

**To:** City Executive Board

**Date:** 4<sup>th</sup> July 2012

**Report of:** Michael Crofton-Briggs (Head of City Development)

**Title of Report:** COMMUNITY INFRASTRUCTURE LEVY (CIL) PRELIMINARY  
DRAFT CHARGING SCHEDULE

## **Summary and Recommendations**

**Purpose of report:** To approve the Community Infrastructure Levy Preliminary Draft Charging Schedule for consultation.

**Key decision?** Yes

**Executive lead member:** Councillor Colin Cook

**Policy Framework:** The CIL Charging Schedule document will produce a 'tariff-based' approach or levy for new development that is intended to make a significant contribution towards the provision of infrastructure to support new development. It will play a key role in supporting development consistent with the policies and themes in the Core Strategy, and Corporate Plan objectives.

**Recommendation(s):** City Executive Board is asked to:

1. approve the CIL Preliminary Draft Charging Schedule for consultation; and
2. authorise the Head of City Development to make any necessary editorial corrections to the document before publication.

**Appendix 1** – CIL Preliminary Draft Charging Schedule

**Appendix 2** – CIL infrastructure evidence list

**Appendix 3** – Summary of maximum CIL rates by other local authorities

**Appendix 4** – CIL Risk register

## **Summary**

1. The purpose of this report is to seek approval for the Community Infrastructure Levy (CIL) Preliminary Draft Charging Schedule. This is a first stage towards introducing a new system to secure funding from new development towards local infrastructure provision.
2. The Preliminary Draft Charging Schedule recommended for consultation approval in this report will enable Oxford City Council to make a charge on most new developments to help meet a proportion of costs of identified City wide infrastructure.

## **Background to the Community Infrastructure Levy (CIL)**

3. In 2010 the Government introduced the Community Infrastructure Levy as the preferred mechanism for securing developers contributions towards infrastructure to support growth in an area. The regulations which introduced CIL also require planning obligations to be scaled back to cover site-specific obligations and affordable housing.
4. In providing additional infrastructure to support development within Oxford, CIL is expected to have a positive economic effect on development in the medium to long term.
5. Local authorities can choose to prepare a CIL charging schedule and submit it for independent examination prior to April 2014 when changes to restrict the extent of planning obligations will come into force. From that date, tariff based approaches to S106 planning obligations will not be allowed, nor the pooling of 5 or more planning obligations for each infrastructure project apart from affordable housing which currently (May 2012) falls outside the remit of CIL.
6. Oxford City Council is one of the Government's second wave of CIL Frontrunners and likely to be one of the early implementers of CIL. Although the Frontrunners program did not involve extra funding, it has given the City Council access to the authors of the national guidance on CIL at CLG, as well as opportunities to benchmark and network with other local authorities participating in the programme.

## **The Preliminary Draft Charging Schedule**

7. The City Council is the Charging Authority for CIL in Oxford. It is responsible for setting the charge and collecting CIL in the City. In setting the charge the City Council needs to demonstrate that there is an infrastructure funding gap to justify the adoption of a CIL charge and that the CIL charge will not make too many potential developments unviable.
8. The key challenge in setting a CIL rate is therefore to strike an appropriate balance between collecting sufficient funds and from CIL to help deliver much-needed infrastructure, without threatening the viability of development across the city.
9. The proposed infrastructure table in Appendix 2 indicates that there is an aggregate infrastructure funding gap in Oxford and has been prepared in cooperation with the County Council and other infrastructure providers.
10. The proposed CIL charges for consultation are prepared through rigorous viability testing so that the City Council can be confident on the information provided to start the consultation process. The proposed CIL charges in Appendix 1 take into account the initial findings of the viability work currently being undertaken.
11. As required by CIL legislation and guidance, the preliminary draft rates recommended in this report have been set based on economic viability only

and they do not promote policy. Viability work undertaken by the City Council provides evidence which officers suggest justifies a set of differential rates for a number of development types.

12. CIL will be payable on most buildings people normally use, and will be levied as a charge per square metre of net additional floor space created by new development. Existing floor space on the development site would be discounted.
13. Most development in Oxford takes place on previously developed land, a proportion of which comprises conversions and redevelopment of existing buildings which are unlikely to generate much CIL. This is likely to be compensated by the fact that currently, only a proportion of new development makes any form of developer contribution while under CIL most developments will be liable.
14. CIL will not generate sufficient funding to pay for all the major infrastructure needs identified in Appendix 1. There will be a process of governance, prioritisation and working with other infrastructure providers to identify how CIL is spent (including an apportionment of CIL to Parishes and Neighbourhoods).
15. The City Council will be collecting CIL and will have a role as distributor for the collected funds and there will be a significant role in project management to ensure that CIL funded projects are developed and implemented in a timely manner.
16. Although the governance and operational processes needed to underpin the above roles are extremely important, and are currently being considered, they are outside the scope of setting a CIL charging schedule.

