



Oxfordshire Infrastructure Strategy

Stage 2 Project Prioritisation Report
Appendices

**Prepared for the Oxfordshire Leaders
Joint Committee**

January 2026 (Revised March 2026)



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Appendix 1 - Glossary

Glossary of Abbreviations and Acronyms

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

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

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

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

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

Source: AECOM



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Appendix 2 - Stage 2 MCA Results

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

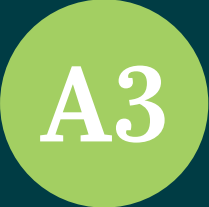
Sifting ID	Type	Sub Type	Project	Numbers of new Jobs directly unlocked by the project	Scale of New employment site Jobs supported by the project.	Contribution towards an inclusive existing economy	Contribution towards priority economic growth sectors	Supporting sustainable connectivity between settlements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

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

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

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

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



A3

Appendix 3 - OXIS Project List

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

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

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

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

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Employment sites linked to project	Status Notes	Location	Postcode	Phasing	Delivery Timescales	Start Year	End Year	Cost	Theoretical Cost	Cost Notes	Funding Notes	Source
165	Energy and Utilities	Waste Infrastructure	Replacement of Aitley HWRC with a new facility					Out of Scope / Duplicate								OxIS Stage 1 Technical Consultation
166	Energy and Utilities	Digital Infrastructure	Bicester to Bletchley 5G Rail Corridor		Under delivery			Short Term (to 2030)							Funded by the Department for Science, Innovation and Technology (5G Innovation Regions). ♦ 3.8m capital funding to be spent	OxIS Stage 1 Technical Engagement
167	Energy and Utilities	Energy Infrastructure	Proposed new Farmoor GSP		Planning / consultation stage			Short Term (to 2030)							Likely to be funded by NGET with cost recovery through charges	
168	Energy and Utilities	Energy Infrastructure	Hyer Power Project		Rig being installed at present			Short Term (to 2030)							The project was fully funded by a ♦ 3.9M grant from APCInnovate UK, with Oxfordshire County Council (OCC)	OxIS Stage 1 Technical Engagement
169	Energy and Utilities	Energy Infrastructure	Low Carbon Hub - Solar Rooftop Pipeline		Project underway in September / Autumn 2025			Short Term (to 2030)		2025	2030	♦ 833,000.00	♦ 833,000.00	Project Value: 7833,000 for 2 projects in current pipeline	A total of ♦ 833,000 will need to be secured	Oxon Green Futures
170	Energy and Utilities	Digital Infrastructure	Mobile Digital Twin Platform					Short Term (to 2030)								OxIS Stage 1 Technical Engagement
171	Energy and Utilities	Digital Infrastructure	Project Gigabit Oxfordshire		Project completed in May 2025.			Completed	Short term			♦ 10,000,000.00	♦ 10,000,000.00	c. 710 m	Phase 1: complete Phase 2: secured Phase 3 - TBC	Cherwell IDP (December 2024) + West Oxfordshire IDP (November 2018) + Oxfordshire Digital Infrastructure Strategy
172	Energy and Utilities	Digital Infrastructure	GigaHubs		The project began in March 2022 and continues to progress, aiming to complete in September 2024. Project completed as			Completed	2025-2041	2025	2041	♦ 7,250,000.00	♦ 7,250,000.00		Fully Funded - OCC + 75M Project Gigabit (DCMS) + 72M	? Oxfordshire Digital Infrastructure Strategy and Delivery Plan (January 2020) ? Cherwell IDP (December 2024)
173	Transport	Highways	A34 on-slip improvements to the Pear Tree and Botley Junction interchanges around Kidlington		TBC	Kidlington area		Medium Term (2030-40)	Short - medium term				♦ 0.00		TBC	Cherwell IDP (December 2024)
174	Transport	Highways	Signalisation of Kidlington Roundabout		TBC	Kidlington area		Medium Term (2030-40)	Short - medium term			♦ 6,000,000.00	♦ 6,000,000.00	?6m	?1m growth deal funding	Cherwell IDP (December 2024)
