taxis by linking the existing Tramway Road with Station Approach Road and the Banbury railway station forecourt to create an alternative route. This link will also improve bus journey time reliability from the south of Banbury into the town centre. Construction began 4 November 2024 and is expected to complete in Autumn 2025.
- County-wide traffic signal upgrades: including bus priority measures.
- County-wide real time information: including new electronic displays providing comprehensive information including disruption information, ticketing offers etc.

2.36 In order to help deliver the BSIP, the Enhanced Quality Partnership for Oxfordshire ensures that there is partnership between Local Authorities and operators. This is a statutory partnership between the bus operators and OCC that sets out how they will identify and deliver improvements to bus services. Given this is a statutory agreement, this arrangement will provide more control to OCC over the management of the bus network in the OCC area, compared to the previous situation.

The road network

2.37 The National Highways manage, develop and maintain the strategic road network. The M40 and A34 are managed by National Highways.

2.38 Oxfordshire County Council is the Local Highways Authority and they are responsible for all of the local public roads within Oxfordshire. Their LTCP makes significant commitments to improving

road safety across the County, along with fuelling decarbonisation, greater use of public transport, supporting new development, local connectivity and a reduction in car trips across Oxfordshire.

2.39 The M40 Corridor runs through Cherwell and is the main north-south highway corridor in Cherwell and connects London and the south east with the West Midlands to the north. Junctions 9, 10 and 11 of the M40 are within Cherwell. These are to the west of Bicester and connect users with the A34 towards Kidlington (and Oxford) at junction 9 and the A43 towards Northampton (junction 10). Junction 11 is located to the east of Banbury and provides connections to Brackley on the A422 which then leads to the A43 providing connections to Silverstone and Towcester and the M1 Motorway.

2.40 The network of smaller inter-urban roads in Cherwell are particularly important for connecting the other large and smaller rural settlements within the district.

2.41 As is commonplace across the road network, the highway network is under a greater demand during the peak periods (6am to 09:30am and 15.30pm to 19:00pm) than at other times and new development has the potential to exacerbate existing issues. In particular there is notable journey time delays and congestion at peak periods along the A34 between the junction with the A423 and the point at which the A34 meets the M40, as well as along the M40 between junctions 9 and 10.

2.42 Improvements to the strategic road network have now largely been completed as part of the North Oxfordshire Corridor Improvement Scheme within Cherwell:

- Improvements to signals, bus gates and crossing facilities at A44 Loop Farm Roundabout to Cassington Road
- Improvements to signals and additional traffic lanes at the A34/A44 Peartree interchange

2.43 Additionally, improvements as part of the Bicester Garden Town infrastructure programme have now been completed including an upgrade to the Ploughley Road / A41 Junction improvements which was done through amendments to the traffic management including new dedicated turning lanes and traffic signals.

2.44 The following major highway improvement schemes needed to support growth in the adopted Cherwell Local Plan (2011-2031) have been completed:

- NW Bicester – improvements completed to Howes Lane/Bucknell Road junction (A4095) to support the first phase of growth. The realignment of the A4095 is at the preliminary design stage;
- North Bicester – improvements to Banbury Road roundabout (junction of A4095 and B4100);
- M40 J11 fully signalised to provide improved access to Banbury along A422 Hennef Way.

2.45 Future improvements that are underway or confirmed are as follows:

- M40 Junction 10 Padbury roundabout improvements at former RAF Upper Heyford to upgrade slip roads and increase capacity. Construction began during August 2024 and is scheduled to finish in Spring 2025. The project is being funded by Housing and Growth Deal funding and National Highways will deliver the work on behalf of OCC.

Walking and cycling

2.46 The two routes on the National Cycle Network that run through Cherwell are NCR51 and NCR5. NCR51 runs through the southern part of the district and connects Oxford to Kidlington, Kidlington to Bicester and on to Milton Keynes. NCN5 runs north-south through the district and runs close to the southern edge of Banbury, from here it travels south and connects with Woodstock and Yarnton, just west of Kidlington and immediately adjacent to the extant allocations. It continues further south to Oxford.

2.47 In Oxfordshire, the OCC Active Travel Strategy 2022, which supports the Local Transport and Connectivity Plan has set a target of increasing the number of cycle trips per week from 600,000 to 1 million in 2031 within Oxfordshire.

2.48 Bicester, a town with a Local Cycling and Walking Infrastructure Plan (LCWIP), has an Active Travel Strategy target is to increase the current weekly figure of 20,000 cycle trips to 60,000 by 2031. The strategy identifies a target for the rest of Cherwell (excluding Bicester) to increase cycle trips from 55,000 to 100,000 per week by 2031. In their Active Travel Strategy, Oxfordshire County Council (OCC) identifies a key action to deliver these cycling targets is to develop LCWIPs for every major settlement in Oxfordshire.

2.49 The Oxfordshire Active Travel Strategy (2022) recognises the concept of the '20-minute town (or neighbourhood)' where all essential facilities are either a 20-minute walk or cycle from home. It has committed Oxfordshire County Council to identifying 'Quality Pedestrian Corridors' where footways are designed to be smooth, obstacle free and continuous paths for pedestrians.

2.50 Bicester's Local Cycling and Walking Infrastructure Plan (LCWIP) was approved in 2020. It is a living document and will evolve as Bicester is developed and future funding opportunities arise. It identifies key routes for improvement within the town and commits to develop schemes for all identified routes, underpinned by a number of policies to guide the future programme and plans.

2.51 An LCWIP for Kidlington was approved in 2022. The document confirms there is already a high level of cycling commuting in Kidlington (a 10-14% cycling to work mode share, compared to a 2% national average). The walking and cycling proposals in the Kidlington LCWIP will extend safe active

travel opportunities to rural areas by linking Kidlington to the villages of Hampton Poyle, Islip, Yarnton, Begbroke, Thrupp and Shipton-on-Cherwell.

2.52 An LCWIP for Banbury was prepared in July 2023. It provides a ten-year plan encompassing the urban area of Banbury and its links to the surrounding villages of Adderbury, Bloxham, Broughton, Great Bourton, Little Bourton, North Newington, Middleton Cheney and Wroxton.

2.53 Each of the settlement LCWIPs identifies a primary cycle network and the key routes and destinations where improvements for cycling are needed, including segregated cycle routes, traffic free route, speed reductions to 20mph, and improved junctions and crossings.

Key delivery organisations

- The Department of Transport
- London Oxford Airport
- Civil Aviation Authority
- Great British Railways
- Network Rail
- Oxfordshire County Council (OCC) – Local Transport Authority / Local Highway Authority
- Chiltern Railways
- CrossCountry
- Great Western Railway
- Stagecoach buses
- Go-Ahead (Oxford Bus Company, Thames Travel and Carousel Buses)
- Community travel providers
- National Highways
- Sustrans

2.54 Developers are also key delivery partners for all types of transport infrastructure and for some transport services, where contributions or direct provision of such infrastructure is justified and meets the required CIL Regulation 122(2) required legal tests. Developers can deliver solutions on and off site and these are delivered through the use of planning conditions and Section 106 and Section 278 legal agreements.

Funding of transport infrastructure

2.55 Funding for aviation improvements at Oxford Airport are raised by the airport's owners through their business plans. Aviation is generally commercially operable and therefore contributions from non-airport related developments are not typically collected to fund improvements to airport infrastructure (although contributions may be collected for other forms of travel that link to Oxford Airport, such as buses).

2.56 Funding for rail improvements is provided by the UK Government, train operating companies and network rail and is allocated based on the priorities identified in the Oxfordshire Rail Corridor Study and, on an ongoing basis, for the delivery of East-West Rail. Developer contributions can also be an important funding mechanism where justified.

2.57 Funding for buses is provided through a mix of commercial services (run by operators based according to their business model) and contracted/subsidised/ community bus services (supported through a mix of S106 developer contributions and central government funding).

2.58 Funding for highways comes from a range of sources. Strategic highways such as the M40 and A34 are maintained by National Highways and new schemes are funded generally by government grants or loans, whilst developer contributions are also put towards these if justified. Local highways (i.e. those managed by OCC) are funded through the council's maintenance budget (which is predominantly funded by the government) and other OCC budgets, with support from government grants. Developer contributions and funding from Cherwell District Council are also important element of funding for highway improvements.

2.59 Funding for new cycling and walking infrastructure predominantly comes from OCC budgets and S106 developer contributions but is also supported by government grants.

2.60 As set out above, developer contributions are required for transportation improvements in Cherwell where these can be justified in accordance with the relevant tests for planning obligations set out in community infrastructure levy legislation (regulation 122) and are secured through Section 106 and section 278 agreements.

Approach to planning for transport in Cherwell

2.67 Most new development has some impact on the transport network. Improvements to existing transport networks, or provision of new transport projects, may therefore be required in order to mitigate impacts of development. Depending on the circumstances, these may be funded through developer contributions.

2.68 In the case of transport mitigation required, this would be scoped taking account of the CDC Developer Contributions Supplementary Planning Document (February 2018) and The Oxfordshire County Council Guide to Developer Contributions (2021).

2.69 Oxfordshire County Council is responsible for the management and maintenance of the adopted highway network within the District and across the County (excluding National Highway routes). OCC advises that where possible, new development should seek to reduce travel demand through location and sustainable transport projects. The Council's strategy for managing growth and

its impacts on the transport infrastructure of the District is to locate development in sustainable locations, identifying appropriate and deliverable measures to meet transport needs.

2.70 All new development in the District shall be required to offer either financial or 'in-kind' contributions to mitigate the transport impacts of any development. This is to support the delivery of necessary infrastructure and service improvements that could be required to facilitate travel by sustainable modes and enhance the strategic road and rail networks. Direct infrastructure provision, financial or otherwise must be included within a planning obligation.

2.71 The threshold, level, and type of contribution sought by the Council is determined on a case-by-case basis, owing to mitigation requirements being site and development specific. For major schemes, highways agreements are secured (where relevant) at the time planning permission is granted. This is to ensure certainty and transparency of implementation requirements and costs for all parties involved.

2.72 In addition to local transport mitigation, s106 contributions will be required for strategic transport schemes related to cumulative growth using a set formula $((\text{Cost of Scheme} - \text{Held/Committed Funding} - \text{Alternative Funding}) \div \text{Expected Growth})$ to share the cost of schemes proportionally across relevant developments.

Key infrastructure planning matters arising from potential development

2.73 The Proposed Submission Cherwell Local Plan Review sites have been assessed by Oxfordshire County Council and by National Highways through transportation modelling exercises and through a review of the sustainable travel requirements and opportunities. As detailed in the Oxfordshire County Council's Local Transport and Connectivity Plan the policy approach is to prioritise sustainable travel measures such as walking, cycling and public transport over cars. Key requirements related to the Local Plan allocations sites are set out below.

Banbury

2.74 Strategic transport projects in Banbury:

- Proportionate Contributions from all sites may be required towards the emerging package of measures for the Hennef Way corridor, Junction 11 of the M40, Southam Road area.
- Proportionate Contributions from all Banbury sites will be required towards highway capacity improvements and bus services including stops, real time passenger information, bus shelters, etc.

BAN H2: East of Bloxham Road, Banbury (South of Salt Way East- Phase 2) – 600 dwellings

- North-south links should be provided through this site and within the existing allocation at Land South of Salt Way (Banbury 17)(which is contained with the existing adopted Cherwell

Local Plan), towards the spine road and Local Centre, which is to be provided within Banbury 17.

- Bus access should be in a single loop connecting via two access routes into Banbury 17, with a bus connection to Banbury Railway Station, the town centre and externally along the A361. The main access road(s) through this site needs to be designed to be wide enough to accommodate bus access.
- This site would need to contribute toward a bus & rail interchange at Banbury Railway Station.
- To provide walking, wheeling and cycling facilities along the A361 between the Banbury 17 access road and Beargarden Road and to Blessed George Napier Secondary School on Springfield Avenue in line with the LCWIP. Wheeling is an alternative to foot/pedestrian-based mobility and includes wheeled mobilities such as manual self- or assistant-propelled wheelchairs, including wheelchairs with power attachments or all-terrain attachments.
- To contribute towards the gap-funding required to deliver multi-modal improvements at the A361 junctions with Queensway and Springfield Avenue.
- To improve access to the Public Rights of Way to the south of the site.

BAN H3: Calthorpe Street – 170 dwellings

- To be designed to have a strong car-free approach, promoting the use of sustainable travel methods with minimal onsite parking provision.
- To deliver a package of walking, wheeling and cycling accessibility improvement measures between the site and the town centre including improvements on Calthorpe Street and High Street to meet the multiple LCWIP proposals for the area. Ensure the current pedestrian route through the site is maintained.
- To contribute towards public realm, greening and healthy place making improvements to the Market Place and the wider town centre.
- Traffic calming features on Marlborough Road.
- To contributions towards bus accessibility measures in Banbury town centre and to contribute towards improvements to the A4260 corridor.

Banbury BAN M/U1: Banbury Canalside – Mixed Use Development of 700 dwellings and 7 ha of employment

- The residential allocation element of the site should be designed to be car-free and the employment element should have operational parking only (i.e. not for employees and blue badge holders but for servicing, deliveries and emergencies).
- Provision of high quality walking, wheeling and cycling improvements will be required to connect the site to key destinations, including the countryside, including:

- Improvements to the canal towpath throughout the site and a contribution to improvements to the north (between the town centre and the county boundary) and south (between Bankside and the Adderbury business park)
- A foot and cycle bridge from the Banbury Railway Station to Banbury town centre via Bridge Street / Cherwell Street junction
- A foot and cycle bridge from Station Approach to link with the toucan crossing on Bridge Street (east), improvements to the ramp into Bridge Street Gardens and measures through the park / garden.
- Increase the width of active travel measures between Tramway Road and Station Approach to enable a segregated provision.
- Active travel connection over the canal at the southern end of Bankside (LCWIP route 13, section 13b).
- Step-free access between the towpath and Tramway Road.
- Wayfinding provision between the site and key destinations.
- Provision of a bus and taxi link between Tramway Road and Station Approach to improve rail and bus connectivity
- Land required within the site to improve the Cherwell Street and the Bridge Street junction, enabling cycle access and further improvements for buses.
- Signalising Tramway Road / Swan Close Road and Bankside / Hightown Road junctions to enable safe access and improvements for active travel and buses.
- A contribution towards upgrading Banbury train station into a mobility hub.
- A contribution towards public realm improvements in Market Place.

It should be noted that the development of this site will not be able to fund all of the above suggested infrastructure. Alternative funding sources will be necessary to deliver this infrastructure.

Banbury BAN M/U2: Bolton Road – 200 dwellings

- This site should be designed to be car free due to its town centre location.
- Improve pedestrian and cycle facilities on Castle Street and at its junction with North Bar/Southam Road.
- Protection and contributions towards the enhancement to surrounding active travel routes, with east-west and north-south permeability required through the site. This includes the accessible route via the archway into North Bar, access between the northern part of Castle Quay/Canal/Spiceball Park and Cornmarket, and the Bolton Road access to Market Place in Banbury
- Contribution towards public realm measures in Market Place in Banbury
- Contribution sought towards the Banbury Cycling Walking Infrastructure Plan schemes to connect between the residential and employment including Warwick Road and Southam Road.

Banbury BAN E1: Land at Higham Way – 3ha employment

- Operational parking only (i.e. not for employees but for servicing, deliveries and emergencies)
- Vehicular restrictions through the site, enabling access only.
- To note: Access to the site from Higham Way and Merton Street is not suitable for HGV's.
- A vehicular connection from the site, running adjacent to the railway track and connecting to Chalker Way should be provided, with proportionate funding from this development contributing appropriately.
- Contributions towards the extension of the B10 bus service that (which terminates at Chalker Way) to route back into the town centre via a bus gate on Higham Way, Merton Street and Bridge Street in Banbury
- Pedestrians and cyclists would also benefit alongside this extended bus route, by using a direct and less trafficked connection between the town centre and the southern end of Chalker Way.
- Contributions sought towards the redesigning the Merton Street / Bridge Street area to make this safer for all modes and more attractive for cycle connections. A package of measures from the Eastern Active Travel corridor scheme (LCWIP route 10) should be delivered or contributed towards.
- Proportionate contributions towards a footbridge or crossing over the railway to the proposed Canalside site.
- Contributions towards the provision of a mobility hub at the railway station and the station masterplan improvements.

Bicester

Strategic infrastructure

- All 'BIC' sites are expected to contribute (proportionately in accordance with CIL regulation 122) towards the South East Perimeter Road and the complementary measures along the A41 - redesign of the realigned sections of the A41 to enable more bus priority and active travel infrastructure (north of SEPR junction on western side through to the junction on the eastern side).
- All BIC Sites are expected to contribute (proportionately in accordance with CIL regulation 122) towards measures which limit the traffic impact of development on surrounding villages, in particular Launton, Ambrosden and Blackthorn.
- Contributions from all Bicester sites will be required towards highway capacity improvements and bus services including stops, real time passenger information, shelters, etc.

BIC H1: North West Bicester – 7500 dwellings of which 3200 are to be delivered within the Local Plan period up until 2042.

- This site will need to contribute towards the delivery of the realignment of the A4095 (Howes Lane) (also known as the Strategic Link Road).
- Development should be carefully phased to ensure the realignment of the A4095 can occur at a time to suitably mitigate traffic effects (approximately 1,430 homes currently have permission ahead of the road provision).
- Measures along the B4030 for active travel and bus improvements will be required. The additional housing needs to plug any gap in funding for connecting Middleton Stoney Road active travel scheme with the town.
- Delivery of cycle connections into the town, including along the Banbury Road and along the bottom of the railway embankment are essential.
- Provision of Bicester Local Cycling and Walking Infrastructure Plan (LCWIP) cycle improvements between this site and surrounding areas including town centre.
- Measures along Shakespeare Drive to calm the road, enable safe access to the school and provide safe connections.
- Improvements to the bridleway linking Bicester and Heyford Park.
- Bus and active travel links with the currently allocated NW Bicester sites.
- Bus priority along B4100 plus active travel links.
- Development needs to provide bus priority at junctions on B4030 as well as contributions towards Vendee Drive roundabout improvements are required.

BIC E1: Land East of M40 J9 – 30 ha of employment

- A comprehensive masterplan for all allocated employment sites along this part of the A41 will be required to ensure appropriate mitigation, including access by public transport. In addition, active travel linkages with Bicester town centre, the Bicester park & ride/mobility hub and neighbouring residential areas in line with the Bicester Local Cycling and Walking Infrastructure Plan (LCWIP).
- BIC E1, BIC E2 and BIC E3 will need to provide a connected, segregated cycle route through the sites, parallel to the A41 and connecting to Wendlebury at the southern end.
- A contribution will be required from BIC E1, E2 and E3 towards the Bicester park & ride expansion and conversion into a mobility hub.
- There is a requirement for a cycle route through E1 connecting to the north to Green Lane.
- There will be a requirement for capacity improvements at M40 J9 and contributions and land may be required to other highway improvements. Access would need to be via the Siemens Site onto the A41.
- The site should provide direct pedestrian/cycle links to the adjacent proposed employment allocation.
- Contributions towards Bus priority measures along the A41 would be essential, both the southern approach to Junction 9 and the northern approach to Vendee Drive.

Bicester BIC E2: Land South of Chesterton – 9 ha of employment

- A comprehensive masterplan for all allocated employment sites along this part of the A41 will be required to ensure appropriate mitigation, including access by public transport. In addition, active travel linkages with Bicester town centre, the Bicester park & ride/transport hub and neighbouring residential areas in line with the LCWIP.
- The site will need to provide funding towards the cycle scheme along the A41 between the access to Siemens site and Vendee Drive - land should be provided within these sites to enable an option that provides this connection away from the A41 verge for safety reasons.
- There is a requirement for a cycle route through the site to the north, to Green Lane.
- BIC E1, E2 and E3 will need to provide a connected, segregated cycle route through the sites, parallel to the A41 and connecting to Wendlebury at the southern end.
- A contribution will be required from BIC E1, E2 and E3 towards the Bicester park & ride expansion and conversion into a mobility hub.
- A shared highway access point onto the A41 for both E2 and E3, informed by a detailed study to determine location and design.
- There will need to be internal links within the site for bus connectivity.
- Bus and active travel connectivity should be maximised, including towards Chesterton.
- The site should provide direct pedestrian/cycle links to the adjacent proposed employment allocation.

Bicester BIC E3: Land at Lodge Farm – 25 ha of employment

- A comprehensive masterplan for all allocated employment sites along this part of the A41 will be required to ensure appropriate mitigation, including access by public transport. In addition, active travel linkages with Bicester town centre, the Bicester park & ride/transport hub and neighbouring residential areas in line with the LCWIP.
- The site will need to provide funding towards the cycle scheme along the A41 between the access to Siemens site and Vendee Drive - land should be provided within these sites to enable an option that provides this connection away from the A41 verge for safety reasons.
- A contribution will be required from BIC E1, E2 and E3 towards the Bicester park & ride expansion and conversion into a mobility hub.
- A shared highway access point onto the A41 for both E2 and E3, informed by a detailed study to determine location and design.
- There will need to be internal links within the site for bus connectivity. Bus and active travel connectivity should be maximised, including towards Chesterton.
- The site should provide direct pedestrian/cycle links to the adjacent proposed employment allocation.

Bicester BIC E4: Land South West of Graven Hill – 17 ha of employment

- Access to only be from future South East Perimeter Road or via a bridge over the MOD railway to link with the Graven Hill employment access road.
- Land would need to be safeguarded for South East Perimeter Road. The site will need to contribute towards the South East Perimeter Road and the complementary measures along the A41.
- Improvements to the Public Rights of Way through the site and into the surrounding countryside. The connection between Wendlebury Road and Graven Hill via the rail crossing needs to be facilitated and kept open for public use. This would also act as a cycle connection between the site and town via Graven Hill.
- Improvements along Public Rights of Way all along the western edge of the site and any directly relevant for connections to A41.
- Contributions towards active travel links between the site, Graven Hill and Kingsmere via Route BIW on the updated LCWIP map and connecting to Route BR1 via the underpass under Boundary Way.
- Bicester BIC BE5: Land adjacent to Symmetry Park – 6 ha employment
- Access to the site to be taken via Morrel Way.
- Junction improvements may be required at Morrel Way junction as well as at A41 junctions with B4011, Ploughley Road, Pioneer Road, Rodney House, Oxford Road and M40 J9 will be needed.
- A segregated cycleway on A41 will be required for active travel access to meet latest standards. As well as contribution towards measures for bus priority on A41 towards Bicester from the east.
- Pedestrian and cycle connections through Symmetry Park, Wretchwick Green and Land South East of Wretchwick Green would be a requirement.

Bicester BIC E5: Land adjacent to Symmetry Park – 6 hectares of employment land

- Main access to be provided from the A41.
- Good accessibility to public transport services should be provided for, including the accommodation of new bus stops to link the development to the wider town.
- Contributions to improvements to the surrounding road networks, including mitigation measures for the local and strategic highway network to reduce reliance on the private car, and to achieve a high level of accessibility to public transport services, improvements to facilities for pedestrians and cyclists. Provision for safe, convenient cycle and pedestrian access to Bicester town centre, through Symmetry Park and Wretchwick Green. A41 segregated cycleway will be required for active travel access to meet latest standards.
- New footpaths and cycleways should be provided that link with existing networks, the wider urban area and community facilities with a legible hierarchy of routes to encourage sustainable modes of travel.

- Measures to mitigate the impact of development on nearby villages as agreed with the Council and Oxfordshire County Councils.

Kidlington Area

KID H1: South East of Woodstock – 450 dwellings:

- The main access road(s) through these sites need to be wide enough to accommodate bus access, a link from Shipton Road to A44 to permit bus operation should be provided.
- A comprehensive assessment of the development's access junction which would also serve the proposed A44 Mobility Hub.
- A comprehensive assessment of the A4095 – A4260 junction needs to be carried out and any potential improvements will need contributions from the site.
- The primary access shall be taken off a suitable point off Upper Campsfield Road.
- A vehicular link to/through the Park View development is a necessity – not just an opportunity.
- Ensure that opportunities for the use of public transport are maximised. This should include measures to route the service through the development, taking advantage of its proximity to the proposed Mobility Hub.
- A signalised crossing at a suitable point across Upper Campsfield Road is required to facilitate movement between site and proposed A44 mobility hub.
- Owing to the development's relationship with the proposed mobility hub there is rationale in having the estate roads covered by a CPZ to deter commuter parking.
- Connections to new, nearby development via provision between the sites by routes alternative to the main road, Colwells Road access to traffic light controlled crossing, Shipton Road connection and ped/cycle path to Orchard Walk to the North of the site are required.
- LTN 1/20 compliant (unless superseded) walking/cycle route on Oxford Road, Upper Campsfield road as well as Shipton road is required.
- Contributions towards improving NCN Route 5 is expected.
- Bus priority provisions on the A44 south of the Bladon roundabout.

Bletchingdon

RUR H1: Land West of Springwell Hill, Bletchingdon – 50 dwellings

- A safe walking or cycling link along Springwell Hill to Bletchingdon is required.
- Appropriate highway access to be provided, supported by detailed study.

Education

2.75 Oxfordshire County Council is the Local Authority with responsibility for Education, and it has a statutory responsibility to ensure there are enough school places available in their area for every

child of compulsory school age. As such, ensuring sufficiency of education capacity is, for the most part, the responsibility of OCC.

2.76 Further Education and Higher Education are not County Council responsibilities. Further Education (FE) colleges are funded through the Education and Skills Funding Agency for 16-19-year-olds. Provision is therefore subject to demand which is a function of the choices of young people in these age groups.

2.77 Oxfordshire County Council produces a Pupil Place Plan which sets out the expected demand for, and supply of, school places across the county over a 5-year period. The plan is revised and updated on an annual basis, with the latest Oxfordshire Pupil Place Plan published in January 2024, covering the period from 2023/24 to 2027/28.

2.78 Oxfordshire County Council (OCC) is responsible for the education of children with special educational needs including for early years, primary and secondary pupils. It provides SEND support, assessments, training and funding. All mainstream schools are expected to provide inclusive education for children with SEND, with additional support provided for children and young people with more complex needs delivered through SEND Resource Bases within some mainstream schools, or specialist SEND schools.

2.79 As of December 2024, 75% of Oxfordshire pupils in publicly funded provision are educated in academies. 56% of primary pupils and 97% of secondary pupils attend an academy. Academy schools receive their funding directly from the government and they are run by an academy trust. Academy schools are outside direct local authority control but are required by the Department for Education to work collaboratively and constructively with local authorities to support the delivery of sufficient school places to meet population growth. However, decisions about expansion of provision rest directly with the academy trust and the Department for Education.

2.80 Independent schools and home schooling also contribute to education provision within the district, but these are not considered as part of this IDP.

2.81 For school pupil and infrastructure planning purposes, Oxfordshire is divided up into 23 learning communities which are defined by secondary schools and their feeder primary schools; some learning communities are then divided into smaller school planning areas to allow finer-grained analysis. The school planning areas that serve Cherwell are Banbury North-East, Banbury West, Banbury South, Bloxham West, Bloxham East, Bicester North Villages, Bicester North Town, Bicester South-West, Bicester South East and Kidlington, with parts of the Chipping Norton and Woodstock planning areas also extending into Cherwell.

2.82 The current published Pupil Place Plan is for the period from 2023/24 to 2027/28 which covers a 5-year period. Pupil demand in Oxfordshire is calculated using a forecasting model.

Early Education and Childcare Provision

2.83 Delivery of early education and childcare provision in Cherwell is through a mixed market of private and voluntary providers, including pre-schools, day nurseries and childminders, and through nursery classes in schools, including academies.

- Maintained nursery schools and classes within primary schools usually provide childcare / early education during school terms, including providing for working families needing full day care.
- Private / independent day nurseries take children from two months up to school age. They usually open most of the year and generally open 8am to 6pm but some may offer longer hours. Some may provide out of school care for older children.
- Preschools provide early years education, childcare and play opportunities, usually for 3-4 year-olds. They usually only operate during school terms, and opening hours vary; they may open mornings only or for a whole day. Some of these are provided in co-located facilities with primary school provision or are based within community centres and they work in partnership with their local school.
- Childminders provide flexible childcare and support for families and will pick up older children at the end of the school day, which in turn helps families with childcare to enable them to work.
- Some childcare providers cater specifically for families of children with a disability.

2.84 Oxfordshire's 2024 OCC Childcare Market Assessment sets out a detailed summary of the supply of childcare from birth to four-year-olds for each District within Oxfordshire which shows the number and type of provider.

2.85 In Cherwell, childcare for early years is provided in the following proportions (as measured by number of places offered, data from 2024):

- 9% (454 places) - childminders (110 providers)
- 41% (2099 places) - day nursery (33 providers)
- 33% (1984 places) - nursery schools and classes (40 providers)
- 1% (63 places) - independent school early years settings (2 providers)
- 11% (577 places) - play groups (19 providers)

2.86 The most recent Oxfordshire Childcare Sufficiency Assessment December 2024 identifies the current target areas which are assessed as requiring more early years provision. Of the areas

identified as a high priority, the Deddington, Steeple Aston and Heyford MSOA lies within Cherwell district.

Primary schools

2.87 Primary education refers to the first stage of formal education that children typically receive, usually between the ages of 4 and 11 years old. The stages of primary education are from Reception to Year 6. Primary schools are a vital component of local communities.

2.88 Of the 63 state-funded mainstream schools located in Cherwell, 53 are primary stage up to and including the school year when pupils turn 11, and one is an all-through primary and secondary school.

2.89 OCC's 2024 five-year pupil place plan sets out the issues and needs relating to education provision in Cherwell district. The summary by catchment area is as follows:

Banbury:

- For several years, pupil intakes at primary schools in this area rose significantly faster than previously forecast, and some schools were required to create "bulge" classes at short notice. Population growth then stabilised, but demand for primary school places has been growing again since 2019, and is forecast to increase further in future years, focussed on the large housing developments.
- Births data (along with data obtained from GP registrations) indicates that young families are being attracted to the new housing developments, with births in some more established parts of the town falling sharply. As a result, spatial patterns of demand for school places are changing.

Bicester:

- After a dip in births in 2017, there was a dip in demand for primary school places in 2022.
- However, in 2023, the demand for primary school places has recovered and is forecast to continue growing rapidly.
- Young families are being attracted to the new developments, particularly in SW Bicester. Birth rates of more established parts of the town are falling sharply.

Bloxham:

- There is a pattern of movement of pupils out of Banbury into primary and secondary schools in this area.

Kidlington:

- There has been little housing growth in recent years, coupled with falling birth rates. As a result there has been falling demand for places.
- Proposed growth will lead to rising pupil numbers but this will not be felt until after the five-year period of the current pupil place plan.

- Much of the growth will be on the edges of the planning area, between the south of Kidlington and north Oxford, extending into Yarnton and Begbroke in the Woodstock planning area.

Kidlington area:

- Proposed growth in Yarnton and Begbroke is expected to increase the need for new school provision for both primary and secondary provision.

2.90 The 2024 Pupil Place Plan sets out that new schools, or significant expansion of capacity at existing schools, may be required as follows:

- Banbury South (at development south of Salt Way) – new primary school, two form entry (or larger) with nursery classes, opening date expected to be around 2028.
- North West Bicester – expansion of Gagle Brook Primary School from 1 form of entry (FE) to 2FE, plus a further 2-3 new primary schools. These will include nursery provision.
- Heyford Park, Bicester – a new primary school, or expansion of the existing school, opening date not expected before 2027.
- Bicester South East – new primary school for Graven Hill opened in September 2023 with the new Wretchwick Green School not needed before late 2020s.
- Bicester South East - the relatively new St Edburg's Primary School will have expanded from 2FE to 3FE by construction of a satellite facility which will provide for early years and key stage 1 pupils.
- Kidlington Begbroke - 2 primary schools, with nursery classes, opening date not expected before the late 2020s.
- North of Oxford, Kidlington: 1 primary school with nursery classes, opening date not expected before the late 2020s.

Secondary schools

2.91 Secondary education is compulsory and it relates to the education of children from aged 11 to 16, and to 18 if the secondary education includes a sixth form.

2.92 There are ten state-funded mainstream schools in Cherwell which provide for all or part of the secondary age. In Banbury there are three 11-18 schools and one providing more specialist technology education for pupils aged between 14 and 19; in Bicester there are two 11-18 schools and one 11-16 school; in Heyford Park there is an all-through primary and secondary school, and there are 11-18 schools in Kidlington and Bloxham. These schools and the number of places as at October 2024 are shown below:

Banbury

- Blessed George Napier Catholic School - 903 pupils (includes sixth form)
- North Oxfordshire Academy – 1,024 (includes sixth form)
- Wykham Park – 826 (includes sixth form)

- Futures Institute (pupils aged 14-19) – 120 (includes 16-18 education)

Bicester

- The Bicester School – 1,198 (includes sixth form)
- The Cooper School – 1,223 (includes sixth form)
- Whitelands Academy – 589

Heyford Park

- Heyford Park School – 615 (Reception – Year 11)

Bloxham

- The Warriner School – 1,531 (includes sixth form)

Kidlington

- Gosford Hill School – 837 (includes sixth form).

2.93 The OCC Pupil Place Plan (January 2024) details the currently planned increases to secondary school capacity which are set out below:

- North West Bicester – provision of a new secondary school, dependent on housing and not expected to be opened before late 2020s.
- Banbury- provision of a new secondary school as part of phase 2 of the Bankside development. The delivery timescale is therefore dependent on the progress of that development although it is not expected before the late 2020s.
- Kidlington Begbroke – provision of a new secondary school, not expected to be opened before late 2020s.
- In addition, in the Kidlington catchment area Gosford Hill Secondary School is to be rebuilt under the Department for Education’s Priority School Building Programme. This is expected to be completed by 2027/28.
- In the Woodstock catchment area, Marlborough Secondary School is proposed for a one-form entry expansion, with part of this need relating to growth in West Oxfordshire district. This has planning permission with a forecast completion date of 2026.

Post-16

2.94 After the completion of secondary education up until the age of 16, young people must continue some form of education and training up until their 18th birthday. Post 16 options include the following:

- Sixth form full time education at a school (including University Technical College or Studio School) or sixth form college
- Post-16 full time education at a Further Education college
- Vocational Technical Qualifications (VTQ) or T Levels at a college or with a training provider
- An apprenticeship or traineeship
- Studying or training part-time while working or volunteering part-time.
- Post-18 Further Education including University.

2.95 Sixth Forms (those linked to secondary schools) and the Futures Institute in Banbury, a specialist college for 14-19-year-olds, are considered as part of secondary school planning. The previous section on secondary education lists the schools with a sixth form or other 16-18 education provision. In addition, Activate Learning runs Banbury & Bicester College at a campus in Banbury, delivering Further Education provision.

Special Educational Needs and Disabilities

2.96 Children with special education needs and disabilities may be provided with support within a mainstream primary or secondary school or academy. Those children and young people with more complex needs will have an education, health and care plan (EHP) and may be educated within a dedicated SEND School.

2.97 OCC is the local educational Authority which is responsible for the delivery of additional school-based capacity to meet the needs of children and young people with special educational needs and disabilities. The latest OCC Special Educational Needs and Disabilities Sufficiency Delivery Strategy was published in March 2023 and it covers the period from 2022/23 to 2026/27. This document complements the Oxfordshire Local Area SEND Strategy.

2.98 The Special Educational Needs and Disabilities Sufficiency Delivery Strategy 2022/23 to 2026/27 recognises that the number of children that are subject to an Education, Health and Care Plan (EHCP) is rising rapidly and that the rate of increase is greater than the increase in the supply of maintained special school places. The strategy explains that a deficit of places has resulted in an increased dependence on higher cost Independent and Non-Maintained Special Schools (INMSS) which has resulted in unsustainable pressure on funding for SEND provision. This shortage of SEND places also means it takes longer to place a child into suitable provision and may mean that children have to travel further to school.

2.99 The OCC SEND Sufficiency Delivery Strategy 2022/23 to 2026/27 sets out a spatial framework to inform the prioritisation of new and expanded special school provision for needs other than SEMH/ASD and it sets an aspiration for a community special school in each of the nine SEND Learning communities across Oxfordshire. The strategy sets out the capital investment priorities and the strategic objectives.

2.100 Whilst all mainstream schools are expected to be inclusive of children with SEND, there are three dedicated SEND schools. Bardwell School in Bicester and Frank Wise School in Banbury, are all-age schools, primarily for children aged 2-19 with severe or profound and multiple learning difficulties. Bloxham Grove Academy, a new 118-place special free school for 7-19 year olds with social emotional mental health (SEMH) / Autistic Spectrum Disorder (ASD) needs, opened in January 2024, run by The Gallery Trust.

2.101 In addition, SEND Resource Bases are included within Cherry Fields Primary School in Banbury; Southwold Primary School, Gagle Brook Primary School and Whitelands Academy in Bicester; the Warriner School (Bloxham); and Woodstock School (although this is outside Cherwell it is near to the boundary and admits pupils resident in Cherwell).

Key delivery organisations

- Department for Education
- OCC – Education
- Academy Trusts
- Private Providers
- Voluntary sector

Funding of education provision

2.102 Education provision is funded by the Department for Education using national funding formulas.

2.103 The funding grant for an area is sent to local authorities who distribute the funding in accordance with locally derived funding formulas. There are additional funding streams for disadvantaged children, and different funding streams for early years and sixth forms.

2.104 Private provision of early years and childcare is funded through external sources, including childcare fees. The same applies to post-16 education provision where it is not included as part of sixth form education within a state school setting.

2.105 Where new development places additional demand for pupil places in a state-provided education setting (i.e. primary, secondary and, where provided on site, early years and sixth form, and including special education provision), developer contributions are expected to fund these places. As outlined in the OCC Guide to Developer Contributions (2021), for Early Years, Childcare, Primary and Secondary, where expansion of provision is required as a result of housing development, financial contributions will generally be required from sites with 10+ dwellings and land for new build where appropriate. The guide sets out the scope and range of infrastructure contribution that OCC may seek from developers, with education being a significant proportion of this.

Approach to planning for education in Cherwell

2.106 As set out above, OCC is the local education authority and has a statutory responsibility to ensure sufficient school and childcare places are available for local children and younger people. OCC is a statutory consultee for planning applications for new residential units.

2.107 Where OCC identifies a need for additional school places as a direct result of housing development, the expectation is that the cost of providing additional places will be sought via developer contributions.

2.108 OCC produces estimated population profiles based on proposed types and timings of new housing provision to determine the number of school places that should be made available.

2.109 Where new schools are directly delivered by developers, OCC will also require financial contributions to cover embedded costs, incurred in making the delivered building into a fully functioning school, ready to take pupils generated by the development. OCC may also require contributions to cover school travel where new development is provided above two miles for children under eight year of age and three miles for children over eight from the nearest available education provision, negotiated on a case-by-case basis.

Key educational infrastructure planning matters arising from potential residential development

2.110 Oxfordshire County Council were consulted in relation to the production of this Infrastructure Delivery Plan and in relation to the proposed site allocations, this included engagement with the Education Department.

2.111 Appendix B contains line items relating to the required education provision in relation to specific locations and specific proposed residential site allocations including mixed use site allocations. The education line items have been calculated by Oxfordshire County Council in their role as the local education authority.

Primary Education and Early Years Provision for Site Allocations

Banbury

- BAN H2 – may be required to contribute towards expansion of off-site primary and early education capacity in line with pupil generation. This provision would likely be provided at the new primary school to be delivered south of Salt Way, which is planned to open no sooner than 2028.
- BAN H3 – may be required to contribute towards the expansion of off-site primary school and/or early education capacity in line with pupil generation, if required at the time of submission of a planning application for this site.
- BAN M/U1 – site has previously been identified as not viable for providing an on-site primary school, so may be required to contribute towards off-site primary provision and early education capacity in line with pupil generation.

- BAN M/U2 – may be required to contribute towards the expansion of off-site primary school and/or early education capacity in line with pupil generation, if required at time of the submission of a planning application for this site.

Bicester

- BIC H1 – the NW Bicester Ecotown already includes provision for up to four new primary schools (including early years provision) and it is anticipated that the proposed increase in dwellings can still be accommodated without requiring additional school sites. However, there will be a need for increased developer contributions towards construction costs in line with the increased pupil generation.

Kidlington

- KID H1 - it is anticipated that the planned new Begbroke primary schools would provide the ability to expand primary and early years capacity in the area sufficiently to accommodate pupils from this site and financial contributions will be required towards this cost.

Bletchingdon

- RUR H1 - based on current data, no additional primary school capacity is expected to be required.

Secondary Education

Banbury

- BAN H2, H3, M/U1 and M/U2 will be required to contribute towards the planned new secondary school provision off-site (expected to be south of Longford Park Phase 2).

Bicester

- BIC H1 – sufficient capacity in the area to accommodate additional pupils generated can be provided by increasing the size of the planned new secondary school in the NW Bicester Ecotown. However, contributions will need to increase to accommodate the additional demand.

Kidlington

- KID H1 - it is anticipated that the planned new Begbroke secondary school would provide the ability to expand capacity in the area sufficiently to accommodate pupils from this site and financial contributions will be required towards this cost.

Bletchingdon

- RUR H1 – offsite provision towards secondary schools will need to be provided.

Post-16

2.112 Post-16 education within secondary schools is planned for as part of secondary school planning as set out above.

2.113 Banbury & Bicester FE Colleges may need to expand provision given rising demand for pupil places.

Special Educational Needs and Disabilities

2.114 OCC will apply their pupil calculations and will follow their latest OCC SEND Strategy at the time the planning application is submitted and being formally assessed. In relation to new development proposals that contain residential development, there will be a need for additional special education needs and disabilities provision in line with the expected and calculated pupil generation of each development, and this will be delivered through a combination of SEND specialist facilities within main stream schools, expansions of existing SEND schools within and outside of Cherwell, and with the provision of new SEND schools. Developer contributions will be required towards construction costs and, where necessary, towards the cost of acquiring a site for additional special school provision.

