

Assessment Sheet

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| Site Name: | Access to Oxford | |
| Local Authority Area: | Oxfordshire County Council | |
| Programme: | Regional Transport Funding Department of Transport (DfT) | |
| Deliverability | Funding allocated in Regional Transport Programme 2013-2016. Development of project up to 2013 | |
| Strategic Linkages: | Oxford is a regional hub. Links to other transportation investments, including A34 improvements. Oxfordshire County Council is continuing to develop strong partnerships with the Highways Agency, Network Rail, and the Department of Transport. Access to Oxford is being recognised as a priority in all Oxfordshire LDFs. | |
| Housing / Affordable Housing | n/a | |
| Economic Development / number of jobs | Construction Jobs | tbc |
| | Permanent Jobs | tbc |
| | Apprenticeships | tbc |
| Transport / Green Transport Proposals: | Oxford Railway Station – including sustainable transport | |
| Provision of Social Infrastructure: | n/a | |
| Additionality: | n/a | |
| Catalyst for development / regeneration | Required for Oxford's natural growth and that of the sub region. | |
| Value for Money | tbc | |
| Lead Responsibility – Authority /Agency (identified contact) / landowner (if known): | Highways Agency Highways Authority, Oxfordshire County Council Oxford City Council | |
| Further Comments | <p>Program includes three schemes:</p> <ul style="list-style-type: none"> - Oxford Rail Station Improvements - Oxford Northern and Southern Improvements - A34 Journey Time Reliability Measures <p>£62 million of Regional Funding Allocation from the Department for Transport – this is for implementation Oxfordshire County Council is currently funding the development costs which are approximately £1.5m per annum.</p> | |

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| | <p>Successful business case submitted to DfT for funds to be released for construction in 2013. Improvements to the transport network enable growth in Central Oxfordshire to take place, as outlined in Plan.</p> <p>National funding cuts may mean that the regional transport programme has to be re-prioritised. Some of the schemes may require planning inquiries which could delay the process and have an impact on the funding available.</p> |
| Key Risks | tbc |

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| | Infrastructure | Scheme Costs | Committed Funding | Expected Funding | Potential Shortfall |
|-----------------------------|---------------------------------------|---------------------|--------------------------|-------------------------|----------------------------|
| Transport / Green Transport | Oxford Railway Station Improvements | | | (DfT) | |
| | Oxford Northern Improvements | | | (DfT) | |
| | Oxford Southern Improvements | | | (DfT) | |
| | A34 Journey Time Reliability Measures | | | (DfT) | |
| Total | | 62,000,000 | | | |

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| Risk Category | Risk Event | Proximity | Severity | Mitigation | Severity |
|--|------------|-------------------------|----------------------------|------------|-------------------------|
| Physical / Environmental, Political, Planning, Financial, Legal / Regulatory | | Short Medium Long | Minor Moderate Major | | Short Medium Long |

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