175	Transport	Rail	Improvements to Banbury Station		Access to Banbury Station ? Tramway Rd Improvements - Phase 1and 2 October 2024 to April 2025 and Phase 2.	Banbury Area		Short - Medium Term (2025 - 2040)	Throughout the Local Plan period			♦ 6,000,000.00	♦ 6,000,000.00	c. 76m	Some funding secured OCC Developers	Cherwell IDP (December 2024)
176	Transport	Highways	Improving accessibility for active travel along the A4260 Windsor Street/Cherwell Street Corridor		The Cherwell Street Corridor scheme is currently in the preliminary design stage, construction to start early/mid 2025.	Banbury Area		Medium Term (2030-40)	Short - medium term			♦ 8,000,000.00	♦ 8,000,000.00	c. 78m	Direct delivery by developers, Developer contributions	Cherwell IDP (December 2024)
177	Transport	Bus, Coach and SRT	Reviewing need for a bus station and rejuvenating/relocating Banbury Bus Station		Work on town centre bus access and movement ongoing, related to delivery of BSIP-funded Cherwell Street bus lane.	Banbury Area		Medium Term (2030-40)	Short - medium term			♦ 8,000,000.00	♦ 8,000,000.00	c. 78m	Developers	Cherwell IDP (December 2024)
178	Transport	Highways, Bus, Coach and SRT, Active Modes	A44 Mobility Hub at London Oxford Airport		Funding from developers is being sought, land is currently proposed to be safeguarded	Kidlington area		Medium Term (2030-40)	Short - medium term			♦ 17,000,000.00	♦ 17,000,000.00	c. 717m (without land) c 721 m (with land) c 73.4 million secured	Local Growth Fund bids, Developers, other third party contributions.	Cherwell IDP (December 2024)
179	Transport	Highways	East-West strategic movements: multi-modal corridor improvements		M40 J11 has been fully signalised and MOVA operation system installed as part of High Speed Rail (HS2) works An options	Banbury Area		Short - Medium Term (2025 - 2040)	Throughout plan period			♦ 18,000,000.00	♦ 18,000,000.00	c. 718m	Developers Held s106; further s106 negotiations; other funding opportunities tbc	Cherwell IDP (December 2024)
180	Transport	Highways	A41 Highway capacity improvements to southern corridor (Bicester South East Perimeter Road)		The part of the South East Perimeter Road (SEPR) through Groven Hill has been delivered as their Employment Access	Bicester area		Short - Medium Term (2025 - 2040)	Short - medium term			♦ 21,300,000.00	♦ 21,300,000.00	c721.3m for South East Perimeter Road (SEPR) Western Section	Some funding secured Developers	Cherwell IDP (December 2024)
181	Transport	Highways	Highway capacity improvements to peripheral routes in Bicester area		Funding being sought to continue the design work for the A4095 and its delivery. Negotiations are ongoing.	Bicester area		Short - Medium Term (2025 - 2040)	Short - medium term			♦ 27,400,000.00	♦ 27,400,000.00	?27.4m	S38. Part completed.	Cherwell IDP (December 2024)
182	Transport	Highways	Highway capacity improvements to eastern corridor around Bicester		Works to provide crossings on Wretchwick Way secured from Wretchwick Green. Informal crossings on Skimmingdish Lane ?	Bicester area		Short - Medium Term (2025 - 2040)	Short - medium term						Some funding secured	Cherwell IDP (December 2024)
183	Transport	Highways, Active Modes	Junction improvements and signalisation at Bankside / Hightown Road and Swan Close Road/Tramway		Chicanes have been removed and replaced with traffic calming cushions, and cycle lanes introduced.	Banbury Area		Medium Term (2030-40)	Short - medium term			♦ 10,000,000.00	♦ 10,000,000.00	c. 710m	Funding bids to government Developers	Cherwell IDP (December 2024)
184	Transport	Rail	Railway Station Access and Accessibility Improvements at Bicester North (including mobility hub improvements)		Proposed intervention	Bicester		Medium Term (2030-40)	Medium term			♦ 20,000,000.00	♦ 20,000,000.00	Capital Investment: 75m- 720m , Public Operational Investment: Medium	Revenue Generation: High	England's Economic Heartland Investment Prioritisation Framework; Connectivity Study 4: Thames Valley ? Northampton
185	Transport	Bus, Coach and SRT	Bus service between Oxford and Begbroke		Funding from developers at PR8/PR9 is being sought.	Kidlington area		Medium Term (2030-40)	Short - medium term				♦ 0.00	Pending development	Bus operator and developer funded	Cherwell IDP (December 2024)