Green infrastructure, open space and sports

2.115 Green infrastructure (GI) refers to a network of multi-functional green spaces and other natural features, urban and rural, which can deliver a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity. Green infrastructure also includes water based natural and semi-natural features such as rivers, streams, lakes, ponds and drainage systems, often referred to as 'blue infrastructure'. For the purposes of this report, the term 'green infrastructure' includes blue infrastructure.

2.116 The NPPF emphasises the need for GI networks and requires planning policies to aim to achieve healthy, inclusive and safe places through provision of 'safe and accessible green infrastructure'. It also requires local authorities to plan positively for the provision of shared spaces and community facilities, including open space.

2.117 NPPF paragraph 185 also requires plans to 'promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity'. The Environment Act (2021) goes further and sets out a requirement for at least 10% Biodiversity Net Gain (BNG) for all new development, subject to some exceptions which are provided for in secondary legislation such as householder development. The Environment Act also places a duty on responsible authorities (which are defined by the government) to create a local nature recovery strategy, which are charged with helping to increase biodiversity. The Oxfordshire Local Nature Recovery Strategy is being prepared, with a draft strategy set was published in Autumn 2024 and the final version is expected in Autumn 2025.

2.118 The Oxfordshire Infrastructure Strategy (OxIS) considers GI at a strategic level and acknowledges the benefits it can have across sectors including health, water management, flood management, transport and connectivity.

2.119 Strengthening and extension of GI is one of the major areas of focus for the Local Plan review and this is supported by the Cherwell Green and Blue Infrastructure Strategy.

2.120 Natural England's GI Framework supports the greening of our towns and cities and connections with the surrounding landscape as part of the Nature Recovery Network. It includes 'GI standards', which set out what good green infrastructure looks like for local planners, developers, parks and greenspace managers and communities.

2.121 The Cherwell Open Space, Sport and Recreation Assessment and Strategies (2020) provides an audit of open spaces in the district. In total, there are 692 open spaces in the district, covering 1291 Hectares (Ha). This open space provision in the district breaks down as follows:

- six parks and gardens, with a collective total 359.22 Ha;
- 63 parks natural and semi natural green spaces, covering 646.54 Ha;
- 230 Amenity Greenspaces covering 238.76 Ha;
- 93 churchyards and cemeteries (7 of which were considered likely to be used for recreation – covering 42.84 Ha);
- 73 allotments, covering 52.28 Ha
- 233 Children's play spaces, covering 12.46 Ha;
- 76 Teenagers spaces, covering 2.48 Ha.

2.122 The assessment also provides a quantity assessment against 'general greenspace' which covers combined provision of parks and gardens, amenity green space and natural and semi-natural green space. The standard recommended for urban areas is 2.4 Ha per 1000 population.

2.123 The assessment also includes an assessment of accessibility to parks and gardens and amenity green space, tested against a catchment area of 400m to the nearest park or garden or amenity greenspace.

2.124 Biodiversity net gain is now a legal requirement of most developments, following the enactment of the Environment Act (2021). Policy CSD 12: Biodiversity Net Gain of the proposed submission Cherwell Local Plan (2042) sets out the Council's requirements for BNG.

Indoor and outdoor sports facilities

2.125 Indoor and outdoor sports facilities provide opportunities for sport and recreation for the population of Cherwell. Outdoor provision includes grass pitches, cricket squares, bowling greens, as well as artificial pitches which can be used for a range of different sports and activities. Indoor facilities provide opportunities including for racquet sports, health and fitness classes and activities and swimming.

Playing Pitches

2.126 The Cherwell Playing Pitch and Outdoor Sport Strategy (2023) provides a clear, strategic framework in relation to the provision of playing pitch and outdoor sport facilities. It addresses sport-by-sport challenges, providing recommendations and an action plan to protect, enhance and provide outdoor sport and ancillary facilities. The Strategy identifies the current levels of provision within Cherwell, considering four primary sports (football, cricket, rugby and hockey). It considers the demand and supply for these sports at a sub area level up to 2040. The strategy includes a review of demand likely to arise from potential development.

Football – grass pitches

2.127 In total, 34 pitches display some level of actual spare capacity across 16 sites, equating to 14 match equivalent sessions. There are 30 overplayed pitches across 15 sites, with total overplay equating to 24.5 match equivalent sessions. There is current spare capacity on mini 7v7 and mini 5v5 pitches but a shortfall of youth adult, 11v11 and youth 9v9 pitch capacity. After factoring in future demand, the shortfall worsens on adult and youth pitches and a shortfall is also created on mini 5v5 pitches, with only mini 7v7 pitches having spare capacity. The playing pitch strategy considers a number of scenarios which would help to address the existing shortfall. These include:

- Improving the quality of all the current pitches, which could alleviate all current demand (at the time of the playing pitch strategy publication);
- Securing greater community use at more existing sites which would alleviate current shortfalls on adult pitches, reduced shortfalls on youth 11v11 and youth 9v9 pitches and increase spare capacity on mini 7v7 and mini 5v5 pitches.
- A combination of this and pitch quality improvement would result in significant spare capacity to meet current and future needs for all formats of play apart from youth 11v11. However, with some reconfiguration of the surplus adult pitches to youth 11v11, this could provide for all current and future needs.

2.128 As the improvement of all pitches and securing community use is not likely to be feasible the strategy also sets out when new pitch provision will be required.

Rugby

2.129 There are four rugby clubs considered to be based in Cherwell (Alchester, Banbury, Bicester and Gosford All Blacks rugby clubs), collectively providing a total of 48 teams (eight senior men's, two senior women's, 13 youth boys', seven youth girls' and 18 mini teams). Participation has increased substantially over recent years, with ten more teams recognised currently compared to 2018 findings. Alchester RUFC (at Fritwell Playing Fields), Banbury RUFC (at Banbury Rugby Club) and Gosford All Blacks RUFC (at Stratfield Brake) utilise match pitches to accommodate all training

demand, whereas Bicester RUFC (at Whitelands Farm Sports Ground) splits across the 3G pitch on site and other grass areas.

2.130 Although no future demand is predicted based on population growth, Banbury Rugby Union Football Club (RUFC), Bicester RUFC and Gosford All Blacks RUFC all have demand to grow, collectively by 15 teams. Recommendations in relation to accommodating current and future demand at Rugby pitches are:

- Protect existing quantity of pitches and ensure any existing and future proposals provide replacement provision in line with national planning policy (e.g., at Oxford Road Sports Ground).
- Improve pitch quality at all sites used by clubs through improved maintenance and/or the installation of drainage systems.
- Provide Banbury RUFC and Gosford All Blacks RUFC with additional sports lighting to enable training demand to be further dispersed.
- Provide an additional grass pitch at Whitelands Farm Sports Ground to reduce overplay for Bicester RUFC and provide sports lighting on two of the Club's pitches to better accommodate training demand.
- Enable and encourage Bicester RUFC to increase its access to 3G provision at Whitelands Farm Sports Ground and pursue the installation of a second World Rugby compliant pitch on site to enable this.
- Improve the ancillary facilities servicing the clubs.
- Support Banbury RUFC in its aspirations to purchase the land at its site that is currently in the Council's ownership in order to increase its security of tenure.
- Seek to provide Bicester RUFC with increased security of tenure at Whitelands Farm Sports Ground via extending its licence agreement (minimum 25 years).
- Provide Bicester RUFC with access to an alternative suitable site if its requirements at Whitelands Farm Sports Ground cannot be met.
- Retain the stock of pitches at education sites for continued curricular and extra-curricular usage and encourage improved club links where possible.
- Ensure that any large housing developments are provided for and assess the need for new pitch provision through master planning on an individual basis.
- Where a development is of a size to justify on-site rugby provision, ensure that any proposals for new pitches will attract adequate demand.
- Where a development is not of a size to justify on-site rugby provision, or if sufficient demand cannot be attracted, consider using contributions to improve existing sites within the locality.

Third Generation (3G) Artificial Pitches

2.131 For football, there is a clear shortfall of 3G provision in Cherwell to meet training requirements, with at least five additional full-size pitches required to meet the unmet demand identified and a further full size pitch needed to meet future demand. The current requirement equates to one pitch in each of the Banbury Rural, Banbury Town and Kidlington Town analysis areas, in addition to a requirement of two pitches in the Bicester Rural Analysis Area, whereas the additional future demand results in an increase of the shortfall in Banbury Rural Analysis Area. For rugby union, there is insufficient demand to warrant the creation of an additional World Rugby compliant pitch; however, additional usage of provision at Whitelands Farm Sports Ground may be needed, which cannot happen without an increase in the number of pitches.

2.132 The recommendations for 3G pitches are:

- Protect current stock of 3G pitches and seek to resurface provision when it is required.
- Develop additional 3G pitches to alleviate identified shortfalls, with priority placed on establishing pitches at North Oxfordshire Academy, Banbury 12 and/or Hanwell Fields Recreation Ground, Graven Hill or Chesterton, Whitelands Farm Sports Ground and in the area of Stratfield Brake as well as to support Woodstock Town FC's proposed relocation.

Hockey pitches (sand/water-based AGPs)

2.133 For match play, there is a shortfall of provision for both Bicester Hockey Club (HC) and Banbury HC, with both clubs requiring access to one additional AGP. Kidlington Ladies HC is adequately provided for in terms of quantity, although the pitch at Kidlington & Gosford Leisure Centre (Gosford Hill School) requires resurfacing. For training, none of the pitches are considered to have capacity for additional hockey activity, although this could be resolved via the creation of additional 3G pitches as this would enable the transfer of football demand from the sand-based pitches.

2.134 Recommendations for provision of new hockey pitches are:

- Protect the pitches at North Oxfordshire Academy, Dewey Sports Centre (Bloxham School), Cooper School and Kidlington & Gosford Leisure Centre (Gosford Hill School) to ensure that they can continue to accommodate hockey demand.
- Resurface the pitch at Wykham Park Academy and ensure its protection for hockey usage, alongside the pitch at Blessed George Napier School, whilst seeking to maximise and secure Banbury HC's use of the provision.
- Establish at new full size sand-based pitches at Wretchwick Farm to provide for Bicester HC.
- Resurface the pitch at Kidlington & Gosford Leisure Centre (Gosford Hill School) to ensure its long-term suitability for Kidlington Ladies HC.

- Explore options to improve the ancillary facility offer, especially at North Oxfordshire Academy and Cooper School.

Leisure centres

2.135 The Cherwell Built and Indoor Facilities Needs Assessment 2023 reviews the provision, quality and capacity of existing build and indoor facilities and include recommendations to accommodate unmet current demand, and future demand. There are four leisure centres in Cherwell District, all operated by Legacy Leisure. These include Spiceball Leisure Centre and Woodgreen Leisure centre, both located in Banbury, Bicester Leisure Centre is in Bicester and the Kidlington and Gosford Leisure Centre in Kidlington.

2.136 There are 34 sports halls within Cherwell of all sizes which accommodate 65 badminton courts. There are no 2-court halls and 13 sites have 3+ courts. Within the main sports halls, there is one good quality sports hall (containing four courts), nine are of above average quality (36 courts), two are below average (12 courts) and one (4-court) hall is rated as poor quality. The oldest (Bicester Leisure Centre) was built in 1970 and the newest (Kidlington and Gosford Leisure Centre and Spiceball Leisure Centre) were built in 2009. Facilities at The Warriner School, Banbury Academy and North Oxfordshire Academy were refurbished in 2001, 2007 and 2010 respectively. Out of the assessed facilities, 77% are in good or above average condition. 63.1% of residents within Cherwell live within one mile of a sports hall.

2.137 Estimated used capacity across the supply of indoor sport facilities is c.70% but the four public leisure centre sites are operating with little to no spare capacity. There is spare capacity, primarily, at educational sites. Three planned new 4-court halls (one in Bicester, one in Banbury, and one in Kidlington) should help to cater for future demand.

Swimming Pools

2.138 There are 10 swimming pools within Cherwell spread across seven sites (Bannatynes Health Club, Bicester Leisure Centre, Bicester Golf and Country Club, David Lloyd Bicester, Bloxham School, Kidlington and Gosford Leisure Centre, Sibford School Centre, Spiceball Leisure Centre, The Warriner School, and Tudor Hall School). Three are rated good quality, two above average, and four below average quality (David Lloyd was not rated as it opened since the indoor facilities assessment was undertaken). Spiceball Leisure Centre has the largest pool provision as well as a learner/training pool.

2.139 The needs assessment (2023) predicts that 90.7% of demand in Cherwell will be satisfied in 2040, representing a 2% decrease from 2022 at 92.7%. Demand is mainly exported to Oxford (14.7% in 2022 rising to 17% in 2040)) with small amounts going to the other surrounding districts.

2.140 Due to a growing population, taking into account anticipated development, there is projected to be a decrease in water space from 13 square metres to 10 square metres per 1000 Cherwell residents by 2031. The Built Indoor Facilities Strategy, projecting to 2040, expects a continuing struggle to meet demand and anticipates a requirement for an additional 9.78 lanes by 2040.

2.141 BLC and KGLC have potential for pool development/reconfiguration to meet the identified shortfall in water space. The provision of a new learner pool in Bicester Leisure centre is understood to be a Cherwell Council scheme which will be progressed in the next five years.

Sports Infrastructure Projects

2.142 CDC seeks to focus investment in existing facilities where capacity improvements can be made, and to secure sustainable new facilities. Further information is set out in the Playing Pitch & Outdoor Sport Strategy and the Built Indoor Facilities Strategy. Current sports infrastructure projects in Cherwell include:

Banbury

- Canalside / Bankside Phase 2 – To work with the club and partners to support the relocation of Banbury Utd. To deliver new community football facilities.
- Hanwell Fields Recreation Ground – has been identified as a possible site for the development of a tennis centre and, if this was to go ahead, it would require the removal of cricket square on site. Oxfordshire Cricket is aware of this and notes that it would welcome further engagement on the site in due course.
- North Oxfordshire Academy – To secure the provision of a new artificial 3G football pitch on the site, primarily for community access.

Bicester

- Whitelands – To support the development of the site to better utilise the pitches and 3G pitch, ensuring overplay is prevented.
- Graven Hill – To work with the developer and partners to deliver a sustainable football hub.
- Wretchwick Farm – To ensure the developer delivers the agreed new hockey pitches.
- Eco-Town – To secure and develop new pitches to serve identified future need.
- Bicester Leisure Centre – To continue to develop the facility to ensure it meets the needs of projected future population growth.

Kidlington

- Stratfield Brake – To invest in the pitches to ensure capacity potential is maximised.
- Extant allocation PR7a – To deliver 4ha of new football pitches in line with recommendations from the 2023 Sports Studies. CDC have secured 4 ha of land for these football pitches on-site.

- Kidlington and Gosford Leisure Centre – To develop a plan to either refurbish / extend / replace or compliment the existing facility. CDC have indicative plans for a ‘learner pool’ expansion at Kidlington and Gosford Leisure Centre.
- North Oxford Golf Course – To secure adequate mitigation for the forthcoming loss of the golf facilities within the vicinity.
- Yarnton – invest in existing facilities in Yarnton, using funds secured from Extant allocation PR9.
- Extant allocation PR8 – To pursue further pitches on-site – currently in negotiation. Community access to the new secondary school sports hall at PR8 is likely to be secured.

Athletics

2.143 Eight clubs have been identified in Cherwell that have a focus on athletics and/or running activity. There are five athletics tracks in Oxfordshire, one of which is located within Cherwell at North Oxfordshire Academy (Banbury).

2.144 The current supply of provision is sufficient to meet demand, although Bicester Athletic Club have expressed a need for bigger, better-quality track, linked to England Athletics’ new approaches.

Key delivery organisations

Green infrastructure and Open space

- Oxfordshire County Council;
- Cherwell District Council;
- Oxfordshire Growth Board;
- Berks, Bucks & Oxon Wildlife Trust
- Environment Agency;
- Natural England;
- Royal Society for the Protection of Birds (RSPB) Voluntary Sector

Outdoor and Indoor Sports facilities

- Oxfordshire County Council;
- Cherwell District Council;
- Parish & Town Councils;
- Schools & Academies;
- Sport England;
- Commercial operators;
- Sports Clubs;
- Private Leisure Facilities;
- Department for Education;
- Developers

- Voluntary Sector

Funding of the Provision and Maintenance of Green Infrastructure and Open Space

2.145 Funding remains the most prominent challenge in delivering GI and open space assets. Public bodies have largely been responsible for the delivery of GI – and the planning process will remain an important mechanism. However, in order to deliver a full network, delivery bodies have started to look beyond the planning process at alternative mechanisms, such as private investment and community engagement fund projects.

2.146 Given the constraints on public sector funding, the new approach for GI funding as seen in OxIS Stage 1, seeks to move beyond the historic model where the public sector was the primary actor in both delivering and maintaining public realm and green space – to one where a wider range of actors are involved. This reflects national initiatives such as the provision of a nature recovery network. Developer contributions are required for GI and open space. Larger new developments are required to provide open space as part of their on-site provision, in the first instance, with contributions sought where it is not possible to provide on-site open space and there is an identified shortfall in the area. Commuted sums for maintenance of the open space or play facility will also be sought. This sum will be based on CDC's actual maintenance costs, to cover the future maintenance of open space, sport, and recreation and play facilities, together with a sum to cover management costs for a 15-year period. Costs are provided in CDC's 'Developer Contributions' SPD.

Funding of Indoor and Outdoor Sports Facilities

2.147 For indoor and outdoor sports facilities, funding typically comes from Cherwell District Council, private companies, sports clubs and other sporting organisations such as Sport England, the Football Foundation and others. Developer contributions are required where development is likely to increase pressure on existing sports facilities.

Approach to planning for Green Infrastructure, open space and sports in Cherwell

2.148 The Council's 'Developer Contributions' SPD sets out the requirements for the provision of children's play spaces, outdoor sports, and amenity areas to support new residential development in accordance with the Local Plan. The SPD sets out guidance applicable to calculating and designing open space provision for sites allocated in the Local Plan where no development brief has been or will be prepared, and any sites providing ten or more dwellings.

2.149 The amount of amenity area required is calculated on the basis of the estimated population of any proposed development: Average number of persons per household (2.49). Informal amenity areas are assessed on a site-by-site basis and take into account features of the site, the nature of the development and the accessibility of other provision within the locality. Sport England produces a

Playing Pitch Calculator which can be used to estimate the demand that may be generated for the use of playing pitches by an increasing population.

2.150 The 'Developer Contributions' SPD sets out that the expectation is that open space, play space, outdoor sports and allotments are provided within the development area, subject to the scale of the development warranting its provision. Major development which is not of sufficient scale to justify provision of whole facilities on site will be expected to contribute towards off-site facilities. The SPD sets out the cost of various facilities to be provided on site. Where provision on site cannot be achieved, off site contributions can be made, where this is considered acceptable by the local planning authority.

Key infrastructure planning matters arising from potential development

2.151 Green infrastructure and biodiversity net gain should be built into design codes and planning policies to ensure that green infrastructure informs the structure of new development. It is assumed that the provision of open space will be provided on development sites according to the council's developer contributions SPD. The delivery of open space should be integrated with green and blue infrastructure networks and further work will be undertaken as the Local Plan progresses to more fully understand the detailed green and blue infrastructure opportunities and how these can be secured through the planning process.

Banbury

- BAN H2 – In accordance with the Cherwell District Council Developer Contributions SPD, this site would be expected to provide / contribute towards allotment / food growing area, general greenspace and play space – detailed figures based on site capacity are included in the infrastructure schedule at Appendix B. There are opportunities to provide biodiversity net gain along the watercourse as part of development.
- BAN H3 – In accordance with the Cherwell District Council Developer Contributions SPD, this site would be expected to provide / contribute towards allotment / food growing area, general greenspace and play space – detailed figures based on site capacity are included in the infrastructure schedule at Appendix B.
- BAN M/U1 – In accordance with the Cherwell District Council Developer Contributions SPD, this site would be expected to provide / contribute towards allotment / food growing area, general greenspace and play space – detailed figures based on site capacity are included in the infrastructure schedule at Appendix B. There are opportunities for increasing biodiversity along the canal side and creating new linear parks and play areas. Canalside regeneration at Banbury also provides opportunities to enhance links between Banbury railway station and the town centre. Any GI projects along this route should seek to maximise for habitat creation and protection, potentially by including an ecological buffer strip along the waterway.

- BAN M/U2 – the 78 dwellings here already have planning permission and 300 sqm of open space is secured within the site through the s106 agreement. Further residential development will need to provide general greenspace and play space in accordance with adopted Cherwell District Council policy and guidance. GI should also be provided on site.
- BAN E1 – GI projects such as green roofs may be an option to avoid having to deliver GI offsite. As the proposed allocation excludes residential development, there are no residential open space requirements. However open space and landscaping should be provided to create well designed spaces.

Bicester

- BIC H1 – As an extension to the extant NW Bicester allocation and increase by 1500 dwellings, this site would be expected to deliver an additional 8.7 Ha of general green space, 2.8 Ha of play space and 1.3 Ha of allotments / food growing area, which would need to be provided in a co-ordinated manner within the eco town as a whole. In addition, the increase in dwellings will require appropriate contributions to the farmland bird scheme within the NW Bicester Ecotown Masterplan SPD. There are GI opportunities along the watercourse at the site, which could also contribute to reducing flood risk. Any GI projects along this route should seek to maximise for habitat creation and protection, potentially by including an ecological buffer strip along the waterway and infrastructure design that safeguards the openness of the water way and safeguards ecological connectivity. In accordance with the Cherwell District Council Developer Contributions SPD, this site would be expected to provide / contribute towards allotment / food growing area, general greenspace and play space – detailed figures based on site capacity are included in the infrastructure schedule at Appendix B.
- BIC E1-E5 – Provide high quality green infrastructure suitable to the site context, providing good amenity for site users and biodiversity net gain in accordance with the Environment Act (2021), Cherwell Local Plan policies and the green infrastructure evidence base.

Kidlington

- KID H1 – In accordance with the Cherwell District Council Developer Contributions SPD, this site would be expected to provide / contribute towards allotment / food growing area, general greenspace and play space – detailed figures based on site capacity are included in the infrastructure schedule at Appendix B.

Bletchingdon

- RUR H1 – In accordance with the Cherwell District Council Developer Contributions SPD, this site would be expected to provide / contribute towards allotment / food growing area, general greenspace and play space – detailed figures based on site capacity are included in the infrastructure schedule at Appendix B.

Sports Facilities

2.152 Delivery of the strategic residential sites is likely to create significant demand for new sports facilities.

Banbury

- Sports pitches should be provided in accordance with the standards set out in the relevant policies
- Indoor facilities should be provided within new development areas in accordance with the standards set out in Local Plan policy

Bicester

- Expansion of existing Bicester Leisure Centre to provide additional swimming space for learner pool by repurposing the bowling alley.
- Provision of sports pitches and pavilions within development sites as well as potential off-site contributions according to Local Plan policy requirements

Kidlington

- Offsite contribution to indoor sport provision including improvement of Kidlington and Gosford Leisure Centre according to Local Plan policy
- Offsite contributions to outdoor sports provision – towards enhancing existing facilities and / or facilities being secured in the extant allocations.

Bletchingdon

- Contributions for off-site provision are likely to be required

Health and Wellbeing

2.151 Cherwell's growing population, urban growth, and health and wellbeing outcomes emphasise the critical need for enhanced public health infrastructure. Key health challenges facing Cherwell outlined by local authorities include health inequality, childhood obesity, social isolation, and loneliness. The built environment and quality of the urban realm is, itself, an important influence on allowing or supporting people to live healthy lives through physically activity, access to high quality green and blue spaces and for social interaction.

GP Services

2.152 NHS Buckinghamshire, Oxfordshire, and Berkshire West Integrated Care Board (BOB-ICB) is a statutory NHS organisation, established on 1 July 2022. It has the delegated function of commissioning of primary care, including GP services. There are currently 5 Primary Care Networks within Cherwell District: Banbury Cross, Banbury Alliance, North Oxfordshire Rural Alliance, Bicester, and Kidlington, Islip, Woodstock, Yarnton (KIWY). There are a total of 21 GP Practices within Cherwell District, which are mainly located in Kidlington, Bicester and Banbury. Several private health and fitness centres are also present across the district.

2.153 GP practice level detail in relation to the locations where development is to be allocated in the Local Plan is provided below.

- Hightown Surgery, Banbury
 - 100% space utilisation
 - Two temporary portacabins are used
- Windrush Surgery (main), Banbury
 - No space to expand
 - 100% space utilisation
- Windrush surgery (Bretch Hill, branch), Banbury
 - 100% space utilisation
- Woodlands Surgery, Banbury
 - No space to expand
 - 100% space utilisation
 - Two temporary portacabins are used
- Banbury Cross Health Centre (Main site), South Bar House
 - Possible 3rd floor potential for expansion space
 - 100% space utilisation
- Banbury Cross Health Centre (branch), Bridge Street
 - No expansion planned
 - 100% space utilisation
- Banbury Cross Health Centre (branch), Hardwick
 - Currently closed with no expectation of re-opening
- Bloxham Surgery
 - 100% space utilisation
- Bloxham Surgery (branch) Hook Norton
 - 100% space utilisation
- Cropredy Surgery
 - 100% space utilisation.
 - Proposed relocation of a new GP surgery
- Deddington Health Centre
 - 100% space utilisation
- Sibford Surgery
 - No available data on space utilisation
- Fenny Compton & Shenington Surgery
 - No available data on space utilisation
- Bicester Health Centre -
 - Proposed Julier Centre expansion to provide additional clinical space

- 100% space utilisation
- Montgomery House Surgery, Bicester
 - Graven Hill is a potential expansion option
 - 100% space utilisation
 - Proposed extension to provide additional clinical space
- Alchester Medical Group (Langford Surgery), Bicester
 - 100% space utilisation.
 - Proposed reconfiguration to provide additional clinical space
 - Graven Hill is a planned expansion option
- Alchester Medical Group (Victoria House Surgery), Bicester
 - Graven Hill is a planned expansion option
 - Proposed extension to provide additional clinical space
 - 100% space utilisation
- Alchester Medical Group (Ambrosden Branch), Bicester
 - Graven Hill is a planned expansion option
 - 100% space utilisation
- Key Medical Practice (main), Exeter Close, Kidlington
 - 100% space utilisation
- Key Medical Practice (branch), Yarnton Surgery, Yarnton
 - 100% space utilisation
- Gosford Hill Medical Centre, Kidlington
 - 100% space utilisation
- Islip Surgery, Bletchingdon
 - Space utilisation unknown

2.154 The space utilisation statistics included above is assessed against the Cherwell District Council Developer Contributions SPD Appendix 15 Health & Wellbeing – Calculation of Contributions Indicative square meterage, calculations historically used to determine the core General medical Services (GMS) space required for a practice.

2.155 Delivery of the strategic residential sites is likely to create significant demand for primary care services. The following has been requested by BOB ICB and the amount of any off site developer contributions

Banbury

- BAN:M/U1: Canalside. Opportunity to provide an on-site care facility
- BAN H2: East of Bloxham Road. Off-site developer contributions towards primary care
- BAN H3: Calthorpe Street. Off-site developer contributions towards primary care

- BAN M/U2: Bolton Road. Off-site developer contributions towards primary care

Bicester

- BIC H1: North West Bicester. An onsite health care facility and off site developer contributions towards primary care.

Kidlington

- KID H1: South East of Woodstock. Opportunity to provide an on-site health care facility or off site developer contributions towards primary care.

Bletchingdon

- RUR H1: Land west of Springwell Hill, Bletchingdon. Opportunity provide developer contributions towards primary care.

2.156 The BOB ICB Five-Year Joint Forward Plan strategy is to focus on prevention and addressing inequalities. This includes reducing health inequalities (through a more effective population health management approach), increasing primary and secondary prevention work (including reducing the prevalence of smoking, obesity and harmful drink and drug behaviours) and better vaccination programmes. Specifically, it is looking to utilise same day assessment units and Urgent Care Centres to act as acute respiratory infection hubs. The expectation is that this will reduce the burden on the acute care sector.

2.157 However, the growth of the population over the plan period are expected to increase the pressure on acute care services. Moreover, it is expected to get proportionately older. ONS population estimates show that the number of people aged 75+ in Oxfordshire increased by 22,600 over the 20 years from 2001 to 2021. In the 20-year period between 2021 and 2041, this age group is expected to increase by 40,200 residents, almost double the number added in the previous 20 years. This will serve to increase needs on the service.

Acute care

2.158 Oxford University Hospitals NHS Foundation Trust provides Oxfordshire residents, including those in Cherwell district, with hospital services, including acute care. The Trust is made up of four hospitals:

- John Radcliffe Hospital (which includes the Children's Hospital, West Wing, Eye Hospital, Heart Centre and Women's Centre) in Oxford.
- Churchill Hospital in Oxford.
- Nuffield Orthopaedic Centre in Oxford.
- Horton General Hospital in Banbury (being the only hospital located in Cherwell district that has acute hospital infrastructure).

2.159 Horton General Hospital, is an acute general hospital providing the following services:

- An emergency department.

- Acute general medicine comprising a medical assessment unit, a day hospital as part of specialised elderly care rehabilitation services and a cardiology service.

2.160 Some Cherwell residents also use hospitals in Warwick, Northampton and Milton Keynes which provide emergency and a range of acute care services. There are also a number of private hospitals offering a range of acute care services.

2.161 At the present time, there is significant pressure on the acute care system. The BOB ICB has therefore been working to increase the capacity to support acute care in general practice. This includes an additional 2,000 sessions of clinical time and additional capacity in acute respiratory infection 'hubs'. It also has a strategy in place through the Acute Provider Collaborative to meet the target of eliminating 65 week waits, on the way to ultimately eliminating 52 week waits.

Dentists

2.161 Within Cherwell, there are eight dental surgeries within or close to Banbury, three of which are not currently taking new NHS patients. There are six dental surgeries in Bicester, three of which are not currently taking new NHS patients. Within Kidlington, there are two dental surgeries, one of which is not currently taking new NHS patients.

2.162 Despite problems with access to and delivery of dental services during the Coronavirus pandemic, levels of provision are now returning to pre-pandemic levels. Many practices are, though, still working through backlogs of patients built up as a result of the pandemic (and the increased prevalence or complexity of dental problems not seen to during the pandemic) which is impacting the rate of growth in access.

2.163 These challenges are being compounded by workforce challenges in the service. Dental practices have found it difficult to maintain their workforce to deliver NHS services.

2.164 These trends suggest a falling supply of NHS dental services across Cherwell with demand, particularly closest to more deprived areas where people cannot afford to access private dental care, continuing to rise.

Social care

2.165 Under the Care Act (2014), OCC is responsible for assessing people's needs and funding their care, however, most social care services are delivered independently by for-profit and voluntary sector organisations. Social care can take place in people's homes, care homes and nursing homes, or at day centres. There are 27 care homes within Cherwell, 17 of which provide nursing care. The capacity of these care homes is 1,293 bed spaces.

Mental health and community care

2.166 Community healthcare covers a wide range of care for all ages, providing care for people in small local hospitals or patient's homes. The facilities have multi-disciplinary teams with highly skilled, specialist staff. Most community healthcare services are provided by the Oxford Health NHS foundation trust. Within Cherwell, Bicester Community Hospital offers occupational therapy, gerontology and a first aid unit. This facility is often used for patients who no longer require to be within acute hospitals, but still require a more involved level of support beyond what is practical in people's homes.

2.167 Residents of Cherwell can access mental health services through a referral from their GP. The Oxfordshire Mental Health Partnership is comprised of six mental health organisations from the NHS and the charity sector and is designed to provide residents with easy access to support for mental health problems.

Homelessness

2.168 The Cherwell Homelessness and Rough Sleeping Strategy sets the context for homelessness and rough sleeping nationally and in Cherwell District. It reviews environmental and structural issues that impact levels of homelessness and sets out priorities to tackle this problem.

Key delivery organisations for Health, Social Care and Wellbeing

- NHS Buckinghamshire Oxfordshire and Berkshire West Integrated Care Board (as of July 2022, prior to which it was managed by the Oxfordshire Clinical Commissioning Group)
- Oxford University Hospitals NHS Foundation Trust which delivers acute care at its four hospitals
- Oxfordshire Homeless Movement
- Family Solutions Plus
- Young Peoples Supported Accommodation Services from CDC
- CDC Adult and Children Services Providers
- Oxford Health NHS Foundation Trust, covering Community and Mental Health services
- CDC Strategic Housing

Funding of health facilities

2.169 Funding for NHS hospitals, including acute care, generally comes from the NHS through allocations and based on performance under the Quality and Outcomes Framework. Many Dentists are private but those which offer NHS treatment are paid by the NHS Business Services Authority (NHS BSA) acting for the Department of Health and Social Care.

2.170 Capital funding for improvement of GP premises comes from either the NHS England (NHSE) and/or Section 106 development contributions. 100% NHS-funded premises improvement grants are allowed but there is very limited availability of funds for such Improvement Grants.

2.171 It is important to note that when NHS Buckinghamshire Oxfordshire and Berkshire West Integrated Care Board (BOB-ICB) were consulted on the IDP, they stated that they have no dedicated funding for any primary care estates development, including the commissioning of any pre-project works and the projects for any new population growth and development. As such, NHSE and Section 106 funding are the main sources of funding of provision.

2.172 NHS capital funding, being extremely limited, is mainly to facilitate small improvement works including extensions to existing facilities. For the provision of new healthcare facilities there are various non-NHS capital funding options for which the NHS would be responsible for the revenue consequences. Revenue consequences of any infrastructure works would need to be carefully considered and subject to NHS approval processes.

2.173 GP services are funded by BOB-ICB through reimbursement of rents and business rates based on the existing Office for National Statistics (ONS) population data. The rent will be assessed by the District Valuer (DV) and BOB-ICB will reimburse the DV approved rent. BOB-ICB have to make sure all primary care provisions are operationally and financially viable.

2.174 Funding to help address homelessness largely comes from Cherwell District Council, Oxfordshire County Council as well as charities and voluntary organisations. Oxford city has a GP Surgery for homeless people, which is led by Oxford Health NHS Foundation Trust.

Approach to planning for health and wellbeing in Cherwell

2.175 The Cherwell District Council Developer Contributions SPD sets out that “new residential development will be expected to contribute towards the provision of additional health care infrastructure generated by its population growth where there is insufficient existing capacity, well located to serve the development. This may include financial contributions and/or the provision of land and buildings to enable the provision of doctor’s surgeries and other health facilities to serve the local population, or the upgrading or extension of existing facilities in some locations”.

2.176 According to OCC’s guide to developer contributions, adult day care services contributions are required towards facilities are based upon a predicted use of/demand for day care facilities estimated at 10% of the population aged over 65 years. However, there is no standard formula for calculating the appropriate contribution.

2.177 Other health and wellbeing services including acute care are, generally, not funded through developer contributions although there may be some cases where a development can deliver benefit to health and wellbeing services which is not through direct funding (such as replacement of a building).

Key infrastructure planning matters arising from potential development

2.178 The Adult Day Care service currently utilises facilities in Bicester (Bicester CSS) and Banbury (Redlands). Redlands offers possibilities for expansion and efficiency upgrades, but Bicester is limited to further growth. While the service prioritises optimising existing facilities, large expansions planned for Bicester may present an opportunity to secure some dedicated community space for a new Day centre if designed well.

2.179 GP provision within Banbury, Bicester and Kidlington are already at capacity and therefore new facilities, either at new sites or within existing buildings, are needed to support future residents. As a primary care commissioner, BOB-ICB is required to ensure any new GP surgeries are financially and operationally viable. Developers are encouraged to seek an early engagement with BOB-ICB to discuss any potential new GP surgeries proposals, including the contractual, construction and delivery arrangements of any new GP surgeries.

2.180 The proposed strategy for healthcare provision in relation to the proposed Local Plan allocations is.

- BAN H2, H3, M/U1 and M/U2 – There are shortages in GP surgery capacity in Banbury. Developer contributions should contribute to delivering new healthcare capacity, the current strategy explained by the ICB is expanding provision at existing sites. These and any other residential and mixed use sites within and around Banbury would be required to contribute towards social services.
- BIC H1 – There are shortages in GP capacity in Bicester. Development contributions should contribute to delivering new healthcare capacity by expanding/reconfiguring the existing GP premises. There is a potential to deliver a new GP provision, subject to discussion with any potential developers in terms of funding, construction and delivery arrangements. This and any other residential and mixed use sites within and around Bicester would be required to contribute towards social services, see note above regarding adult day care.
- KID H1 – Development of this site will require contributions towards GPs and social services to mitigate the impacts of the development coming forward. Any other residential and mixed-use sites within and around Kidlington would be required to contribute towards social services. This and any other residential and mixed use sites within and around Kidlington would be required to contribute towards social services.
- RUR H1 – Development of this site will require contributions towards GPs and social services to mitigate the impacts of the development coming forward. This and any other residential

and mixed use sites within and around Bletchington would be required to contribute towards social services.

Utilities

Water supply

2.181 Thames Water is responsible for providing potable water to Cherwell District. Thames Water provides water to approximately 3.4 million properties across six water resource zones (WRZ), with Cherwell lying within the Swindon and Oxfordshire (SWOX) WRZ. Potable water is provided from a combination of groundwater and surface water abstraction.

2.182 Thames Water produces a Water Resources Management Plan approximately every five years in accordance with their statutory responsibilities. The 'Water Resources Management Plan', published in October 2024 is the most recent. Thames Water has calculated that water demand is likely to outstrip supply post 2030, and by 2050 there may be a shortfall of 1 billion litres of water a day. This is due to a combination of increasing population, climate change effects and decreasing water abstraction permits. Thames Water set out their proposals to secure additional water supply on their website. These include a new reservoir and abstraction point as well as focussing on reducing water leaks and increasing water efficiency across their area.

2.183 The Council's Water Cycle Studies identify that the Local Plan is expected to result in higher growth than that which had been tested by Thames Water in preparation of its Water Resources Management Plan, leading to exacerbation of the water supply stresses identified above over the plan period. In addition to close engagement with Thames Water to align future water resource management plan modelling with planned growth, the Water Cycle Study recommends the introduction of water efficiency measures including:

- Requirement of a maximum water usage of 110 litres per person per day;
- Requirement of non-residential buildings to achieve at least 3 credits in the Wat01 Measure for water in the BREEAM New Construction standard;
- For larger residential developments and commercial dwellings to consider greywater / rainwater harvesting and reuse.

Water treatment

2.184 Thames Water is responsible for the majority of waste water services within Cherwell, whilst Anglian Water has limited coverage in the east of the District. There are Waste water Treatment Works (WwTW) which serve the District at Ardley, Banbury, Bicester, Bletchington, Bloxham, Cassington, Cropredy, Fringford, Fritwell, Hardwick Wethe Road, Hethe, Hook Norton, Former RAF

Upper Heyford (privately owned), Oxford, Stoke Lyne, Upper Heyford, Weston-on-the-Green and Woodstock.

2.185 The 2023 Cherwell Water Cycle Study reviewed Local Plan sites in combination with permitted development to determine whether local network and WwTW upgrades would be needed. In summary, the assessment determined that sites within Bicester, Banbury and near Woodstock would require upgrades to the wastewater treatment network, and that sites in Bicester and near Woodstock would also require upgrade to the local WwTW. Some of these WwTW have planned upgrades which may alleviate some capacity issues. The study also identifies that there are a number of storm tank overflows at WwTWs in Cherwell that are operating above the threshold for investigation under the Storm Overflow Assessment Framework. Growth could result in an increase in the operations of these overflows contributing to a worsening of water quality in the area.

2.186 Bicester WwTW underwent an upgrade in early 2022. The Thames Water Drainage and Wastewater Management Plan recognises the significant level of growth that is planned within the Bicester sewage treatment works catchment and sets out long term targets of reducing the number of customers at risk from internal and external hydraulic sewer flooding, reducing spills to <10 in a typical year and achieving 100% STW permit compliance. This will involve surface water management solutions and sewage network enhancements, including improvement of the resilience of sewers at greatest risk from groundwater inflows.

2.187 Thames Water has identified challenges at the Oxford WwTW. This is on a constrained site and this results in complex situation when planning facility improvements. Thames Water is bringing forward improvements here which will serve development in Cherwell in addition to Oxford.

2.188 The 2023 water cycle study recommends the following actions to ensure water treatment infrastructure is provided to support development:

- Engagement between developers and the relevant wastewater treatment operators;
- Preparation of outline drainage strategies to support development proposals, which set out how surface and foul water will be disposed of and via which legal mechanisms, with a programme of implementation;
- Expectation that surface water is disposed of using sustainable drainage systems.

Electricity

2.189 Electricity is distributed nationally by National Grid Electricity Transmission (NGET) through high voltage transmission lines and infrastructure (at 275 and 400 kilovolts [kV]). Local electricity distributors distribute from NGET infrastructure to properties using lower voltage lines (typically 33kV overhead or 11kV underground). Electricity in Cherwell is distributed by National Grid Electricity Distribution (NGED) and Scottish & Southern Electricity Networks (SSEN). NGED is

responsible for areas in the north of Cherwell and SSEN is responsible for the remainder of the District.

2.190 In terms of transmission, Cherwell is served by East Claydon and Cowley substations. These are both 400kV substations operated by NGET. These link to Bulk Supply Points (BSPs) which are operated by the electricity distribution companies.

2.191 Cherwell includes BSPs at Bicester North (132/33kV), and sub-stations including Bicester (33/11kV), Upper Heyford (33/11kV), Cottisford (33/11kV), Bloxham (66/11kV) and Epwell (66/11kV). Apart from Bloxham, all of these locations are constrained by thermal limitations, and the amount of development which can come forward without upgrades to existing infrastructure is limited. Upgrades are being planned by the relevant distribution companies.

2.192 SSEN is preparing for transition to more flexible electricity supply through its role as a distribution systems operator. NGED is also carefully planning its transition to a distribution systems operator.

Gas

2.193 National Grid distributes gas around the UK at high pressure. This is distributed on a local basis by eight different distribution networks, some of which are owned by National Grid. Gas is distributed at a local level in Cherwell by SGN. SGN's high pressure network connects the main centres of Bicester and Banbury (where demand in Cherwell is highest) with Oxford and locations in West Oxfordshire including Witney and Charbury. More widely its network covers most of Oxfordshire.

2.194 Local Distribution Zones connect to the high pressure National Transmission System via "off-take points". The gas pressure is reduced and then enters the distribution network where it is distributed to customers. Not all premises in Cherwell are connected to the gas network and are reliant on other forms of fuels including electricity only, calor gas and oil.

2.195 Demand for gas in Cherwell district has been falling, with domestic consumption down by 5.3% between 2016 and 2022 despite an increase of over 14% in the number of domestic meters over the same period. Non-domestic consumption was also down by 7.2%. Average domestic consumption fell by nearly 17% over the same period. However, Cherwell's rural location means that these reductions are below the national average.

2.196 The Future Homes Standard will come into force in 2025, with the target being that new homes built from 2025 will produce 75-80% less carbon emissions than at present. The expectation is that most homes will be heated using heat pumps or other technologies not reliant on gas.

Existing homes will still be able to replace heating systems with gas boilers beyond 2025, but there is no end date for their installation yet fixed. It is expected however that, over the plan period, the demand for gas will fall significantly.

District Heating

2.197 A district heating system already operates at Elmsbrook – the first phase of the North West Bicester Eco Town. Additional district heating systems are being considered in Oxford and Cherwell as they offer a lower cost alternative to more conventional gas boilers / electricity-based heaters, reducing demand on the gas / electricity networks. Specifically, OCC and Cherwell District Council and Oxfordshire County Council are investigating proposals to provide a new district heating network in Banbury, and to extend the Oxford district heating network (Oxford Energy Network) into Kidlington.

2.198 The government is preparing new legislation on Heat Network zoning which will set out provisions for mandatory connections. A new Heat Network Zoning Authority, based within central government, will oversee the implementation of heat network zoning and set national standards. Local zoning co-ordinators will also be established with responsibility for designating areas as heat network zones and enforcing requirements within them. As part of this, a first tranche of zones across the country have been identified. None are within Cherwell or Oxfordshire but it's expected that Oxford could be included in a second tranche, which could extend into Cherwell, particularly its new, larger developments.

Broadband and telecoms

2.199 High speed internet is provided either through cables or masts (for example mobile phone masts). Telecoms provided through cables are defined as 'fixed' telecoms whilst the network of transceivers mounted on masts or tall buildings is often categorised as 'mobile' telecoms. Fixed telecoms are provided by commercial suppliers. These companies supply individual premises with connections however due to legacy issues relating to the infrastructure which is already in place and when this installed data speeds can be lower in some areas than others.

2.200 OCC's Digital Infrastructure Programme is a partnership of Oxfordshire County Council, Cherwell District Council, local and district councils and local enterprise. The partnership have produced a Digital Infrastructure Framework which outlines the strategy for delivering full-fibre broadband and mobile coverage in Oxfordshire. The Digital Infrastructure Programme consists of the following projects:

- Better Broadband for Oxfordshire Programme
- Businesses in Rural Oxfordshire
- GigaHubs Project - OCC has secured funding £2m from Building Digital UK (BDUK) to install full fibre broadband infrastructure across various hard-to-reach public service sites in

Oxfordshire. OCC has added a further £5m to primary focus on connecting community centres and village halls.

- Gigabit Broadband Voucher Scheme - people can receive vouchers to put towards installing gigabit broadband to their homes where they live in rural areas and are experiencing slow broadband speeds.
- Project Gigabit - to provide around 10,000 premises in Oxfordshire with access to gigabit-capable broadband.
- Local Full Fibre Networks.
- Mobile coverage - including the rollout of 5G, with OCC working closely with other neighbouring authorities on a 5G project called England's Connected Heartland.

2.201 As a result of this project, at least 98 per cent of the district now has superfast broadband, which is 24 megabits per second or faster. The remaining gaps in superfast provision are limited to some of the more isolated rural areas. The next round of funding was aimed as a pilot for an 'outside-in' approach and is known as the Rural Gigabit Connectivity programme. This £200m programme was officially launched on 19th May 2019. The basis of this programme is to consider commercial provision of full-fibre will be left to the market to deliver in urban and semi-urban areas and evidences a shift in government policy towards dealing with the hardest to reach areas first.

Delivery organisations

Water supply

- Thames Water

Waste water treatment

- Thames Water
- Anglian Water

Electricity

- National Grid Electricity Transmission (NGET)
- National Grid Electricity Distribution (NGED)
- Scottish & Southern Electricity Networks (SSEN)

Gas

- SGN

Broadband and Telecoms

- BT Plc - Openreach
- Virgin Media
- Gigaclear

- Airband
- Hyperoptic
- Open Fibre Networks Ltd
- Zzoomm
- Swish Fibre
- VX Fiber

Funding and approach to planning for utilities

Water supply and waste water treatment

2.202 Funding for water supply and water treatment processes comes generally from the commercial operations of the relevant water companies. Where new development comes forward the expectation is the development will contribute towards the cost of new infrastructure.

2.203 Developments with planning permission have a right to connect to the public water and sewerage systems; however, there is no guarantee that the capacity exists to serve a development. Developers may requisition a sewerage system or self-build the assets and offer these for adoption by the water company or sewerage undertaker. Self-build and adoption are usually practiced for assets within the site boundary, whereas requisitions are normally used where an extension of upgrading the infrastructure requires construction on third party land. The cost of requisitions is shared between the water company and developer as defined in the Water Industry Act 1991.

2.204 In order to plan for waste water infrastructure upgrades, Thames Water must consider the growth in demand for wastewater services when preparing its five-yearly Strategic Business Plans (SBPs) which set out investment for the next Asset Management Plan (AMP) period. Typically, investment is committed to provide new or upgraded sewerage capacity to support approved / allocated growth with a high certainty of being delivered. Additional sewerage capacity to service windfall sites, smaller infill development or to connect a site to the sewerage network across third party land is normally funded via developer contributions, as third-party arrangements between the developer and utility provider. As a waste matter, planning applications for waste water infrastructure is determined by OCC (unless they are nationally significant infrastructure in which case they are determined by the Secretary of State).

2.205 Where there are capacity constraints, CDC can apply phasing conditions to approval of developments to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of the relevant phase of development.

Electricity and Gas

2.206 Funding for electricity and gas infrastructure generally comes from the commercial operations of the relevant companies and from government funding for major upgrades. Where new development comes forward the expectation is that the development will provide for the cost of new infrastructure through connection charges.

District Heating

2.207 District Heating projects are typically funded by the business models of the operators. Due to the scale and complexity of creating these, local authorities are often involved in obtaining seed funding and initial investment, usually through government grants.

Broadband and Telecoms

2.208 Generally, new developments are expected to include superfast broadband connections to all new premises. Funding for broadband and telecoms generally comes from the commercial operations of the relevant companies, although national and local government funding is also used to deliver services which are less viable to reach.

2.209 Where new connections are needed as a result of development, a connection charge is usually applied. These are different across the service providers.

Key infrastructure planning matters arising from potential development

Water supply

2.210 Thames Water has advised that all sites are of sufficient scale that they exceed the trigger for the requirement of detailed modelling for both water supply and treatment infrastructure at planning application stage, with the exception of RUR H1. As raised in the Water Cycle Study, no significant issues were identified with provision of the infrastructure to serve these sites during liaison with Thames Water.

2.211 In order to resolve the anticipated water supply issues from 2030 onwards, Thames Water are investigating a number of strategic water supply options. These will be combined with water efficiency measures such as reducing water use and leaks in the network as well as water transfers from other areas.

Waste water treatment

Banbury sites

2.212 Banbury is currently operating at 90.32% of its permitted Dry Weather Flow (DWF) and has long term average spill count of 43 (close to 60). Phosphate discharge from Banbury Sewage Treatment works at present is close to permit limit (2 mg/l). It has AMP 7 scheme to improve phosphate levels to 1mg/L starting from March 2025, which at current scenario would be failing to achieve it. Banbury sewage treatment works has AMP 7 scheme to increase flow to full treatment

(FFT) and upgrade treatment capacity which is due to be delivered. Further evidence through modelling is required to determine the likely requirements (if any) of upgrading the sewage treatment infrastructure. This modelling is typically undertaken once the site development proposal has been agreed, as unit mix is a key consideration.

Bicester sites

2.213 Bicester Sewage Treatment works is currently operating at 86.3% of its dry weather flow (DWF) permit, with a maximum headroom for approximately 5200 properties. Development proposed in the Bicester area will lead to a significant increase in population equivalence and it is likely that Bicester STW will need to apply for an increase in DWF permit and likely have to implement appropriate infrastructure improvements.

Kidlington Area Sites

2.214 KID H1 is likely to either send flows to Woodstock or Church Hanborough STW. According to the Environment Agency, Church Hanborough STW is approaching its maximum discharge permit limits and may have very limited scope for growth. Thames Water may need to apply for a new Dry Weather Flow permit, which will include increasing the Flow to Full Treatment and Storm Tank capacity to serve the expected population. This may require capital investment and any new permit needs to be in place before additional development comes online. Woodstock STW has capacity within the discharge permit. Further evidence through modelling is required to determine the likely requirements (if any) of upgrading the sewage treatment infrastructure. This modelling is typically undertaken once the site development proposal has been agreed, as unit mix is a key consideration.

Rural sites

2.215 RUR H1 is likely to be served by Bletchingdon STW. Environment Agency records indicate that this STW is approaching its maximum discharge permit limits and may have very limited scope for growth. It is possible that Thames Water will need to apply for a new Dry Weather Flow permit, which will include increasing the Flow to Full Treatment and Storm Tank capacity to serve the expected population. This may require capital investment and any new permits needs to be in place before additional development comes online.

2.216 Anglian Water shared a number of anticipated capacity improvements which were considered likely to be sufficient to accommodate anticipated windfall development in the areas served, assuming the trends of this carry on into future years.

Electricity

2.217 Calls on the electricity network are subject to change as new developments come forward. As such, planning for new connections is undertaken dynamically, with development sites needing to apply for connections and essentially 'queuing' for upgrades on a first come, first served basis.

2.218 The NGET substation at East Claydon is constrained by its current infrastructure and this limits the potential to supply significant levels of new development. NGET are undertaking a project to upgrade this substation and this is expected to be complete by 2031. All Banbury and Bicester sites are supplied from East Claydon NGET substation. Despite these capacity constraints, early phases of development should be able to come forward before this date, as some capacity is understood to be available.

Banbury

All sites - In addition to East Claydon NGET substation constraints, further electricity distribution upgrades are required to serve the full scale of development proposed within the Regulation 19 Local Plan. This could include a new 132 kV grid connection linking Banbury to Bloxham. In addition, new substations may be required. Careful phasing of development in collaboration with the electricity providers is recommended.

Bicester

- BIC H1 – In addition to East Claydon NGET substation constraints, the SSEN 33/11 kV substation at Bicester North is also at capacity. Reinforcements here are possible - the developer needs to apply to SSEN for this and SSEN advise it would take approximately three years before the reinforcement work would be completed after the application is accepted.
- Furthermore, the 132kV grid connection between Banbury and Bloxham, if constructed, would also help to serve the full capacity of H1.
- BIC E1, E2, E3, E4, E5 – these sites are also fed from East Claydon substation and would require upgrade to this. In addition the 132 kV grid connection between Banbury and Bloxham would also provide capacity to supply this site. In terms of the nearest substations, these sites could be served by Bicester North (with the exception of E4 and E5 which geographically appear to be better served by Bicester, subject to capacity expansion). Alternatively developers may seek to utilise supply provided by an independent distribution network operator. Careful phasing of development in collaboration with the electricity providers is recommended.

Kidlington

- Kidlington is served by the Cowley NGET substation. Capacity is understood to be limited here, although some is understood to be available before upgrades would be necessary, allowing phased development to come forward.

- KID H1 – It is anticipated that there may be sufficient capacity available to be able to supply this site from the Woodstock 33/11kV primary substation, but it may require high voltage offsite reinforcement works. Careful phasing of development in collaboration with the electricity providers is recommended.

Bletchingdon

- RUR H1 – No concerns in relation to the Electricity connections for this site were raised by the electricity companies.

Gas

2.219 Given the reduction in focus on gas over recent years due to the net zero agenda there are no key infrastructure issues likely to arise from new development, other than localised site connections, if these are made.

District Heating

2.220 The potential for other district heat networks in Cherwell is still being considered, however it is likely these will focus on extending existing or planned networks within the district, both through connecting commercial and large-residential [i.e. blocks of flats] customers, as well as connecting new development areas where financially viable

Broadband and Telecoms

2.221 Internet providers are capable of supporting all sites. In addition, from 26th December 2026 all new homes built in England require gigabit capable infrastructure to be installed. All development sites will require appropriate cabling and ducting to be installed to facilitate delivery of broadband to new homes and premises.

2.222 5G offers the potential for a variety of new technologies which can be delivered through the internet of things, such as connected vehicles, real time passenger information. Guidance on how to maximise the benefits of digital connectivity are set out in the OCC Street Design Guide which includes early engagement with LPAs regarding the digital connectivity for new communities on major strategic sites.

Waste management

2.223 The Oxfordshire Resources and Waste Partnership (ORWP) is responsible for the development and implementation of a sustainable household waste management strategy for Oxfordshire. This partnership is made up of Oxfordshire County Council (OCC) as the Waste Disposal Authority and the other district councils including Cherwell District Council serving as Waste Collection Authorities. A

Joint Municipal Waste Management Strategy was developed and adopted in 2018, which enables the councils to work together in managing waste across the county. The strategy does not determine the location of waste management facilities, rather it determines how municipal waste will be collected and disposed.

2.224 OCC is the Household Waste Disposal Authority and so are responsible for the seven public recycling centres for household waste in Oxfordshire. Two are in Cherwell, one at Ardley Fields to the north-west of Bicester, and the other at Alkerton to the north-west of Banbury.

2.225 The County Council's Household Waste Recycling Centre Strategy (2023) seeks to secure, maintain and enhance the network of Household Waste Recycling Centres across the county, maximising the amount reused and recycled, and reducing disposal.

2.226 In addition, OCC is the Waste Planning Authority for Oxfordshire and are responsible for the Oxfordshire Minerals and Waste Local Plan (OMWLP). The OMWLP sets out for the management of waste the relevant spatial planning strategy and policies for Oxfordshire. The current Minerals and Waste Local Plan Part 1: Core Strategy was adopted in 2017 and is part of the development plan for Oxfordshire, alongside the District Local Plans. The Council will soon be preparing a New Minerals and Waste Local Plan.

Delivery organisations

2.227 ORWP – Oxfordshire Resources and Waste Partnership consisting of:

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

Funding for waste management infrastructure

2.228 Waste management is generally undertaken by commercial companies. However, household waste recycling facilities (HWRC's) are provided by OCC, and kerbside waste collection is arranged by Cherwell District Council. These facilities are dependent on council funding, through council tax receipts.

Approach to planning for this infrastructure category in Cherwell

2.229 The OCC guide to development contributions document sets out that development may be required to fund new or expansion to household waste recycling centres, including land costs.

Key infrastructure planning matters arising from potential development

2.230 The capacity of household waste recycling centres is likely to be the key issue in terms of waste management, and the expansion of recycling centre facilities to accommodate the demands of new housing in Cherwell should be considered.

2.231 As the local waste planning authority, OCC is responsible for the Oxfordshire Minerals and Waste Local Plan Part 1: Core Strategy (2017) (OMWLP) and is in the process of preparing a new minerals and waste Local Plan which, upon adoption, will set out a future strategy for waste management in the district. Until its adoption, the OMWLP will remain in place as part of the Development Plan for Oxfordshire.

2.232 All residential / mixed use sites in Cherwell are expected to contribute towards expansion of household waste recycling centre capacity. Specific waste related requirements in addition to this are set out below:

Banbury

- BAN M/U1 (Banbury Canalside) and BAN E1 (Land at Higham Way): Both are within close proximity to safeguarded waste sites and OCC has requested that Local Plan policies should specify that land uses within these areas will not preclude waste facilities (sui generis) from coming forward.

Bicester

- Owing to the proposed growth across the plan period, there is anticipated to be a need to expand the service provided by the Household Waste and Recycling Centres that serve the District. The aims and objectives set out within Oxfordshire's Resources and Waste Strategy establish the preference for managing and improving the waste management services across the County. All developments across the District will be required to make contributions that set out to achieve the aims and objectives of this strategy.

Flooding and drainage

2.233 The responsibility for flood risk management and drainage is shared between OCC, the Environment Agency and waste water treatment companies. As lead local flood authority (LLFA), OCC is responsible for coordinating the management of flood risk across Cherwell from flood sources arising from surface water, ground water and ordinary watercourses (watercourses which do not form part of a main river). The Environment Agency has a responsibility for the main rivers that are situated within the district, as well as responsibility for maintaining and managing flooding from these rivers. Thames Water is responsible for addressing flooding impacts from the sewerage system.

2.234 Cherwell is located within three major river catchments. The River Cherwell forms part of the larger Thames catchment, which comprises about 80% of the District's total area. The district's major urban and rural development areas lie within the Upper Thames Catchment and The Great Ouse catchment covers approximately 15% of the total area. Additionally, the Warwickshire Avon catchment covers approximately 5% of the district.

2.235 The catchment of the River Cherwell is divided into two sub-catchments of differing character: the River Cherwell and the River Ray (the Cherwell's largest tributary). From its headwaters near the village of Charwelton (Northamptonshire), the River Cherwell flows southwards, passing through Banbury and Kidlington before flowing into the Thames at New Hinksey (Oxford). Other than these key urban areas, the River Cherwell catchment is very rural, with a high proportion of arable land as well as some improved pasture.

2.236 The strategic flood risk assessments carried out to support the Local Plan identifies the key flood risk constraints within the development plan area and sets out that during the past 24 years there have been several severe flood events, which could indicate that severe flooding is becoming more frequent. Significant areas of flood risk exist in the District along the River Cherwell through Banbury, the fields surrounding the River Cherwell to the northeast of Kidlington, the fields to the south of Kidlington around Thrupp Ditch and in the south of the District around the River Ray. Severe flood events are likely to become more frequent as a result of climate change and as a result it may be necessary to implement flood deference projects as part of new developments and in high flood risk areas in preparation for this.

2.237 In 2005 the Environment Agency developed the Banbury Flood Alleviation Scheme (FAS) to reduce the incidence and severity of fluvial flooding in the town of Banbury. It achieves flood risk reduction by storing part of each severe flood in the flood storage reservoir which is located upstream of Banbury, largely within the natural floodplain of the River Cherwell. This limits flows passed down river to a rate that does not cause unacceptable flooding in the town.

2.238 The Local Flood Risk Management Strategy (2016) sets out OCC's aims and actions to reduce the impact of local flooding on local communities which include mapping local routes for water and building flood defences.

2.239 In 2021, OCC released the Local Standards and Guidance for Surface Water Drainage which provides a set of standards for developers, designers and consultants who are seeking guidance on the lead local flood authority's standards for sustainable surface water drainage in Oxfordshire. It provides guidance on the planning, design and delivery of attractive and high-quality SuDS schemes which should offer multiple benefits to the environment and community. In accordance with the

NPPF, developments must mitigate flood risk within their site and ensure that flooding is not worsened for surrounding areas. It is crucial to reduce the quantity of surface water entering the sewerage system to maximise the capacity for foul sewage to reduce the risk of sewer flooding. Promoting a SuDS approach can help to ensure that there is sufficient network capacity for proposed growth.

2.240 The Thames Water Drainage and Management Plan identifies future catchment risks to drainage and wastewater treatment systems and develops solutions to address them. This includes measures to upgrade sewage treatment works to accommodate growth, to increase resilience to fluvial flooding, and increase impermeable surfaces through SuDS.

2.241 The Anglian Water DWMP sets out its approaches to managing drainage and wastewater in the region. Anglian Water will require infrastructure upgrades and additional SUDs to be placed in the catchment to face increasing pressure due to catchment growth and tightening river quality standards.

2.242 The CDC Water Cycle Study highlights the current condition of water resources in Cherwell, identifies areas where there may be conflict between any proposed development and the key environmental legislative requirements and provides recommendations for water management, particularly nature-based flood risk management measures. It states that increased growth will require new wastewater and sewage treatment infrastructure and new development must ensure appropriate use of SuDS.

Delivery organisations

- OCC – Lead Local Flood Authority
- Cherwell District Council
- Environment Agency
- Thames Water
- Anglian Water

Funding flooding and drainage infrastructure

2.243 Funding for smaller flood risk management schemes comes from the Environment Agency or OCC. If new development will benefit from such a scheme, developer contributions may also be collected towards it. Funding for larger flood risk schemes comes from Flood Defence Grant-in-Aid (via DEFRA) and is administered through the Regional Flood and Coastal Committees. This funding is not, however, to facilitate new developments or improvements to secure land for development. The Grant-in-Aid criteria focuses on an economic assessment of costs and benefits for each proposed flood risk management schemes.

Approach to planning for flood risk in Cherwell

2.244 In accordance with the NPPF and national planning practice guidance, development is required to reduce flood risk through the application of the sequential approach and the exception test. Opportunities for flood risk improvements should be sought as part of proposed development. Flood risk from all sources including the impacts of climate change should be considered, and it will need to be demonstrated that development will not increase flood risk elsewhere. Flood risk compensation should be provided on site but there may be instances where developer contributions to off-site provision would be appropriate (such as, for example, contributing to a strategic flood alleviation scheme). All developments are expected to be designed and constructed in accordance with the sustainable drainage hierarchy. Essential infrastructure (as defined in the NPPF and national planning practice guide) shall be designed to remain operational and safe for users in times of flood.

Key infrastructure planning matters arising from potential development

2.245 All sites should be developed in accordance with national policy and guidance in relation to flood risk and drainage matters and are therefore expected to utilise sustainable urban drainage systems to accommodate surface water separately from foul. Specific notes related to sites which interact with flood risk are included below:

Banbury

- BAN H2 – There is an unmodelled ordinary watercourse near the site. Flood risk from this watercourse should be considered. Furthermore, there may be topographical and ditch capacity constraints which might require the site to drain via a surface water sewer crossing land to the south before discharging to the Sor Brook.
- BAN MU/1 – The site lies between the River Cherwell and the Oxford Canal and is severely constrained by fluvial flood risk. The risk has been reduced by the Banbury Flood Alleviation Scheme but remains high in places and medium in others. No point in the site is considered to be at low risk. Development would require flood resilience in all relevant buildings. There are opportunities that the development of this site could offer. The current non-resilient development should be replaced by flood resilient development. Any proposal for a new park should include an undeveloped buffer zone measuring a minimum of 10m from the top of the riverbank (defined as the point at which the bank meets the level of the surrounding land) along the River Cherwell. This will incorporate ecological enhancement to the watercourse and the riparian corridor. The buffer zone should be free from all built development including footpaths, cycleways and lighting. Domestic gardens should also avoid this buffer zone. Where relevant, bridge designs are to be used ahead of culverts for road crossings. Bridges should be clear span with abutments suitably set back from the bank-top with clear passage for mammals and natural river bed, bank face and bank top.
- BAN E1 – High risk of fluvial flooding. Any development would require flood resilience in all relevant buildings. The current non-resilient development would be replaced by flood

resilient development and creating additional floodplain storage on the site could be considered.

Bicester

- BIC H1 – A watercourse passes through the site which may have a floodplain that is unmapped. Hydraulic modelling will be required to ascertain the extent of the floodplain, if any. Some of the site may not be able to drain to this watercourse in which case a connection to the drainage system of the site immediately to the south-east will be required. There are opportunities for natural flood management.

Community and culture

2.246 Community can be hard to define and prescribe in terms of infrastructure planning. Whilst planning can provide spaces for community and local culture to develop and be experienced, there are several other mechanisms which must come forward to ensure an area owns, explores and expresses its own community identity. This section considers the areas where infrastructure planning can contribute to a community, including community centres, libraries and burial provision.

Community centres

2.247 There are approximately 78 'halls and community centres' in the district, equivalent to one per 1,947 persons.

Libraries

2.248 The Library Service is statutory and is required to provide a comprehensive and efficient service for all persons living, working and studying in Cherwell. Library services in the district are provided by OCC and there are currently seven public libraries in the District: Adderbury, Banbury, Bicester, Deddington, Hook Norton, Kidlington, and Woodgreen libraries.

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2.249 The OCC Library and Heritage Strategy for Oxfordshire 2022 – 2027 sets out OCC's ambitions for the future development of the council's services, their wider contributions to the health and wellbeing of Oxfordshire, and the challenges and opportunities it faces. An asset management plan was developed by OCC in 2023 and this reviewed the condition of the existing libraries and the likely implications of emerging development sites at the time.

2.250 It is understood that negotiations about the reprovision of Banbury Library to a new building closer to the centre are underway. Woodstock Library was demolished in 2018 due to structural issues and relocated to space in the Oxfordshire Museum. This is smaller than the previous site and the service is actively seeking opportunities to improve and expand provision in the town.

Burial and crematoria provision

2.251 Burial sites in the district are managed by local organisations, such as the relevant parish / town councils. There are currently 93 burial grounds in the district. There are two crematoria located within and serving the district, in Banbury and North Oxford.

2.252 Bicester Town Council is responsible for running and maintaining the Bicester Cemetery site located between St. Edburg's Church and Pingle Field which is currently at full capacity. This has been the position for a number of years, with the proposed solution of new provision at the North West Bicester Eco-Town unlikely to be delivered in the early part of the plan period.

2.253 Banbury Town Council is responsible for two cemeteries within the town. Southam Road Cemetery is located within the town centre, and Hardwick Hill Cemetery located on the outskirts of the town, both on the Southam Road. Banbury Town Council is also responsible for St Mary's Churchyard (a closed churchyard).

2.254 Kidlington Parish Council is responsible for St Mary's Churchyard and Kidlington Cemetery (off Bicester Road).

2.255 The Cherwell Local Plan 2011- 2031 highlights the need for additional burial site provision across Banbury and Bicester. Specifically, Policy Banbury 13 and Policy Bicester 9 refer to the delivery of additional burial provision in their respective settlement.

Delivery organisations

Community centres

2.255 Buildings which provide for community uses are managed by several different stakeholders, including Cherwell District Council, Oxfordshire County Council and parish and town councils. This requires partnership working in order to ensure community services are provided in an efficient and integrated way.

Libraries

2.256 Libraries are managed by OCC.

Burial and crematoria provision

2.257 Burial sites are managed by the parish / town councils and crematoria by the individual companies that run these, on latest information Banbury Crematorium is operated by the London Cremation Company and the North Oxford Crematorium is operated by Memoria.

Funding community infrastructure

Community centres

2.258 Funding for community centres arises from the commercial activities or fundraising of the individual building managers. In addition, additional funding from local government and other grants from charitable organisations such as the National Lottery can be sought. Developer contributions may be collected where new development is likely to increase demand on existing facilities and where large scale development is coming forward it is assumed that new community building provision would be provided by that development.

Libraries

2.259 In the Library and Heritage Strategy for Oxfordshire 2022 – 2027, OCC highlights Arts Council England (ACE) as a key partner and potential funder. The service also seeks, and has been successful in acquiring developer funding to support capital projects to expand and improve facilities and services.

Burial and crematoria provision

2.260 The town councils, in association with Cherwell District Council, are responsible for the funding the maintenance of existing burial sites. However, where new provision is required to meet demand arising from new homes, it is expected that developer contributions will be required towards the provision of new space and maintenance of this. Crematoria are funded by the business models of the relevant operators.

Approach to planning for community facilities in Cherwell

Community centres

2.261 The Cherwell developer contributions SPD, in accordance with extant Local Plan policy, that development is expected to fund the provision of community facilities, where the need arises from the development. The current council standard is for a minimum floorspace standard of 0.185 square metres per person. The minimum size of a new facility should be 345 square metres, meaning that a development of approximately 750 dwellings would result in the need for a new community building on site. Where a new building cannot be provided onsite then contributions will be sought for the expansion of a nearby facility.

2.262 Whilst there are aspirations to maintain facility quality and increase community use at school facilities. OCC has stated that strict school safeguarding requirements pose challenges for schools to provide community use. Increased costs for new school accommodations and expansion may lead to viability constraints. Smaller schools may also lack the capacity to provided additional resourcing. There is also a rise in the number proportion of schools which are run as academies, which operate independently of council control. Consequently, dual use of new school facilities cannot be required by the planning system at the s106 stage, as the academy trust responsible for the school is not known at that point, and OCC cannot enforce community use on academies.

Libraries

2.263 The OCC guide to developer contributions sets out that developers may be required to fund library expansion or new provision. OCC uses national guidance from ACE (Arts Council) to inform their practice in this area; and the standard level of provision (in terms of library area per capita) is 27.5 Square Metres of library floorspace per 1,000 people.

Burial and crematoria provision

2.264 The Cherwell developer contributions SPD highlights the expectation that contributions from major residential developments are expected to fund the provision of new burial sites, or the extension of existing ones, where the need arises from development. At Banbury, an extension to the north of the existing Hardwick Hill Cemetery was granted planning permission in 2015 under reference 15/01194/F. The site covers approximately 3ha. Based on the current provision of 5,000 graves on a 2.4ha site, this could provide over 6,000 new graves to serve the town. At Bicester, work on to inform the adopted Cherwell Local Plan 2011-2031 identified the need for approximately 4ha of burial space, which would comprise a cemetery and an area for green burials. Based on the provision at Banbury, this could provide over 8,300 graves although the overall figure would be lower, depending on the amount of green burial space where graves are spaced more widely. A new site for burial provision will be provided within the North West Bicester Eco-Town area. However, no planning application for this phase of the Eco-town development has yet to come forward and it is not known how much space will be provided by such provision. Therefore there remains no capacity for burials in Bicester and no potential for provision in the short term.

Key infrastructure planning matters arising from potential development

Community Centres

Banbury

- BAN H2 – It is expected that this site would either provide a community centre or fund expansion of the community centre in the neighbouring extant allocation (Banbury 17 (Land south of Salt Way)).
- BAN H3, M/U1 and M/U2 – The potential for a multi community hub in the town centre is being investigated, which it is envisaged, will serve these allocations – developer contributions towards this would be expected.

Bicester

- BIC H1 – The community centres already envisaged to come forward in the ecotown will need to be expanded to accommodate the additional population resulting from the increased housing number.

Kidlington

- KID H1 – Off site contributions to new community facilities coming forward within the extant allocations should be provided.

Bletchingdon

- RUR H1 – Off site contributions towards improving / expanding community provision could be required.

Libraries

Banbury

- All residential and mixed-use sites – Negotiations about the re-provision of Banbury Library closer to the city centre are underway. It is anticipated that this would be a multi-use space as part of a wider community hub. All residential and mixed use sites within and around Banbury would be required to contribute towards this project. Once this project has been built and completed, any further residential and mixed use sites within and around Banbury would be required to contribute towards library services across the region to mitigate the impacts of any developments coming forward

Bicester

- All residential and mixed-use sites within and around Bicester would be required to contribute towards library services across the region to mitigate the impacts of any developments coming forward.

Kidlington

- All residential and mixed use sites within and around Kidlington would be required to contribute towards library services across the region to mitigate the impacts of any developments coming forward.

Bletchingdon

- There are no libraries in Bletchingdon specifically, therefore the residential site at Bletchingdon would be required to contribute towards library services across the region to mitigate the impacts of any developments coming forward.

Burial and crematoria provision

Banbury

- All major developments will be expected to contribute to the extension of the Hardwick Hill site.

Bicester

- All major developments will be expected to contribute to the new provision within the North west Bicester Eco Town.

Kidlington

- Land to extend Bicester Road Cemetery has been secured within the extant allocation of PR7, proportionate contributions for preparation of this land into appropriate form of design may be required from KID H1.

Bletchingdon

- No issues in relation to burial space are anticipated.

Emergency services

Policing and security

2.265 The Thames Valley Police (TVP) provide police services to Cherwell residents. There are main stations in Banbury, Bicester and Kidlington and the force's main Headquarter Sites are also based in Kidlington. There are also central facilities in the Cherwell area that serve TVP; including training facilities at Upper Heyford, a vehicle workshop and depot at Bicester and a new Forensics Investigation Unit is currently under construction in Bicester.

2.265 Policing is broadly based around four elements, Prevention, Neighbourhood, Response and Investigation with a number of teams within the force organised on this basis. Within Cherwell Neighbourhood and Response teams are organised geographically with teams covering both the urban and rural areas. The TVP's asset management strategy to 2028 has a focus on being leaner and more efficient. This means:

- Maximising asset utilisation and value for money (ensuring best use of resources);
- Identifying new viable replacement opportunities;
- Identifying new estate reduction and consolidation opportunities;
- Monitoring and progressing worthwhile collaboration opportunities with partners; and
- Futureproofing for change.

2.266 The key operating principles to help deliver this include:

- Identifying those strategic sites that are essential to service delivery and fit for purpose, and seeking to maximise space utilisation at those locations, thereby enabling the release of other sites for disposal;
- Disposing of premises that do not represent value for money through having relatively high revenue costs, require significant investment for poor return, are not fit for purpose, are operationally surplus to requirements and/or are underutilised;
- Taking opportunities for co-location with partners, whether within TVP or third-party premises.

Fire and Rescue

2.267 Oxfordshire Fire and Rescue Service (OFRS) is responsible for fire and rescue services covering the whole of Oxfordshire County. In total there are 25 fire stations across the county with the following five stations located in Cherwell district:

- Banbury: a 24-hour crewed and on-call fire station
- Bicester: on-call fire station not staffed 24-hours a day
- Deddington: on-call fire station not staffed 24-hours a day

- Hook Norton: on-call fire station not staffed 24-hours a day
- Kidlington: day crewed and on-call fire station not staffed 24-hours a day.

Ambulance

2.268 The South-Central Ambulance Service NHS Trust provides services across Berkshire, Buckinghamshire, Hampshire and Oxfordshire, including Cherwell District. Its services consist of operating the 999 emergency and NHS 111 services, attending 999 call-outs, community first responders attending call-outs and providing non-emergency patient transport services. The emergency call centre for the northern area is located in Bicester. There is also a patient transport service hub located there.

Delivery organisations

- Thames Valley Police (TVP)
- Oxfordshire Fire and Rescue Service (OFRS)
- South Central Ambulance Service (SCAS)

Funding and approach to planning for the emergency services

2.269 Funding for the services come from government budgets and council taxes. Developer contributions may also be collected if there is a demonstrable requirement, this often comes in the form of s106 agreements.

2.270 The delivery of new development and growth places an additional strain on existing police resources. Increases in local population and the number of households do not lead directly to an increase in central government grant. Whilst there might be growth through the council tax generated by an increase in the Council Tax Base, this funding would not be available to fund the infrastructure that would be required to effectively police the proposed areas of new development. It is therefore necessary to secure developer contributions for infrastructure, due to the direct link between the demand for policing services and the changes in the operational environment i.e. housing growth and the subsequent and permanent impacts it has upon policing. The Cherwell District Council Developer Contributions SPD sets out that new development is expected to fund police set up and equipment costs associated with serving new areas of development and contributions have been secured for this in the District.

2.271 The OCC guide to developer contributions sets out that contributions towards new fire service infrastructure may be required. It also includes a number of design requirements to ensure adequate access and firefighting infrastructure (e.g. hydrants) are provided.

2.272 Ambulances are funded by the NHS and developer contributions are not typically collected for them in Cherwell.

Key infrastructure planning matters arising from potential development

2.273 OCC advised that Oxfordshire Fire and Rescue Service, Thames Valley Police (TVP), and South Central Ambulance Service (SCAS) are considering the development of 'Blue Light Hubs'. These shared facilities would optimise resource allocation and potentially lead to cost savings through the consolidation of training infrastructure. Furthermore, contributions may be requested for localised capital / start up costs for the emergency services.

2.274 In addition to this, service specific infrastructure needs are set out below.

Policing and security

Extension / adaptation of Banbury Police Station to increase capacity is currently being considered by TVP, proportionate developer contributions towards this from development across the wider area may be requested. In addition, TVP requested that all new community facilities are equipped to include touch down facilities for police services to help facilitate community policing.

Fire and rescue

The Oxfordshire Fire and Rescue Service – Requires an increase in their provision of internal training sites in Banbury.

Ambulance

No specific infrastructure items related to ambulance provision arising from the proposed Regulation 19 Local Plan allocations have been identified, other than the blue light hubs above.

3.0 Infrastructure Funding

Introduction

3.1 Funding is a critical element of infrastructure delivery and there are a variety of funding opportunities which are available, or likely to become available, to support infrastructure delivery. This chapter reviews potential funding mechanisms which may be used to deliver infrastructure.

Developer contributions

3.2 Infrastructure needed to support new development can be funded from a variety of sources. Typically, developments will provide contributions through the provisions of s106 of the Town and Country Planning Act 1990 or community infrastructure levy (CIL) to fund infrastructure in order to make new development acceptable in planning terms. Whilst no CIL is currently charged in Cherwell, a consultation was undertaken in Summer 2024.

Alternatives to developer funding

3.3 There has traditionally been a range of alternative funding sources to developer contributions, particularly for strategic scale developments. Currently, however, many of the Central Government funding programmes have ended their current rounds. Whilst the expectation is that new funding will be made available – given the Government priority to deliver housing and growth generally – the specific type and scale of funding is not yet in the public domain.

3.4 On the basis that many of the core programmes which have supported infrastructure growth in the recent past are likely to be continued, even if in an amended form, then the opportunities are as follows.

General infrastructure funds

3.5 In the recent past the Central Government Housing Infrastructure Fund (HIF) has been used to fund major strategic infrastructure projects that are required to support the delivery of growth. In particular this has focused on funding infrastructure required to unlock sites at an early stage. As a result, it has most commonly been used to fund major transport projects, usually in their entirety.

3.6 Related to this – and a source of funding that is still currently open – is the Central Government Home Building Fund – Infrastructure Loans scheme. This is targeted at developers and landowners requiring loan finance to unlock strategic housing sites. This includes loans for on- and off-site transport infrastructure, education facilities, community facilities and ‘Section 106-required’ infrastructure (excluding affordable housing). Loans can be up to £250 million. Clearly this can only be accessed by a developer or landowner and these stakeholders are likely to engage with such opportunities when sites are at a more advanced stage, i.e. confirmed allocations with emerging plans/permissions.

3.7 Revenue (capacity) funding has previously been available for commissioning and undertaking infrastructure studies to support growth.

3.8 The UK Shared Prosperity Fund (UKSPF) is the Government's domestic replacement for the European Structural and Investment Programme (ESIF) which the UK continues to participate in until 2023. It is mostly intended to secure community and social infrastructure. Priority One is 'Community and Places' and will fund projects that strengthen social fabric and foster a sense of local pride and belonging. Specifically, the fund will invest in activities that enhance physical, cultural and social ties and amenities, such as community infrastructure and local green space, and community-led projects.

Local government funding

3.9 Whilst this has been an option for local authorities to provide funding in the form of loans, it has been used very infrequently to fund strategic growth. Reductions in Council budgets coupled with increases in competing priorities has meant that financing of such opportunities has been very challenging. Some local authorities will also borrow money to pay for infrastructure in advance.

Infrastructure bank

3.10 The UK Infrastructure bank was set up in June 2021. It is a UK Government-owned policy bank, seeking to provide £22bn of infrastructure finance. The bank is wholly backed by HM Treasury. The bank is proposed to operate across a range of sectors, but will prioritise in particular clean energy, transport, digital, water and waste. The bank is at an early stage of its development and is expected to scale up as it becomes more established. Examples of infrastructure funded includes broadband, public transport routes and energy hubs.

Sector-specific funding

Highways

3.11 Oxfordshire County Council allocates capital funding for the road network, but this is mainly limited to small scale local projects including road safety, walking, cycling, public transport, traffic and speed management, local environmental projects and public rights of way.

Cycling and walking

3.12 The Department for Transport (DfT) has an Active Travel funding programme. This is a capital grant programme which focuses in particular on cycling and walking. Funds awarded to OCC are typically used to prepare Local Cycling and Walking Infrastructure Plans (LCWIPs) which are used to plan and deliver the provision of physical improvements to walking and cycling infrastructure.

Bus infrastructure

3.13 Investment is made by the bus companies on a case-by-case basis. This will be based on a threshold being reached for new services to be commercially viable.

Health

3.14 Health services are supported by NHS capital allocations, however there is currently no NHS England Capital Funding available for improving or increasing capacity for primary care premises to accommodate the additional demand arising from new development.

Sport and community

3.15 Funding towards the provision of football pitches can be secured through the Football Foundation. These are unlikely to be 100% grants and applications would need to ensure that they met the Foundation's criteria relating to inclusion and community benefits. Lottery funding can be secured for a range of capital projects that are intended to provide benefits to the community.

Utilities/low carbon

3.16 The Government's Heat Networks Investment Project (HNIP) is a £320 million capital funding programme aimed at increasing the number of district heat networks being built. It is aimed at developers and their partners – often local authorities – to deliver as part of energy improvements for both existing and new developments. Funding can be provided in the form of loans as well as grants but will only be available once a site has a developer and outline planning permission.