186	Social Infrastructure	Special Education Needs and Disabilities (SEND)	Two new special schools in SE Oxfordshire	No direct relationship with sites	Identifying an academy sponsor at present. Consultation undertaken in Summer 2025.	Didcot Valley Park		Short Term (to 2030), Medium Term (2030-40)	Unknown but expected to be in medium term to address need beyond 2027. Current hope is for it to open in 2028.					No known estimate at present		OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
187	Transport	Bus, Coach and SRT	Improving the routing, quality and level of bus services and facilities to employment areas and new residential areas		New bus services to/from Chalker Way and Nickling Road started in February 2024. Real time information screens have been	Banbury Area		Medium Term (2030-40)	Throughout plan period			♦ 7,500,000.00	♦ 7,500,000.00	?750,000 per annum - assume 10 year funding	TBC	Cherwell IDP (December 2024)
188	Transport	Bus, Coach and SRT	Bus lane on A44 between Langford Lane and Spring Hill		Options assessment complete.	Kidlington area		Medium Term (2030-40)	Short - medium term			♦ 2,200,000.00	♦ 2,200,000.00	?2.2m		Cherwell IDP (December 2024)
189	Transport	Bus, Coach and SRT	Bicester Bus Priority		Proposed intervention	Bicester		Short Term (to 2030)	Short term				♦ 0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework; Submitted by England's Economic Heartland based on:
190	Transport	Active Modes	Bicester pedestrian and cycle links: Southern connectivity project		Discussions have been held with Network Rail via local bike user group about permitting pedestrians via the 'cattle	Bicester area		Medium Term (2030-40)	Short - medium term			♦ 5,000,000.00	♦ 5,000,000.00	c. 75m	TBC	Cherwell IDP (December 2024)
191	Transport	Bus, Coach and SRT	Vehicular spine route through Land East of the A44		To be delivered by development	Kidlington area		Short Term (to 2030)	Short term					On-site transport mitigation/ design considerations	Development proposal	Cherwell IDP (December 2024)
192	Transport	Active Modes	Bicester London Road Active Travel Scheme		(Phase 1 Expected Completion: Spring 2026)	Bicester		Short Term (to 2030)								OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
193	Transport	Active Modes	Banbury Western Active Travel Corridor					Medium Term (2030-40)								OCC Transport Infrastructure List
194	Green Infrastructure	Green Infrastructure, Active Modes	River Cherwell Waterway Park		Concept proposed through the Green and Blue Infrastructure Strategy	https://lucmaps.co.uk/CherwellGBIDigitalReport/mid-cherwell-corridor/		Medium - Long Term (2030-50)					♦ 0.00	Creation of new parks and flood plain restoration is anticipated to be >£500k.	No identified funding at present but expected to be funded through S106 contributions and grants on a project-by-	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
195	Transport	Highways	Review Banbury Town traffic circulation		To be progressed. Previous bus access points met with resistance	Banbury Area		Longer Term (2040-50)	Short - long term			♦ 3,250,000.00	♦ 3,250,000.00	c. 73.25m	Developers	Cherwell IDP (December 2024)
196	Transport	Bus, Coach and SRT	Bus lane on A44 between Langford Lane and Blandon		TBC	Kidlington area		Medium Term (2030-40)	Short - medium term			♦ 3,890,000.00	♦ 3,890,000.00	?3.89m	Potential sources of funding include: Oxfordshire Growth Deal North Oxford All Modes Corridor Improvements, Local	Cherwell IDP (December 2024)
197	Transport	Highways	East-west strategic movements: Warwick Road Corridor		In Progress. The Warwick Road junctions are being considered as part of OCC work on the	Banbury Area		Short - Medium Term (2025 - 2040)	Short - medium term			♦ 2,500,000.00	♦ 2,500,000.00	c. 72.5m	Some funding committed	Cherwell IDP (December 2024)
198	Transport	Bus, Coach and SRT, Active Modes	A4165 Oxford Road Active Travel and Public Transport Improvements					To be confirmed								OCC Transport Infrastructure List
199	Transport	Active Modes	Banbury Muddy Bank		Difficulties with identifying the landowners have been overcome, and officers have engaged with the			To be confirmed								Oxfordshire County Council Transport Infrastructure List
200	Transport	Highways	A41 Improvements: Highway Capacity Improvement		Proposed Intervention	Bicester		Out of Scope / Duplicate	Unknown				♦ 0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework; Submitted by England's Economic Heartland based on:
201	Transport	Rail	East West Rail Phase 2 - via Bicester		Construction in progress. Due to be handed over to Network Rail. Negotiations in progress about the operation of EWR.	Bicester area		Out of Scope / Duplicate	Short term (2020-2025)	2020	2025	♦ 1,200,000,000.00	♦ 1,200,000,000.00	c. 71.2 Billion	Secured	Cherwell IDP (December 2024)
202	Transport	Rail	Rail Electrification from Oxford ? Banbury - Leamington Spa including road bridge alterations at Bridge Street, and A422 Hennef		Network Rail Decarbonisation Strategy (July 2020) has identified the route through Bicester and Banbury for electrification.	Banbury Area		Out of Scope / Duplicate	Medium term				♦ 0.00		TBC	Cherwell IDP (December 2024)
203	Transport	Rail	London Road, Bicester Level Crossing Removal		Proposed Intervention	Bicester		Out of Scope / Duplicate	Short term				♦ 0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework; Submitted by England's Economic Heartland based on:
204	Transport	Active Modes	Cycle super highway along the A4260 to/from Oxford Parkway		Funding from developers is being sought.	Kidlington area		Out of Scope / Duplicate	Short - medium term			♦ 5,250,000.00	♦ 5,250,000.00	?5.25m	Developers	Cherwell IDP (December 2024)
205	Transport	Active Modes	Bicester pedestrian and cycle link: Oxford Road to Field Street		Oxford Road to the Kings End/Church Street junction complete. The rest of the scheme was postponed to be reviewed as	Bicester area		Out of Scope / Duplicate	Short - medium term			♦ 5,000,000.00	♦ 5,000,000.00	c. 75m	Committed	Cherwell IDP (December 2024)
206	Transport	Active Modes	Inter-urban active travel network: Brackley to Banbury		Proposed intervention	Banbury Area		Out of Scope / Duplicate	Short term				♦ 0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework; Submitted by England's Economic Heartland based on:
207	Transport	Active Modes	Inter-urban active travel network: Banbury - Bicester		Proposed Intervention	Banbury + Bicester		Out of Scope / Duplicate	Short term				♦ 0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework; Submitted by England's Economic Heartland based on:
208	Transport	Active Modes	Pedestrian/Cycle bridge over the Oxford Canal and Railway.		TBC	Kidlington area		Out of Scope / Duplicate	Short - medium term			♦ 250,000.00	♦ 250,000.00	?250k	TBC	Cherwell IDP (December 2024)
209	Transport	Active Modes	Cycle super highway along A4165		TBC	Kidlington area		Out of Scope / Duplicate	Short - medium term				♦ 0.00			Cherwell IDP (December 2024)
210	Transport	Active Modes	Middletton Stoney Road Active Travel scheme (Phase 1 Expected Completion: Spring 2026)			Middletton Stoney		Out of Scope / Duplicate					♦ 0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Employment sites linked to project	Status Notes	Location	Postcode	Phasing	Delivery Timescales	Start Year	End Year	Cost	Theoretical Cost	Cost Notes	Funding Notes	Source
211	Transport	Active Modes	Improvements to facilities for cyclists and pedestrians at key destinations and employment sites			Kidlington area		Out of Scope / Duplicate	Throughout plan period				£0.00		TBC	Cherwell IDP (December 2024)
212	Transport	Rail	Proposed Begbroke Railway Station		A new Oxfordshire Rail Strategy following on from LTCP is expected in 2025 and will address this.			Medium Term (2030-40)	Phase 1 (2025-2030): Reopen the Cowley Branch Line with two new stations at Oxford Cowley and Oxford Littlemore.				£0.00		N/A	Cherwell IDP (December 2024)
213	Transport	Bus, Coach and SRT	Improving the Oxford to Banbury bus service and quality of bus		Following Covid, S4 is now partially supported by OCC. New X4 express peak links to/from Oxford provided from	Banbury Area		Medium Term (2030-40)	Short - medium term			£4,000,000.00	£4,000,000.00	£400k per annum - assume 10 year funding	Some funding secured	Cherwell IDP (December 2024)
214	Transport	Rail	Improvement to rolling stock on routes serving Cherwell		TBC			Medium Term (2030-40)	Medium - long term				£0.00		Great Western Railways	Cherwell IDP (December 2024)
215	Transport	Rail	Rail Freight Interchange at Bicester MOD		Opportunity	Bicester		To be confirmed	Unknown				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
216	Transport	Rail	Rail Freight Interchange - Bicester		Opportunity	Bicester		To be confirmed	Unknown				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
217	Transport	Bus, Coach and SRT	Improving public transport to and from London Oxford Airport		London Oxford Airport is now served by two buses per hour between Witney, Woodstock, Kidlington and Oxford, plus	Kidlington area		Short Term (to 2030)	Short term			£400,000.00	£400,000.00	c. 7400K	TBC	Cherwell IDP (December 2024)
218	Transport	Highways	Bicester Road Improvements		Proposed Intervention	Bicester		To be confirmed	Unknown				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Oxford to Cambridge Area Connectivity: Roads Study
219	Transport	Highways	A34 Improvements: Bicester - Oxford		Proposed intervention	Bicester		To be confirmed	Unknown				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
221	Transport	Bus, Coach and SRT	Bus lane on A44 between Spring Hill Junction and Pear Tree Interchange		Works at Pear Tree interchange and to Cassington Road to be completed within roadway September 2023, with only some	Kidlington area		Completed	Short - medium term			£1,800,000.00	£1,800,000.00	£1.8m		Cherwell IDP (December 2024)
222	Transport	Highways	A420 Road Safety Improvements		Proposed Intervention	Vale of White Horse		Out of Scope / Duplicate	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
223	Transport	Rail	East West Rail: Passing loops between Bicester and Cambridge		Opportunity			Out of Scope / Duplicate	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
224	Transport	Rail	East West Rail Digital Infrastructure		Proposed Intervention			Out of Scope / Duplicate	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
225	Transport	Rail	East West Rail - Strategic Transport interchanges		Proposed Intervention			Out of Scope / Duplicate	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
226	Transport	Rail	East West Rail - Oxford North Junction Upgrade		Proposed Intervention			Out of Scope / Duplicate	Short term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
227	Transport	Rail	Cherwell Valley Line Electrification between Oxford and Didcot		Proposed Intervention			Out of Scope / Duplicate	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
228	Transport	Rail	Chiltern Mainline non-continuous electrification		Proposed intervention. Network Rail are also undertaking Strategic Advice work which will identify the benefits of this			Medium Term (2030-40)	Medium term			£250,000,000.00	£250,000,000.00	Capital Investment: £250m + , Public Operational Investment: Medium	Revenue Generation: High	England's Economic Heartland Investment Prioritisation Framework: Connectivity Study 4: Thames Valley ? Northampton
229	Transport	Rail	East West Rail Phase 1 - Oxford to Milton Keynes		Under construction / development			Out of Scope / Duplicate	Short term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
230	Transport	Bus, Coach and SRT	A420 Mobility Hubs		Proposed Intervention	Vale of White Horse		Out of Scope / Duplicate	Short term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
231	Transport	Bus, Coach and SRT	A420 Junction Improvements		Proposed Intervention	Vale of White Horse		Out of Scope / Duplicate	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
232	Transport	Bus, Coach and SRT	A420 Bus Priority Measures		Proposed Intervention	Vale of White Horse		Out of Scope / Duplicate	Short term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
233	Transport	Bus, Coach and SRT	A4074 Corridor Mobility Hubs and Bus Priority Measures		Proposed Intervention	South Oxfordshire		Out of Scope / Duplicate	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
234	Transport	Active Modes	Interurban active travel network: Improvements to the National Cycle Network		Opportunity			Out of Scope / Duplicate	Short term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
235	Transport	Active Modes	Brackley - Banbury - Middleton Cheney Active travel Link		Proposed Intervention			Out of Scope / Duplicate	Short term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: EEH Active Travel Strategy Phase 2https://eeh-prod-
236	Transport	Highways	Encouraging Freight from A420 to Strategic Road Network		Proposed Intervention			Out of Scope / Duplicate	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
237	Transport	Bus, Coach and SRT	Central Oxfordshire Park and Ride		Proposed Intervention			Medium Term (2030-40)	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
238	Transport	Bus, Coach and SRT	Improved Bus Services Connecting Science Vale and New Wantage and Grove Railway Station		Proposed Intervention			Short Term (to 2030)	Short term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