Appendix A

A.1 Table A.1 below sets out the organisations which provided feedback to IDP consultation in order to inform this report and accompanying infrastructure schedule.

| Sector | Organisation |
|---|--|
| Archaeological storage | OCC |
| Canals | Canal and River Trust |
| Community centres | CDC |
| Developer contributions | OCC, CDC |
| Ecology | CDC |
| Economic development | CDC |
| Electricity | SSEN, National Grid Electricity Distribution (NGED) |
| Emergency and rescue services | Thames Valley Police |
| Energy | OCC, 1Energy, CDC Climate Action Manager |
| Flood Risk | Environment Agency, CDC |
| Green infrastructure, open space and recreation | CDC |
| Growth Managers at Bicester and Kidlington | CDC |
| Health | Buckinghamshire, Oxfordshire and Berkshire West Integrated Care Board (BOB ICB), OCC |
| Housing | CDC |
| Libraries | OCC |
| Recycling & waste | OCC |
| Sport | Sport England, CDC |
| Telecoms | BT Openreach |
| Transport | OCC, CDC, Great Western Railway, Network Rail |
| Utilities | OCC |
| Water supply and treatment | Anglian Water, Environment Agency, Thames Water, OCC |

Appendix B

Infrastructure Schedule

B.1 The Infrastructure Schedule provide the detailed schedule of infrastructure items identified in the process of preparing this infrastructure delivery plan. It is important to note that infrastructure planning is an iterative process and the schedule below represents a snapshot in time. The projects and schemes identified will continue to develop and evolve into the future.

B.2 Where costs have been identified based on the Cherwell Developer contributions SPD, these are done so based on the costs listed therein without inflation being applied. The reason for this is because inflation is applied at the time that contributions are drawn down through s106 agreements, and to apply current inflation levels would be no more accurate than keeping to the costs in the SPD.