239	Green Infrastructure	Green Infrastructure, Water	Chilterns National Landscape - Chilterns Chalk Streams Project		Ongoing 5 year programme to delivery by 2030			Short Term (to 2030)							Funded through HS2 projects fund and grants	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
240	Transport	Bus, Coach and SRT	Improved Bus Service between Didcot, Cowley and Headington		Proposed Intervention	Didcot, Cowley and Headington		Short Term (to 2030)	Short term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
242	Transport	Rail	Wolvercote Rail Junction: Capacity Upgrades		Proposed Intervention			Medium Term (2030-40)	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
243	Transport	Rail	Thames Valley Rail Corridor Capacity Programme		Opportunity			To be confirmed	Unknown				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: DfT Rail Network Enhancement Pipeline Autumn 2019
244	Transport	Rail	Solihull Corridor Frequency Enhancements		Opportunity			To be confirmed	Unknown				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by Network Rail based on:
245	Transport	Rail	Birmingham Airport Connectivity Enhancements		Proposed Intervention			To be confirmed	Unknown				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by Network Rail based on:
246	Transport	Rail	North Cotswold Line Improvements		Unknown / TBC			Medium Term (2030-40)	Unknown				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Unknown, OxRail 2040
247	Transport	Highways	Infrastructure for Alternative Fuel Vehicles		Opportunity			Medium Term (2030-40)	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
248	Transport	Rail	New direct rail services between Oxford to Bristol which could in time serve new stations along the line		Proposed Intervention. Great Western Railway has ran a three-month service trial of two direct return trains on Saturdays	Grove, Swindon NEV		Medium Term (2030-40)	Medium term				£0.00	EEH's report on the case for reinstating Oxford-Swindon-Bath-Bristol rail services suggests that there are no need for capital	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
249	Transport	Rail	Extension of Great Western Main Line Dynamic Passing Loop		Proposed Intervention			Medium Term (2030-40)	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
250	Transport	Bus, Coach and SRT	Enhanced interurban bus services between Oxford and Northampton		Proposed Intervention			To be confirmed	Unknown				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
251	Transport	Rail	Extension of Birmingham/Banbury Services beyond Oxford to/from Swindon and Bristol		Proposed Intervention			Medium Term (2030-40)	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
252	Transport	Rail	East West Rail - Electrification		Proposed Intervention			Medium Term (2030-40)	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
253	Transport	Rail	Cotswold Line Double tracking (Oxford - Hamborough)		Proposed Intervention			Medium Term (2030-40)	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
254	Transport	Rail	Rail Capacity Improvements between Didcot and Oxford, including four tracking between Radley and Oxford		Proposed Intervention			Medium Term (2030-40)	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
255	Transport	Rail	Chiltern Main Line Train Lengthening		Proposed Intervention			Medium Term (2030-40)	Medium term			£250,000,000.00	£250,000,000.00	Capital Investment: 750m - 7250m , Public Operational Investment: Medium	Revenue Generation: High	England's Economic Heartland Investment Prioritisation Framework: Connectivity Study 4: Thames Valley ? Northampton
256	Transport	Rail	Chiltern Main Line Services to Old Oak Common		Proposed intervention			Medium Term (2030-40)	Medium term			£250,000,000.00	£250,000,000.00	Capital Investment: 750m - 7250m , Public Operational Investment: Medium	Revenue Generation: High	England's Economic Heartland Investment Prioritisation Framework: Connectivity Study 4: Thames Valley ? Northampton
257	Transport	Bus, Coach and SRT	A34 Improvements: Reliability and Safety Improvements		Proposed Intervention			To be confirmed	Unknown				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
258	Transport	Bus, Coach and SRT	Bus Priority: Milton Keynes - Buckingham - Bicester - Oxford		Proposed Intervention			Short Term (to 2030)	Short term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:

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

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

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

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

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

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

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Employment sites linked to project	Status Notes	Location	Postcode	Phasing	Delivery Timescales	Start Year	End Year	Cost	Theoretical Cost	Cost Notes	Funding Notes	Source
399	Transport	Active Modes	Carterton to Witney Cycle Route					Short - Medium Term (2025 - 2040)							Potential funding route include S106	OCC Transport Infrastructure List
400	Transport	Active Modes	Cycleway between Cholsey and Wallingford			Cholsey to Wallingford		No Information								OCC Transport Infrastructure List
401	Transport	Active Modes	Clifton Hampden  Forge Lane contraflow cycle lane			Clifton Hampden		No Information								OCC Transport Infrastructure List
402	Transport	Active Modes	Churchhill Road Active Travel Measures			Where is this? (Oxford City/Didcot?) Please provide more information		No Information								OCC Transport Infrastructure List
403	Transport	Active Modes	Bicester to Heyford Cycle Way					No Information								OCC Transport Infrastructure List
404	Transport	Active Modes	Bicester A41 Cycle Route J9 to Vendee Drive					No Information								OCC Transport Infrastructure List
405	Transport	No or Poor Information	Central Oxfordshire Movement and Place Framework - Phase 1: City Centre and North Oxford					No Information								OCC Transport Infrastructure List
407	Transport	No or Poor Information	B4022 Oxford Hill Works			Witney		No Information								OCC Transport Infrastructure List
408	Transport	No or Poor Information	Carterton Subway			Carterton		No Information								OCC Transport Infrastructure List
409	Transport	No or Poor Information	Witney Freeways Roundabout with dedicated space for cycling			Witney		No Information								OCC Transport Infrastructure List
410	Transport	No or Poor Information	A40 Grade Separated Crossing, Eynsham		Feasibility Study ongoing	Eynsham		Medium Term (2030-40)								OCC Transport Infrastructure List
411	Transport	No or Poor Information	A44 New Street / A361 West Street / A44 High Street Junction Improvements at Chipping Norton			Chipping Norton		No Information								OCC Transport Infrastructure List
412	Transport	No or Poor Information	Underpass upgrade A34 near Chilton Field Site			south of Chilton Interchange?		No Information								OCC Transport Infrastructure List
413	Transport	No or Poor Information	A420 Coxwell Road			Farington		No Information								OCC Transport Infrastructure List
414	Transport	Highways	Fritford / Marcham Lights and Junction Improvements	F1 Williams, Abingdon Business Park	Identified as a priority improvement in Vale Local Plan, Joint Local Plan, LTCP and the emerging Movement and Place Strategy :	Fritford and Marcham, Vale of White Horse		Short Term (to 2030)	Short Term (to 2030)					Cost to be confirmed following further detailed work and in discussion with Oxfordshire County Council and Vale of	Direct delivery / developer contributions / Oxfordshire County Council	OCC Transport Infrastructure List
415	Transport	No or Poor Information	Banbury Market Place			Banbury		No Information								OCC Transport Infrastructure List
416	Transport	No or Poor Information	Elmsbrook Junction			Elmsbrook		No Information								OCC Transport Infrastructure List
417	Transport	No or Poor Information	Bicester Park and Ride Mobility Hub			Bicester		No Information								OCC Transport Infrastructure List
418	Transport	No or Poor Information	Bicester Market Square			Bicester		No Information								OCC Transport Infrastructure List
419	Transport	No or Poor Information	Abingdon - Audlett Drive			Abingdon		No Information								OCC Transport Infrastructure List
420	Transport	No or Poor Information	Abingdon East St Helen  s			Abingdon		No Information								OCC Transport Infrastructure List
421	Transport	No or Poor Information	Abingdon Ock Street			Abingdon		No Information								OCC Transport Infrastructure List
422	Transport	No or Poor Information	Witney King George V Field Path			Witney		No Information								OCC Transport Infrastructure List