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|----|------------------------|--------------|---|--------------------------------------|--|---|---------------------------|----------------------------------|-------------------|---|---|--|--|
| 1 | Transport and movement | Banbury Area | All Banbury sites | All sites | 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. | Supporting economic growth , new homes, tourism with better access to public transport and sustainable modes of travel including local & national rail routes | Desirable for placemaking | Throughout the Local Plan period | c. £6m | Some funding secured OCC Developers | Dept for Transport Network Rail Chiltern Railways Department for Transport | OCC Local Transport & Connectivity Plan | Access to Banbury Station – Tramway Rd Improvements - Phase 1 and 2 October 2024 to April 2025 and Phase 2. Phase 3 to Phase 5 April 2025 to September 2025 Cycle hub complete. Some elements will be delivered as part of the Tramway Road scheme. Conversations are ongoing with delivery partners. |
| 2 | Transport and movement | Banbury Area | Canalside; South of Saltway | All sites | Bankside/Hightown Road and Swan Close Road/Tramway junction improvements (signalisation); accessibility improvements along and across Bankside | Improving accessibility by sustainable modes | Desirable for placemaking | Short - medium term | c. £10m | Funding bids to government; Developers | OCC | OCC OCC Local Transport & Connectivity Plan | Chicanes have been removed and replaced with traffic calming cushions, and cycle lanes introduced. |
| 3 | Transport and movement | Banbury Area | Banbury 17 - South of Salt Way - East | BAN H2 | Internal Spine Road Serving Development. North-south links should be provided through this site and within the extant allocation at Land South of Salt Way (Banbury 17) towards the spine road and Local Centre which is to be provided within Banbury 17. Bus route should loop through the site connecting into Banbury 17 | Accommodating a new direction of growth with a comprehensive highways and access solution. | Essential | Short term | c.£2.5m | Developers | Private sector developers | CDC OCC | Secured through S106, being delivered as sites build out. |
| 4 | Transport and movement | Banbury Area | Banbury 1 - Canalside Banbury 7 - Strengthening Banbury Town Centre Banbury 8 - Land at Bolton Road Banbury 9 - Spiceball Development Area | BAN H3, BAN M/U1, BAN M/U2 | Review Banbury town traffic circulation, including bus routing. | Improving accessibility and active travel. | Essential | Short - long term | c. £3.25m | Developers | OCC developers | OCC OCC Local Transport & Connectivity Plan | To be revisited as part of on-going bus service improvements. Previous bus access discussions were unresolved. |
| 5 | Transport and movement | Banbury Area | All Banbury sites | All sites | 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 | Improved accessibility delivered from enhanced transport networks and better integration of modes. | Desirable for placemaking | Short - medium term | c. £8m | Developers | OCC | Early work on emerging Banbury master plan | Work on town centre bus access and movement ongoing, related to delivery of BSIP-funded Cherwell Street bus lane and railway station regeneration. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|----|------------------------|--------------|------------------------|--|---|---|---------------------------|------------------------|--------------------|---|---|--------------------|--|
| | | | | | option to be explored. Train station mobility hub to be considered for long distance bus services. | | | | | | developers | | |
| 6 | Transport and movement | Banbury Area | All Banbury sites | All sites | Serve all Strategic Development Sites by bus service, which may lead to new bus routes or changes to existing provision. | New or improved bus services Improve the transport and movement networks into and through the town. | Essential | Throughout plan period | TBC | To be funded by securing contributions from strategic allocations | OCC | LTP OCC | Single Banbury-wide contract commenced in February 2024 for three years, including new service to Chalker Way. |
| 7 | Transport and movement | Banbury Area | All Banbury sites | All sites | Bus priority or other changes at junctions to reduce bus journey times. | New or improved bus services Improve the transport and movement networks into and through the town. | Desirable for placemaking | Short - medium term | TBC | TBC | OCC | LTP OCC | Internal discussions around updating traffic signals equipment to provide improvements. |
| 8 | Transport and movement | Banbury Area | All Banbury sites | All sites | Improving the routeing, 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. | New or improved bus services Improve the transport and movement networks into and through the town. | Desirable for placemaking | Throughout plan period | £750,000 per annum | TBC | OCC | LTP OCC Developers | New bus services to/from Chalker Way and Nickling Road started in February 2024. Real time information screens have been rolled out in Banbury in 2024. |
| 9 | Transport and movement | Banbury Area | All Banbury sites | All sites | 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 | New or improved bus services | Desirable for placemaking | Short - medium term | £400k per annum | Some funding secured | OCC Bus Operators Private sector developers | LTP | Following Covid, S4 is now partially supported by OCC. New X4 express peak links to/from Oxford provided from September 2023. Services 200 (Daventry) and 500 (Brackley/Bicester) now financially supported by |
| 10 | Transport and movement | Banbury Area | N/A | BAN H2 | The main access road(s) through this site needs to be wide enough to accommodate bus access. Bus access should be in a single loop connecting via two Banbury 17 access routes. | To facilitate journeys by active and sustainable means of travel. | Essential | Long term | TBC | TBC | OCC developers | OCC | Currently in construction |
| 11 | Transport and movement | Banbury Area | Canalside, Higham Way | BAN H3, BAN M/U1, BAN E1 | Bus link between Bridge Street and Tramway Road to better serve the railway station, Canalside redevelopment and Longford Park (Bankside); | New or improved bus services Improve the transport and movement networks into and through the town. | Essential | Short - long term | £3.99m | Fully funded by OCC, Growth Board | OCC | LTP OCC | Tramway Road Improvements Scheme - construction starts 24/10/24 and will be completed by the end of December 2025 |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|----|------------------------|--------------|---|----------------|--|--|---------------------------|------------------------|-------------------|---|------------------------|---------|--|
| 12 | Transport and movement | Banbury Area | All Banbury sites | All sites | Increase number of buses serving the railway station. | Improved access to and facilities at rail station. | Desirable for placemaking | Short term | TBC | Tramway scheme has some Growth Deal Funding secured. | OCC | LTP OCC | Linked to the Banbury Rail Station Plans as part of discussions with Chiltern Railways and Network Rail and with scheme 11 to open up a bus link via Tramway Road |
| 13 | Transport and movement | Banbury Area | N/A | N/A | Electric vehicle initiatives. Including charging points for electric vehicles A number of charging points locations completed across the town. Wider provision under consideration. | To reduce pollution from road traffic. | Desirable for placemaking | Throughout plan period | TBC | TBC | CDC OCC | CDC | Consider with individual applications in particular at town centre development and the station. |
| 14 | Transport and movement | Banbury Area | N/A | N/A | Park & Charge infrastructure at Compton Road and Windsor Street Car Parks. | To reduce pollution from road traffic. | Desirable for placemaking | Short term | Secured | Secured | CDC OCC | OCC | Contracts signed in October 2018 Delivering November to February 2022. |
| 15 | Transport and movement | Banbury Area | Banbury 2 (BAN2) Hardwick Farm/Southam Road Banbury 6 - Land West of the M40 | All sites | East-west strategic movements: Hennef Way including M40 J11 and Southam Road area - multi-modal corridor improvements including movements across the corridor | Improving connectivity for all modes to reduce congestion, improve air quality and improve accessibility | Essential | Throughout plan period | c. £18m | Developers Held s106; further s106 negotiations; other funding opportunities TBC | OCC | OCC | M40 J11 has been fully signalised and MOVA operation system installed as part of High Speed Rail (HS2) works An options assessment has been Plan App refs 12/00158/OUT – 90 dwellings on Dec 2013 13/00159/OUT, 18/00273/OUT – 90 dwellings granted on 12/11/2018 & S106 Agreement 30/04/2024 S106 Deed of Variation 01/08/2024 S278 |
| 16 | Transport and movement | Banbury Area | Banbury 3 - West of Bretch Hill Banbury 10 - Bretch Hill Regeneration Area | All sites | East-west strategic movements: Warwick Road Corridor (covering the roundabout junctions with A422 Ruscote Avenue and Orchard Way). | Multi-modal approach, with emphasis on improving access for sustainable modes. | Essential | Short - medium term | c. £2.5m | Some funding committed | OCC | OCC | In Progress. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|----|------------------------|--------------|---|--------------------------------------|--|---|---------------------------|-------------------|-------------------|---|--|-----------------------------------|---|
| | | | | | | | | | | | | | The Warwick Road junctions are being considered as part of OCC work on the Western Active Travel Corridor. They are looking at initial options for the corridor and funding will be required for a more detailed assessment |
| 17 | Transport and movement | Banbury Area | Higham Way | BAN E1 | A vehicular connection between Chalker Way and the site (running parallel to the railway track) | A direct access from the east for HVG's and vehicles, that links to the M40, re-routing from Bridge St/Middleton Road | Essential | Medium term | TBC | Developers, other funding sources | OCC | OCC | OCC has held initial discussions with site proposers |
| 18 | Transport and movement | Banbury Area | Calthorpe Street | BAN H3 | Marlborough Road Traffic calming measures | Reduce vehicle speed on Marlborough Road and improve walking wheeling and cycling safety | Essential | Short - long term | TBC | Developers | OCC developers | OCC | OCC has held initial discussions |
| 19 | Transport and movement | Banbury Area | Banbury 1 - Canalside Banbury 7 - Strengthening Banbury Town Centre Banbury 8 - Land at Bolton Road Banbury 9 - Spiceball Development Area | BAN H3, BAN M/U1, BAN M/U2 | Contribute towards public realm, greening and healthy place making improvements to the Market Place area. | Improving accessibility by sustainable modes | Desirable for placemaking | Short - long term | TBC | Developers Direct delivery by developers | OCC developers | OCC | Scheme will be worked up in 2025/26 with delivery in the short term. |
| 20 | Transport and movement | Banbury Area | All Banbury sites | All sites | Rail Electrification from Oxford – Banbury - Leamington Spa including road bridge alterations at Bridge Street, and A422 Hennef Way. | Providing increased rail capacity to support economic growth and new homes with better access to the national rail network. | Desirable for placemaking | Medium term | TBC | TBC | Network Rail Chiltern Railways OCC | Network Rail website HLOS 2012 | Network Rail Decarbonisation Strategy (July 2020) has identified the route through Bicester and Banbury for electrification. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|----|------------------------|--------------|--|----------------|--|--|-----------|------------------------|-------------------|----------------------------|------------------------|---------|---|
| 21 | Transport and movement | Banbury Area | All Banbury sites | All sites | Provide footways and cycleways from all Strategic Sites joining up with the existing network. | Improving cycling and walking routes Provide sustainable movement routes for pedestrians and cyclists. | Essential | Throughout plan period | TBC | Some committed | OCC CDC | OCC | Cycle facility secured on Banbury 15 planning permission, between Banbury Gateway and Hennef Way. Drayton Lodge connection to existing network secured as S278 works, Longford Park Phase 2 will connect into Phase 1. Sites south of Salt Way will connect to Salt Way and via cycle facilities on new spine road. |
| 22 | Transport and movement | Banbury Area | All Banbury sites | All sites | Delivering schemes such as the Hanwell Fields 4 cycle routes along the Former Minerals Railway providing improvements to the Mineral Railway route between the existing Highlands. | Improving cycling and walking routes. | Essential | Short - medium term | TBC | Part secured | OCC | LTP OCC | This route is now in the approved Banbury LCWIP |
| 23 | Transport and movement | Banbury Area | All Banbury sites | All sites | Improving connections to the rights of way network. | Improving cycling and walking routes. | Essential | Throughout plan period | TBC | Some funding secured | OCC | LTP | Hardwick Farm/Southam Road (13/00158/OUT & 13/00159/OUT) S106 contributions secured towards PRoW improvements from most residential sites. 18/00273/OUT – 90 dwellings granted on 12/11/2018 & S106 Agreement 30/04/2024 S106 Deed of Variation 02/08/2024 S278 01/08/2024 – S278 Agreement |
| 24 | Transport and movement | Banbury Area | All Banbury sites | All sites | Improve bridleway 120/45 from the Salt Way to Oxford Road with surface and safety improvements. | Improving bridleway routes. | Essential | Short term | c. £0.6m | Funding secured | OCC | OCC | TBC |
| 25 | Transport and movement | Banbury Area | Banbury 1- Canalside Banbury 7 - Strengthening Banbury Town Centre Banbury | All sites | Improving the pedestrian environment in Banbury, particularly in the town centre and to/within residential and employment areas; providing cycle stands at bus stops where | Improvements to public realm. | Essential | Short - medium term | TBC | TBC | OCC CDC | LTP | Town centre walking zone identified in the approved Banbury LCWIP. Work to start on an Action Plan for the zone. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
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| | | | 8- Land at Bolton Road Banbury 9 - Spiceball Development Area Banbury 10 - Bretch Hill Regeneration Areas | | possible. | | | | | | | | |
| 26 | Transport and movement | Banbury Area | All Banbury sites | All sites | Wayfinding provisions between site and Key Destinations. | Improve legibility of townscape to help facilitate a shift to more sustainable modes | Essential | Short term | TBC | TBC | OCC | OCC | OCC and CDC currently developing Wayfinding |
| 27 | Transport and movement | Banbury Area | Higham Way | BAN E1 | Walking and cycling improvements to Causeway and Bridge Street to improve access to / from east of town. | To facilitate journeys by active and sustainable means of travel. | Essential | Short - medium term | TBC | TBC | OCC developers | OCC | Active travel corridor feasibility work has been completed in 2024, funding bid for AT T5 has been submitted to bring scheme up to Detailed Design |
| 28 | Transport and movement | Banbury Area | Bolton Road | BAN E1 | Improve pedestrian and cycle facilities on Castle Street and Warwick Road, also at its junction with North Bar/Southam Road. | To facilitate journeys by active and sustainable means of travel. | Essential | Short - medium term | TBC | Developers | OCC developers | OCC | Identified in LCWIP, Route 2 and Route 5 connection |
| 29 | Transport and movement | Banbury Area | Banbury 17 - South of Salt Way - East | BAN H2 | Improve Public Rights of Way south of this site | Increase opportunities for recreation and enjoyment of the countryside | Essential | Short - long term | TBC | Developers | Private sector developers | OCC | As a requirement related to a draft allocation, this item is not approved, funded or designed - it will need to be secured by contributions and possibly direct delivery by planning applications |
| 30 | Transport and movement | Banbury Area | Banbury 17 - South of Salt Way - East | BAN H2 | Multi-modal improvements at the A361 junctions with Queensway and Springfield Avenue | Increase opportunities for active travel | Essential | Short - long term | TBC | Developers | Private sector developers | CDC OCC | Part of the western active travel corridor; an initial review of options expected in 2025/26. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|----|------------------------|--------------|---|----------------|--|---|-----------|---------------------|-------------------|---|---|--------|---|
| 31 | Transport and movement | Banbury Area | Banbury 17 - South of Salt Way - East | BAN H2 | New Perimeter Bridleway Providing Pedestrian / Cycle / Horse Riding route from White Post Road to Bloxham Road and circular connection with Salt Way South of Salt Way –East. | Improving cycling and walking routes. Mitigation of impact from development of land to the south of Salt Way. | Essential | Short - medium term | TBC | Committed | CDC OCC | CDC | Being delivered as sites build out. |
| 32 | Transport and movement | Banbury Area | N/A | BAN H2 | Walking, wheeling and cycling facilities along the A361 between the Banbury 17 access road and Beargarden Road and to the secondary schools on Springfield Avenue. | To facilitate journeys by active and sustainable means of travel. | Essential | Long term | TBC | Direct delivery by developers, Developer contributions | OCC developers | OCC | Identified as LCWIP route 2. |
| 33 | Transport and movement | Banbury Area | Banbury 1 - Canalside Banbury 7 - Strengthening Banbury Town Centre Banbury 8 - Land at Bolton Road Banbury 9 - Spiceball Development Area | BAN H3 | Deliver a package of walking, wheeling and cycling accessibility improvement measures between the site and the town centre including improvements on Calthorpe Street and High Street to meet the multiple LCWIP proposals for the area. Ensure the current pedestrian route through the site is maintained. | Improving accessibility by sustainable modes | Essential | Short - long term | TBC | Developers Direct delivery by developers | OCC developers | OCC | Multiple schemes included in LCWIP proposals for the area |
| 34 | Transport and movement | Banbury Area | N/A | BAN M/U1 | Improvements to the canal towpath throughout the site and a contribution to improvements to the north (between the town centre and the county boundary) and south (between Bankside and the Adderbury business park) | Make the Towpath more accessible for walking and cycling, encouraging a car-free direct link through town | Essential | Long term | TBC | Developers Direct delivery by developers | OCC CDC Private sector developers Voluntary sector | OCC | Early stage project - to be funded and delivered by development and potential Government funding. |
| 35 | Transport and movement | Banbury Area | Canalside | BAN M/U1 | Active travel connection over the canal at the southern end of Bankside (LCWIP route 13, section 13b) | To facilitate journeys by active and sustainable means of travel. | Essential | Medium - long term | TBC | Funding bids, | OCC | OCC | Project has been identified in the LCWIP as route 13. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
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| | | | | | | | | | | Developers | developers | | |
| 36 | Transport and movement | Banbury Area | Canalside | BAN M/U1 | Walking and cycling improvements between Bankside and the Adderbury business park | To facilitate journeys by active and sustainable means of travel. | Essential | Short - long term | TBC | TBC | OCC | OCC | Project has been identified in the LCWIP as route 13 |
| | | | | | | | | | | | developers | | |
| 37 | Transport and movement | Banbury Area | Banbury 1 - Canalside Banbury 7 - Strengthening Banbury Town Centre Banbury 8 - Land at Bolton Road | BAN M/U1 BAN M/U2 BAN H3 | Step-free access between the towpath and Tramway Road | Make the Towpath more accessible for walking and cycling, encouraging a car-free direct link through town | Essential | Short - long term | c. £2m | OCC currently funding tow path accessibility improvements, Developers | OCC, developers, Canal and River Trust | LTP OCC | No progress on the steps at the southern end of Tramway Road. There is currently a joint OCC & Canal and River Trust scheme to build steps with a wheeling channel between Station Approach and the towpath |
| 38 | Transport and movement | Banbury Area | Canalside, Higham Way | BAN M/U1, BAN E1 | Foot and cycle bridge from the train station to the town centre via Bridge Street / Cherwell Street junction, and a foot and cycle bridge from Station Approach to link with the toucan crossing on Bridge Street (east). | Support delivery of strategic development with sufficient upgrades to road and active travel infrastructure | Essential | Short - medium term | TBC | TBC | OCC Private sector developers | OCC | Pre-feasibility report produced on the Eastern Active Travel scheme, includes Bridge St/ Middleton Rd, and the Bridge St toucan crossing only. No update on bridge proposals to date. |
| 39 | Transport and movement | Banbury Area | Higham Way | BAN M/U1, BAN E1 | Foot and cycle bridge between the railway station and Higham Way, over the railway track | Improving cycling and walking routes Provide sustainable movement routes for pedestrians and cyclists. | Essential | Medium - long term | TBC | Developers Direct delivery by developers | OCC | OCC | Early stages |
| 40 | Transport and movement | Banbury Area | Bolton Road | BAN M/U2 | Deliver or enhance active travel routes, with east-west and north-south permeability required through Bolton Road site | To facilitate journeys by active and sustainable means of travel. | Essential | Short - long term | TBC | Developer direct delivery and contributions | OCC developers | OCC | Project is at an early stage of development |
| 41 | Transport and movement | Banbury Area | Banbury 1 - Canalside Banbury 7 - Strengthening Banbury Town Centre Banbury 8 - Land at Bolton Road Banbury 9 - Spiceball Development Area | All sites | 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. | Improving accessibility for sustainable modes | Essential | Short - medium term | c. £8m | Direct delivery by developers, Developer contributions | OCC | LTP OCC | The Cherwell Street Bus Service Improvement scheme is currently in the preliminary design stage, construction to start early/mid 2025. Active travel measures will require additional land. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|----|------------------------|--------------|---|-------------------------|--|--|-----------|-------------------|-------------------|---|----------------------------------|---------------------|--|
| 42 | Transport and movement | Banbury Area | N/A | BAN H2 | A4260 Oxford Road corridor bus priority and walking / cycling improvements. | Support delivery of strategic development with sufficient upgrades to road and active travel infrastructure. | Essential | Long term | TBC | Funding bids, Developers | OCC Private sector developers | ITP transport study | A multi-modal review of this corridor is expected in the next 4 years |
| 43 | Transport and movement | Banbury Area | Banbury 1 - Canalside Banbury 7 - Strengthening Banbury Town Centre Banbury 8 - Land at Bolton Road Banbury 9 - Spiceball Development Area | BAN M/U1, BAN E1 | Improving walking routes between the railway station, bus station and town centre via Bridge Street, via Bridge Street Park and through Canalside redevelopment with bridges over waterways, improved ramp into Bridge Street Park, segregated pedestrian and cycle facilities or wide shared paths where this is not possible, dropped kerbs and signage; | Improved access between the rail station and the town centre, including the cultural quarter | Essential | Short - long term | TBC | Developers Direct delivery by developers | OCC developers | OCC | Being considered as part of Banbury Rail Station Masterplan and also Canalside development discussions. Walking route via Bridge Street will be improved through Cherwell Street BSIP scheme by Sept 2025 if fully approved – currently in feasibility approval stage. OCC has safeguarded the route through the former caravan site through a legal agreement. The eastern active travel corridor proposals include improvements through Bridge Street Park. |
| 44 | Transport and movement | Banbury Area | N/A | BAN M/U1 | Tramway Road Accessibility Improvement. | The aim of the project is to deliver accessibility and sustainable transport improvements along Tramway Road in Banbury to create a new two-way bus lane and taxi link past Banbury railway station into the town centre and a new access to the railway station car park to the west. | Essential | Short term | c.£3.99 m | c.£3.2m | OCC, Growth Board | Growth Board | Construction began November 2024, expected completion December 2025 |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
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| 45 | Education | Banbury Area | Banbury 17 - South of Salt Way East Banbury 16- South of Saltway West | All sites with residential use | Primary school South of Salt Way up to 3 Form Entry Including early years provision. | Expand the schools and colleges/ further education provision to match the needs and requirements of residents and businesses. | Essential | Short - long term | £13.262m @ BCIS TPI = 390 for a 2fe school Estimate cost of expansion to 3FE: £5.4m plus land acquisition and remediation costs | Developers | OCC Education providers Housing developers | LP OCC | CDC will work with OCC, developers and schools to facilitate the timely provision of new schools. Banbury 16 has planning permission and Banbury 17 is under consideration. Funding for a 2FE school has been secured, timing will depend on housing delivery. Timescale has been revised to 2027/28. Banbury H2 may require school to be expanded to 3FE, at an additional cost of approx. £5.4m 14/01932 – OS Parcel 7400 adjoining and South of Salt Way (Wykham Park Farm)– for 1000 dwellings including a primary school and additional primary school land and a secondary school playing field. Granted consent on 19/12/2019. Section 106 Agreement Volumes 1 and 2 dated 18/12/2019 referring to land to the east of Bloxham Rd (A361) and south of Salt Way, Bodicote, Banbury. 14th Schedule of S106 Agreement details Primary School Site of no less than 2.22ha. Schedule 16 grants an option on a further 0.79ha parcel of land to allow expansion up to 3FE |
| 46 | Education | Banbury Area | N/A | BAN H3 | Expansion of nearby primary schools including early years provision | Expand the schools and colleges provision to match the needs of residents and businesses. | Essential | Long term | 1501568 | Developers | OCC Education providers Housing developers | CDC SPD standards | Funding not confirmed yet, consents not gained - as this is to come forward in line with development |
| 47 | Education | Banbury Area | N/A | BAN M/U1 | Expansion of nearby primary schools including early years provision | Expand the schools and colleges provision to match the needs of residents and businesses. | Essential | Long term | 6182927 | Developers | OCC Education providers Housing developers | CDC SPD standards | Funding not confirmed yet, consents not gained - as this is to come forward in line with development |
| 48 | Education | Banbury Area | N/A | BAN M/U2 | Expansion of nearby primary | Expand the schools and | Essential | Short - long | 1766551 | Developers | OCC | CDC SPD | Funding not confirmed yet, |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
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| | | | | | schools including early years provision | colleges provision to match the needs of residents and businesses. | | term | | | Education providers Housing developers | standards | consents not gained - as this is to come forward in line with development |
| 49 | Education | Banbury area | Banbury Area Banbury 4: Bankside Phase 2 | N/A | 0.5FE expansion of primary school at Bankside (Longford Park Primary School) | Expand the schools and colleges provision to match the needs of residents and businesses. | Essential | Medium term | £3m | Developers | OCC Education providers Housing developers | LP OCC | Phase 1: school has opened at 1.5 form entry. Expansion to 2FE not yet Cost shown is for expansion only. |
| 50 | Education | Banbury area | All sites with residential development | All sites with residential use | New secondary school provision including new playing fields and playing grounds to be located on land to the east of the Oxford Road at Bodicote (in addition to expansion of Blessed George Napier by 2FE at South of Salt Way) | Expand the schools and colleges provision to match the needs of residents and businesses. | Essential | Medium - long term | £25.006m @ BCIS TPI=390 + cost to acquire and remediate land | Developers | OCC Education providers Housing developers | LP OCC | New secondary school cost based on 600 pupil places plus associated playing fields and playing grounds. |
| 50 a | Education | Banbury area / District Wide | All sites with residential development | All sites with residential use | Provision for SEND provision/ contributions, new SEND schools, expansion to existing school/s and inclusion within new schools | To provide SEND education provision | Essential | Short, medium and long term | TBC | Developers | Developers OCC | OCC | |
| 51 | Flooding and drainage | Banbury Area | Banbury 1 - Canalside | BAN M/U1, BAN E1 | Flood risk infrastructure / design to locate residential uses at lowest risk areas ensuring that first floor level are above 1% above the estimated flood level | Reduce probability of flooding. | Essential | Long term | TBC | To be funded by Canalside development | EA CDC LLFA | Canalside SFRA | To be delivered through on site design and Sustainable Urban Drainage for Canalside in consultation with EA and Lead Local Flood. |
| 52 | Green infrastructure and sport | Banbury area | N/A | BAN H2 | 0.54 of allotment / food growing space | Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing. | Essential | Long term | 160178.2 | Developers | Housing developers, CDC | CDC SPD standards | Does not have funding nor consents - this requirement should be delivered as part of the development |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|----|--------------------------------|--------------|------------------------|----------------|--|--|---------------------------|------------------------|-------------------|--|----------------------------|----------------------------------|---|
| 53 | Green infrastructure and sport | Banbury area | N/A | BAN H3 | 0.15 of allotment / food growing space | Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing. | Essential | Long term | 45383.82 | Developers | Housing developers, CDC | CDC SPD standards | Does not have funding nor consents - this requirement should be delivered as part of the development |
| 54 | Green infrastructure and sport | Banbury area | N/A | BAN M/U1 | 0.63 of allotment / food growing space | Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing. | Essential | Long term | 186874.6 | Developers | Housing developers, CDC | CDC SPD standards | Does not have funding nor consents - this requirement should be delivered as part of the development |
| 55 | Green infrastructure and sport | Banbury area | N/A | BAN M/U2 | 0.18 of allotment / food growing space | Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing. | Essential | Short - long term | 53392.73 | Developers | Housing developers, CDC | CDC SPD standards | Does not have funding nor consents - this requirement should be delivered as part of the development |
| 56 | Green infrastructure and sport | Banbury Area | All Banbury sites | All sites | Restoration, maintenance, new habitat creation at Northern Valleys Conservation Target Area. | Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of BAP habitats. | Desirable for placemaking | Throughout plan period | TBC | To be funded by securing development contributions | CDC Wild Oxfordshire BBOWT | Local Plan Oxfordshire e BAP CDC | No project identified at this stage but potential area for biodiversity offsets from local development if net gain is not achieved on-site. The Council supports BBOWT through the LWS Project to maximise opportunities for improving biodiversity. There are additional opportunities through catchment partnership work led by BBOWT and Thames21. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|----|--------------------------------|--------------|------------------------|----------------|--|---|---------------------------|------------------------|-------------------|--|----------------------------|---|--|
| 57 | Green infrastructure and sport | Banbury Area | All Banbury sites | All sites | Restoration, maintenance, new habitat creation at North Cherwell Conservation Target Area. | Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of s41 NERC Act habitats. | Desirable for placemaking | Throughout plan period | TBC | To be funded by securing development contributions | CDC Wild Oxfordshire BBOWT | CDC | The areas of Banbury Country Park that are in CDC ownership are in this CTA so there are many opportunities for habitat improvement works and projects. Banbury Country Park is a potential habitat bank in terms of biodiversity net gain offsets. The Council supports BBOWT through the LWS Project and Wild Banbury to maximise opportunities for improving biodiversity. There are also opportunities through catchment partnership work led by BBOWT and Thames21. |
| 58 | Green infrastructure and sport | Banbury Area | N/A | BAN E1 | Improved connections to the wider area of Banbury: Links to the existing PRoW along Thorpe Way and footbridge or crossing across the railway. Contributions to improved wetland habitat and provide woodland and meadows where appropriate. Scrub and scattered trees area to the northwest of the site to be enhanced as a continuous habitat through the urbanised housing area of any future development via street trees planting and introducing rain gardens to act as SuDS. This would improve habitat linkage on the site and create flood defences. | Ensure that people can access a network of green and blue infrastructure network and to support biodiversity. | Essential | Medium - long term | TBC | Developers | CDC, landowners | Cherwell Green / Blue Infrastructure Strategy | Awaiting consents and funding. Projects should be delivered as development comes forward. |
| 59 | Green infrastructure and sport | Banbury Area | All Banbury sites | All sites | Canal Towpath improvements (3000 linear metre)- Access to the Countryside (urban centre to Cherwell Country Park). | Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed. | Desirable for placemaking | Short term | c.£200K | TBC | CDC | CDC | On-going funding through planning obligations from new development. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|----|--------------------------------|--------------|---|--------------------------------|--|---|---------------------------|------------------------|-------------------|----------------------------|------------------------|---|---|
| 60 | Green infrastructure and sport | Banbury Area | N/A | All sites | Connection of Salt Way to the improved north – south green corridor along the canal/ river corridor. | Ensure that people can access a network of green and blue infrastructure network and to support biodiversity. | Desirable for placemaking | Throughout plan period | TBC | TBC | CDC, landowners | Cherwell Green / Blue Infrastructure Strategy | Project is at an early stage of development |
| 61 | Green infrastructure and sport | Banbury Area | All sites with residential development | All sites with residential use | Exploring increasing capacity/expanding facilities at Spiceball Leisure Centre | Ensure social infrastructure grows at the same rate as communities. | Essential | Short - medium term | TBC | TBC | CDC | CDC | Option not to be pursued at present time. |
| 62 | Green infrastructure and sport | Banbury Area | All sites with residential development | All sites with residential use | Indoor tennis provision: 3 courts by 2031. | Ensure social infrastructure grows at the same rate as communities. | Essential | Short - medium term | TBC | TBC | LTA CDC | CDC | Scheme being developed. Awaiting LTA position on available funding. |
| 63 | Green infrastructure and sport | Banbury Area | All sites with residential development | All sites with residential use | Exploring opportunities to expand Wood Green Leisure Centre | Ensure social infrastructure grows at the same rate as communities. | Essential | Medium - long term | TBC | TBC | CDC | CDC | Project is understood to be at an early stage of feasibility. |
| 64 | Green infrastructure and sport | Banbury Area | N/A | All sites | Improve the interface between Spiceball Park and the canal/river green corridor linking with the town centre. | Ensure that people can access a network of green and blue infrastructure network and to support biodiversity. | Desirable for placemaking | Throughout plan period | TBC | TBC | CDC, landowners | Cherwell Green / Blue Infrastructure Strategy | Project is at an early stage of development |
| 65 | Green infrastructure and sport | Banbury Area | N/A | All sites | Continued development of the country park extending the green corridor to the north of the town connecting the urban area with the rural hinterland beyond. | Ensure that people can access a network of green and blue infrastructure network and to support biodiversity. | Desirable for placemaking | Throughout plan period | TBC | TBC | CDC, landowners | Cherwell Green / Blue Infrastructure Strategy | Project is at an early stage of development |
| 66 | Green infrastructure and sport | Banbury Area | N/A | All sites | Development of a new green, accessible link along the southern edge of the development to the south of Salt Way connecting new development | Ensure that people can access a network of green and blue infrastructure network and to support biodiversity. | Desirable for placemaking | Throughout plan period | TBC | TBC | CDC, landowners | Cherwell Green / Blue Infrastructure Strategy | Project is at an early stage of development |
| 67 | Green infrastructure and sport | Banbury Area | Banbury 14 - Cherwell Country Park All Banbury Sites | All sites with residential use | Banbury Country Park(30ha) previously known as Cherwell Country Park–District Park northeast of Banbury to include walks, meadows, trees/woodland, carparking. Includes Wildmere Community Woodland Phase 1. | Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed. | Desirable for placemaking | Short term | £240K | Committed | CDC | CDC | Phase 1: land purchase, bridges, fencing, signage/interpretation, footpath, park furniture and fishing platforms Character Area 5 known as the Roman Meadow is now owned by CDC (since |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
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| 68 | Green infrastructure and sport | Banbury Area | Banbury 14 - Cherwell Country Park All Banbury Sites | All sites with residential use | Banbury Country Park (30ha) Phase 2. | Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed. | Desirable for placemaking | Short - medium term | c.£217K | TBC | | CDC | Phase 2: Woodland Planting, biodiversity improvements, car park west and cycle way link. |
| 69 | Green infrastructure and sport | Banbury Area | Banbury 14 - Cherwell Country Park All Banbury Sites | All sites with residential use | Banbury Country Park (30ha) - Phase 3: children's play area, public art, improved access from the canal and Grimsbury Wood, habitat improvement works, community planting initiatives and car park east. | Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed. | Desirable for placemaking | Short - medium term | c.£190.2K | TBC | CDC | CDC | Phase 3: children's play area, public art, improved access from the canal and Grimsbury Wood, habitat improvement works, community planting initiatives and car park east |
| 70 | Green infrastructure and sport | Banbury area | N/A | BAN H2 | 3.5 Ha of general greenspace | Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing. | Essential | Long term | 711668.2 | Developers | Housing developers, CDC | CDC SPD standards | Does not have funding nor consents - this requirement should be delivered as part of the development |
| 71 | Green infrastructure and sport | Banbury area | N/A | BAN H3 | 0.99 Ha of general greenspace | Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing. | Essential | Long term | 201639.3 | Developers | Housing developers, CDC | CDC SPD standards | Does not have funding nor consents - this requirement should be delivered as part of the development |
| 72 | Green infrastructure and sport | Banbury area | N/A | BAN M/U1 | 4.1 Ha of general greenspace | Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing. | Essential | Long term | 830279.5 | Developers | Housing developers, CDC | CDC SPD standards | Does not have funding nor consents - this requirement should be delivered as part of the development |
| 73 | Green infrastructure and sport | Banbury area | N/A | BAN M/U2 | 1.16 Ha of general greenspace | Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing. | Essential | Short - long term | 237222.7 | Developers | Housing developers, CDC | CDC SPD standards | Does not have funding nor consents - this requirement should be delivered as part of the development |
| 74 | Green infrastructure and sport | Banbury Area | Banbury 3 - West of Bretch Hill | N/A | Open space provision at West of Bretch Hill. Minimum 3ha including parks and gardens, natural and semi-natural green space, amenity areas, civic spaces, allotments and community gardens, and outdoor provision for children and young people. | Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed. To encourage exercise, improve health and wellbeing. | Desirable for placemaking | Short - medium term | TBC | TBC | CDC | LP | To be delivery through policy requirement in accordance with LP Tables 7, 8 and 9. Previous Application/s Planning Application 20/01643 – Phase 1 – Land North and West of Bretch Hill – 49 dwellings. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|----|--------------------------------|--------------|--|--------------------------------|---|--|-----------|---------------------|-------------------|----------------------------|--|---|--|
| 75 | Green infrastructure and sport | Banbury Area | All sites with residential development | All sites with residential use | Improved pitches and ancillary facilities. 2 full size 3G football turf pitches (assumes use of hockey surface pitch(es) Wykham Park Academy, Banbury (formerly known as Banbury Academy) with stadia pitch with ancillary facilities which would be available for dual use | Ensure play and sports infrastructure grows at the same rate as communities and current deficiencies in provision are addressed. This scheme is intended to help address the need for 8 ha additional playing field area, with pitches provided across all sizes (5ha if AGP are provided) and demand for hockey. To meet educational, health and wellbeing requirements and for dual use provision for the community & for sporting events. | Essential | Short - medium term | TBC | S106/s | CDC Wykham Park Academy, Banbury (formerly Banbury Academy) Developers | CDC 2023 CDC Playing Pitch and Outdoor Sports Strategy | To come forward with development phasing |
| 76 | Green infrastructure and sport | Banbury Area | All sites with residential development | All sites with residential use | Improved pitches and ancillary facilities. 2 full size 3G football turf pitches (assumes use of hockey surface pitch(es) at Blessed George Napier Catholic School Academy (BGN)) Sites with stadia pitch with ancillary facilities which would be available for dual use. | Ensure play and sports infrastructure grows at the same rate as communities and current deficiencies in provision are addressed. This scheme is intended to help address the need for 8 ha additional playing field area, with pitches provided across all sizes (5ha if AGP are provided) and demand for hockey To meet educational, health and wellbeing requirements and for dual use provision for the community & for sporting events.. | Essential | Short - medium term | TBC | S106/s | CDC Blessed George Napier Catholic School Academy (BGN) | CDC 2023 CDC Playing Pitch and Outdoor Sports Strategy | To come forward with development phasing |
| 77 | Green infrastructure and sport | Banbury Area | All sites with residential development | All sites with residential use | Provision of a large all- weather pitch (70m x 106m) and new changing facilities at North Oxfordshire Academy (NOA), | This scheme is intended to help address the need for 8 ha additional playing field area, with pitches provided | Essential | Short term | TBC | Committed | CDC | CDC | TBC |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|----|--------------------------------|--------------|---------------------------------------|---|--|---|---------------------------|---------------------|-------------------|---|--|--|---|
| | | | | | Banbury for education and dual community use. | across all sizes (5ha if AGP are provided) and demand for hockey. | | | | S106/s | North Oxfordshire Academy (NOA) | 2023 CDC Playing Pitch and Outdoor Sports Strategy | |
| 78 | Green infrastructure and sport | Banbury Area | Banbury 17 - South of Salt Way - East | BAN H2 – East of Bloxham Road, Banbury (South of Salt Way, Phase 2) | Provision of sport pitches and pavilion – South of Saltway Phase 1 and East of Bloxham Road (South of Saltway Phase 2). It would be logical to plan a facility to accommodate Banbury 17 and Banbury H2 demands | Ensure play and sports infrastructure grows at the same rate as communities and current deficiencies in provision are addressed. This scheme is intended to help address the need for 8 ha additional playing field area, with pitches provided across all sizes (5ha if AGP are provided) | Essential | Short - long term | TBC | S106/s Committed, Developers from future development applications | Developers CDC Wykham Park Academy, Banbury (formerly Banbury Academy) | CDC Sport | To come forward with development phasing 14/01932/OUT OS Parcel 7400 Adjoining and South of Salt Way, Banbury – 1000 dwellings including schools, land and playing fields, changing and sports facilities, open space. Planning Decision 19/12/2019 S106 Wykham Park Volume 1 18/12/2019 – Fifth Schedule Sports Pitches page 61. 2 adult sized sports pitches on the |
| 79 | Green infrastructure and sport | Banbury Area | N/A | N/A | Relocation of the existing Easington Sports Football Club with larger scale replacement provision in a more suitable location to accommodate the existing growing 600 members and 33 teams plus additional capacity including grass stadia pitch, ancillary provision including club house, viewing stands, additional training pitches, community pitches, potential for all weather pitches including a 3G Pitch, location that allows for specialist lighting and a longer daily operational use with compatible adjacent land uses and potential for further extension | Ensure play and sports infrastructure grows at the same rate as communities and current deficiencies in provision are addressed. This scheme is intended to help address the need for 8 ha additional playing field area, with pitches provided across all sizes (5ha if AGP are provided). | Desirable for placemaking | Short - medium term | TBC | TBC | Easington Football Club | CDC | To come forward with development phasing. |
| 80 | Green infrastructure and sport | Banbury Area | N/A | N/A | Relocation of Banbury United Football Cl and provision of community pitches | Secure long term facilities for Banbury United Foorball Club. Facilitate the redevelopment of Canalside with improved access to the railway station. This scheme is intended to help address | Desirable for placemaking | Short - medium term | c. £2.5m - 3m | TBC | Tilstone / New College / Banbury Utd | CDC | Policy M/U1 at Banbury Canalside-provision made for a site for the relocation of Banbury Football Club. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|----|--------------------------------|--------------|------------------------------|----------------|--|--|---------------------------|------------------------|-------------------|----------------------------|------------------------|---|---|
| | | | | | | intended to help address the need for 8 ha additional playing field area, with pitches provided across all sizes (5ha if AGP are provided) | | | | | | Reg 19 CDC Local Plan | |
| 81 | Green infrastructure and sport | Banbury Area | Banbury 4 - Bankside Phase 2 | N/A | Community Sport pitches - Banbury 4. | Ensure play and sports infrastructure grows at the same rate as communities and current deficiencies in provision are addressed. This scheme is intended to help address the need for 8 ha additional playing field area, with pitches provided across all sizes (5ha if AGP are provided) | Essential | Short term | TBC | Committed | CDC, Banbury Academy | CDC | To come forward with development phasing |
| 82 | Green infrastructure and sport | Banbury Area | N/A | BAN H2 | 1.13 Ha of play provision | Ensure that people can access play opportunities within appropriate distance from homes | Essential | Long term | TBC | Developers | CDC, landowners | CDC SPD standards | Not Funded or approved. Anticipated to be delivered through site. |
| 83 | Green infrastructure and sport | Banbury Area | N/A | BAN H3 | 0.32 Ha of play provision | Ensure that people can access play opportunities within appropriate distance from homes | Essential | Long term | TBC | Developers | CDC, landowners | CDC SPD standards | Not Funded or approved. Anticipated to be delivered through site. |
| 84 | Green infrastructure and sport | Banbury Area | N/A | BAN M/U1 | 1.32 Ha of play provision | Ensure that people can access play opportunities within appropriate distance from homes | Essential | Long term | TBC | Developers | CDC, landowners | CDC SPD standards | Not Funded or approved. Anticipated to be delivered through site. |
| 85 | Green infrastructure and sport | Banbury Area | N/A | All sites | The greening of the town centre, improving east – west connectivity from People's Park to an enhanced green corridor along the river/canal corridor. | Ensure that people can access a network of green and blue infrastructure network and to support biodiversity. | Desirable for placemaking | Throughout plan period | TBC | TBC | CDC, landowners | Cherwell Green / Blue Infrastructure Strategy | Project is at an early stage of development |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|----|--------------------------------|--------------|------------------------|-----------------------|--|---|---------------------------|------------------------|-------------------|-----------------------------|---|---|---|
| 86 | Green infrastructure and sport | Banbury Area | N/A | All sites | Greening of the primary north – south vehicular route along the South Bar Street/ Horsefair corridor in conjunction with improved traffic solutions to ease congestion in these areas. | Ensure that people can access a network of green and blue infrastructure network and to support biodiversity. | Desirable for placemaking | Throughout plan period | TBC | TBC | CDC, landowners | Cherwell Green / Blue Infrastructure Strategy | Project is at an early stage of development |
| 87 | Health | Banbury Area | All Banbury sites | All residential sites | New GP facility for Cropredy Surgery | Ensure health infrastructure can accommodate the population growth | Essential | Short - medium term | TBC | Developer contributions | Cropredy Surgery, Developer & BOB ICB | BOB ICB | TBC |
| 88 | Health | Banbury Area | All Banbury sites | All residential sites | Conversion of admin room to clinical room at Sibford Surgery, Banbury | Ensure health infrastructure can accommodate the population growth | Essential | Short - medium term | 33840 | Developer contributions | BOB ICB and Sibford Surgery, Banbury | BOB ICB | TBC |
| 89 | Health | Banbury Area | All Banbury sites | All residential sites | Expansion of Banbury Cross Health Centre South Bar House Site, Banbury | Ensure health infrastructure can accommodate the population growth | Essential | Short - medium term | TBC | Developer contributions | BOB ICB and Banbury Cross Health Centre Banbury | BOB ICB | TBC |
| 90 | Health | Banbury Area | All Banbury sites | BAN H2 | Expansion and/or Reconfiguration of existing GP premises in Banbury. | Ensure health infrastructure grows at the same rate as communities. | Essential | Short - medium term | 518400 | Developer contributions | BOB ICB | BOB ICB | TBC |
| 91 | Health | Banbury Area | All Banbury sites | BAN H3 | Expansion and/or Reconfiguration of existing GP premises in Banbury. | Ensure health infrastructure grows at the same rate as communities. | Essential | Short - medium term | 198720 | Developer contributions | BOB ICB | BOB ICB | TBC |
| 92 | Health | Banbury Area | All Banbury sites | BAN M/U1 | Expansion and/or Reconfiguration of existing GP premises in Banbury. | Ensure health infrastructure grows at the same rate as communities. | Essential | Short term | 604800 | Developer contributions | BOB ICB | BOB ICB | TBC |
| 93 | Health | Banbury Area | All Banbury sites | BAN M/U2 | Expansion and/or Reconfiguration of existing GP premises in Banbury. | Ensure health infrastructure grows at the same rate as communities. | Essential | Short term | 67392 | Developer contributions | BOB ICB | BOB ICB | TBC |
| 94 | Health | Banbury Area | N/A | N/A | Review of the Horton Hospital site to assess how expansion to accommodate the needs of new development can be achieved. | To ensure that infrastructure keeps pace with development. | Desirable for placemaking | Throughout plan period | TBC | NHS England capital funding | Oxford University Hospital Trust (OUHT) | CDC internal | Outline business case published 2021 |
| 95 | Utilities | Banbury Area | Banbury 1 - | BAN M/U1, | Provision of a new combined heat | Ensure utilities | Essential | Medium - | TBC | TBC | CDC | CDC | To be implemented as part |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
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| | | | Canalside | BAN E1 | and power plant at Canalside | infrastructure grows at the same rate as communities. | | long term | | | | | of Canalside delivery. |
| 96 | Utilities | Banbury Area | Banbury 5 - North of Hanwell Fields | All sites | 2 new electrical substations. | Ensure utilities infrastructure grows at the same rate as communities. | Essential | Short - medium term | TBC | To be funded by site developers and utility providers | SSE | Local Plan Planning applications information | Secured in approval of the planning application for Banbury 5- North of Hanwell Fields (12/01789/OUT). |
| 97 | Utilities | Banbury Area | All Banbury sites | All sites | Reinforcement of existing electricity network: Banbury to Bloxham. | Ensure utilities infrastructure grows at the same rate as communities. | Essential | Short term | c.£28 m | To be funded by site developers and utility providers | SSE | CDC | Addressing generation and demand constraints in Banbury. The grid in Bloxham does not have enough demand load and with Epwell having too much generation is feeding electricity back the wrong way. Banbury also needs increased demand but has spare capacity for generation. Upgrade expected to take two years to complete and will involve linkages going through the road system through the centre of Banbury. |
| 98 | Utilities | Banbury Area | Banbury 1 - Canalside | BAN M/U1 | Relocation and/or realignment of existing electricity and gas service infrastructure. | Ensure utilities infrastructure grows at the same rate as communities. | Essential | Short - long term | TBC | TBC | SSE | Discussions with Utility providers and LP representations | To be secured and delivered through the development process. |
| 99 | Utilities | Banbury Area | All sites | All sites | 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. | Ensure utilities infrastructure grows at the same rate as communities and have capacity to serve future development | Essential | Short to Medium term | TBC | To be funded by Thames Water and developers | Thames Water OCC – Local Planning Authority Environment Agency | Thames Water Thames Water Business Plan | The treatment capacity upgrades are forecast to be completed in 2026 and the effluent quality upgrades are forecast to be completed in 2025. They expect to meet government targets for storm overflows by 2030 to 2025. Thames Water Business Plan 2050-2030. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
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| 100 | Utilities | Banbury Area | Banbury 1 - Canalside | BAN H3, BAN M/U1, BAN M/U2, BAN E1 | Relocating or realigning of twin foul rising main at Canalside, Banbury | Ensure utilities infrastructure grows at the same rate as communities and to be able to accommodate future development | Essential | Short - long term | TBC | To be funded by site developers and utility providers Thames Water | Thames Water Environment Agency CDC | CDC Reg 19 Local Plan (2020-20242) Policy BAN M/U1 Policy M/U2 Policy BAN H3: Policy BAN E1 – Local Plan Draft Canalside SPD 2009 | To be implemented as part of the delivery of Canalside CDC Reg 19 Local Plan Policy BAN M/U1 |
| 101 | Utilities | Banbury Area | Banbury 4 - Bankside Phase 2 | BAN M/U1 BAN M/U2 BAN H3 | Extension and enlargement of Bankside Phase 1 connections and pumping station if required. | Ensure utilities infrastructure grows at the same rate as communities. | Essential | Short - long term | TBC | TBC | Utility provider Private sector developer | Local Plan | The two rising main connections required to enable Bankside Phase 1 have been delivered. A strategic scheme for Phase 1 will be required. A strategic scheme for all growth in Banbury is currently underway. |
| 102 | Utilities | Banbury Area | Banbury 5 - North of Hanwell Fields | N/A | Upgrading of Hanwell Fields water booster station. | Ensure utilities infrastructure grows at the same rate as communities. | Essential | Short - medium term | TBC | To be funded by site developers and utility providers | Thames | Local Plan Planning applications information | To be funded and provided as development comes forward. Capacity to be in place before development commences. In some instances, phasing of development may be used. |
| 103 | Utilities | Banbury Area | Banbury 5 - North of Hanwell Fields | N/A | Upgrading of Hardwick Hill booster pumps. | Ensure utilities infrastructure grows at the same rate as communities. | Essential | Short - medium term | TBC | To be funded by site developers and utility providers | Thames Private sector developers | Local Plan Planning applications information | To be funded and provided as development comes forward. Capacity to be in place before development commences. In some instances, phasing of development may be used. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
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| 104 | Community and cultural infrastructure | Banbury Area | All Banbury sites | All sites with residential use | Extension to Hardwick Hill Burial Site. | Ensure social infrastructure grows at the same rate as communities | Essential | Short - medium term | TBC | Developers | Town Council CDC | Banbury Town Council | CDC working with Banbury Town Council to facilitate sufficient burial space over the plan period |
| 105 | Community and cultural infrastructure | Banbury Area | N/A | BAN H2 | Provision of community centre floorspace to serve new development | Provide suitable places for community activity. | Essential | Short - medium term | TBC | Developers, CDC, OCC | Housing developers, CDC, OCC | CDC, OCC | This is dependant upon the site coming forward for development and as such is not funded or designed, and consents (if needed) have not been secured |
| 106 | Community and cultural infrastructure | Banbury Area | N/A | BAN H3, BAN M/U1, BAN M/U2 | The potential for a multi community hub in the town centre is being investigated, which it is envisaged, will serve these allocations. This may be co-located with library services. | Provide suitable places for community activity. | Essential | Short - medium term | TBC | Developers, CDC, OCC | Housing developers, CDC, OCC | CDC, OCC | This is dependant upon the site coming forward for development and as such is not funded or designed, and consents (if needed) have not been secured |
| 107 | Community and cultural infrastructure | Banbury Area | Banbury 18 - Drayton Lodge Farm | N/A | New Community Facility - Drayton Lodge. | Ensure social infrastructure grows at the same rate as communities. | Essential | Short - medium term | TBC | TBC | Housing developers, CDC | CDC | Will be delivered by and in phase with development |
| 108 | Community and cultural infrastructure | Banbury Area | Banbury 17 - South of Salt Way - East | N/A | New Community Facility - South of Saltway. | Ensure social infrastructure grows at the same rate as communities. | Essential | Short - medium term | TBC | TBC | Housing developers, CDC | CDC | Will be delivered by and in phase with development |
| 109 | Community and cultural infrastructure | Banbury Area | All sites with residential development | All sites with residential use | Negotiations about the reprovision of Banbury Library closer to the city centre are underway. This would be in the form of a community hub, co-located with other services. Development is expected to proportionately fund this project including additional book-stock. | Ensure social infrastructure grows at the same rate as communities. | Essential | Medium - long term | TBC | Developers, OCC | OCC | OCC | Early stage feasibility, not fully funded or gained consent |
| 110 | Emergency services | Banbury Area | All sites with residential use | All sites with residential use | Extension, adaptations and alterations to Banbury Police Station. | Ensure emergency and rescue infrastructure grows at the same rate as communities. | Essential | Short - medium term | TBC | TBC | TVP | TVP | Contributions secured in various S106 Agreements, awaiting release of funds |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
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| 111 | Waste | Banbury Area | All Banbury sites | All sites | Banks for glass and other recyclable materials. | Ensure recycling facilities grow at the same rate as communities. | Desirable for placemaking | Throughout plan period | TBC | To be funded by securing development contributions | CDC | CDC | To be delivered through planning obligations as appropriate. |
| 112 | Waste | Banbury Area | All Banbury sites | All sites with residential use | Household Waste Recycling Centres: Building new or enhancing existing Household Waste Recycling Centre (HWRC) sites to deal with increased demand. Sites should be designed to manage waste in accordance with Local Plan Policy. | Ensure HWRC facilities grow at the same rate as communities needs | Desirable for placemaking | Throughout plan period | TBC | Developers | OCC | OCC | Closest site to Banbury for OCC is Alkerton, which has room to expand with new bins and re-use shop. Further project specific information to be added as project development progresses. Project to be progressed to design and construction as funding from development becomes available. |
| 113 | Waste | Banbury Area | All sites with residential use | BAN H2 | Provision of waste collection equipment specifically household bins and refuse collection vehicles | Ensure adequate waste collection infrastructure is provided to new developments | Essential | Long term | 66600 | Developers | CDC | CDC SPD standards | To be funded by and in phase with development |
| 114 | Waste | Banbury Area | All sites with residential use | BAN H3 | Provision of waste collection equipment specifically household bins and refuse collection vehicles. | Ensure adequate waste collection infrastructure is provided to new developments | Essential | Long term | 18870 | Developers | CDC | CDC SPD standards | To be funded by and in phase with development |
| 115 | Waste | Banbury Area | All sites with residential use | BAN M/U1 | Provision of waste collection equipment specifically household bins and refuse collection vehicles | Ensure adequate waste collection infrastructure is provided to new developments | Essential | Long term | 77700 | Developers | CDC | CDC SPD standards | To be funded by and in phase with development |
| 116 | Waste | Banbury Area | All sites with residential use | BAN M/U2 | Provision of waste collection equipment specifically household bins and refuse collection vehicles | Ensure adequate waste collection infrastructure is provided to new developments | Essential | Short - long term | 22200 | Developers | CDC | CDC SPD standards | To be funded by and in phase with development |
| 117 | Transport and movement | Bicester area | All sites | All sites | Exploring improvement for additional capacity at M40 Junction 9 | | Essential | Short - medium term | TBC | TBC | National Highways (NH) OCC – Highways Authority CDC Various developers | CDC | Scheme not yet funded and not yet approved |
| 117a | Transport and Movement | Bicester area | All Sites | BIC E1 | Contributions and land from sites BIC E1, BIC E2 and BIC E3 for other highway improvements including for cycling and walking routes | Physical improvements to cycling and walking to key destinations. Deliver improved cycle/footpath links around the town and into the neighbourhoods to | Essential | Medium to long term | TBC | Developers | OCC | NPPF Sustainability | |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|-----|------------------------|---------------|--|------------------------------|--|---|---------------------------|------------------------|-------------------|----------------------------|--------------------------------------|--|---|
| | | | | BIC E2 BIC E3 | | into the neighbourhoods to encourage visits to the town centre and sustainable travel. Land fronting A41 will need to be dedicated. | | | | | Developers | OCC OCC Local Transport & Connectivity Plan | |
| 118 | Transport and movement | Bicester area | Bicester 5 - Strengthening Bicester Town Centre | All sites | Market Square improvements Deliver improved cycle/footpath links around the town and into the neighbourhoods to encourage visits to the town centre and sustainable travel. | Physical improvements to cycling and walking routes to key destinations. | Desirable for placemaking | Short term | c. £3m | Part secured | OCC CDC | OCC CDC | Funding for the Market Square secured through district council + held s106. Engagement and conclusion of options/feasibility stage to be undertaken this financial year |
| 119 | Transport and movement | Bicester area | All Bicester sites | BIC E1, BIC E2, BIC E3 | Expansion to Bicester Park and Ride and conversion into a mobility hub | Improve the public transport experience. | Essential | Medium - long term | TBC | TBC | OCC | OCC | Project is at an early stage of development |
| 120 | Transport and movement | Bicester area | N/A | TBC | local inter-modal hubs | Support delivery of strategic development with sufficient upgrades to road | Essential | Short - medium term | TBC | TBC | OCC Private sector developers | OCC | Work with developers to deliver; identify locations through Movement & |
| 121 | Transport and movement | Bicester area | Bicester 5 - Strengthening Bicester Town Centre All sites | All Bicester Sites | Town centre access improvements Phase 2: Bell Lane / Sheep Street including a pedestrian crossing. | To improve journey time reliability and traffic flow while improving access for all forms of transport – including buses, cyclists and pedestrians to improve access to Bicester Town Centre. | Essential | Short term | TBC | TBC | OCC Private sector developers | OCC | Options and concept design work has recently commenced |
| 122 | Transport and movement | Bicester area | All Bicester sites | All Bicester sites | Introduction of real time information technology on buses and bus stops. | Improve the public transport experience. | Desirable for placemaking | Throughout plan period | TBC | TBC | OCC | BSIP | TBC |
| 123 | Transport and movement | Bicester area | All sites | All sites | Bus priority on B4030 and Vendee Drive Roundabout improvements | To facilitate journeys by active and sustainable means of travel. | Essential | Short - medium term | TBC | Developers | OCC developers | OCC | Project is at an early stage of development |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|-----|------------------------|---------------|---|------------------------------------|--|---|-----------|---------------------|-------------------------------|---|--|---|--|
| 124 | Transport and movement | Bicester area | South West Bicester Phase 1 Bicester 3 - South West Bicester Bicester 4 - Bicester Business Park Bicester 5- Strengthening Bicester Town Centre Bicester 6 - Bure Place Phase 2 Bicester 10 - Bicester Gateway | BIC E1 BIC E2 BIC E3 | Improvements to A41 corridor: Infrastructure improvements and bus priority to enable greater reliability on the A41 corridor to/from Junction 9 to Ploughley Road. | Serve all strategic sites by bus to Premium Route standards. | Essential | Short term | TBC | To be funded by securing S106 contributions and LGF | OCC Private sector developers | OCC Local Transport and Connectivity Plan | A41 options assessment work is underway. The next step is to engage with stakeholders and the community on a package of phased measures. |
| 125 | Transport and movement | Bicester area | N/A | BIC E2 | Investigate potential of providing bus routes into the site (development to fund additional services). | To facilitate journeys by active and sustainable means of travel. | Essential | Short - medium term | TBC | TBC | OCC developers | OCC | Project is at an early stage of development |
| 126 | Transport and movement | Bicester area | N/A | BIC E5 | Investigate potential of providing bus routes into the site (development to fund additional services). | To facilitate journeys by active and sustainable means of travel. | Essential | Short - medium term | TBC | TBC | OCC developers | OCC | Project is at an early stage of development |
| 127 | Transport and movement | Bicester area | Bicester 1 North West Bicester | BIC H1 | Bus infrastructure on bus routes through North West Bicester and Middleton Stoney Road. | Serve all strategic sites by bus to Premium Route standards. | Essential | Short term | TBC | TBC | OCC Private sector developers | CDC | Bus infrastructure and infrastructure being secured on individual planning permissions at NW Bicester, to provide a circular route north and south of the railway. |
| 128 | Transport and movement | Bicester area | Bicester 1 North West Bicester | BIC H1 | NW Bicester Bus service connecting to Bicester Town Centre. | Serve all strategic sites by bus to Premium Route standards. | Essential | Short term | To be obtained from developer | Sought from developer | OCC Private sector developers | CDC | E1 bus service now withdrawn due to expiry of developer contract, and 505 withdrawn due to expiry of contract with other local authority. 500 contract in place until March 2025 with uncertain funding situation beyond that. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|-----|------------------------|---------------|-----------------------------------|----------------|---|--|---------------------------|------------------------|---|---|---|--------------|--|
| 129 | Transport and movement | Bicester area | Bicester 1 - North West Bicester | BIC H1 | Bus only link west of Howes Lane Link to the Howes Lane and Lords Lane (A4095) realignment | Connecting residential areas with existing and future employment centres | Desirable for placemaking | Long term | TBC | TBC | OCC Bus operators Private sector developers | CDC internal | This bus link is being considered as a part of the A4095 realignment design. |
| 130 | Transport and movement | Bicester area | Bicester 12 – South East Bicester | N/A | Ensuring delivery of high- quality public transport: Through route for buses between the A4421 Charbridge Lane and the A41 Aylesbury Road. | New bus services. | Essential | Short term | TBC | TBC – to be funded by contributions from developers | OCC Bus operators Private sector developers | CDC | Limited bus service currently operates along Charbridge Lane. Future pattern of services depends on routes to serve Graven Hill and Wretchwick Green to be delivered through Bicester 12 - South East of Bicester. |
| 131 | Transport and movement | Bicester area | All strategic sites | All sites | Ensuring delivery of high- quality public transport from all strategic development sites to Bicester Town Centre and rail stations. | Improving access and facilities at town centre and train stations. | Essential | Throughout plan period | Costs TBC for each strategic allocation | To be funded by securing contributions from strategic allocations | OCC Private sector developers | LTP OCC | TBC |
| 132 | Transport and movement | Bicester area | All Bicester sites | All sites | Car Club. | To reduce pollution from road traffic. | Essential | Throughout plan period | TBC | TBC | OCC CDC Private sector developers | CDC | To be aligned with Bicester Sustainable Transport Strategy. STS published in October 2015. Car club launched as part of NW Bicester. |
| 133 | Transport and movement | Bicester area | All Bicester sites | All sites | Electric vehicle initiatives. Including charging points for electric vehicles A number of charging points locations completed across the town. | To reduce pollution from road traffic. | Desirable for placemaking | Throughout plan period | TBC | TBC | CDC OCC Private sector developers | CDC | To be dealt with on site by site basis and through other external funding Park and Charge Project – use of district council car parks as EV charging hubs for residents without access to off-road parking. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|-----|------------------------|---------------|------------------------|--------------------|--|--|-----------|--|---|---|------------------------|--|---|
| 134 | Transport and movement | Bicester area | All Bicester sites | All Bicester sites | <p>Realigning the A41 along a new peripheral route: southern corridor. Provision of new highway link in the form of a south east peripheral road with provision for buses and active Complementary improvements to bus priority and the walking / cycling environment along the relieved sections of road.</p> <p>A41 redesign and complementary measures at Little Chesterton and Wendlebury</p> | Improvements to strategic highways capacity i.e. to the peripheral routes serving Bicester | Essential | –Medium - long term (2033 is the earliest delivery timescale anticipated by OCC) | TBC c£21.3m for South East Peripheral Road (SEPR) Western Section | Some funding secured Developers | OCC | OCC Oxfordshire Local Transport & Connectivity Plan and CDC Adopted Local Plan | The part of the South East Peripheral Road (SEPR) through Graven Hill has been delivered as their Employment Access Road. |
| 135 | Transport and movement | Bicester area | All Bicester sites | All sites | <p>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.</p> <p>Multi-modal improvements to the eastern corridor along Skimmingdish Lane and Charbridge Lane, including the junctions and crossing points, to facilitate connectivity to the strategic sites, improve vehicle capacity including buses, and provide good quality walking, wheeling and cycling routes.</p> | Improvements to strategic highways capacity. | Essential | Short - medium term | Highways capacity £16,837,894 Skimmingdish Land and Charbridge Lane improvement costs TBC | Some funding secured Developers | OCC | OCC | Works to provide crossings on Wretchwick Way secured from Wretchwick Green. Informal crossings on Skimmingdish Lane – works secured from Bicester Motion, plus minor capacity improvements secured as works to roundabouts each end of Skimmingdish Lane. |
| 136 | Transport and movement | Bicester area | All Bicester sites | All sites | Highways and environmental improvements to the Central corridor: Kings End and Queens. | To reduce traffic congestion and provide environmental improvements. | Essential | Short - medium term | c. £850k | To be funded by securing S106 contributions and LGF | OCC | Planning application information (TBC) | Fully funded. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|-----|------------------------|---------------|--|----------------------------|---|--|-----------|-------------|-------------------|--|---|---|--|
| | | | | | | | | | | | Private sector developers | OCC Local Transport & Connectivity Plan including the Bicester Strategy | Proposal for improvements included in the Bicester LCWIP (agreed by OCC Cabinet in September 2020). Works to Middleton Stoney Rd roundabout including active travel improvements secured from Bicester Village. |
| 137 | Transport and movement | Bicester area | Bicester 12 – South East Bicester 13 – Gavray Drive | BIC E1 BIC E2 BIC E3 | Improvements to A41 corridor: Ploughley Road junction with the A41 – signalisation. | Improvements to strategic highways capacity To improve journey time reliability and traffic flow while improving access for all forms of transport. | Essential | Short term | TBC | TBC | Private sector developers OCC | OCC | Scheme completed. |
| 138 | Transport and movement | Bicester area | South West Bicester Phase 1 Bicester 1 - North West Bicester Bicester 2 - Graven Hill Bicester 3 - South West Bicester Bicester 4 - Bicester Business Park Bicester 5 - Strengthening Bicester Town Centre Bicester 6 - Bure Place Phase 2 Bicester 10 - Bicester Gateway | BIC E1 BIC E2 BIC E3 | Improvements to Middleton Stoney Road Roundabout eastern end. | To improve journey time reliability and traffic flow while improving access for all forms of transport. | Essential | Short term | TBC | Part secured | OCC Private sector developers | Planning application information OCC | Improvements secured on Bicester Village planning permission ref 22/03513/F |
| 139 | Transport and movement | Bicester area | Bicester 1 - Northwest Bicester | BIC H1 | Caversfield junction improvements (Junction of Aunt Ems Lane and B4100). | To reduce pollution from road traffic. | Essential | Medium term | TBC | Being sought from development at NW Bicester | OCC CDC Private sector developers | Planning applications information Bicester STS LTP | 14/01384/OUT has not been taken forward. This junction is being considered under planning application 21/04275/OUT. |
| 140 | Transport and movement | Bicester area | Bicester 1 - Northwest Bicester | BIC H1 | Highway capacity and active travel improvements to Banbury Road including signalisation of Banbury Road junction of A4095 | Improvements to strategic highways capacity | Essential | Medium term | 5.5m | TBC | Private sector developers OCC | CDC internal | Scheme will be completed by the end of March 2025. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|-----|------------------------|---------------|--|------------------------------------|---|---|---------------------------|------------------------|-------------------|-----------------------------|---|--|---|
| | | | | | and B4100. | To improve journey time reliability and traffic flow while improving access for all forms of transport | | | | | | | |
| 141 | Transport and movement | Bicester area | South West Bicester Phase 1 Bicester 1 - North West Bicester Bicester 3 - South West Bicester Bicester 1 - North West Bicester Bicester 4 - Bicester Business Park Bicester 10 - Bicester Gateway | BIC H1 BIC E2 BIC E1 | Highway capacity improvements to peripheral routes: Western corridor Changes and improvements to Howes Lane/Bucknell Road Junction: North West Bicester Ecotown all other phases Realignment of Howes Lane and Lords Lane (A4095) including provision of active travel measures | Improvements to strategic highways capacity To improve journey time reliability and traffic flow while improving access for all forms of transport | Essential | Short - medium term | £27.4m | S38. Part completed. | OCC Private sector developers | Planning applications information OCC LTP LP Part 1 | Funding being sought to continue the design work for the A4095 and its delivery. Negotiations are ongoing. Short term changes to Howes Lane/Bucknell Road junction have been completed. |
| 143 | Transport and movement | Bicester area | N/A | All sites | Greening Bicester Centre: Sheep Street, Causeway and Church Street, Market Square, Garth Park, Bicester North Station, Bicester village station, and Bicester village. | Ensure that people can access a network of green and blue infrastructure network and to support biodiversity. | Desirable for placemaking | Throughout plan period | TBC | TBC | CDC OCC | Cherwell Green / Blue Infrastructure Strategy | Project is at an early stage of development |
| 144 | Transport and movement | Bicester area | All Bicester sites | All sites | East West Rail Phase 2 - Oxford to Bletchley/ Milton Keynes via Bicester | Supporting economic growth and new homes with better access to the national rail network. | Desirable for placemaking | Short term (2020-2024) | c. £1.2 Billion | Secured | Dept of Transport East West Rail Company Ltd (EWR Co) Network Rail OCC | East West Rail website Network Rail Statement of Case Volker Rail | Construction in progress. Completion expected in 2024 & due to be handed over to Network Rail. Negotiations in progress about the operation of EWR. Passenger services expected to start in 2025. Current consultation East West Rail Safeguarding 14/11/24 to 24/01/25 |
| 145 | Transport and movement | Bicester area | All Bicester sites | All sites | Investigating plans for Bicester North Station Forecourt. | Supporting economic growth and new homes with better access to the national rail network. | Desirable for placemaking | Short term | TBC | Secured | Chiltern Railways OCC | OCC | OCC working with Chiltern Railways on their aspirations for the station forecourt. Project deferred although Chiltern Railways have successfully bid for |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|-----|------------------------|---------------|--------------------------|--------------------|--|---|---------------------------|--------------------|-------------------|----------------------------|-------------------------|---|--|
| | | | | | | | | | | | | Chiltern Railways CDC | funding for cycle stands on the forecourt. New cycle stands and shared path have now been installed and a shuttle bus service is being operated between Bicester North and Bicester Village, in partnership with Value Retail. |
| 146 | Transport and movement | Bicester area | All Bicester sites | All sites | Electrification of railway lines. | Supporting economic growth and new homes with better access to the national rail network. | Desirable for placemaking | Medium - long term | c. £120m | TBC | DFT Network Rail | OCC | Network Rail Decarbonisation Strategy (July 2020) has identified the route through Bicester and Banbury for electrification. A DfT/Network Rail future project. A gap expected to be progressed under Zero Carbon Public Transport. Funding has not been identified for the period ending 2029, however Chiltern Railways has plans to introduce decarbonised units over the period 2027 - 2030. |
| 147 | Transport and movement | Bicester area | All Bicester sites | All sites | Bicester North Station Forecourt - Parking Capacity Improvements | Supporting economic growth and new homes with better access to the national rail network. | Desirable for placemaking | Short term | TBC | TBC | Chiltern Railways | Chiltern Railways | Upper deck of car park is life expired, survey work commissioned with a view to agreeing a work programme in 2024. Potential options for additional parking on adjacent land being explored. |
| 148 | Transport and movement | Bicester area | Bicester 2 - Graven Hill | All Bicester sites | Banbury Road Junction Improvements (junction of A4095 and B4100) Same as scheme in row 140 above | Physical improvements to cycling and walking routes to key destinations. Deliver improved cycle/footpath links around the town and into the neighbourhoods to encourage visits to the town centre and sustainable travel. | Essential | Short term | c.552k | Fully funded | OCC CDC | OCC Planning application information | Fully funded and soon to be delivered, estimated completion 2025. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|-----|------------------------|---------------|--|--------------------|---|---|---------------------------|------------------------|-------------------|----------------------------|--|---|---|
| | | | | | | | | | | | Private sector developers | | |
| 149 | Transport and movement | Bicester area | Bicester 2 - Graven Hill | All Bicester sites | Bicester pedestrian and cycle links: Connectivity of Graven Hill to Town Centre. Public, pedestrian and cycle access from Graven Hill and Langford Park Farm to A41 underpass. | Improve potential connectivity with town centre. | Essential | Short - medium term | TBC | TBC | CDC OCC Private sector developers | CDC | Part of active travel route to connect Graven Hill to Kingsmere area. Progress is being made with land ownership through local user group. Ongoing work is required to complete this pedestrian / cycle link. |
| 150 | Transport and movement | Bicester area | South West Bicester Phase 1 Bicester 3 - South West Bicester Phase 2 Bicester 5 - Strengthening Bicester Town Centre Bicester 2 - Graven Hill Bicester 4 - Bicester Business Park Bicester 12 - South East Bicester Bicester 13 - Gavray Drive | All Bicester sites | Bicester pedestrian and cycle links: Southern connectivity project. Kingsmere, Bicester Business Park, Graven Hill, Bicester Village Station, Bicester Village and into the town centre. | Physical Improvements to cycling and walking routes to key destinations. Deliver improved cycle/footpath links around the town and into the neighbourhoods to encourage visits to the town centre and sustainable travel. | Essential | Short - medium term | c. £5m | TBC | CDC Private sector developers | OCC | Discussions have been held with Network Rail via local bike user group about permitting pedestrians via the 'cattle creep'. OCC looking at feasibility for a complete route from Graven Hill to Connection through Bicester Office Park towards Graven Hill (which would require bridge over railway) is not secured in the Bicester Office Park S106 and will be challenging to secure through reserved matters. |
| 151 | Transport and movement | Bicester area | N/A | All sites | GBI network - Recreation-focussed movement: extend existing cycling and walking connections along the railway line through Bicester and onwards to join up with the Oxford Canal Path, connecting to the Mid- | Ensure that people can access a network of green and blue infrastructure network by active / sustainable ways of travelling. | Desirable for placemaking | Throughout plan period | TBC | TBC | CDC OCC | Cherwell Green / Blue Infrastructure Strategy | Project is at an early stage of development |
| 152 | Transport and movement | Bicester area | N/A | All sites | GBI network - Recreation-focussed movement: extend existing off road cycle lanes through Langford Meadows to Gavray Wildlife Meadows through and onwards to join up with Island Pond Wood, Blackthorn Hill, and | Ensure that people can access a network of green and blue infrastructure network by active / sustainable ways of travelling. | Desirable for placemaking | Throughout plan period | TBC | TBC | CDC OCC | Cherwell Green / Blue Infrastructure Strategy | Project is at an early stage of development |
| 153 | Transport and movement | Bicester area | N/A | All sites | GBI network - Recreation-focussed movement: extend existing sections of greenway and public right of way to link through the village of Chesterton to Bignell Park. | Ensure that people can access a network of green and blue infrastructure network by active / sustainable ways of travelling. | Desirable for placemaking | Throughout plan period | TBC | TBC | CDC OCC | Cherwell Green / Blue Infrastructure Strategy | Project is at an early stage of development |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|-----|------------------------|---------------|------------------------|----------------|--|---|---------------------------|------------------------|-------------------|--|---|---|---|
| 154 | Transport and movement | Bicester area | N/A | All sites | GBI network - Recreation-focussed movement: extend sections of greenway and public right of way to provide greater access to sites around Bicester Airfield. | Ensure that people can access a network of green and blue infrastructure network by active / sustainable ways of travelling. | Desirable for placemaking | Throughout plan period | TBC | TBC | CDC OCC | Cherwell Green / Blue Infrastructure Strategy | Project is at an early stage of development |
| 155 | Transport and movement | Bicester area | N/A | All sites | GBI network - Recreation-focussed movement: extend sections of greenway and public right of way to local nature sites south of Bicester. | Ensure that people can access a network of green and blue infrastructure network by active / sustainable ways of travelling. | Desirable for placemaking | Throughout plan period | TBC | TBC | CDC OCC | Cherwell Green / Blue Infrastructure Strategy | Project is at an early stage of development |
| 156 | Transport and movement | Bicester area | All Bicester sites | All sites | Bicester pedestrian and cycle links: Improving connections to rights of way network. | Physical Improvements to cycling and walking routes to key destinations. Deliver improved cycle/footpath links around the town and into the neighbourhoods to encourage visits to the town centre and sustainable travel. | Essential | Throughout plan period | TBC | Being sought from development at NW Bicester and others where there are interactions with PROW | OCC CDC Private sector developers | LTP | To be aligned with Bicester Sustainable Transport Strategy. STS published in October 2015. PROW contributions secured on most residential developments. |
| 157 | Transport and movement | Bicester area | All Bicester sites | All sites | Bicester pedestrian and cycle links: joining up the horse- riding network across the wider area using public rights of way to improve routes for commuting and recreation. | Improving public rights of way. | Essential | Throughout plan period | TBC | TBC | OCC CDC Private sector developers | LTP | To be aligned with Bicester Sustainable Transport Strategy. STS published in October 2015. |
| 158 | Transport and movement | Bicester area | All Bicester sites | All sites | Improving street environment and facilities for pedestrians and cyclists: Providing better footways and pedestrian crossing facilities at bus stops Provide cycle stands at bus stops where possible and | Improving street environment and facilities for pedestrians and cyclists Provide sustainable movement routes for pedestrian and | Essential | Throughout plan period | TBC | TBC | OCC | LTP | Some cycle parking has been delivered at bus stops and in the town centre through the Travel Demonstration Project |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|-----|------------------------|---------------|------------------------|----------------|--|---|-----------|------------------------|-------------------|----------------------------|--------------------------------------|--------|--|
| | | | | | at bus stops where possible and at key locations. | routes for pedestrian and cyclists | | | | | CDC Private sector developers | | Additional wayfinding signs are required from Wretchwick Green development through Langford Village and onwards towards town centre. Also, improvements to footways, cycleways and crossings required from Wretchwick Green development have been secured. To be funded through planning obligations from new development in addition to other capital funding. |
| 159 | Transport and movement | Bicester area | All Bicester sites | All sites | Bicester Local Cycling and Walking Infrastructure Plan (LCWIP)schemes. | Improvements to facilities for cycling and walking. | Essential | Throughout plan period | TBC | TBC | OCC CDC | OCC | Schemes being designed and delivered as mentioned above: - London Road - Middleton Stoney Road - Bicester North - town centre Improvements to cycle facilities (works) on the A41 secured from Bicester Catalyst (Bic 10), and Bicester Office Park, Bicester Service Station, Cycle facilities on Middleton Stoney Road secured from Himley Village and Axis J9. Cycle facilities and crossing secured on Buckingham Road from Bicester Motion (works). |
| 160 | Transport and movement | Bicester area | N/A | BIC E2 | Provision of cycle route through the site, linking north to Green Lane | To facilitate journeys by active and sustainable means of travel. | Essential | Short - medium term | TBC | TBC | OCC developers | OCC | Project will be delivered as part of development proposals |
| 161 | Transport | Bicester area | N/A | BIC E5 | Investigate the provision of a | To facilitate journeys by | Essential | Short - | TBC | TBC | OCC | OCC | Project is at an early stage |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|-----|------------------------|---------------|---|----------------|---|---|-----------|---------------------|-------------------|--|---|---|---|
| | and movement | | | | direct cycle route to Bicester. | active and sustainable means of travel. | | medium term | | | developers | | of development |
| 162 | Transport and movement | Bicester area | Bicester 2 - Graven Hill | BIC E5 | Bicester pedestrian and cycle links: Graven Hill cycle route on London Road. | Physical improvements to cycling and walking routes to key destinations. Deliver improved cycle/footpath links around the town and into the neighbourhoods to encourage visits to the town centre and sustainable travel. | Essential | Short term | 552k | Part committed | OCC CDC Private sector developers | OCC Planning application information | In design and delivery stage through Tranche 3 Active Travel Funding. |
| 163 | Transport and movement | Bicester area | Bicester 1 - North West Bicester Bicester 8 - Former RAF Bicester Bicester 11 - North East Bicester Bicester 5 - Strengthening Bicester Town Centre Bicester 6 - Bure Place Phase 2 | BIC H1 | Bicester pedestrian and cycle links: Banbury Road footpath and cycle path crossing (northern end southern end). | Physical improvements to cycling and walking routes to key destinations. Deliver improved cycle/footpath links around the town and into the neighbourhoods to encourage visits to the town centre and sustainable travel. | Essential | Short term | c.£300k | Developers | OCC CDC Private sector developers | OCC | The crossing linking the two paths north of the railway line is being sought through development. Contributions being secured (not works) for Banbury Rd cycle improvements from development at NW Bicester. |
| 164 | Transport and movement | Bicester area | Bicester 1 - North West Bicester Bicester 8 - Former RAF Bicester Bicester 11 - North East Bicester Bicester 5 - Strengthening Bicester Town Centre Bicester 6 - Bure Place Phase 2 | BIC H1 | Bicester pedestrian and cycle links: Buckingham Road from Bicester North Station access to town centre. | Physical improvements to cycling and walking routes to key destinations. Deliver improved cycle/footpath links around the town and into the neighbourhoods to encourage visits to the town centre and sustainable travel. | Essential | Short term | TBC | c.£300k secured | OCC Private sector developers | LTP OCC | Options and concept design work has recently commenced |
| 165 | Transport and movement | Bicester area | Bicester 1 - Northwest Bicester | BIC H1 | Bicester pedestrian and cycle links: Providing cycle access to North West Bicester schools | Physical Improvements to cycling and walking routes to key destinations. Deliver | Essential | Short - medium term | TBC | Being sought from development at NW Bicester | OCC | LTP CDC | Funding being sought from developments at NW Bicester for improvements |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|-----|------------------------|---------------|---------------------------------|----------------|--|---|-----------|---------------------|-------------------|--|--------------------------------------|--------|---|
| | | | | | <p>Upgrade of the field path alongside the railway to a full pedestrian / cycle route (with trespass proof fencing) to provide access to Bicester North station and onwards to the Launton Road employment area.</p> <p>This route would feed into the current toucan crossings on Banbury Road and Buckingham Road and connect with the southern end of the Banbury Road Express Way Improvement Bucknell Road to Queens Avenue Off road cycling link and traffic calming to Shakespeare Drive Middleton Stoney off site cycle route Footpath access to Caversfield Church.</p> | improved cycle/footpath links around the town and into the neighbourhoods to encourage visits to the town centre and sustainable travel. | | | | | Private sector developers | | on Middleton Stoney Road, Shakespeare Drive, Banbury Road and upgrade of path alongside railway. |
| 166 | Transport and movement | Bicester area | Bicester 1 - Northwest Bicester | BIC H1 | Shakespeare Drive cycle and traffic calming scheme. | Physical Improvements to cycling and walking routes to key destinations. Deliver improved cycle/footpath links around the town and into the neighbourhoods to encourage visits to the town centre and sustainable travel. | Essential | Short term | TBC | Being sought from development at NW Bicester | OCC Private sector developers | CDC | Funding being sought from developments at NW Bicester. |
| 167 | Transport and movement | Bicester area | Bicester 1 - Northwest Bicester | BIC H1 | Middleton Stoney Road cycle route: Phase 1 | Physical improvements to cycling and walking routes to key destinations. Deliver improved cycle/footpath links around the town and into the neighbourhoods to encourage visits to the town centre and sustainable travel. | Essential | Short - medium term | TBC | Eastern End completed | OCC Private sector developers | CDC | Extension scheme being designed and delivered through Active Travel Tranche 3 funding. Design underway with delivery expected in 2025/26 – 2026/27. |
| 168 | Transport and | Bicester area | Bicester 1 - Northwest Bicester | BIC H1 | Cycle route: Lords Lane to Banbury Road | Physical Improvements to cycling and walking routes | Essential | Medium term | TBC | Being sought from development at | OCC | CDC | Options have been considered. Funding |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
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| | movement | | | | Route alongside and to the north of the railway. | to key destinations. Deliver improved cycle/footpath links around the town and into the neighbourhoods to encourage visits to the town centre and sustainable travel. | | | | NW Bicester | Private sector developers | | being sought from developments at NW Bicester. |
| 169 | Transport and movement | Bicester area | Bicester 1 - Northwest Bicester | BIC H1 | Cycle improvements: Bucknell Road/George Street/Queens Avenue. | Improvements to cycling and walking routes to key destinations. Deliver improved cycle/footpath links around the town and into the neighbourhoods to encourage visits to the town centre and sustainable travel. | Essential | Medium term | TBC | Being sought from development at NW Bicester | OCC Private sector developers | CDC | Seeking improvements at Northern end of Bucknell Rd and long term changes to junction with Howes Lane as part of developments at NW Bicester (works) |
| 170 | Transport and movement | Bicester area | Bicester 1 - Northwest Bicester | BIC H1 | Bicester pedestrian and cycle links: Banbury Road. | Improvements to cycling and walking routes to key destinations. Deliver improved cycle/footpath links around the town and into the neighbourhoods to encourage visits to the town centre and sustainable travel. | Essential | Short term | TBC | Being sought from development at NW Bicester | OCC Private sector developers | CDC | Funding being sought from development at NW Bicester |
| 171 | Transport and movement | Bicester area | Bicester 1 - Northwest Bicester | BIC H1 | Bicester pedestrian and cycle links: Caversfield crossing. | Improvements to cycling and walking routes to key destinations. Deliver improved cycle/footpath links around the town and into the neighbourhoods to encourage visits to the town centre and sustainable travel. | Essential | Short term | TBC | TBC | OCC CDC Private sector developers | CDC | Secured as S278 works. |
| 172 | Transport and movement | Bicester area | NW Bicester | BIC H1 | Improvements to Bicester Bridleway 9 and Bucknell Bridleway 4. | Improving public rights of way. | Essential | Short term | TBC | Developers | OCC CDC Private sector developers | CDC | Funding being sought from development at NW Bicester |
| 173 | Transport and movement | Bicester area | NW Bicester | BIC H1 | Field paths/public rights of way between North West Bicester and Bucknell Village. | Improving public rights of way. | Essential | Short term | TBC | Developers | OCC CDC | CDC | Funding being sought from development at NW Bicester |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|-----|------------------------|---------------|---|------------------------|---|---|-----------|---------------------|-------------------|----------------------------|---|--------|---|
| | | | | | | | | | | | Private sector developers | | |
| 174 | Transport and movement | Bicester area | Bicester 5 - Strengthening Bicester Town Centre Bicester 2 - Graven Hill Bicester 4 - Bicester Business Park Bicester 12 - South East BicesterBicester 42 - Courney Drive | BIC H1, BIC E2, BIC E1 | Bicester pedestrian and cycle links: East Bicester to town centre (via Bicester Village Station). | Physical Improvements to cycling and walking routes to key destinations. Deliver improved cycle/footpath links around the town and into the neighbourhoods to encourage visits to the town centre and sustainable travel. | Essential | Short - medium term | TBC | TBC | OCC CDC Private sector developers | LTP | Improving links via Bicester Village Station will be sought as part of EWR active travel measures. No further update at this stage. |
| 175 | Transport and movement | Bicester area | South West Bicester Phase 1Bicester 3 - South West Bicester Phase 2Bicester 5 - Strengthening Bicester Town Centre Bicester 4 - Bicester Business Park | N/A | Bicester pedestrian and cycle link: Oxford Road to Field Street Part of central corridor | Physical Improvements to cycling and walking routes to key destinations. Deliver improved cycle/footpath links around the town and into the neighbourhoods to encourage visits to the town centre and sustainable travel. | Essential | Short - medium term | c. £5m | Committed | OCC CDC Private sector developers | OCC | Oxford Road to the Kings End/Church Street junction complete. The rest of the scheme was postponed to be reviewed as part of wider strategy work on the corridor. The central corridor strategy is expected to progress in the short term. |
| 176 | Transport and movement | Bicester area | Bicester 8 – Former RAF Bicester | N/A | A4421 proposed footway / cycle track. | Physical Improvements to cycling and walking routes to key destinations. Deliver improved cycle/footpath links around the town and into the neighbourhoods to encourage visits to the town centre and sustainable travel. | Essential | Short - medium term | c.203K | TBC | OCC CDC Private sector developers | CDC | Wretchwick Green S278 works include enhancements / widening of the shared use footway / cycleway on west side of A4421 between Rodney House roundabout and Gavray Drive. This also includes the provision of informal crossing points and a new shared use footway / cycleway along Peregrine Way loop. |

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| | | | | | | | | | | | | | Wretchwick Green is making contribution to signalisation of Peregrine Way junction, not as S278 works. |
| 177 | Transport and movement | Bicester area | All Bicester sites | N/A | Bicester pedestrian and cycle Links: The Cooper School to the town centre. | Physical Improvements to cycling and walking routes to key destinations. Deliver improved cycle/footpath links around the town and into the neighbourhoods to encourage visits to the town centre and sustainable travel. | Essential | Short term | TBC | TBC | OCC Private sector developers | LTP OCC | Options and feasibility work currently underway to look at Bicester North Station to the town centre. Will be looking to extend this pedestrian and cycle link up to Cooper School. |
| 178 | Transport and movement | Bicester area | N/A | BIC E1 BIC E2 BIC E3 | Bus priority and walking / cycling improvements to the A41 Oxford Road. | Support delivery of strategic development with sufficient upgrades to road and active travel infrastructure. | Essential | Short - medium term | TBC | TBC | OCC Private sector | ITP transport study | TBC |
| 179 | Transport and movement | Bicester area | N/A | BIC H1 | B4100 corridor bus priority and Walking/cycling route on Banbury Road / Banbury corridor. | Support delivery of strategic development with sufficient upgrades to road and active travel infrastructure. | Essential | Short - medium term | TBC | TBC | OCC Private sector developers | ITP transport study | TBC |
| 180 | Transport and movement | Bicester area | Bicester 2 – Graven Hill Bicester 12 – South East Bicester Bicester developments | N/A | London Road level crossing changes, providing for pedestrians, cyclists and vehicles. Proposals being assessed for the London Road level crossing by EWR | To improve safety and accessibility, to avoid severance of the town centre from the development areas to the south east of the town. | Essential Essential | Short term Medium to Long term | Short term solution c. £100m 3 options to be costed by EWR. | TBC | TBC | OCC East West Rail | East West Rail current public consultation for 10 weeks from 14th November 2024 to 24 January 2024 East West Rail are undertaking further studies & technical assessments of 3 potential options for the London Road level crossing to identify the best solution |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
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| 181 | Education | Bicester area | Bicester 1 - North West Bicester | BIC H1 | Primary School 2 FE including early years provision(NW Eco Town) - Himley Village site. To note 2FE Primary School for 420 pupils and 90 nursery pupils from age 2 upwards. | Expand the schools and colleges provision to match the needs of residents and businesses. Provide opportunities for local people to improve the quality of their life: Skills, training and education. | Essential | Medium - long term | £13.262m @ BCIS TPI = 390 for a 2FE school including Early Years provision | Developers | OCC Education providers Housing developers | OCC Planning applications information NW Bicester Masterplan | Funding to be secured as part of Ecotown development phases. Up to 4 Primary Schools will be needed to meet the needs arising from the entire site capacity. |
| 182 | Education | Bicester area | Bicester 1 - North West Bicester | BIC H1 | Primary School 2 FE including early years provision (NW Eco Town) - Howes Lane site. To note 2FE Primary School for 420 pupils and 90 nursery pupils from age 2 upwards. | Expand the schools and colleges provision to match the needs of residents and businesses. Provide opportunities for local people to improve the quality of their life: Skills, training and education. | Essential | Medium - long term | £13.262m @ BCIS TPI = 390 for a 2FE school including Early Years provision | Developers | OCC Education providers Housing developers | OCC Planning applications information NW Bicester | Funding to be secured as part of Ecotown development phases. Up to 4 Primary Schools will be needed to meet the needs arising from the entire site capacity. |
| 183 | Education | Bicester area | Bicester 1 - North West Bicester | BIC H1 | Primary School 2.5FE including early years provision (NW Eco Town) - Hawkwell Farm site including nursery provision for age 2 upwards. | Expand the schools and colleges provision to match the needs of residents and businesses. Provide opportunities for local people to improve the quality of their life: Skills, training and education. | Essential | Medium - long term | £15.974m @ BCIS TPI = 390 for a 2.5FE school including Early Years provision | Developers | OCC Education providers Housing developers | OCC Planning applications information NW Bicester Masterplan OCC | Funding to be secured as part of Ecotown development phases. 4 Primary Schools will be needed to meet the needs arising from the entire site capacity. |
| 184 | Education | Bicester area | Bicester 1 - North West Bicester | BIC H1 | Expansion of Gagle Brook Primary School Phase 2 (from 1 FE to 2FE) including nursery provision for age 2 upwards. | Expand the schools and colleges provision to match the needs of residents and businesses. Provide opportunities for local people to improve the quality of their life: Skills, training and education. | Essential | Medium term | £5.4m estimated including Early Years provision | Developers | OCC Education providers Housing developers | OCC | Phase 1: school has opened at 1 form entry. Cost shown is for expansion only. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
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| 185 | Education | Bicester area | Bicester 2 - Graven Hill | N/A | Up to 3 FE Primary School - Graven Hill including nursery provision for age 2 upwards. | Support delivery of strategic development with sufficient upgrades to road and active travel infrastructure. | Essential | Short - medium term | £13.262m @ BCIS TPI = 390 for a 2FE school including Early Years provision | Secured | OCC Education providers Housing developers | OCC, CDC | 2fe school has already been built, so 1 FE extension required. |
| 186 | Education | Bicester area | Bicester 12 - South East Bicester Bicester 13 - Gavray Drive | N/A | Primary School - South East Bicester Up to 2FE with inclusive Foundation Stage.Including nursery provision of 90- places for age 2 upwards. | Expand the schools and colleges provision to match the needs of residents and businesses. | Essential | Medium - long term | £13.262m @ BCIS TPI = 390 for a 2FE school including Early Years provision | Developers | OCC Education providers Housing developers | OCC | Shown as 2fe school for Bicester 12 & 13. |
| 187 | Education | Bicester area | All sites with residential development | All sites with residential use | 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 | Expand the schools and colleges provision to match the needs of residents and businesses. Provide opportunities for local people to improve the quality of their life: Skills, training and education. | Essential | Medium - long term | £42.532m @ BCIS TPI = 390 | Developers | OCC Education providers Housing developers | LP Planning applications information OCC CDC | To be delivered following the progression of the Strategic Sites through the planning application process, Contributions secured towards secondary school provision as part of Northwest Bicester Phase 1 (Exemplar) and Albion Land planning permission at NW Bicester Phase 2. Now not expected until c2030 due to slower delivery of housing. Size of school to be confirmed. Expected to start as 600-places and then expand up to maximum of 1500 places, based on the scale of population growth |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
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| 187a | Education | Bicester area/ District Wide | All sites with residential development | All sites with residential use | Provision for SEND provision/ contributions, new SEND schools, expansion to existing school/s and inclusion within new schools | To provide SEND education provision | Essential | Short, medium and long term | TBC | Developers | Developers OCC | OCC | |
| 188 | Flooding and drainage | Bicester area | N/A | BIC E1 | Establishing rain gardens and other sustainable urban drainage systems (SuDS) in conjunction with new development would mitigate flood risks. | Reducing potential flooding and pollution risks from surface water. | Essential | Short - medium term | TBC | TBC | CDC, landowners | Cherwell Green / Blue Infrastructure Strategy | Project is at an early stage of development |
| 189 | Flooding and drainage | Bicester area | N/A | BIC E2 | Flooding attenuation works for catchment of tributary of Wendlebury Brook. | The watercourse is prone to flooding and development offers betterment opportunities . | Essential | Short - medium term | TBC | TBC | TBC | CDC | TBC |
| 190 | Green infrastructure and sport | Bicester area | Bicester 1 - North West Bicester | BIC H1 | North West Bicester Community Farm and allotment provision. | Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed. | Desirable for placemaking | Short - medium term | TBC | TBC | A2 Dominion Private sector developers CDC | CDC | Allotment secured (14/02121/OUT) All other applications across the Northwest Bicester site allocation to contribute according to adopted standards. |
| 191 | Green infrastructure and sport | Bicester area | Bicester 1 North West Bicester | BIC H1 | 6.72 of allotment / food growing space | Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing. | Essential | Medium - long term | 2002227 | Developers | Housing developers, CDC | CDC SPD standards | To be delivered through policy requirement for all sites comprising 275 + dwellings. Part secured through: North West Bicester Phase 1 Exemplar site - Elmsbrook (10/01780/HYBRID); NW Bicester sites (17/00455/HYBRID) (14/01641/OUT) (14/02121/OUT; South West Bicester Phase 1 (06/00967/OUT); South West Bicester Phase 2 (13/00847); Graven Hill (11/01494/OUT). |
| 192 | Green infrastructure and sport | Bicester area | N/A | All sites | Re-naturalising and enhancing Bicester's river corridors and floodplains as multi-functional areas: including Langford Brook at Langford Meadows, through South Bicester and beyond the A41 and the River Bure and the floodplain around Bure Park. | Ensure that people can access a network of green and blue infrastructure network and to support biodiversity. | Essential | Throughout plan period | TBC | TBC | CDC OCC | Cherwell Green / Blue Infrastructure Strategy | Project is at an early stage of development |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
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| 193 | Green infrastructure and sport | Bicester area | Bicester 1 North West Bicester | BIC H1 | North West Bicester Nature Reserve. | Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of BAP; opportunities for green infrastructure improvements along watercourse. | Desirable for placemaking | Medium term | TBC | To be funded by securing development contributions | CDC BBOWT Private sector developers | CDC Bicester Masterplan | NW Bicester at Outline stage. In February 2020 MHCLG awarded £24,500 pocket park funding to A2Dominion on behalf of the Elmsbrook Community Organisation for a NW Bicester Ecotown Forest School Area adjacent to Gagle Brook Primary School. This had been delayed by the Coronavirus pandemic but is now progressing. |
| 194 | Green infrastructure and sport | Bicester area | Bicester 1 - North West Bicester | BIC H1 | Restoration, maintenance and new habitat creation at Tusmore and Shelswell Park. | Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of s41 NERC Act habitats | Desirable for placemaking | Throughout plan period | TBC | To be funded by securing development contributions | CDC | Local Plan Oxfordshire BAP CDC | Several sites in this CTA gave survey permission to BBOWT as part of the Oxfordshire Local Wildlife Sites Project. |
| 195 | Green infrastructure and sport | Bicester area | N/A | BIC E1 | Cycling and walking connections extended and enhanced from Bicester through this site. Increasing and connecting tree cover and riparian planting throughout the site. Enhance green corridor along Vendee Drive . | Ensure that people can access a network of green and blue infrastructure network and to support biodiversity. | Essential | Short - medium term | TBC | Developers | CDC, landowners | Cherwell Green / Blue Infrastructure Strategy | Project is at an early stage of development. Should be delivered as part of development. |
| 196 | Green infrastructure and sport | Bicester area | N/A | BIC E2 | Green and blue corridor should be protected and enhanced along Vendee Drive (north of the site), connecting to Whitelands Farm Recreation Area, the reservoir and Gagle Brook. | Ensure that people can access a network of green and blue infrastructure network and to support biodiversity. | Essential | Short - medium term | TBC | Developers | CDC, landowners | Cherwell Green / Blue Infrastructure Strategy | Project is at an early stage of development. Should be delivered as part of development. |
| 197 | Green infrastructure and sport | Bicester area | Bicester 1 - North West Bicester Bicester 7 - Meeting the needs for Open Space, Sport and Recreation | BIC H1 | Green Infrastructure at North West Bicester Eco Town: 40% green open space as mix of public and private open space. This is to include sports pitches and play areas and a number of community allotments. In addition, options are being developed through the Northwest Bicester Master Plan (Dec.2013) such as: a nature reserve, a | Provision of open space and green infrastructure to meet Eco Town standards | Essential | Throughout plan period | TBC | CDC | CDC | North West Bicester | |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
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| | | | | | community farm, formal and informal park areas. | (40% of the eco- town total area should be allocated to green space, of which at least half should be public). | | | | Private sector developers | Private sector developers | Masterplan December 2013 Planning applications information | |
| 198 | Green infrastructure and sport | Bicester area | Bicester 1 - North West Bicester | BIC H1 | North West Bicester Country Park. | Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed. | Essential | Short - medium term | TBC | TBC | A2 Dominion Private sector developers | CDC | Secured though S106s |
| 199 | Green infrastructure and sport | Bicester area | Bicester 1 | BIC H1 | Enhanced PRow crossing the north of the site and connecting to Bucknell, and connected to the network of PRowS in Bicester. Support wider connectivity with the Ardley and Upper Heyford CTA | Ensure that people can access a network of green and blue infrastructure network and to support biodiversity. | Essential | Throughout plan period | TBC | Developers | CDC, landowners | Cherwell Green / Blue Infrastructure Strategy | Project is in early stages of development and therefore does not have funding or necessary consents. It is anticipated that this will be delivered as part of development. |
| 200 | Green infrastructure and sport | Bicester area | N/A | All sites | Bicester strategic green corridors safeguarded land to be followed by delivery of green / blue infrastructure improvements. Areas include Garth Park, Langford Meadows, Gavray Wildlife Meadows, Bure Park and railway path and areas adjacent to Langford Brook. | Ensure that people can access a network of green and blue infrastructure network and to support biodiversity. | Essential | Throughout plan period | TBC | TBC | CDC OCC | Cherwell Green / Blue Infrastructure Strategy | Project is at an early stage of development |
| 201 | Green infrastructure and sport | Bicester area | N/A | All sites | Ardley cutting and Quarry SSSI – extend existing cycling and walking connections along the railway line through Bicester and onwards to join up with the Oxford Canal Path Langford Meadows and Gavray wildlife meadows – extend existing off road cycle lanes through Langford Meadows to Gavray Wildlife Meadows through and onwards to join up with Island Pond Wood, Blackthorn Hill, and the village of Ambrosden | Ensure that people can access a network of green and blue infrastructure network and to support biodiversity. | Essential | Throughout plan period | TBC | TBC | CDC, landowners | Cherwell Green / Blue Infrastructure Strategy | Project is at an early stage of development |