423	Transport	No or Poor Information	Wheatley to Oxford			Wheatley to Oxford - information on mode would be helpful?		No Information								OCC Transport Infrastructure List
424	Transport	No or Poor Information	Banbury Towpath and 3Bs greenway			Banbury		No Information								OCC Transport Infrastructure List
425	Transport	Active Modes	Rural and Inter-Urban Active Travel Improvements		Proposed Intervention			Out of Scope / Duplicate	Short term					Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
426	Transport	Highways, Bus, Coach and SRT, Active Modes, Freight / Distribution	A420 Corridor Improvements		Plans at early stage of development, with initial funding of  2m from Safer Road Funds expected to focus on extra			Short - Medium Term (2025 - 2040)							 2m of government funding has been allocated to improve safety on the A420. Existing plans are at an early stage, but	OCC Transport Scheme List, England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
427	Transport	Highways, Rail, Bus, Coach and SRT, Active Modes	Oxfordshire Metro					Short - Long Term (2025 - 2050)	Developing the concept of the Oxfordshire Metro will begin in Phase 1 (2025  2030) by laying the foundations of a fully integrated							OxRAIL 2040
428	Transport	Rail	Proposed Ardley Railway Station			Ardley		Long Term (2040-50)								OxRAIL 2040
429	Transport	Rail, Bus, Coach and SRT	Carterton-Witney-Oxford Mass Rapid Transit Corridor		A planned study for early 2026 is required to develop the mass transit corridor set up by items 371 and 266, and progress this			Medium - Long Term (2030-50)								OxRAIL 2040
430	Transport	Active Modes	Delivery of walking and cycling infrastructure within LCWIPs					Short - Long Term (2025 - 2050)								
431	Transport	Active Modes	National Cycle Network Route 5 Upgrade		Proposed Intervention	Abingdon		Short Term (to 2030)	Short term as proposed in EEH Investment Prioritisation Framework					Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
432	Transport	Active Modes	Further work for Oxfordshire  s Low Traffic Neighbourhoods (LTNs)		Plans being consulted on in 2024	Oxford		To be confirmed						 8,000,000.00 estimated in Oxford IDP		Oxfordshire County Council Transport Scheme List, Oxford City IDP
435	Transport	Rail	Potential services extension of East West Rail					To be confirmed								
436	Transport	Rail	Western Rail Link to Heathrow		Investigation through OxRAIL 2040			Longer Term (2040-50)								OxRAIL 2040
437	Transport	Rail	Didcot Parkway Station upgrades, including additional platform and grade separation south of the station		Planned investigation through OxRAIL 2040	Didcot		Long Term (2040-50)								OxRAIL 2040
438	Transport	Rail	East West Rail					Longer Term (2040-50), Medium Term (2030-40), Short Term (to 2030)								
439	Transport	Rail	The Electrified Railway: A zero-carbon railway for Oxfordshire		In Phase 1 (2025  2030), Oxfordshire County Council will work with Government, Network Rail and train operators as the			Medium - Long Term (2030-50)								nd
440	Transport	Rail, Active Modes	Reopening of the Cowley Branch Line for Passengers		Full Business Case	South Oxford		Short Term (to 2030)	5-10 years			£20-25m		Subject to Full Business Case https://www.oxford.gov.uk/building-projects/reopening-cowley-branch-line	An innovative local funding mix has been brought together to develop the Full Business Case (FBC) for this project.	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study, OCC Transport
441	Transport	Active Modes	Varsity Way Cycleway Interventions		Known delivery barriers: Land	Oxford - I think this is a duplicate		Short Term (to 2030)	Short term					Capital Investment: Unknown , Public Operational Investment: Unknown		England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
442	Transport	Active Modes	Shrivenham - Swindon active travel link		Proposed Intervention	Shrivenham		Short Term (to 2030)	Identified as a short term scheme in the EEH Prioritisation Framework, however no commitment to investigation and delivery				Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: EEH Active Travel Strategy Phase 2	

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

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

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

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