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| | | | | | <p>Connections to Bignell Park and past the reservoir between Bicester and Chesterton- extend existing sections of greenway and public right of way to link through the village of Chesterton to Bignell Park</p> <p>Connections to local nature sites surrounding Bicester Airfield - extend sections of greenway and public right of way to provide greater access to these sites</p> <p>Connections to local nature sites to the south of Bicester – extend sections of greenway and public right of way to these locations.</p> | | | | | | | | |
| 202 | Green infrastructure and sport | Bicester area | N/A | BIC E5 | Enhanced PRow as a green corridor between the site and Bicester. | Ensure that people can access a network of green and blue infrastructure network and to support biodiversity. | Essential | Short - medium term | TBC | Developers | CDC, landowners | Cherwell Green / Blue Infrastructure Strategy | Project is at an early stage of development. Should be delivered as part of development. |
| 203 | Green infrastructure and sport | Bicester area | All Bicester Sites | BIC H1 | Expansion of existing Bicester Leisure Centre including a new indoor sports hall and new learning pool. | Ensure indoor recreation infrastructure grows at the same rate as communities. | Essential | Medium - long term | c.2.2m | Approx £340k Secured through Developers for NW Bicester development | CDC OCC Bicester TC Private sector developers Sports clubs and organisations Schools Sports England | CDC | Feasibility study and indicative plan completed in 2017. It is understood that consents not gained as project is at early stage. Full funding not secured, and is to be sought from new developments via S106 agreements. Phasing will therefore depend on development phasing. |
| 204 | Green infrastructure and sport | Bicester area | All Bicester sites | All sites | <p>Dangerfields/Kings End Conservation Area/Shakespeare Drive</p> <p>Access improvements (including board walk) and potential for nature and habitat projects.</p> | To improve the management of habitat/green spaces and the connection of people with nature. | Desirable for placemaking | Short term | TBC | TBC | CDC | CDC | Funding being sought. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
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| 205 | Green infrastructure and sport | Bicester area | N/A | All sites | 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. | Ensure that people can access a network of green and blue infrastructure network and to support biodiversity. | Essential | Throughout plan period | TBC | TBC | CDC, landowners | Cherwell Green / Blue Infrastructure Strategy | Project is at an early stage of development |
| 206 | Green infrastructure and sport | Bicester area | Bicester 1 - North West Bicester Bicester 7 - Meeting the needs for Open Space, Sport and Recreation | BIC H1 | Elmsbrook Forest School/Pocket Park. | Provision of open space and green infrastructure to meet Eco Town standards. | Essential | Short term | TBC | c.£24K secured | CDC Private sector developers | CDC | Grant funding from MHCLG Pocket parks 2019. Project underway adjacent to Gagle Book Primary School. Linked to Northwest Bicester Nature Reserve. |
| 207 | Green infrastructure and sport | Bicester area | Bicester 7 - Meeting the Need for Open Space, Sport and Recreation | BIC H1 | Stratton Audley Quarry (Elm Farm Quarry) Country Park Low intensity recreation use (due to Local Wildlife Designation). | Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed. Enhance natural environment by maximising opportunities for improving biodiversity. | Desirable for placemaking | Throughout plan period | TBC | Partially completed | Parish Council CDC OCC BBOWT | Local Plan CDC | Restoration of the former quarry to a Country Park continues. |
| 208 | Green infrastructure and sport | Bicester area | N/A | BIC H1 | Provision of 43.6 Ha of general green space according to standards assessed for 7500 dwellings. | Ensure that people can access a network of green and blue infrastructure network and to support biodiversity. | Essential | Medium - long term | 8895852 | Developers | CDC, landowners | CDC SPD standards | Not fully funded or approved, albeit locations within approved sites are funded and approved. Anticipated to be delivered through site. |
| 209 | Green infrastructure and sport | Bicester area | All Bicester Sites | BIC H1 | Children's play areas, sports pitches and courts to be provided as part of development throughout Bicester in accordance to Local Plan standards. | Ensure play and sports infrastructure grows at the same rate as communities and current deficiencies in provision are addressed. | Essential | Throughout plan period | TBC | Part secured | CDC | LP | To be delivered through: • Development sites through the planning application process in accordance to Local Plan requirements |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
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| | | | | | c.8ha additional playing field (c.5ha if AGDs developed). Need improvement of existing pitches and ancillary facilities. three full size 3G football pitches (sites to be confirmed) Stadia pitch (FA compliant) with ancillary facilities for Bicester Town FC and some community pitches Cricket 5 pitches Rugby Union Bicester RFC – 4 grass pitches on a single site 1 additional hockey pitch. | | | | | | Bicester Town Council Private sector developers Sports clubs and organisations Schools | Playing Pitch Strategy 2018 Green Spaces Strategy 2008 | <ul style="list-style-type: none">• New provision by public bodies or organisations• Public access agreements to privately owned sites• Dual use agreements for community access to school facilities |
| 210 | Green infrastructure and sport | Bicester area | Bicester 1 - North West Bicester | BIC H1 | c.14 hectares of Sport pitches: North West Bicester Ecotown. | Ensure play and sports infrastructure grows at the same rate as communities and Eco standards for open space are met. | Essential | Short - medium term | TBC | TBC | A2 Dominion Housing developers | CDC | |
| 211 | Green infrastructure and sport | Bicester area | Bicester 1 - North West Bicester | BIC H1 | North West Bicester: Sports pavilion | Ensure play and sports infrastructure grows at the same rate as communities and Eco standards for open space are met. | Essential | Short - medium term | TBC | TBC | A2 Dominion Housing developers | CDC | |
| 212 | Green infrastructure and sport | Bicester area | South West Bicester | BIC H1 | Whitelands Sports Village Phase 3 P3b – Tennis courts | Ensure play and sports infrastructure grows at the same rate as communities and develop competition level facilities | Essential | Medium term | 500k | TBC | Housing developers | CDC internal | Procurement process completed and contract for design and construction awaited. Additional funding to be secured but potential for some LTA Legacy Fund. Permission granted. |
| 213 | Green infrastructure and sport | Bicester area | N/A | BIC H1 | 14.16 Ha of play provision | Ensure that people can access play opportunities within appropriate distance from homes | Essential | Medium - long term | TBC | Developers | CDC, landowners | CDC SPD standards | Not Funded or approved. Anticipated to be delivered through site. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
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| 214 | Green infrastructure and sport | Bicester area | N/A | All sites | Greening Bicester town centre - Creating an attractive, green town centre enhancing Bicester's historic assets and making a more attractive retail, leisure and social offer in the town's centre. | Ensure that people can access a network of green and blue infrastructure network and to support biodiversity. | Essential | Throughout plan period | TBC | TBC | CDC, landowners | Cherwell Green / Blue Infrastructure Strategy | Project is at an early stage of development |
| 215 | Health | Bicester area | All Bicester sites | All residential sites | Extension of Bicester Health Centre to generate additional clinical space | Ensure health infrastructure grows at the same rate as communities. | Essential | Short - medium term | 965000 | Developer contributions | BOB ICB & Bicester Health Centre | BOB ICB | TBC |
| 216 | Health | Bicester area | All Bicester sites | All residential sites | Extension of Victoria House Surgery to create additional 6 clinical rooms and significant reconfigurations and movement of the dispensary | Ensure health infrastructure grows at the same rate as communities. | Essential | Short - medium term | TBC | Developer contributions | BOB ICB & Alchester Medical Group & Alchester Medical Group | BOB ICB | TBC |
| 217 | Health | Bicester area | All Bicester sites | All residential sites | Extension of Langford Medical Centre to refurbish and reconfigure the existing space to create a single additional clinical room by converting the dispensary | Ensure health infrastructure grows at the same rate as communities. | Essential | Short - medium term | 500000 | Developer contributions | BOB ICB & Alchester Medical Group | BOB ICB | TBC |
| 218 | Health | Bicester area | All Bicester sites | All residential sites | Extension of Montgomery House Surgery to provide additional clinical capacity | Ensure health infrastructure grows at the same rate as communities. | Essential | Short - medium term | 148500 | Developer contributions | BOB ICB & Montgomery House Surgery & Montgomery House Surgery | BOB ICB | TBC |
| 219 | Health | Bicester area | All Bicester sites | BIC H1 | New or expanded GP premises or Expansion and/or Reconfiguration of existing GP premises in Bicester | Ensure health infrastructure grows at the same rate as communities. | Essential | Medium term | 6480000 | Developer contributions | BOB ICB | BOB ICB | Will be delivered through the North West Bicester Masterplan (Land requirement of 0.2 ha south of the railway Line). Land at Himley Village will be safeguarded until provision is met. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|-----|---------------------------------------|---------------|---|--------------------------------|--|--|---------------------------|---------------------|-------------------|-------------------------------|--|-------------------------------------|--|
| 220 | Health | Bicester area | All sites including residential development | All sites with residential use | Extension to Bicester Community Hospital to provide a second storey. | Ensure health infrastructure grows at the same rate as communities. | Essential | Medium term | TBC | NHS England capital funding | Oxford University Hospital Trust (OUHT) | BOB ICB | Exploring the provision of Bicester Central primary care improvements. Planning permission granted for 2 storey wings and the permission implemented through construction of the hospital, this enables construction of a second storey as and when needed. To be considered as part of town wide Health care model. |
| 221 | Utilities | Bicester area | All Bicester sites | BIC H1 | 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. | Ensure utilities infrastructure grows at the same rate as communities. | Desirable for placemaking | Medium term | c.£61m | TBC | CDC developers OCC SSEN VIRIDOR EA | CDC | Feasibility work is complete however the connection to Ardley Energy Recovery Centre is not being pursued at this point in time |
| 222 | Utilities | Bicester area | N/A | BIC E4, BIC E5 | Reinforcements to Arncott substation | Ensure utilities infrastructure grows at the same rate as communities. | Essential | Short - medium term | TBC | Developers, utility companies | National Grid SSEN | CDC | Will be funded from development, timescale will be three years from when developer confirm upgrade(s) required and application accepted by SSEN - as such depends on development phasing. |
| 223 | Utilities | Bicester area | N/A | BIC H1, BIC E1, BIC E2, BIC E3 | Reinforcements to Bicester North sub station | Ensure utilities infrastructure grows at the same rate as communities. | Essential | Short - medium term | TBC | Developers, utility companies | National Grid SSEN | CDC | Will be funded from development, timescale will be three years from when developer confirm upgrade(s) required and application accepted by SSEN - as such depends on development phasing. |
| 224 | Community and cultural infrastructure | Bicester area | Bicester 9: Burial site provision in Bicester | BIC H1 | Burial site provision anticipated in the NW Bicester eco town area subject to suitability of ground conditions. | Ensure social infrastructure grows at the same rate as communities. | Essential | Short - medium term | TBC | Developers | Town Council CDC Private sector developers | Local Plan Bicester Town Council | CDC and Town Council to work with land owners to secure a suitable site as well as undertake interim measures to extend the capacity of the existing cemetery. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|-----|---------------------------------------|---------------|-----------------------------------|----------------|---|---|---------------------------|---------------------|-------------------|----------------------------|-------------------------|--|--|
| 225 | Community and cultural infrastructure | Bicester area | Bicester 1 - Northwest Bicester | BIC H1 | 4 new community facilities (one which will be a sports pavilion including nursery facilities and one on Elmsbrook site which will have flats above) | Ensure social infrastructure grows at the same rate as communities and there are opportunities for culture and leisure. | Essential | Short - medium term | TBC | TBC | Housing developers, CDC | North West Bicester Masterplan Dec | 4 community facility/hall (1 for Phase 1 below) are required to meet the needs arising from the entire site capacity (6,000 dwellings) and/or if NW Bicester were to come forward at a faster rate than currently envisaged in the Local Plan. This would be delivered through the NW Bicester Masterplan. 1 community facility/centre secured through Planning permission 10/01780/HYBRID. Temporary facility already operating. Elmsbrook Community Centre is approved 19/01036/HYBRID. Remaining hall will come forward in phase with development. |
| 226 | Community and cultural infrastructure | Bicester area | Bicester 1 - Northwest Bicester | BIC H1 | Community facility/centre (including nursery facilities) – North West Bicester Phase 1. | Ensure social infrastructure grows at the same rate as communities and there are opportunities for culture and leisure. | Essential | Short term | Secured | Secured | Housing developers, CDC | North West Bicester Masterplan Dec 2013 Planning application information | 1 community facility/centre secured through Planning permission 10/01780/HYBRID. Temporary facility already operating. Elmsbrook Community Centre is approved 19/01036/HYBRID. Anticipated delivery in next two years. |
| 227 | Community and cultural infrastructure | Bicester area | Bicester 12 - South East Bicester | N/A | Local centre with community facility/centre - South East Bicester. Unless alternative provision agreed. (c.700-830m2 community facility). | Ensure social infrastructure grows at the same rate as communities and there are opportunities for culture and leisure. | Desirable for placemaking | Long term | TBC | TBC | Housing developers, CDC | Local Plan CDC | Provision of a permanent community hall included under planning consent 16/01268/OUT. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|-----|---------------------------------------|---------------|---|--------------------------------|--|---|---------------------------|------------------------|-------------------|---|--|---------------------------------------|--|
| 228 | Community and cultural infrastructure | Bicester area | Bicester 2- Graven Hill | N/A | Community facility/centre - Graven Hill. | Ensure social infrastructure grows at the same rate as communities and there are opportunities for culture and leisure. | Essential | Short - medium term | Committed | Committed | Housing developers, CDC | Planning applications information CDC | Meanwhile space agreed and plans are developing for permanent space on site. Community worker active on development. |
| 229 | Community and cultural infrastructure | Bicester area | Bicester sites with a direct relationship with this project | N/A | East Bicester Community Centre - construction of a new facility on old County Council estate on Keble Road | Ensure social infrastructure grows at the same rate as communities and there are opportunities for culture and leisure. | Essential | Short - medium term | TBC | TBC | CDC, OCC | CDC planning website | Planning consent approved under 22/02491/CDC. Scheme not built, funding position unknown. |
| 230 | Community and cultural infrastructure | Bicester area | South East Bicester | N/A | Wretchwick Green (SE Bicester Bicester 12) Community hub | Improve health, social and cultural wellbeing. | Essential | Short - medium term | TBC | TBC | Housing developers, CDC | CDC SPD standards | Will be delivered by and in phase with development |
| 231 | Community and cultural infrastructure | Bicester area | All sites with residential development | All sites with residential use | Expansion / improvement of Bicester Library including book-stock to account for increased demand from new development | Provide suitable expansion of library services. | Essential | Medium - long term | TBC | Developers | OCC | OCC | Early stage feasibility, not fully funded or gained consent |
| 232 | Community and cultural infrastructure | Bicester area | Bicester 1 - North West Bicester | BIC H1 | Place of worship - North West Bicester Ecotown (0.5ha) Site to be reserved for future development. | Ensure social infrastructure grows at the same rate as communities. | Desirable for placemaking | Short - medium term | TBC | TBC | CDC Private sector developers | Local Plan | To be delivered in phase with housing development |
| 233 | Emergency services | Bicester area | All Bicester sites | All sites with residential use | Provision of touchdown facilities for blue light services as part of new community facilities. These could be part of planned community Facilities/Centres on the identified new housing sites or through the adaptation/Alteration and/or extension of existing TVP facilities in the local area. | Ensure emergency and rescue infrastructure grows at the same rate as communities. | Desirable for placemaking | Throughout plan period | TBC | TBC | Thames Valley Police Private sector developers | TVP | To be explored as part of provision of community facilities. Engagement by TVP through planning application process. |
| 234 | Emergency services | Bicester area | All Bicester sites | All sites with residential use | Relocation of Bicester Fire Station | Ensure emergency and rescue infrastructure grows at the same rate as communities. | Essential | Throughout plan period | (c.£19m | TBC | OCC | OCC | One Public Estate has been unable to find a shared solution to the relocation of Bicester Fire Station. |
| 235 | Emergency services | Bicester area | All Bicester sites | All sites with residential use | Delivery of new FIU Facility at NW Bicester | Ensure emergency and rescue infrastructure grows at the same rate as communities. | Desirable for placemaking | Long term | TBC | Financial contributions secured through NW Bicester development | TVP | TVP | Contributions secured in various S106 Agreements, awaiting release of funds |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|-----|--------------------------------|--|--------------------------------|--------------------------------|---|---|---------------------------|------------------------|-------------------|----------------------------|---|------------------------|---|
| 236 | Waste | Bicester area | All Bicester sites | All sites with residential use | Bicester Green Reuse Centre permanent relocation. | Ensure utilities infrastructure grows at the same rate as communities | Desirable for placemaking | Short - medium term | TBC | TBC | TBC | CDC | Bicester Green lease at Mackay trading estate ended in March 2017, relocated temporarily to Claydon's Yard but long-term solution required. |
| 237 | Waste | Bicester area | All Bicester sites | All sites with residential use | Banks for glass and other materials. | Ensure utilities infrastructure grows at the same rate as communities. | Desirable for placemaking | Throughout plan period | c. £45K | Secured | Secured | CDC | To be delivered through planning obligations as appropriate. |
| 238 | Waste | Bicester area | All Bicester sites | All sites with residential use | Household Waste Recycling Centres: Building new or enhancing existing Household Waste Recycling Centre (HWRC) sites to deal with increased demand. Sites should be designed to manage waste in accordance with Local Plan Policy. | Ensure HWRC facilities grow at the same rate as communities needs. | Essential | Throughout plan period | TBC | OCC | OCC | OCC | During the plan period it is likely that HWRC capacity in the area will need to be increased, either by expansion of existing sites, or by securing new sites |
| 239 | Waste | Bicester area | All sites with residential use | BIC H1 | Provision of waste collection equipment specifically household bins and refuse collection vehicles | Ensure adequate waste collection infrastructure is provided to new developments | Essential | Medium - long term | 832500 | Developers | CDC | CDC SPD standards | To be funded by and in phase with development |
| 240 | Utilities | Bicester, Banbury and areas served from East Claydon Transmission substation | All sites | All sites | Reinforcement to East Claydon National Grid Transmission substation | Ensuring there is sufficient grid capacity to support new development. | Essential | Short - medium term | TBC | Utility companies | National Grid | National Grid | Proposals being developed. Expected to be fully funded by NGET. To be complete by 2031. |
| 241 | Transport and movement | Bletchington area | N/A | RUR H1 | Provision of a safe walking or cycling link along Springwell Hill to Bletchington | Improving sustainable transport accessibility and active travel. | Essential | Long term | TBC | Developers | OCC Private sector developers | OCC | Scheme will be delivered by developers, in phase with development delivery |
| 242 | Green infrastructure and sport | Bletchington area | N/A | RUR H1 | Expansion of indoor sport to meet development needs | | Essential | Medium term | TBC | TBC | CDC | CDC | Project is understood to be at an early stage of feasibility. |
| 243 | Health | Bletchington area | All sites with residential use | RUR H1 | Expansion and/or reconfiguration of existing GP practices in Bletchington or local area | Ensure health infrastructure grows at the same rate as communities. | Essential | Short - medium term | TBC | Developers | Existing Health care estate premises owners, inc. practices NHS | BOB ICB | Not funded, not consented - to be delivered in phase with deveopment |
| 244 | Transport and movement | District wide | All sites | All sites | Improvement to rolling stock on routes serving Cherwell | Improve sustainability of rail travel | Desirable for placemaking | Medium - long term | TBC | Great Western Railways | Great Western Railways, Network Rail | Great Western Railways | TBC |
| 245 | Transport and movement | District wide | All sites | All sites | Closure of Yarnton and Sandy Lane level crossings | Allow increase in train speeds to increase capacity | Desirable for placemaking | Medium - long term | TBC | Great Western Railways | Great Western Railways, Network Rail | Great Western Railways | Detailed design undertaken, no funding secured, no consents in place |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
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| 246 | Transport and movement | District wide | All sites | All sites | To provide charging infrastructure for zero emission battery trains | Improve sustainability of rail travel | Desirable for placemaking | Medium - long term | TBC | Great Western Railways | Great Western Railways, Network Rail | Great Western Railways | Project is at early stage feasibility, a strategic outline business case is being developed. No funding committed, no consents in place. |
| 247 | Transport and movement | District wide | All sites | All sites | The provision of cycle parking and (where appropriate) secure and covered storage within close range of new residential units, businesses and community spaces, such as shopping areas and transport hubs. | Encouraging modal shift and engagement in active travel as the most convenient choice for work, leisure and daily routines. | Essential | Short - long term | TBC | Developers | CDC External suppliers OCC infrastructure team | OCC Public Health and Community Safety Directorate | |
| 248 | Transport and movement | District wide | All sites | All sites | Wayfinding schemes within and around new residential and employment sites. These will help people to navigate around developments as well as connect to neighbouring sites and urban centres. | Encouraging modal shift and engagement in active travel as the most convenient choice for work, leisure and daily routines. Wayfinding schemes can also promote access to nature when | Essential | Short - long term | TBC | Developers | CDC External suppliers OCC infrastructure team | OCC Public Health and Community Safety Directorate | |
| 249 | Education | District wide | All sites with residential development | All sites with residential use | Ongoing need for more special educational needs and disabilities school capacity, being delivered through a county-wide strategy | Expand the schools and colleges provision to match the needs of residents and businesses. Provide opportunities for local people to improve the quality of their life: Skills, training and education. | Essential | Short - long term | To be calculated as developments come forward | Developers | OCC Education providers Housing developers | OCC | SEND resource bases have now opened. Bloxham Grove special school opened January 2024. Funded by DfE. Further options for additional capacity being assessed. |
| 250 | Flooding and drainage | District wide | All sites | All sites | Provision of sustainable drainage solutions within development sites | Reduce probability of flooding. | Essential | Short - long term | TBC | OCC | Developers | CDC | TBC |
| 251 | Green infrastructure and sport | District wide | N/A | N/A | Protection, connection and enhancement of a landscape-scale Otmoor, Bernwood and Ray Nature Recovery Area. | Ensure that people can access a network of green and blue infrastructure network and to support biodiversity. | Essential | Throughout plan period | TBC | | CDC, landowners | Cherwell Green / Blue Infrastructure Strategy | Project is at an early stage of development |
| 252 | Green infrastructure and sport | District wide | N/A | N/A | Green infrastructure based preventative upstream flood mitigation, including nature based solutions, which would minimise impacts downstream. | Ensure that people can access a network of green and blue infrastructure network and to support biodiversity. | Essential | Throughout plan period | TBC | TBC | CDC, landowners | Cherwell Green / Blue Infrastructure Strategy | Project is at an early stage of development |
| 253 | Green infrastructure and sport | District wide | All sites | All sites | Strategic tree planting within new residential and employment sites with a key focus on providing long term shading for buildings | Future-proofing developments so that people and buildings are provided with natural | Desirable for placemaking | Short - long term | TBC | Developers | CDC External suppliers | OCC Public Health and Community Safety | Does not have relevant consents at this time, funding not secured, will need to be included in the |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|------|--------------------------------|---------------|---|---|---|---|---------------------------|----------------------------|-------------------|--|---|--|--|
| | | | | | term shading for buildings, seating areas and areas of community gathering. | provided with natural shelter from extreme weather such as heatwaves. | | | | | OCC infrastructure team | Safety Directorate | need to be included in the landscaping designs of proposed developments |
| 254 | Green infrastructure and sport | District wide | All sites | All sites | Inclusion of environmental / sensory planting schemes and pocket parks which include native and pollinator species. The inclusion of a diverse range of planting types which provide seasonal interest, tactile textures, scent and movement. | Protect and promote biodiversity while providing residents and visitors with spaces to play, interact and be around nature. The sensory nature of planting would be especially beneficial to children, the elderly, and those with sensory impairments. | Desirable for placemaking | Short - long term | TBC | Developers | CDC External suppliers OCC infrastructure team | OCC Public Health and Community Safety Directorate | Does not have relevant consents at this time, funding not secured, will need to be included in the landscaping designs of proposed developments |
| 255 | Utilities | District wide | County wide | All sites | Countywide Superfast broadband (24 Meg/sec.) Phase 1 - 90% coverage Phase 2 - 95% coverage Phase 3 - 100% coverage | Ensure utilities infrastructure grows at the same rate as communities and local businesses and enables access to modern evolving technology | Essential | Short term | c. £10 m | Phase 1: complete Phase 2: secured Phase 3 - TBC | Central Government BT / Open Reach OCC CDC | OCC CDC | 90% of Oxfordshire covered by December 2015 and 95% by end of 2017 (phase 2) Phase 1: secured (c.£0.5m + Government match funding) Phase 2: secured (c.£0.5m + Government match funding) Phase 2 exceeded its national target of 95%, this phase is now being extended. Phase 3 – TBC The Better Broadband for Oxfordshire project closed in August 2020 and has achieved 98.20% superfast coverage. The UK Government is now targeting Gigabit capable coverage and has set targets of 90% of UK premises to be covered by 2025 and 95% by 2030. |
| 255a | Utilities | County Wide | Public Sector Sites as defined in the project | Public Sector sites as defined in the project | GigaHubs Project to connect public sector sites including schools, hospitals for 193 sites across OCC. (formerly known as Local Full Fibre Networks) | To connect to a new gigabit-capable full fibre broadband network. 1500 km new fibre network. | Essential | Short to Long Term to 2041 | £7.25 M | OCC = £5M Project Gigabit = £2M Local Enterprise Partnership = £250k | Central Government OCC NEOs Networks Open Reach Virgin Media Gigaclear | OCC | 20 year deal started in 2021. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|-----|-----------|---------------|------------------------|----------------|--|---|-----------|---------------------|--|---|---|---|--|
| 256 | Utilities | District wide | All sites | All sites | Sewerage links and treatment works upgrade. | Ensure utilities infrastructure grows at the same rate as communities and to be able to serve and provide capacity for future development | Essential | Short - medium term | Costs to be determined as individual development comes forward | To be funded by Thames Water and developers | Thames Water Anglian Water OCC – Local Planning Authority | Thames Water / Anglian Water | To be funded and provided as development comes forward. Capacity to be in place before development commences. In some instances, phasing of development. |
| 257 | Utilities | District wide | All sites | All sites | Water supply links and network upgrades. | Ensure utilities infrastructure grows at the same rate as communities and to be able to serve and provide capacity for future development. | Essential | Short - long term | Costs to be determined as individual development comes forward | To be funded by Thames Water and developers | Thames Water | Discussions with Utility providers re the Reg 18 and Reg 19 Cherwell Local Plan 2042 | Pre Application discussions by developers with Thames Water. CDC formal consultation with Thames Water in relation to planning applications. To be funded and provided as development comes forward. Capacity to be in place before development commences. In some instances, phasing of development may be used. Thames Water Business Plan 2025 to 2030 and future business plans. |
| 258 | Utilities | District wide | All sites | All sites | South East Strategic Reservoir Option (SESRO) - 150 cubic metre new reservoir & associated works | Provide a strategic new source of water for the South East Region, to address the supply shortfall and address future development and population requirements | Essential | Long term | £2.2 Billion based on 2021-2022 cost price base. | To be funded by Thames Water, Affinity Water, Southern Water and developers | Thames Water - Lead (also on behalf of Affinity Water and Southern Water) Dept of Environment, Food & Rural Affairs (DEFRA) Dept of Housing, Communities & Local Government | Thames Water Thames Water Resource Management Plan (WRMP) - October 2024 SESRO 2024 Public Consultation and website | This is a Nationally Significant Infrastructure ProjectDevelopment Consent Order Application. At pre application stage. Summer 2024 public consultation..DCO Application due to be submitted to PINS 2026, DCO Examination 2027 and Secretary of State decision expected in 2028. If approved construction from 2029/30 to 2040. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
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| | | | | | | | | | | | Environment Agency The Planning Inspectorate Regulators Alliance for Progressing Infrastructure Development (RAPID) | Planning Inspectorate Scoping Opinion – 18th October 2024. | |
| 259 | Utilities | District wide | All sites | All sites | Teddington Direct Water Abstraction | Provide a strategic new source of water for the South East Region | Essential | Long term | TBC | To be funded by TW and developers | Thames Water | Thames Water | This proposal is in the early stages of development. It is not funded or consented. |
| 260 | Utilities | District wide | All sites | All sites | Severn to Thames Transfer | Provide a strategic new source of water for the South East Region | Essential | Long term | TBC | To be funded by TW and developers | Thames Water | Thames Water | This proposal is in the early stages of development. It is not funded or consented. |
| 261 | Utilities | District wide | All sites | All sites | Water conservation measures. | Promote sustainable use of water: Maintaining quality and adequate resources. | Essential | Short - long term | Costs to be determined as individual development comes forward | To be funded by TW and developers | Thames Water | OMWLP | Developers to engage with TW to draw up water and drainage strategies outlining the developments water and waste water infrastructure. |
| 262 | Community and cultural infrastructure | District wide | All sites | All sites | A diverse range of benches and informal seating areas in new residential and employment sites. These are to be accompanied by bins. | Provide areas for social interaction and for those with mobility/age-related issues to stop and rest. Bins will encourage waste recycling and reduce issues with littering. | Essential | Short - long term | TBC | Developers | CDC External suppliers OCC infrastructure team | OCC Public Health and Community Safety Directorate | Does not have relevant consents at this time, funding not secured, will need to be included in the landscaping designs of proposed developments |
| 263 | Community and cultural infrastructure | District wide | All sites of archaeological relevance | All sites of archaeological relevance | Expansion and operation of the Museum Resource Centre at Standlake | To provide sufficient storage for archeological finds from development and ensure its safekeeping | Desirable for placemaking | Medium - long term | TBC | Developers | OCC | OCC | TBC |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
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| 264 | Emergency services | District wide | All sites with residential use | All sites with residential use | Infrastructure required to directly serve new development including fleet, staff, set up costs and kit, upgrades to existing radio and emergency centre call capacity and siting of ANPR cameras. | Ensure emergency and rescue infrastructure grows at the same rate as communities. | Essential | Throughout plan period | TBC | TBC | TVP | TVP | To be delivered in phase with housing developments as these provide the demand |
| 265 | Waste | District wide | All sites with residential use | All sites with residential use | Household Waste Recycling Centres: Building new or enhancing existing Household Waste Recycling Centre (HWRC) sites to deal with increased demand. Sites should be designed to manage waste in accordance with Local Plan Policy. | Ensure HWRC facilities grow at the same rate as communities needs. | Desirable for placemaking | Throughout plan period | TBC | Developers | OCC | OCC | During the plan period it is likely that HWRC capacity in the area will need to be increased, either either by expansion of existing sites, or by securing new sites |
| 266 | Transport and movement | Heyford Park Area | Kidlington and rural areas Villages 4 - Meeting the Need for Open Space, Sport and Recreation Policy Villages 5 - Former RAF Upper Heyford | N/A | To enhance station facilities to meet future population growth, and to improve accessibility | Improve sustainability of rail travel | Desirable for placemaking | Medium - long term | TBC | Great Western Railways | Great Western Railways, Network Rail, OCC | Great Western Railways | Design work due to be commissioned Dec 2024/Jan 2025. Unfunded beyond design development work. |
| 267 | Utilities | Kidlington and areas served from Cowley Transmission substation | All sites | All sites | Reinforcement to Cowley National Grid Transmission substation | Ensuring there is sufficient grid capacity to support new development. | Essential | Long term | TBC | Utility companies | National Grid | National Grid | Proposals being developed. |
| 268 | Transport and movement | Kidlington area | All Kidlington Sites | KID H1 | Signalising A4095 Upper Campsfield Road/A4260 junction and enhancement of pedestrian/cycle crossings. | Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the Oxford Transport Strategy. | Essential | Short - medium term | c. £1.04m | Unfunded. Potential sources of funding include: s278 plans as part of Minerals planning application, Local Growth Fund bids, Developers | OCC, bus service providers, developers | OCC OTS | Was identified within the A44/A4260 corridor study but no further progress has been made at this stage. |
| 269 | Transport and | Kidlington area | PR8 PR9 | KID H1 | A44 Mobility Hub served by signalised A44 crossing | Improving accessibility and active travel. | Desirable for placemaking | Short - medium | Site/design n | Developers | OCC | CDC | Mobility hub options assessment expected in |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
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| 270 | Transport and movement | Kidlington area | All Kidlington Sites | KID H1 | Signalisation of Kidlington Roundabout | To improve traffic management and bus priority - linking to bus lane proposals near to this roundabout | Desirable for placemaking | Short - medium term | £6m | £1m growth deal funding | OCC | BSIP | Complete. |
| 271 | Transport and movement | Kidlington area | N/A | KID H1 | Vehicular, pedestrian and cycle link into adjacent development (to northwest) | To provide connectivity into adjoining built areas | Essential | Long term | TBC | Direct delivery by developers | OCC | OCC | To be delivered through design of site. |
| 272 | Transport and movement | Kidlington area | PR8 PR9 | KID H1 | Bus Lane improvements along the A44. | Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the LTCP | Essential | Short - medium term | TBC | TBC | OCC, bus service providers, developers | OCC OTS TA (ITP) | Works from Cassington Road roundabout down to and through Pear Tree are complete. |
| 273 | Transport and movement | Kidlington area | PR8 PR9 | KID H1 | Improving bus stops on the A44 to access inter-urban services. | Support delivery of strategic development with sufficient upgrades to road and active travel infrastructure. | Desirable for placemaking | Short - medium term | TBC | TBC | OCC Private sector developers | OCC | Contributions are being sought from site promoters. |
| 274 | Transport and movement | Kidlington area | PR8 PR9 | KID H1 | Northbound and southbound bus lane on A44 between Langford Lane and Bladon. | Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the LTCP | Essential | Short - medium term | £3.89m | Potential sources of funding include: Oxfordshire Growth Deal North Oxford All Modes Corridor Improvements, Local Growth Fund bids, developer contribution | | OCC OTS TA (ITP) | Options assessment complete but will need updating. |
| 275 | Transport and movement | Kidlington area | PR8 PR9 | KID H1 | Southbound bus lane on A44, between Langford Lane and Spring Hill junction. | Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the LTCP. | Essential | Short - medium term | £2.2m | | OCC, bus service providers, developers | OCC OTS TA (ITP) | Options assessment complete. |
| 276 | Transport and movement | Kidlington area | PR8 PR9 | KID H1 | Southbound bus lane on A44 between Spring Hill junction and Pear Tree interchange. | Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the LTCP. | Essential | Short - medium term | £1.8m | | | OCC OTS TA (ITP) | Complete – see row 272 above. |
| 277 | Transport and movement | Kidlington area | PR8 PR9 | KID H1 | 4 buses per hour service between Oxford and Begbroke routed Land East of the A44 development site (A44/A4144 corridor). | Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the LTCP. | Essential | Short - medium term | Pending development | Bus operator and developer funded | OCC, bus service providers, developers | OCC OTS TA (ITP) | Funding from developers at PR8/PR9 is being sought. |
| 278 | Transport and movement | Kidlington area | PR6a PR6b PR7a | KID H1 | Bus service improvement to Eastern Arc | Reduce the proportion and overall number of car journeys and help deliver the transport changes | Essential | Medium term | £2.2m | S106 | OCC Bus operators Developers | CDC | Financial contributions to support public transport connectivity between PR6/7 sites and Eastern |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
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| | | | PR7b | | | the transport changes provided for by the LTCP. | | | | | | | Arc – notably major employment sites – are being sought. |
| 279 | Transport and movement | Kidlington area | Local Plan: Improved Transport and Connections (SLE 4) Kidlington 1: Accommodating High Value Employment Needs (1A. Langford Lane / London Oxford Airport) | N/A | Improving the level of public transport to and from London Oxford Airport. | Ensuring delivery of high-quality public transport. | Desirable for placemaking | Short term | c. £400K | TBC | OCC | LTP | London Oxford Airport is now served by two buses per hour between Witney, Woodstock, Kidlington and Oxford, plus evening services between Banbury and Oxford. Langford Lane Industrial Estate is now served by two buses per hour, seven days per week. S106 funding enhanced evening bus services. |
| 280 | Transport and movement | Kidlington area | Local Plan: Improved Transport and Connections (SLE 4) Kidlington Non-strategic sites to be identified in the next Local Plan | N/A | Implementation of a bus lane on Bicester Road (C43) using additional land rather than just existing highway. | Ensuring delivery of high-quality public transport. | Desirable for placemaking | Short term | £4m | fully funded by Growth Deal funding | OCC | LTP | Fully funded and approved. To be completed by 2025. |
| 281 | Transport and movement | Kidlington area | All Kidlington Sites | N/A | Redesign of Oxford Parkway Park and Ride (formerly known as Water Eaton Park and Ride) as a Mobility Hub | Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the LTCP. | Desirable for placemaking | Short - medium term | TBC | Local Growth Fund bids, Developers. | OCC, bus service providers, developers | OCC Oxford Transport Strategy | Work is underway to deliver an updated Park & Ride Strategy and the needs of Oxford Parkway Park & Ride are being considered as part of this strategy. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|-----|------------------------|-----------------|------------------------|----------------|---|--|---------------------------|---------------------|---|--|--|------------------|---|
| | | | | | | | | | | | | | An Oxfordshire Mobility Hub Strategy was approved by OCC in 2023. There are on-going discussions around creating a mobility hub at Parkway, to integrate the station, buses and cycling facilities. |
| 282 | Transport and movement | Kidlington area | All Kidlington Sites | N/A | A44 Mobility Hub at London Oxford Airport. | To reduce the proportion and overall number of car journeys and to help to deliver the transport changes provided for by the LTCP. | Desirable for placemaking | Short - medium term | c. £17m (without c £21 m (with land) c £3.4 million secured | Local Growth Fund bids, Developers, other third party contributions. | OCC, bus service providers, developers | OCC Strategy | Funding from developers is being sought. Options assessment work to be undertaken in the short term. |
| 283 | Transport and movement | Kidlington area | All Kidlington Sites | N/A | Improved bus lane provision on the A4165 Oxford Road between Kidlington roundabout and past PR7a. | Reduce the proportion and overall number of car journeys. | Essential | Short - medium term | c. £3.87m | Potential sources of funding include: Emerging Oxfordshire Growth Deal | OCC, bus service providers, developers | OCC OTS TA (ITP) | Options assessment complete; design and delivery being discussed with developers. Will be a combination of S278 works and S106 contributions. |
| 284 | Transport and movement | Kidlington area | All Kidlington Sites | N/A | A4260 – southbound bus lane from The Moors to Benmead Road. | Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the LTCP. | Essential | Short - medium term | TBC | | | OCC OTS TA (ITP) | TBC |
| 285 | Transport and movement | Kidlington area | All Kidlington Sites | N/A | A4260 Southbound bus lane from Bicester Road/A4260 junction to Kidlington roundabout. | Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the LTCP. | Essential | Short - medium term | £1m | | OCC, bus service providers, developers | OCC OTS TA (ITP) | TBC |
| 286 | Transport and movement | Kidlington area | All Kidlington Sites | N/A | A4260/Bicester Road Signalised junction – RT detection and advanced stop line. | Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the LTCP. | Essential | Short - medium term | £313k | Potential sources of funding include: Local Growth Fund bids, Developers | OCC, bus service providers, developers | | TBC |
| 287 | Transport and movement | Kidlington area | All Kidlington Sites | N/A | A4260/Lyne Road Signalised junction - RT detection, advance stop line and toucan crossing. | Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the LTCP. | Essential | Short - medium term | £313k | Potential sources of funding include: Local Growth Fund bids, Developers | OCC, bus service providers, developers | | TBC |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|-----|------------------------|-----------------|------------------------|----------------|--|---|---------------------------|------------------------|--|---|---|----------|---|
| 288 | Transport and movement | Kidlington area | All Kidlington Sites | N/A | Upgrade of outbound bus stop on A4165 opposite Parkway. | Improving sustainable travel environment | Essential | Short - medium term | TBC | TBC | | TA (ITP) | The cycle super highway along the A4260 between Kidlington Roundabout and Oxford city centre along the A4165 is going through optioneering and feasibility design through Growth Deal funding currently. Bus stop upgrade to be secured as S278 works |
| 289 | Transport and movement | Kidlington area | PR8 | N/A | Vehicular spine route through Land East of the A44 (suitable for use by buses). | Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the LTCP. | Essential | Short term | On-site transport mitigation/design considerations | Development proposal | OCC | TA (ITP) | To be delivered by development |
| 290 | Transport and movement | Kidlington area | All Kidlington Sites | KID H1 | Electric vehicle initiatives. Including charging points for electric vehicles | To reduce pollution from road traffic. | Desirable for placemaking | Throughout plan period | TBC | TBC | CDC OCC Private sector developers | CDC | To be dealt with on site by site basis and through other external funding bids. Park and Charge Project – use of district council car parks as EV charging hubs for residents without access to off-road parking. |
| 291 | Transport and movement | Kidlington area | | KID H1 | Joining up the riding network across the wider area using public rights of way so that routes for commuting and recreation are improved. | Improving cycling and walking routes Provide sustainable movement routes for pedestrians and cyclists. | Desirable for placemaking | Throughout plan period | TBC | TBC | OCC | LTP | Contributions continuing to be sought to join up the active travel network. Kidlington LCWIP adopted December 2021. |
| 292 | Transport and movement | Kidlington area | All Kidlington Sites | KID H1 | Left turn bypass lane from A4095 Upper Campsfield Road to A44. | Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the LTCP | Essential | Short - medium term | c. £1.04m | Potential sources of funding include: Oxfordshire Growth Deal Oxford All Modes Corridor Improvements, Local Growth Fund Bids, developer | | OCC OTS | TBC |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|-----|------------------------|-----------------|--|----------------|--|--|---|---------------------|-------------------|----------------------------|--|---|--|
| 293 | Transport and movement | Kidlington area | | KID H1 | Road network improvements: Remedial road safety measures such as installing Vehicle Active Signage; build outs or lining/surface measures to address speeding. | To improve highways safety. | Desirable for placemaking | Short - medium term | TBC | TBC | OCC | LTP | To be progressed further through future Local Plan consultations and Kidlington Framework Masterplan |
| 294 | Transport and movement | Kidlington area | | KID H1 | Road network improvements: Remove clutter and ensure the routing is correct on the strategic road network particularly from the A44, A40 and A34 of signage to Kidlington. | To improve highways safety. | Desirable for placemaking | Short - medium term | TBC | TBC | OCC | LTP | To be progressed further through the Local Plan and Kidlington Framework Masterplan. |
| 295 | Transport and movement | Kidlington area | PR7b | N/A | Highways Works to Kidlington Roundabout/Oxford Road to enable site access for Land at Stratfield Farm. | Ensure safe access and integration with existing road network. | Essential | Short - medium term | £249k | Development proposal | OCC | OCC | To be delivered by development proposal. |
| 296 | Transport and movement | Kidlington area | PR6a PR6b PR7a PR7b PR8 PR9 | N/A | A34 on-slip improvements to the Pear Tree and Botley junction interchanges to the immediate south of the district. | Support delivery of strategic development with sufficient upgrades to road and active travel infrastructure. | Essential | Short - medium term | TBC | TBC | OCC | OCC | TBC |
| 297 | Transport and movement | Kidlington area | PR8 | N/A | Explore potential for a new rail station/halt between Kidlington and Begbroke. | Identify potential for future new rail services and stations that reduce the reliance on private car for inter urban travel. | Desirable for placemaking Scheme not needed for the delivery of Cherwell Local Plans | Medium term | N/A | N/A | Network Rail, OCC, Rail providers, Begbroke Science Park/Oxford University | LP1: Improved Transport and Connections (SLE4) LP1 PR: Sustainable Transport (PR4a) LP1 PR: Infrastructure Delivery (PR11) OxIS Stage 2 Sept. 2017 | A new Oxfordshire Rail Strategy following on from LTCP is expected in 2025 and will address this. Policy PR8 safeguards land so that future opportunities are not prevented. Delivery of LP1 PR does not depend on this scheme. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|-----|------------------------|-----------------|---|----------------|---|--|-----------|------------------------|--|----------------------------|------------------------|--------------|--|
| 298 | Transport and movement | Kidlington area | PR8 PR9 | KID H1 | Reduction of speed limit and pedestrian/cycling crossing at key locations along the A44 (from Sandy Lane to Cassington Road). | Improving sustainable transport accessibility and active travel. | Essential | Short - medium term | Transport mitigation / design considerations | Development proposal | OCC | OCC TA (ITP) | TBC |
| 299 | Transport and movement | Kidlington area | N/A | KID H1 | Connections to new, nearby development via provision between the sites on routes alternative the to main road, Colwells Road access to traffic light controlled crossing, Shipton Road connection and ped/cycle path to Orchard Walk to the North of the site are required. | Improving accessibility and active travel. | Essential | Short - medium term | Site/design considerations | Developers | OCC | CDC | To be provided as development comes forward |
| 300 | Transport and movement | Kidlington area | PR8 PR9 | KID H1 | New public bridleways suitable for pedestrians, all- weather cycling, wheelchair use and horse riding, and connecting with existing public right of way network. | Improving accessibility and active travel. | Essential | Short - medium term | Site/design considerations | Development proposals | Developers | CDC | Will be delivered by and in phase with development |
| 301 | Transport and movement | Kidlington area | N/A | KID H1 | LTN 1/20 compliant (unless superseded) walking/cycle route on Oxford Road, Upper Campsfield road as well as Shipton road is required. | Improving accessibility and active travel. | Essential | Long term | TBC | Developers | OCC | OCC | To be progressed in phase with development |
| 302 | Transport and movement | Kidlington area | N/A | KID H1 | Improvement to NCN 5 | Improving accessibility and active travel. | Essential | Long term | TBC | Developers | OCC | OCC | To be progressed in phase with development |
| 303 | Transport and movement | Kidlington area | Kidlington 1: Accommodating High Value Employment Needs (Langford Lane and Begbroke Science Park) | N/A | Improving cycling and walking links to the Langford Lane area and shopping facilities in the centre of Kidlington. | Improving cycling and walking routes Provide sustainable movement routes for pedestrians and cyclists. | Essential | Throughout plan period | TBC | Part secured | OCC | LTP | Negotiating improved walking and cycling routes through development proposals in the area. |
| 304 | Transport and movement | Kidlington area | Kidlington 1: Accommodating High Value Employment Needs (Langford Lane and | N/A | Improvements of footways: widening, resurfacing, dropped kerbs and new or improved crossing points, which will contribute to greater containment and thus support their vitality and | Improving cycling and walking | Essential | Throughout plan period | TBC | TBC | OCC | LTP | Negotiating improved walking and cycling routes through development proposals in the area. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|-----|------------------------|-----------------|---|----------------|--|---|-----------|------------------------|---|----------------------------|------------------------|-----------------|--|
| | | | Begbroke Science Park) Policy Kidlington 2: Strengthening Kidlington Village Centre | | economic success, including to and from and within the business parks and London Oxford Airport. | Provide safe, sustainable movement routes for pedestrians and cyclists. | | | | | | | |
| 305 | Transport and movement | Kidlington area | Kidlington 2: Strengthening Kidlington Village Centre | N/A | Pedestrianisation of part of the High Street, wider footways and pedestrian crossings. | Improving public realm. | Essential | Throughout plan period | TBC | TBC | OCC CDC | LTP | To be progressed further through the Kidlington Framework Masterplan. |
| 306 | Transport and movement | Kidlington area | Kidlington/Water Eaton Kidlington 1: Accommodating High Value Employment Needs (Langford Lane and Begbroke Science Park) Policy Kidlington 2: Strengthening Kidlington Village Centre) | N/A | Cycle parking infrastructure in the 5K area. | Improvements to cycling infrastructure. | Essential | Short term | Secured | Part completed | CDC | CDC | Providing and installing 2 cycle racks per Parish with opportunity for PCs to invest in more racks. Commenced, was expected to be complete by end of March 2022. |
| 307 | Transport and movement | Kidlington area | All Kidlington Sites | N/A | Cycle super highway along the A4260/A4165 to/from Oxford Parkway. | Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the LTCP. | Essential | Short - medium term | £5.25m | Developers | OCC | TA (ITP) | Funding from developers is being sought. |
| 308 | Transport and movement | Kidlington area | All Kidlington Sites | N/A | Cycle super highway along A4165 to/from Oxford Parkway to Oxford city centre. | Improving sustainable transport accessibility and active travel. | Essential | Short - medium term | N/A | | OCC | | TBC |
| 309 | Transport and movement | Kidlington area | PR7b | N/A | Walking/cycling/ wheelchair accessibility from land at Stratfield Farm (PR7b) to key facilities on the A4165 including proposed sporting facilities at Land South East Kidlington (PR7a) and Oxford Parkway. | Improving sustainable transport accessibility and active travel. | Essential | Short - medium term | On-site transport mitigation/ design considerations | Development proposal | OCC | CDC | To be delivered by development proposal. |
| 310 | Transport and movement | Kidlington area | PR7b | N/A | Walking/cycling/ wheelchair accessibility from land at Stratfield Farm (PR7b) to Land east of the A44 (PR8) (including | Improving sustainable transport accessibility and active travel. | Essential | Short - medium term | c.£503k* | Development proposals | OCC | TA (ITP) CDC | *Includes bridge cost. Apportionment to both sites. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|-----|------------------------|-----------------|------------------------------|----------------|---|---|-----------|---------------------|-------------------|--|---|--------------|--|
| | | | PR8 | | suitable crossing. | | | | | | | | Funding from developers is being sought, but there is an expectation that these works will be provided as on-site infrastructure. |
| 311 | Transport and movement | Kidlington area | PR7b PR8 | N/A | New public bridleway/green link connecting Land at Stratfield Farm (PR7b) with Land East of the A44 (PR8) across the Oxford Canal, and exploration of links with the wider PRoW east of the A4165. | Improving accessibility and active travel. | Essential | Short - medium term | £250k | Developers | OCC | OCC | Funding from developers is being sought. |
| 312 | Transport and movement | Kidlington area | PR7B PR8 | N/A | Wheelchair accessible Pedestrian/Cycle bridge over the Oxford Canal linking Stratfield Farm (PR7b) to Land East of the A44 (PR8). | Improving sustainable transport accessibility and active travel. | Essential | Short - medium term | 503 | Developers | OCC developers Canal and Rivers Trust | CDC OCC | Includes bridge cost. Apportionment to both sites To be delivered by development proposal. Funding from developers is being sought. |
| 313 | Transport and movement | Kidlington area | PR8 | N/A | Sandy Lane – pedestrian and cycle new link over railway. | Improve sustainable cross corridor connections between the A44 and the A4260. | Essential | Short - medium term | £5m | Pending development proposal | OCC | OCC TA (ITP) | Network Rail has undertaken EIA scoping and public consultation on proposals for a new link. The current planning application at PR8 proposes a different pedestrian and cycle link. Discussions continue between parties. |
| 315 | Transport and movement | Kidlington area | PR6a PR6b PR7a PR7b | N/A | Kidlington roundabout: provision of pedestrian/cycle crossing at the roundabout. | Improving sustainable transport accessibility and active travel. | Essential | Short - medium term | c. £5.8m | Potential sources of funding include: Emerging Oxfordshire Growth Deal | OCC | OCC | Construction completed. |
| 316 | Transport and movement | Kidlington area | PR9 | N/A | New walking and cycling routes from Land West of Yarnton (PR9) through Yarnton. | Improving sustainable transport accessibility and active travel. | Essential | Short - medium term | 250000 | Development proposal | OCC | TA (ITP) | To be delivered by development |
| 317 | Transport and movement | Kidlington area | PR8 PR9 | N/A | Cycle and pedestrian improvements along the A44 (between Bladon Roundabout and Peartree Roundabout) enabling: a) improved cycling facilities to link onto planned improvements to Pear Tree Roundabout | Reduce the proportion and overall number of car journeys and help deliver the transport changes provided for by the LTCP. | Essential | Short - medium term | £8.2m | Potential sources of funding include: Emerging Oxfordshire Growth Deal | OCC | OCC TA (ITP) | The section from Cassington Road roundabout to Pear Tree has been completed. Optioneering and feasibility design work was completed for the rest of the route. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|-----|------------------------|-----------------|---------------------------------|----------------|---|--|-----------|---------------------|--|----------------------------|---|---|---|
| | | | | | b) pedestrian / cycle crossing through Langford Lane junction and across the A44 (Shared Use Path improvements and new provision). | | | | | | | | |
| 318 | Transport and movement | Kidlington area | Kidlington 1a | N/A | Cycle and pedestrian improvements along Langford Lane including enhancement to formalise crossing, Shared Use Path (SUP) on the western end of Langford Lane and hybrid cycle lanes for the eastern end. | Improving sustainable transport accessibility and active travel. | Essential | Short - medium term | £772k | Developers | Developers | CDC OCC Developers | To be delivered in support of development within London-Oxford Airport / Langford Lane employment area |
| 319 | Transport and movement | Kidlington area | PR6a – Land East of Oxford Road | N/A | Pedestrian / cycling / wheelchair accessibility from Site PR6a Land East of Oxford Road to Oxford Parkway Park and Ride (formerly known as Water Eaton Park and Ride) and Oxford Parkway Railway Station. | Improving sustainable transport accessibility and active travel. | Essential | Short - medium term | £845k | Development proposal | OCC Developers | PR6a – Land North of Oxford Road Transport Assessment (April 2023) by i-Transport to support the planning application by Bellway Homes and Christ Church CDC Planning Application reference no 23/01233/OUT | Current outline planning application with CDC to be determined. Planning application ref no 23/01233/OUT To be delivered by development |
| 320 | Transport and movement | Kidlington area | PR6b | N/A | Pedestrian/cycling/wheelchair accessibility from land west of Oxford Road (PR6b) to the employment opportunities at Oxford's Northern Gateway. | Improving sustainable transport accessibility and active travel. | Essential | Short - medium term | Site transport mitigation/design consideration | Development proposal | OCC | TA (ITP) | Delivery likely to be linked to Green Infrastructure schemes below. |
| 321 | Transport and movement | Kidlington area | PR6b | N/A | Upgrade existing footbridge over the railway linking to Northern Gateway to pedestrian/cycle/Wheelchair accessible providing links to Northern Gateway. | Improving sustainable transport accessibility and active travel. | Essential | Short - medium term | Site transport mitigation/design consideration | Development proposal | OCC | OCC TA (ITP) | To be delivered by development proposal. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|-----|------------------------|-----------------|--|----------------|---|--|-----------|---------------------|---|----------------------------|------------------------|----------|---|
| 322 | Transport and movement | Kidlington area | PR6b | N/A | Pedestrian / cycling / wheelchair accessibility across A4165 from Land west of Oxford Road (PR6b) to services and facilities at Land East of Oxford Road (PR6a) and Oxford Parkway. | Improving sustainable transport accessibility and active travel. | Essential | Short - medium term | Site transport mitigation/ design consideration | Development proposal | OCC | TA (ITP) | To be delivered by development proposal. |
| 323 | Transport and movement | Kidlington area | PR7a | N/A | Footway along southbound carriage way of Bicester Road. | Improving sustainable transport accessibility and active travel. | Essential | Medium term | Site transport mitigation/ design consideration | Development proposal | OCC | TA (ITP) | To be delivered by development proposal. |
| 324 | Transport and movement | Kidlington area | PR7a | N/A | Pedestrian/cycling/wheelchair accessibility to Oxford Parkway Railway Station and Oxford Parkway Park and Ride (formerly known as Water Eaton P&R), across to Bicester Road and to formal sports pitches on site. | Improving sustainable transport accessibility and active travel. | Essential | Medium term | Site transport mitigation/ design consideration | Development proposal | OCC | CDC | To be delivered by development proposal. |
| 325 | Transport and movement | Kidlington area | All Oxford unmet need sites | N/A | Pedestrian/Cycle bridge (wheelchair accessible). | Improving sustainable transport accessibility and active travel. | Essential | Short - medium term | TBC | TBC | OCC | N/A | TBC |
| 326 | Transport and movement | Kidlington area | PR8 | N/A | Pedestrian/Cycle bridge over the Oxford Canal and Railway. | Improving sustainable transport accessibility and active travel. | Essential | Short - medium term | £250k | TBC | OCC | TA (ITP) | TBC |
| 327 | Transport and movement | Kidlington area | PR9 | N/A | Public vehicular, cycle, pedestrian and wheelchair connectivity within the Land West of Yarnton site to services and facilities in Yarnton including William Fletcher Primary School. | Ensure safe access and integration with existing road network. | Essential | Short - medium term | Transport mitigation / design considerations | Development proposal | OCC | OCC | Consent has been granted |
| 328 | Transport and movement | Kidlington area | Kidlington 1: Accommodating High Value Employment Needs (Langford Lane and Begbroke Science Park) Non-strategic sites to | N/A | Linking Kidlington to Oxford Parkway Railway Station located at Water Easton to promote the opportunity for cycling and walking. | Improving cycling and walking routes Provide sustainable movement routes for pedestrians and cyclists. | Essential | Short - medium term | TBC | TBC | OCC | LTP | Contributions continuing to be sought to promote active travel connections to Oxford Parkway. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|-----|------------------------|-----------------|--|----------------|--|---|-----------|------------------------|--|------------------------------|--|--|---|
| | | | be identified in the next Local Plan DPD, Neighbourhood Plans | | | | | | | | | | Kidlington Roundabout improvements under construction. |
| 329 | Transport and movement | Kidlington area | Kidlington 1: Accommodating High Value Employment Needs (Langford Lane and Begbroke Science Park) Policy Kidlington 2: Strengthening Kidlington Village Centre) | N/A | 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) | Improving cycling and walking Provide sustainable. | Essential | Throughout plan period | TBC | TBC | OCC CDC | OCC Local Transport & Connectivity Plan (LTCP) OCC Active Travel Strategy | |
| 330 | Education | Kidlington area | N/A | KID H1 | Expansion of nearby primary schools including early years nursery provision for age 2 upwards - considered likely to be at new built facilities | Expand the schools provision to match the needs of residents and businesses. | Essential | Medium term | £4.15m developer contribution | Developers | OCC Education providers Housing developers | CDC SPD standards | Funding not confirmed yet, consents not gained - as this is to come forward in line with development |
| 331 | Education | Kidlington area | PR6a PR6b | N/A | New 2 FE Primary School at Land East of Oxford Road (420 places) to north of Oxford City in the suburb Cutteslowe Including nursery provision for age 2 upwards (90 places) | Expand the schools and colleges provision to match the needs of residents and businesses. | Essential | Medium term | £13.262m @ BCIS TPI = 390 for a 2FE school including Early Years provision | Developers | OCC Education providers Housing developers | OCC | Forms part of the current submitted outline Planning Application 23/01233/OUT for 800 dwellings. OCC Education formal consultation response on the PR6a application requires a 2FE primary school. Also identified in the PR6a land East of Oxford Road Development Brief – Cherwell District Council – August 2022. The school will require a reserved matters / full planning application. |
| 332 | Education | Kidlington area | PR7a PR7b | N/A | Additional permanent accommodation at Edward Field Primary School Expansion from 1.5 FE to 2 FE including nursery provision for age 2 upwards | Expand the schools and colleges provision to match the needs of residents and businesses. | Essential | Medium - long term | Specific project costs TBC (standard DfF | Pending development proposal | OCC Education providers | OCC | Expansion of primary school capacity within Kidlington. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|-----|-----------|-----------------|------------------------|----------------|---|---|-----------|-------------|--|----------------------------|--|--------|---|
| | | | | | provision for age 2 upwards | | | | primary expansion rates are £22,587 per place @ BCIS TPI = 390 | | Housing developers | | |
| 333 | Education | Kidlington area | PR9 | N/A | Additional permanent accommodation at William Fletcher Primary School | Expand the schools and colleges provision to match the needs of residents and businesses. | Essential | Medium term | £4.368m @ BCIS TPI = 390 including Early Years provision | Developers | OCC Education providers Housing developers | OCC | County education comments on the PR9 application require land and funding for expanding William Fletcher primary school. |
| 334 | Education | Kidlington area | PR8 | N/A | Northern Primary School 2FE with land for expansion to 3FE at Land East of the A44 (420 places) and nursery provision for age 2 upwards (90 places) | Expand the schools and colleges provision to match the needs of residents and businesses. | Essential | Medium term | £13.262m @ BCIS TPI = 390 for a 2FE school including Early Years provision | Developers | OCC Education providers Housing developers | OCC | County education comments on the PR8 BID application require suitable primary school provision. PR8 Land East of A44 Development Brief – 21st March 2024 CDC Planning Committee. Current Planning Application 23/03307/OUT for 300 at Former Piggery & Land North of Woodstock Road, Yarnton and OCC Education Response dated 31/10/2024 |
| 335 | Education | Kidlington area | PR8 | N/A | Southern Primary School 2FE at Land East of the A44(420 places) and nursery provision for age 2 upwards (90 places) | Expand the schools and colleges provision to match the needs of residents and businesses. | Essential | Long term | £13.262m @ BCIS TPI = 390 for a 2FE school including Early Years provision | Developers | OCC | OCC | County education comments on the PR8 BID application require suitable primary school provision. PR8 Land East of A44 Development Brief – 21st March 2024 CDC Planning Committee. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|------|-----------|--|--|-------------------------------|--|---|-----------------------------|-------------------------|----------------------------------|--|--|-----------|---|
| | | | | | | | | | | | Education providers Housing developers | | Current Planning Application 23/03307/OUT for 300 at Former Piggery & Land North of Woodstock Road, Yarnton and OCC Education Response dated 31/10/2024 |
| 336 | Education | Kidlington area | All sites with residential development | KID H1 | 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) | Expand the schools and colleges provision to match the needs of residents and businesses. | Essential | Medium - long term | £36.342m @ BCIS TPI=390 | Developers | OCC Education providers Housing developers | OCC | County education comments on the PR8 BID application require suitable secondary school provision. Contributions are sought from various developers. Required school size currently estimated as 900-places, but sufficient land required to protect ability to expand to 1100 places. PR8 Land East of A44 Development Brief – 21st March 2024 CDC Planning Committee. Current Planning Application 23/03307/OUT for 300 at Former Piggery & Land North of Woodstock Road, Yarnton and OCC Education Response dated 31/10/2024 |
| 337 | Education | Kidlington area | N/A | N/A | 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 Bicester Road. New school due to open 2026/27. | To modernise and upgrade community infrastructure to meet the needs of the population, to achieve energy efficiency and to improve accessibility. | Essential | Short term 2024-2026/27 | £45 million based on 2025 values | 100% Department for Education Schools Rebuilding Programme | Department for Education Contract | OCC | Planning consent secured on 13/06/2024 (Plan App ref 24/00070F), Fully funded by the Dept for Education This project is within phase three of the Department for Education Schools Rebuilding Programme |
| 337a | SEND | All sites with residential development | All sites with residential use | Provision for SEND provision/ | To provide SEND education provision | Essential | Short, medium and long term | TBC | Developer s | Developers | OCC | Education | |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|-----|--------------------------------|-----------------|--|---|---|---|---------------------------|------------------------|-------------------|----------------------------|--|--|---|
| | | development | | provision of contributions, new SEND schools, expansion to existing school/s and inclusion within new | | | long term | | | OCC | | | |
| 338 | Flooding and drainage | Kidlington area | PR6a PR7a PR8 | N/A | Provision of blue corridors for public open space/ recreation within those areas of the site in FZ 3a. | Reducing potential flooding and pollution risks from surface water. | Essential | Short - medium term | TBC | Developers | EA | SFRA | To be delivered by development proposal. |
| 339 | Green infrastructure and sport | Kidlington area | Kidlington and rural areas Villages 4 - Meeting the Need for Open Space, Sport and Recreation Policy Villages 5 - Former RAF Upper Heyford | KID H1 | Allotments to be provided as part of development throughout Kidlington and rural areas in accordance to Local Plan standards. | Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes and a growing trend towards food growing. | Desirable for placemaking | Throughout plan period | TBC | Part secured | Parish Councils CDC Private sector developers | Cherwell Green and Blue Infrastructure Strategy 2022 | Future Local Plan consultations will include allocations to help address deficiencies in open space sport and recreation for the plan period. |
| 340 | Green infrastructure and sport | Kidlington area | N/A | KID H1 | 0.4 of allotment / food growing space | Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing. | Essential | Long term | 120133.6 | Developers | Housing developers, CDC | CDC SPD standards | Does not have funding nor consents - this requirement should be delivered as part of the development |
| 341 | Green infrastructure and sport | Kidlington area | PR6a | N/A | Allotments to be provided at Land East of Oxford Road (0.47ha). | Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing. | Desirable for placemaking | Short - medium term | c.£140k | Developers | CDC | CDC | To be delivered by development proposals. |
| 342 | Green infrastructure and sport | Kidlington area | PR6b | N/A | Allotments to be provided at Land at Land West of Oxford Road (0.38ha). | Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing. | Desirable for placemaking | Short - medium term | c.£113.2k | Developers | CDC | CDC | To be delivered by development proposals. |
| 343 | Green infrastructure and sport | Kidlington area | PR7a | N/A | Allotments to be provided at Land South East of Kidlington. | Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing. | Desirable for placemaking | Medium term | c.£59.5k | Developers | CDC | CDC | To be delivered by development proposals |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|-----|--------------------------------|-----------------|--|----------------|---|--|---------------------------|------------------------|--|----------------------------|------------------------|--------------------------------------|---|
| 344 | Green infrastructure and sport | Kidlington area | PR7b | N/A | Allotments to be provided at Land at Stratfield Farm. | Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing. | Desirable for placemaking | Short - medium term | c.£59.5k | Developers | CDC | CDC | To be delivered by development proposals. |
| 345 | Green infrastructure and sport | Kidlington area | PR8 | N/A | Retention or replacement (to an equivalent quantity and quality) of the existing allotments at Land East of the A44 and extending allotment space | Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing. | Desirable for placemaking | Short - medium term | c.£536k | Developers | CDC | CDC | To be delivered by development proposals. |
| 346 | Green infrastructure and sport | Kidlington area | PR9 | N/A | Allotments to be provided at Land West of Yarnton. | Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing. | Desirable for placemaking | Short - medium term | c.£113.2k | Developers | CDC | CDC | To be delivered by development proposals. |
| 347 | Green infrastructure and sport | Kidlington area | PR6a PR6b PR7a PR7b PR8 PR9 | KID H1 | Restoration, maintenance, new habitat creation at Lower Cherwell Conservation Target Area. | Ensure that people can access a network of green and blue infrastructure network and to support biodiversity. | Essential | Throughout plan period | Site mitigation/development brief considerations | Developers | CDC | CDC | To be delivered following the progression of the strategic sites through the planning. |
| 348 | Green infrastructure and sport | Kidlington area | PR6a PR6b PR7a PR7b PR8 PR9 | N/A | Restoration, maintenance and new habitat creation at Upper and Lower Cherwell Conservation Target Areas. | Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of BAP habitats. | Desirable for placemaking | Throughout plan period | TBC | TBC | CDC | Local Plan Oxfordshire BAP CDC | The Council will work with Wild Oxfordshire, Natural England, Green Places Fund and developers to deliver restoration, maintenance and new habitat creation. The Council supports Wild Oxfordshire (which includes Wild Kidlington) and BBOWT (which includes the LWS Project) to maximise opportunities for improving biodiversity. There are also opportunities through catchment partnership work led by BBOWT and Thames21. |
| 349 | Green infrastructure and sport | Kidlington area | PR6a PR6b PR7a PR7b PR8 PR9 | N/A | Restoration, maintenance and new habitat creation at Upper and Lower Cherwell Conservation Target Areas: | Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of s41 NERC Act habitats | Desirable for placemaking | Throughout plan period | TBC | Funded by Natural England | CDC | CDC | Happy Valley Project – landowners working together along the Deddington Brook catchment to improve their local environment. Funded by Natural England and supported by BBOWT. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|-----|--------------------------------|-----------------|--|----------------|---|--|---------------------------|------------------------|-------------------|----------------------------|--|--------------|---|
| | | | | | Happy Valley Project Upper Thames Wader Group Wider Kidlington area. | | | | | | | | Upper Thames Wader Group - working on the Curlew Recovery Project supported by Wild Oxfordshire Wider Kidlington area - focus of extended Oxfordshire Local Wildlife Sites project (includes sites within Lower Cherwell CTA (along the River Cherwell and Oxford Canal), the Oxford Meadows and Farmoor CTA to the south). Potential for restoration of some declining sites. |
| 350 | Green infrastructure and sport | Kidlington area | Kidlington and Rural areas Non-strategic sites to be identified in next Local Plan Neighbourhood Plans | N/A | Kidlington Biodiversity Projects: St Mary's Fields Nature Reserve. Lyne Road Green (hedgerow planting). | Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of BAP habitats. | Desirable for placemaking | Short term | TBC | TBC | Parish Council CDC, Wild Oxfordshire | CDC internal | Owned by KPC, St Mary's Fields continues to be managed by a keen volunteer group and supported by Wild Kidlington. Lyne Road Green is also owned by KPC and has been the greenspace focus of Wild Kidlington. Habitats are created, managed and restored on both sites. Wild Oxfordshire which the Council funds on an annual basis advises local Parish groups on how best to protect and enhance the natural environment. |
| 351 | Green infrastructure and sport | Kidlington area | Kidlington and Rural areas Non-strategic sites to be identified in next Local Plan Neighbourhood Plans | N/A | Restoration of BAP habitats on Parish sites. | Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of BAP habitats. | Essential | Throughout plan period | TBC | TBC | CDC Wild Oxfordshire BBOWT | CDC internal | Projects: St Mary's Fields Nature Reserve, Park Hill Copse, Kidlington habitat restoration; The Slade LNR, Bloxham habitat restoration; Island Pond Nature Reserve in Launton and Adderbury Lakes LNR habitat restoration. New orchard planted in Deddington in October |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
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| | | | | | | | | | | | TOE2 | | 2021 by Deddington Environment Network (TOE funding) and Sustainable Kirtlington is working on setting up a community orchard. |
| 352 | Green infrastructure and sport | Kidlington area | Village 4 - Meeting the needs for Open Space, Sport and Recreation Non-strategic sites to be identified in next Local Plan | N/A | Explore the potential for improvements to the Canal corridor at Kidlington. | Improving/providing green infrastructure corridors and increase accessibility of open spaces. | Desirable for placemaking | Throughout plan period | TBC | TBC | CDC | CDC | TBC |
| 353 | Green infrastructure and sport | Kidlington area | PR6a | N/A | Retention of c. 3 ha of land in agricultural as part of Land East of the Oxford Road (PR6a). | Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing. | Desirable for placemaking | Short - medium term | N/A | N/A | CDC | CDC | TBC |
| 354 | Green infrastructure and sport | Kidlington area | PR8 | N/A | Retention of c. 12 ha of land in agricultural as part of Land East of the A44 (PR8). | Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing. | Desirable for placemaking | Short - medium term | N/A | N/A | CDC | CDC | TBC |
| 355 | Green infrastructure and sport | Kidlington area | PR9 | N/A | Retention of c. 39 ha of land in agricultural as part of Land West of Yarnton (PR9). | Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing. | Desirable for placemaking | Short - medium term | N/A | N/A | CDC | CDC | TBC |
| 356 | Green infrastructure and sport | Kidlington area | PR6b | N/A | Enhancements to woodland area (along northern boundary of PR6b). | Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of s41 NERC Act habitats. | Desirable for placemaking | Short - medium term | c. £199.5k | Funded by development proposal | CDC | CDC | To be delivered by development proposal. |
| 357 | Green infrastructure and sport | Kidlington area | PR7a | N/A | Enhanced area of woodland along the south-eastern boundary of Land south East of Kidlington (PR7a) and the establishment of a new area of woodland planting. | Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing. | Desirable for placemaking | Medium term | c.£342k | Funded by development proposal | CDC | CDC | To be delivered by development proposal. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|-----|--------------------------------|-----------------|------------------------|----------------|--|---|---------------------------|------------------------|-------------------|--|------------------------|--------|--|
| 358 | Green infrastructure and sport | Kidlington area | PR7b | N/A | Maintenance and enhancement of protected trees, existing tree lines and hedgerows. | Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of s41 NERC Act habitats. | Essential | Short - medium term | c.£40.8k | Funded by development proposal | CDC | CDC | To be delivered by development proposal. |
| 359 | Green infrastructure and sport | Kidlington area | PR7b | N/A | Re-creation and restoration of hedgerows reflecting historic field pattern and enhancement of existing. | Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of s41 NERC Act habitats. | Essential | Short - medium term | | | CDC | CDC | To be delivered by development proposal. |
| 360 | Green infrastructure and sport | Kidlington area | PR7b | N/A | Nature conservation area (c.5.3 ha), incorporating the community orchard (scheme 88 above) and with potential to link to and extend Stratfield Brake DWS. | Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of s41 NERC Act habitats. | Desirable for placemaking | Short - medium term | c. £1.28m | Developers | CDC OCC BBOWT | CDC | To be developed by development proposal. |
| 361 | Green infrastructure and sport | Kidlington area | PR8 | N/A | 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. | Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of s41 NERC Act habitats. | Essential | Throughout plan period | c. £2.49m | Developers | CDC OCC BBOT | CDC | To be delivered by development proposal. |
| 362 | Green infrastructure and sport | Kidlington area | PR9 | N/A | Local Nature Reserve at Land West of Yarnton | Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of s41 NERC Act habitats. | Essential | Throughout plan period | c. £59.1k | Developers | CDC OCC BBOWT | CDC | To be delivered by development proposal. |
| 363 | Green infrastructure and sport | Kidlington area | PR6a | N/A | Green infrastructure network with connected wildlife corridors, including within the residential area, and the improvement of the existing network including through the protection/enhancement of the existing hedgerow network and the protection of mature trees. | Provision of open space and green infrastructure to meet growth needs and facilitate active travel. | Desirable for placemaking | Short - medium term | c.£816k | Developers | CDC BBOWT | CDC | To be delivered by development proposal. |
| 364 | Green infrastructure and sport | Kidlington area | PR6a PR7a | N/A | Farmland bird compensation required from proposals for site policies PR6a, PR7a, PR7b, and PR9. | Enhance natural environment by maximising opportunities for improving biodiversity; | Desirable for placemaking | Short - medium term | TBC | To be funded by securing development contributions | CDC OCC BBOWT | CDC | TBC |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
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| | | | PR7b PR9 | | | including maintenance, restoration and creation of s41 NERC Act habitats. | | | | | Private sector developers | | |
| 365 | Green infrastructure and sport | Kidlington area | PR6a | N/A | Protection of the orchard and waterbody at St. Frideswide Farm. | Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of s41 NERC Act habitats. | Desirable for placemaking | Short - medium term | TBC | TBC | CDC | CDC | TBC |
| 366 | Green infrastructure and sport | Kidlington area | PR8 | N/A | Local Nature Reserve based on Rowel Brook at Land East of the A44 (PR8). | Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of s41 NERC Act habitats. | Desirable for placemaking | Short - medium term | TBC | TBC | CDC OCC BBOWT | CDC | TBC |
| 367 | Green infrastructure and sport | Kidlington area | PR9 | N/A | Local Nature Reserve based on Frogwelldown Lane DWS and educational opportunities for PS (PR9). | Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of s41 NERC Act habitats. | Desirable for placemaking | Short - medium term | TBC | TBC | CDC OCC BBOWT | CDC | TBC |
| 368 | Green infrastructure and sport | Kidlington area | PR8 | N/A | New publicly accessible Local Nature Reserve (c. 29 ha) based on Rowel Brook at Land East of the A44. | Provision of open space and green infrastructure to meet growth needs and facilitate active travel. | Desirable for placemaking | Short - medium term | c. £5.95m | Developers | CDC OCC BBOWT | CDC | To be delivered by development proposal. |
| 369 | Green infrastructure and sport | Kidlington area | N/A | KID H1 | 2.9 ha space Enhance access through the site and connect walking and cycling corridors into the existing PRow network that surrounds the site, and wider National Cycling Network. | Ensure that people can access a network of green and blue infrastructure network and to support biodiversity. | Essential | Long term | 593055 | Developers | CDC, landowners | CDC SPD standards, Cherwell Green and Blue Infrastructure Strategy 2022 | Project is at an early stage of development. Should be delivered as part of development. |
| 370 | Green infrastructure and sport | Kidlington area | PR6a | N/A | 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. | Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing. | Desirable for placemaking | Short - medium term | c. £2.2m | Developers | CDC | CDC | TBC |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|-----|--------------------------------|-----------------|------------------------|----------------|--|---|---------------------------|------------------------|--|----------------------------|------------------------|---|---|
| 371 | Green infrastructure and sport | Kidlington area | PR9 | N/A | New community woodland (7.8 ha) to the north west of PR9 developable area and to the east of Dolton Lane. | Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of s41 NERC Act habitats. | Desirable for placemaking | Short - medium term | c. £2.3m | Developers | CDC | CDC | To be delivered by development proposal. |
| 372 | Green infrastructure and sport | Kidlington area | PR9 | N/A | Community Woodland east of Dolton Lane PR9. | Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of s41 NERC Act habitats. | Desirable for placemaking | Short - medium term | TBC | TBC | CDC OCC BBOWT | CDC | TBC |
| 373 | Green infrastructure and sport | Kidlington area | All Kidlington Sites | KID H1 | Exploring marked running routes associated with both existing green space and new open space on strategic sites as part of development briefs. | Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed. | Essential | Short - medium term | Through work on site's development brief | Developers | CDC | CDC | To be delivered by development proposals. |
| 374 | Green infrastructure and sport | Kidlington area | All Kidlington Sites | KID H1 | Expanding and enhancing Kidlington's network of footpaths and trails, including improving access and wayfinding along Lyne Road – High Street, Rushy Meadows SSSI – Langford Meadows – Oxford Canal – Thrupp Community Woodland. | Ensure that people can access a network of green and blue infrastructure network and to support biodiversity. | Essential | Throughout plan period | TBC | TBC | CDC, landowners | Cherwell Green / Blue Infrastructure Strategy | Project is at an early stage of development |
| 375 | Green infrastructure and sport | Kidlington area | All Kidlington Sites | KID H1 | Enhancing the Oxford Canal and River Cherwell blue corridors in Kidlington, including Stratfield Brake – Oxford Meadows SAC connection, Access along River Cherwell (Oxford Canal – Thrupp Woodland – St Mary's Fields – Kidlington Meadows). | Ensure that people can access a network of green and blue infrastructure network and to support biodiversity. | Essential | Throughout plan period | TBC | TBC | CDC, landowners | Cherwell Green / Blue Infrastructure Strategy | Project is at an early stage of development |
| 376 | Green infrastructure and sport | Kidlington area | All Kidlington Sites | KID H1 | <p>New and enhanced access to the canal and river including:</p> <ul style="list-style-type: none"> Connection from Stratfield Brake to Oxford Canal Walk Connection from The Moors to PROW heading toward Thrupp Connection from Oxford Canal to Thrupp Community Woodland <p>Enhanced pedestrian connection over existing bridge at Partridge Place/Begbroke Lane</p> | Ensure that people can access a network of green and blue infrastructure network and to support biodiversity. | Essential | Throughout plan period | TBC | TBC | CDC, landowners | Cherwell Green / Blue Infrastructure Strategy | Project is at an early stage of development |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
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| | | | | | Langford Meadows to Oxford Canal (new crossing) New footbridge from Lyne Green Playing Field to Oxford Canal (new crossing) Stratfield Brake to Yarnton (new crossing). | | | | | | | | |
| 377 | Green infrastructure and sport | Kidlington area | All Kidlington Sites | KID H1 | Greening Kidlington village centre and supporting walking and cycling. | Ensure that people can access a network of green and blue infrastructure network and to support biodiversity. | Essential | Throughout plan period | TBC | TBC | CDC, landowners | Cherwell Green / Blue Infrastructure Strategy | Project is at an early stage of development |
| 378 | Green infrastructure and sport | Kidlington area | PR6a | N/A | Green infrastructure corridor (c.8 ha) incorporating a pedestrian, wheelchair and all- weather cycle route along PR6a's eastern boundary. | Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of s41 NERC Act habitats. | Desirable for placemaking | Short - medium term | c. £1.6m | Developers | CDC BBOWT | CDC | To be delivered by development proposal |
| 379 | Green infrastructure and sport | Kidlington area | PR7b | N/A | 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. | Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of s41 NERC Act habitats. | Desirable for placemaking | Short - medium term | £581k | Developers | CDC OCC BBOWT | CDC | To be delivered by development proposal. |
| 380 | Green infrastructure and sport | Kidlington area | PR8 | N/A | Protection and enhancement of Sandy Lane and Yarnton Lane as green links and wildlife corridors and wildlife connectivity from Sandy Lane to the proposed Local Nature Reserve at Land east of the A44 (PR8). | Provision of open space and green infrastructure to meet growth needs and facilitate active travel. | Desirable for placemaking | Short - medium term | Delivered through schemes 92 and 94 | Developers | CDC OCC BBOWT | CDC | To be delivered by development proposal. |
| 381 | Green infrastructure and sport | Kidlington area | PR8 | N/A | Green infrastructure network with connected wildlife corridors, including within the residential area and alongside the railway line. | Provision of open space and green infrastructure to meet growth needs and facilitate active travel. | Desirable for placemaking | Short - medium term | c. £161.2k | Developers | CDC OCC BBOWT | CDC | To be delivered by development proposal |
| 382 | Green infrastructure and sport | Kidlington area | PR9 | N/A | Green infrastructure network with connected wildlife corridors, including within the developable area. The improvement of the existing network including hedgerows between the proposed Community. | Provision of open space and green infrastructure to meet growth needs. | Desirable for placemaking | Short - medium term | c. £3.36m | Developers | CDC OCC BBOWT | CDC | To be delivered by development proposal. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|-----|--------------------------------|-----------------|------------------------|----------------|--|---|---------------------------|---------------------|-------------------|----------------------------|-------------------------|-------------------|--|
| 383 | Green infrastructure and sport | Kidlington area | PR9 | N/A | Protection and enhancement of existing wildlife corridors, including along Frogwelldown Lane District Wildlife Site and Dolton Lane, and the protection of existing hedgerows and trees. | Enhance natural environment by providing opportunities to improve biodiversity; including maintenance, restoration and creation of s41 NERC Act habitats. | Desirable for placemaking | Short - long term | c. £4.6m | Developers | CDC OCC BBOWT | CDC | To delivered by development proposal. |
| 384 | Green infrastructure and sport | Kidlington area | All Kidlington Sites | KID H1 | Sports hall at PR8 Secondary School for shared community use –one additional 4 court sports hall to Sport England specification | Ensure social infrastructure grows at the same rate as communities and there are opportunities for culture and leisure. | Essential | Short - medium term | c. £2.34m | Developers | OCC CDC | CDC OCC | To be delivered with scheme38 above. |
| 385 | Green infrastructure and sport | Kidlington area | All Kidlington Sites | KID H1 | Development of leisure provision at Kidlington and Gosford Leisure Centre - new learner pool being considered. | Ensure social infrastructure grows at the same rate as communities. | Essential | Medium term | c. £5.71m | Developers | CDC | CDC | Early stages of feasibility |
| 386 | Green infrastructure and sport | Kidlington area | N/A | KID H1 | Explore opportunities to refurbish Kidlington and Gosford leisure centre, potentially including a learner pool | Ensure that people can undertake sporting activities at suitable facilities. | Essential | Short - medium term | TBC | TBC | CDC | CDC Officers | To be delivered by development proposals. |
| 387 | Green infrastructure and sport | Kidlington area | N/A | KID H1 | 2.6 Ha of general greenspace | Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing. | Essential | Long term | 533751.1 | Developers | Housing developers, CDC | CDC SPD standards | Does not have funding nor consents - this requirement should be delivered as part of the development |
| 388 | Green infrastructure and sport | Kidlington area | PR6a | N/A | Play areas provision at Land East of Oxford Road including: 3 LAPs, 2 LEAPs, 1 NEAP and 1 MUGA | Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed. | Desirable for placemaking | Short - medium term | c.£1.05m | Developers | CDC | CDC | To be delivered by development proposals. |
| 389 | Green infrastructure and sport | Kidlington area | PR6b | N/A | Play areas provision at Land West of Oxford Road including: 2 including: 2 LAPs,1LEAP, 1NEAP | Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed. | Essential | Short - medium term | c.£756.4k | Developers | CDC | CDC | To be delivered by development proposals. |
| 390 | Green infrastructure and sport | Kidlington area | PR7a | N/A | Play areas provision at Land South East of Kidlington including: 1 LAP and 1 LEAP | Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed. | Essential | Medium term | c.£217.8k | Developers | CDC | CDC | To be delivered by development proposals. |
| 391 | Green infrastructure and sport | Kidlington area | PR7b | N/A | Play areas provision at Land at Stratfield Farm including: 1 LAP and 1 LEAP | Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed. | Desirable for placemaking | Short - medium term | c.£217.8k | Developers | CDC | CDC | To be delivered by development proposals. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
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| 392 | Green infrastructure and sport | Kidlington area | PR8 | N/A | Play areas provision at Land East of the A44 including: 5 LAPs, 3 LEAPs, 2 NEAPS and 1 MUGA. | Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed. | Desirable for placemaking | Short - medium term | c.£1.8m | Developers | CDC | CDC | To be delivered by development proposals. |
| 393 | Green infrastructure and sport | Kidlington area | PR9 | N/A | Play areas provision at Land West of Yarnton including: 2 LAPs, 1 LEAP, 1 NEAP and 1 MUGA. | Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed. | Desirable for placemaking | Short - medium term | c.£840k | Developers | CDC | CDC | To be delivered by development proposals. |
| 394 | Green infrastructure and sport | Kidlington area | PR7b | N/A | Protection and improvement of Orchard in Stratfield Farm. | Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing. | Essential | Short - medium term | c. £110.1k | Funding by development proposal | CDC | CDC | To be delivered by development proposal. |
| 395 | Green infrastructure and sport | Kidlington area | PR8 | N/A | Public open green space as informal canal side parkland on 23.4 hectares of land as shown. | Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of s41 NERC Act habitats. | Desirable for placemaking | Short - medium term | c. £4.7m | Developers | CDC | CDC | To be delivered by development proposal. |
| 396 | Green infrastructure and sport | Kidlington area | All sites with residential use | KID H1 | Converting existing Hockey AGP at Kidlington and Gosford Leisure Centre to 3G and increasing its size. | Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed. | Essential | Short - medium term | c. £400k | Developers | CDC | CDC | TBC |
| 397 | Green infrastructure and sport | Kidlington area | All sites with residential use | KID H1 | Conversion of grass pitch into 3G pitch at Stratfield Brake to increase year round use of facilities. | Improve health, social and cultural wellbeing. | Essential | Short - medium term | TBC | TBC | TBC | CDC | Early stages of development |
| 398 | Green infrastructure and sport | Kidlington area | All sites with residential use | KID H1 | Formal sport pitches provision at Land South East of Kidlington (PR7a) including: 4ha of football pitches. | Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed. | Essential | Medium term | c. £3.17m | Developers | CDC | CDC | Provision of land at PR7a. To be delivered by development proposals - has been secured in legal agreement. |
| 399 | Green infrastructure and sport | Kidlington area | PR6a | N/A | Formal sports provision at Land East of Oxford Road. | Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed. | Essential | Short - medium term | c.£ 147.8K | Developers | CDC | CDC | To be delivered by development proposals. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
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| 400 | Green infrastructure and sport | Kidlington area | PR8 | N/A | Formal sports provision at Land East of the A44. | Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed. | Essential | Short - medium term | c.£ 79.8K | Developers | CDC | CDC | To be delivered by development proposals. |
| 401 | Green infrastructure and sport | Kidlington area | PR9 | N/A | Formal sports provision at Land West of Yarnton. | Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed. | Essential | Short - medium term | c.£ 222.2K | Developers | CDC | CDC | To be delivered by development proposals. |
| 402 | Green infrastructure and sport | Kidlington area | PR6b PR6c | N/A | A replacement Golf facility at Land at Frieze Way Farm PR6c should the need for replacement be demonstrated. | Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed. | Essential | Short - medium term | c. £4m | Developers | CDC | CDC | *should the need for replacement be demonstrated. |
| 403 | Green infrastructure and sport | Kidlington area | PR7a | N/A | 4 Ha of football pitches | Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed. | Essential | Short - medium term | c.£ 79.8K | Developers | CDC | CDC | To be delivered by development proposals. |
| 404 | Green infrastructure and sport | Kidlington area | N/A | KID H1 | 0.94 Ha of play provision | Ensure that people can access play opportunities within appropriate distance from homes | Essential | Long term | TBC | Developers | CDC, landowners | CDC SPD standards | Not Funded or approved. Anticipated to be delivered through site. |
| 405 | Health | Kidlington area | All sites with residential use | KID H1 | Expansion and/or Reconfiguration of existing GP premises in Kidlington, Begbroke and Yarnton area. | Ensure health infrastructure has the capacity to cope with growth and housing demand | Essential | Short - medium term | TBC | Developers | Existing Health care estate premises owners, inc. practices NHS | BOB ICB | Not funded, not consented - to be delivered in phase with deveopment |
| 406 | Health | Kidlington area | All sites with residential use | KID H1 | Internal alterations and exapansion to create a new car park at Yarnton Surgery | Ensure health infrastructure has the capacity to cope with growth and housing demand | Essential | Short - medium term | 274980 | Developers | BOB ICB & Yarnton Surgery | BOB ICB | TBC |
| 407 | Health | Kidlington area | All sites with residential use | KID H1 | Relocation of Kidington Health Centre | Ensure health infrastructure has the capacity to cope with growth and housing demand | Essential | Short - medium term | TBC | Developers | BOB ICB & Kidington Health Centre | BOB ICB | TBC |
| 408 | Utilities | Kidlington area | N/A | N/A | Extension of Oxford Energy Network | Ensure utilities infrastructure grows at the same rate as communities. | Desirable for placemaking | Medium term | TBC | TBC | CDC developers OCC | CDC | Feasibility work is complete however the project is not being pursued at this point in |
| 409 | Utilities | Kidlington area | N/A | KID H1 | HV offsite re-inforcement works to assist Woodstock and Yarnton | Ensuring there is sufficient grid capacity to support | Essential | Medium - long term | TBC | Developers | National Grid | CDC | TBC |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|-----|---------------------------------------|-----------------|------------------------|---|--|--|-----------|---------------------|--|---|-------------------------|---------------------------|--|
| | | | | | primary substations. | new development. | | | | | SSEN | | |
| 410 | Utilities | Kidlington area | PR7a PR7b PR8 | KID H1 | 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. | Ensure utilities infrastructure grows at the same rate as communities and has sufficient capacity | Essential | Short term | Costs to be determined as individual development comes forward | To be funded by Thames Water and the developers | Thames Water | WCS Nov.2017 | Thames Water is currently developing an upgrade programme with a view to delivery in 2025. Thames Water 5 years Plan 2025 to 2030. |
| 411 | Utilities | Kidlington area | All Kidlington Sites | Areas that fall within the catchment of Oxford Sewage Treatment Works | Upgrade to Oxford Sewage Treatment Works, Grenoble Road, Oxford upgrade. | Ensure utilities infrastructure grows at the same rate as communities and has sufficient capacity to serve current and future development. | Essential | Short - medium term | approx £130m | To be funded by TW and developers | Thames Water | Liaison with Thames Water | Thames Water are finalising plans for a major upgrade at Oxford STW, costing at more than £130m which will provide a significant increase in treatment capacity, larger storm tanks and a higher quality of treated effluent going to the river. Thames Water ongoing engagement with OCC, CDC, EA, DEFRA. Exact delivery date for these works TBC. Thames Water Plan 2025-2030. |
| 412 | Community and cultural infrastructure | Kidlington area | PR7a | KID H1 | Extension to Bicester Road Cemetery, Kidlington. | Ensure social infrastructure grows at the same rate as communities. | Essential | Medium term | c. £142.8k | Developers | Kidlington PC CDC | CDC | Land secured. Relevant consents not understood to be granted yet. Project is not fully funded however is expected to collect s106 payments from forthcoming developments. |
| 413 | Community and cultural infrastructure | Kidlington area | N/A | KID H1 | Community building floorspace to serve new development (requirement approx. 200 square metres) may be delivered as an expansion of other community halls coming forward in Kidlington. | Provide suitable places for community activity. | Essential | Long term | c. £560,000 | Developers | Housing developers, CDC | CDC SPD standards | To be delivered by development proposal. |
| 414 | Community and cultural infrastructure | Kidlington area | PR6a PR6b | N/A | Community building as part of onsite local centre at Land East of Oxford Road (community facility space of no less than 522m2). | Creation of a sustainable, mixed use development which provides opportunities for community cohesion. | Essential | Short - medium term | c. £1.25m | Developers | Housing developers, CDC | CDC | To be delivered by development proposal. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|------|---------------------------------------|-------------------------------|--|--------------------------------|--|---|---------------------------|-----------------------------|-------------------|--|--|-------------------|---|
| 415 | Community and cultural infrastructure | Kidlington area | PR8 | N/A | Community building as part of onsite local centre at Land East of A44 (community facility space of no less than 862m2). | Ensure social infrastructure grows at the same rate as communities and there are opportunities for culture and leisure. | Essential | Short - medium term | c. £1.8m | Developers | Housing developers, CDC | CDC | To be delivered by development proposal. |
| 416 | Community and cultural infrastructure | Kidlington area | PR7a PR7b | N/A | Expansion of community facilities located at St John's Baptist Church. | Ensure social infrastructure grows at the same rate as communities. | Essential | Short - medium term | TBC | Developers | Housing developers, CDC | CDC | To be delivered by development proposal. |
| 417 | Community and cultural infrastructure | Kidlington area | PR9 | N/A | Expansion of community facility in the vicinity | Ensure social infrastructure grows at the same rate as communities. | Essential | Medium term | TBC | Developers | Housing developers, CDC | CDC | To be delivered by development proposal. |
| 418 | Community and cultural infrastructure | Kidlington area | All sites with residential development | KID H1 | Reconfiguration and refurbishment of Kidlington Library including book-stock to provide additional capacity for growth | Ensure social infrastructure grows at the same rate as communities and there are opportunities for culture and leisure. | Essential | Medium - long term | TBC | Developers | OCC | OCC | Early stage feasibility, not fully funded or gained consent |
| 419 | Waste | Kidlington area | All sites with residential use | All sites with residential use | Banks for glass and other recyclable materials. | Ensure recycling facilities grow at the same rate as communities. | Desirable for placemaking | Throughout plan period | TBC | To be funded by securing development contributions | CDC | CDC | To be delivered through planning obligations as appropriate. |
| 420 | Waste | Kidlington area | All sites with residential use | KID H1 | Provision of waste collection equipment specifically household bins and refuse collection vehicles | Ensure adequate waste collection infrastructure is provided to new developments | Essential | Long term | 49950 | Developers | CDC | CDC SPD standards | To be funded by and in phase with development |
| 421 | Education | Rural | N/A | RUR H1 | Expansion of primary schools offsite | Expand the schools and colleges provision to match the needs of residents and businesses. | Essential | Long term | Approx £440k | Developers | OCC Education providers Housing developers | OCC | Project is at early stages, needs to be discussed with site proposers |
| 422 | Education | Rural | N/A | RUR H1 | Expansion of secondary schools offsite, potentially at the new secondary school in Kidlington | Expand the schools and colleges provision to match the needs of residents and businesses. | Essential | Long term | Approx £400k | Developers | OCC Education providers Housing developers | OCC | Project is at early stages, needs to be discussed with site proposers |
| 422a | Education | Rural areas and District Wide | All sites with residential development | All sites with residential use | Provision for SEND provision/ contributions, new SEND schools, expansion to existing school/s and inclusion within new schools | To provide SEND education provision | Essential | Short, medium and long term | TBC | Developers | Developers OCC | OCC | |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
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| 423 | Community and cultural infrastructure | Rural area | N/A | RUR H1 | Community building floorspace to serve new development. Most likely to be provided as extension or improvement to the existing community facilities in the village (requirement approx. 22 square metres). | Provide suitable places for community activity. | Essential | Long term | 62972 | Developers | Housing developers, CDC | CDC SPD standards | To be delivered by development proposal. |
| 424 | Community and cultural infrastructure | Rural area | N/A | RUR H1 | Contribution towards additional library capacity including book-stock serving the site | Ensure social infrastructure grows at the same rate as communities and there are opportunities for culture and leisure. | Essential | Long term | TBC | Developers | OCC | OCC | Early stage feasibility, not fully funded or gained consent |
| 425 | Transport and movement | Rural areas | Local Plan: High Speed Rail 2 0 London to Birmingham (SLE 5) | N/A | High Speed 2 Proposed route to run through Cherwell's Fringford Ward. | High Speed rail connecting UK's major cities. | Desirable for placemaking | Short - long term | £54 Billion | UK Gov | HS2 Ltd (DfT) | Local Plan National Infrastructure Plan, Dec. | Phase 1 was issued with "Notice to Proceed" by the DfT on 15 April 2020 and construction works are underway. |
| 426 | Green infrastructure and sport | Rural areas | N/A | RUR H1 | 0.04 of allotment / food growing space | Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing. | Essential | Long term | 13348.18 | Developers | Housing developers, CDC | CDC SPD standards | Does not have funding nor consents - this requirement should be delivered as part of the development |
| 427 | Green infrastructure and sport | Rural areas | Kidlington and Rural areas Non-strategic sites to be identified in next Local Plan Neighbourhood Plans | KID H1 | Otmoor Basin reserve expansion. | Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, restoration and creation of s41 NERC Act habitats. | Desirable for placemaking | Throughout plan period | TBC | TBC | CDC | Local Plan Oxfordshire BAP CDC | RSPB has secured funding to carry out a scoping review of the Otmoor Basin. Funding continues to be sought for the purchase of land to extend the Otmoor Reserve which RSPB owns and manages. Funding has been secured to provide a training base on the Reserve. |
| 428 | Green infrastructure and sport | Rural areas | N/A | RUR H1 | 0.3 Ha of general greenspace | Provision of open space and green infrastructure to meet growth needs and addressing changing attitudes towards food growing. | Essential | Long term | 59305.68 | Developers | Housing developers, CDC | CDC SPD standards | Does not have funding nor consents - this requirement should be delivered as part of the development |
| 429 | Green infrastructure and sport | Rural areas | N/A | RUR H1 | 0.09 Ha of play provision | Ensure that people can access play opportunities within appropriate distance from homes | Essential | Long term | TBC | Developers | CDC, landowners | CDC SPD standards | Not Funded or approved. Anticipated to be delivered through site. |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|-----|-----------|------------------------|--------------------------------|----------------|---|---|---------------------------|---------------------|--|---|------------------------|-------------------|---|
| 430 | Utilities | Rural areas | County Wide | N/A | Rural Gigabit Hub Site Programme. Enable full fibre infrastructure installation at village/community centres, schools and health sites. | Provision of digital infrastructure to support community services which are dependent on high speed connectivity. | Desirable for placemaking | Short term | c.£8m (Countywide) | Secured | OCC DCMS | OCC | Village Halls: Bourtons , Epwell , Hanwell, Hethe, Middleton Stoney, Mollington , Sibford, Tadmarton, Weston On The Green Primary School: Bishop Carpenter, Dr Radcliffes C Of E, Edward Field,Fritwell C Of E, Hornton, Sibford Gower,William Fletcher Libraries: Hook Norton, Woodgreen Bloxham Village Museum Cropredy Surgery Hook Norton Surgery Kidlington Ambulance Station Sibford Surgery The Key Medical Practice |
| 431 | Utilities | Rural areas | Bletchington | RUR H1 | Water supply upgrades | Ensure utilities infrastructure grows at the same rate as communities to ensure sufficient capacity is available to serve development | Essential | Long term | Costs to be determined as individual development comes forward | To be funded by Thames Water and developers | Thames Water | Thames Water | Thames Water advised development does not meet the need for detailed modelling in relation to waste water supply as such it is likely a connection can be made without significant intervention needed. Thames Water Business Plan 2025-2030 |
| 432 | Waste | Rural areas | All sites with residential use | RUR H1 | Provision of waste collection equipment specifically household bins and refuse collection vehicles | Ensure adequate waste collection infrastructure is provided to new developments | Essential | Long term | 5550 | Developers | CDC | CDC SPD standards | To be funded by and in phase with development |
| 433 | Utilities | Rural areas - Ardley | N/A | N/A | Water Recycling Centre improvement to reduce storm overflow, storm monitor and monitor upgrade | Ensure utilities infrastructure grows at the same rate as communities. | Desirable for placemaking | Short - medium term | 600000 | Funded by Anglian Water | Anglian Water | Anglian Water | Anglian Water advised these upgrades are within their business plan (AMP8) |
| 434 | Utilities | Rural areas - Fritwell | N/A | N/A | Water Recycling Centre improvement to reduce storm overflow and monitor upgrade | Ensure utilities infrastructure grows at the same rate as communities. | Desirable for placemaking | Short - medium term | 440000 | Funded by Anglian Water | Anglian Water | Anglian Water | Anglian Water advised these upgrades are within their business plan (AMP8) |
| 435 | Utilities | Rural areas - Hethe | N/A | N/A | Water Recycling Centre improvement to reduce storm overflow | Ensure utilities infrastructure grows at the same rate as communities. | Desirable for placemaking | Short - medium term | 10000 | Funded by Anglian Water | Anglian Water | Anglian Water | Anglian Water advised these upgrades are within their business plan (AMP8) |

| ID | Category | Location | Relevant adopted sites | Relevant sites | Infrastructure project | Main aim | Priority | Phasing | Costs where known | Funding source where known | Main Delivery Partners | Source | Delivery status (if known) |
|-----|-----------------------|--------------------------|--|-------------------|---|---|----------------------------|-----------------------------|-------------------|--|---|--|--|
| 436 | Utilities | Rural areas - Stoke Lyne | N/A | N/A | Water Recycling Centre improvement to reduce storm overflow | Ensure utilities infrastructure grows at the same rate as communities. | Desirable for placemaking | Short - medium term | 10000 | Funded by Anglian Water | Anglian Water | Anglian Water | Anglian Water advised these upgrades are within their business plan (AMP8) |
| 437 | Public Arts & Culture | Banbury areas | All | All | District-wide cultural and public arts provision | To enhance & improve the quality of the environment and to contribute to the public realm. | Desirable for place making | Short, medium and long term | TBC | Developer contributions Other sources of income TBC | Developer/s CDC | CDC Cherwell Developer Contributions SPD (2018) | |
| 438 | Public Arts & Culture | Bicester areas | All | All | District-wide cultural and public arts provision | To enhance & improve the quality of the environment and to contribute to the public realm. | Desirable for place making | Short, medium and long term | TBC | Developer contributions | Developer/s CDC | CDC Cherwell Developer Contributions SPD (2018) | |
| 439 | Public Arts & Culture | Kidlington areas | All | All | District-wide cultural and public arts provision | To enhance & improve the quality of the environment and to contribute to the public realm. | Desirable for place making | Short, medium and long term | TBC | Other sources of income TBC | Developer/s CDC | CDC Cherwell Developer Contributions SPD (2018) | |
| 440 | Public Arts & Culture | Rural Areas | All | All | District-wide cultural and public arts provision | To enhance & improve the quality of the environment and to contribute to the public realm. | Desirable for place making | Short, medium and long term | TBC | Developer contributions | Developer/s CDC | CDC Cherwell Developer Contributions SPD (2018) | |
| 441 | Burial Space | District Wide | All | All | District wide burial space provision | To provide appropriate burial space to meet the needs of the current and future communities | Essential | Short, medium and long term | TBC | Developer contributions CDC | Developer contributions CDC | CDC Town and Parish Councils | |
| 442 | Health | Heyford Park area | Policy Villages 5 - Former RAF Upper Heyford | | New GP Provision - Former RAF Upper Heyford or Expansion and/or Reconfiguration of existing GP premises in local area | Ensure health infrastructure grows at the same rate as communities. | Essential | Short - medium term | TBC | Developer contributions | BOB ICB | BOB ICB | TBC |
| 443 | Health | Bicester area | All Bicester sites | BIC H1 | New healthcare facility at North West Bicester | Ensure health infrastructure grows at the same rate as communities. | Essential | Medium term | TBC | Developer contributions | BOB ICB | BOB ICB NW Bicester Masterplan | TBC |
| 444 | Health | Bicester area | All Bicester sites | BIC H1 | Co - fund any new healthcare facility at North West Bicester | Ensure health infrastructure grows at the same rate as communities. | Essential | Medium term | TBC | Developer contributions | BOB ICB | BOB ICB NW Bicester Masterplan | TBC |
| 445 | Health | Banbury Area | All Banbury sites | BAN H1 | Exapnsion and/or reconfiguration of existing GP premises in Banbury | Ensure health infrastructure grows at the same rate as communities. | Essential | short medium term | 172800 | Developer contributions | Existing health care estate premises owners, inc. practices NHS | BOB ICB | TBC |
| 446 | Health | Banbury Area | All Banbury sites | All Banbury sites | New healthcare facility at Banbury | Ensure health infrastructure can accommodate the population growth | Essential | Medium term | TBC | Developer contributions | BOB ICB | BOB ICB | TBC |