### **CIL rates by other authorities**

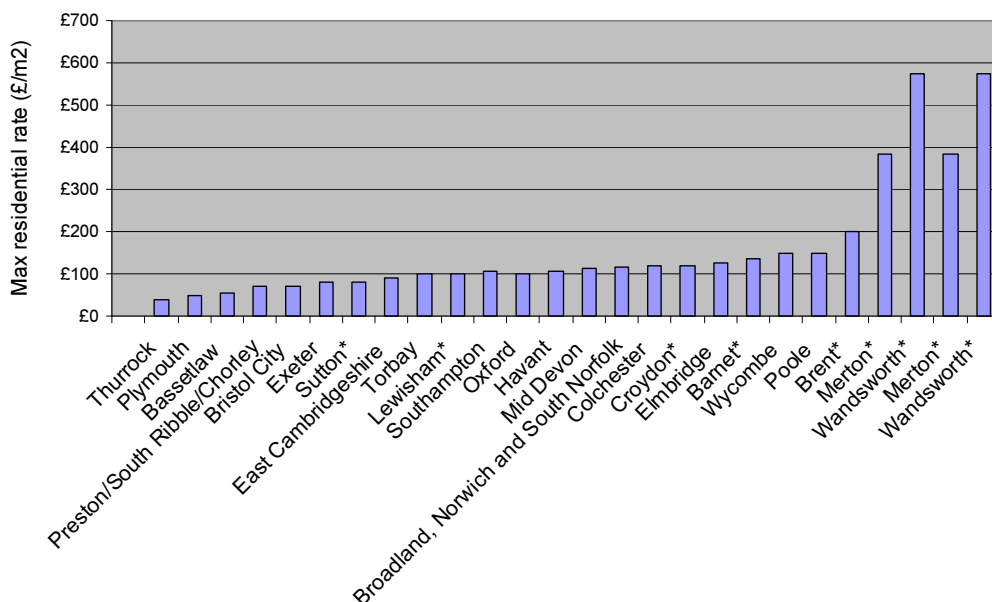
17. At the time of writing, there were only 5 adopted CIL Charging Schedules in the Country. All of them apply different CIL rates depending on development types with the exception of the London Borough of Redbridge.
18. The table below brings together in a simplified form the maximum rates adopted in these local authority areas and the rates recommended for Oxford in this report. Appendix 3 contains a simplified list of adopted and emerging CIL rates across the country to use as a reference.

<b>Local Authority</b>	<b>Max Residential Rate (£/m2)</b>	<b>Max Retail Rate (£/m2)</b>	<b>Max Commercial Rate (£/m2)</b>	<b>Max Leisure Rate (£/m2)</b>	<b>Other Rates (£/m2)</b>
Redbridge	£105 (£70 Redbridge CIL + £ London Mayor's CIL) for all development types				
Newark and Sherwood	£75	£125	£20	£0	All other development: £0
Shropshire	£80	All other development: 0			
Huntingdonshire	£85	£100	£0	£85	Health: £140 Hotels: £60 All other development: £85

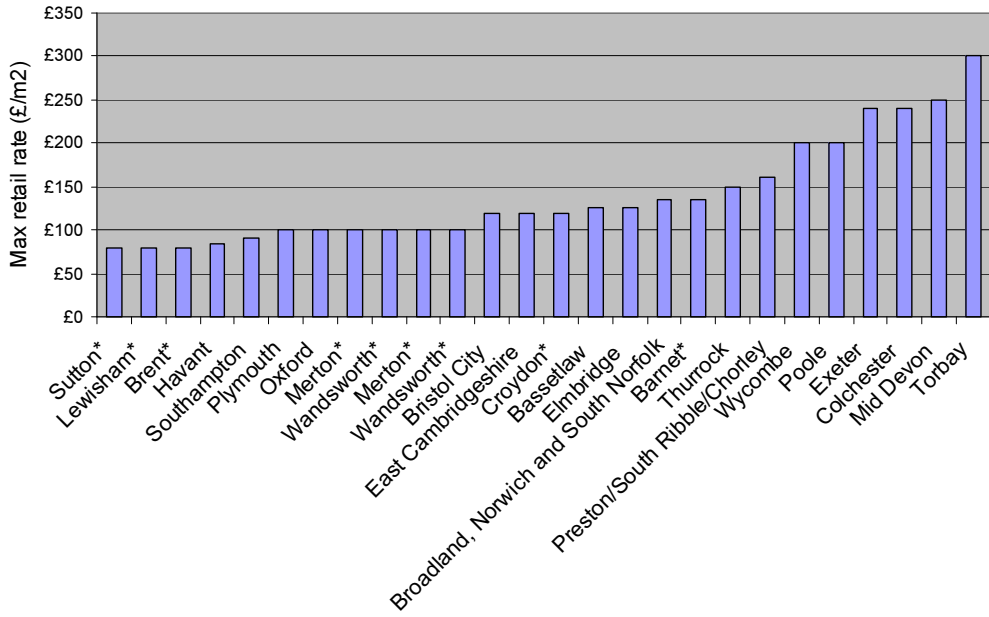
Portsmouth	£105	£53	£0	£53	Hotels: £53 Residential institutions: £53 All other development: £105
Oxford	£100	£100	£20	£20	All other development: £20

19. The recommended CIL rates in this report follow the simple format favoured by the majority of those who have already adopted CIL, and fall within the range of rates per square metre already adopted.
20. This is also supported by a comparison of CIL rates for the main development types included in emerging charging schedules as illustrated by the graphs below.

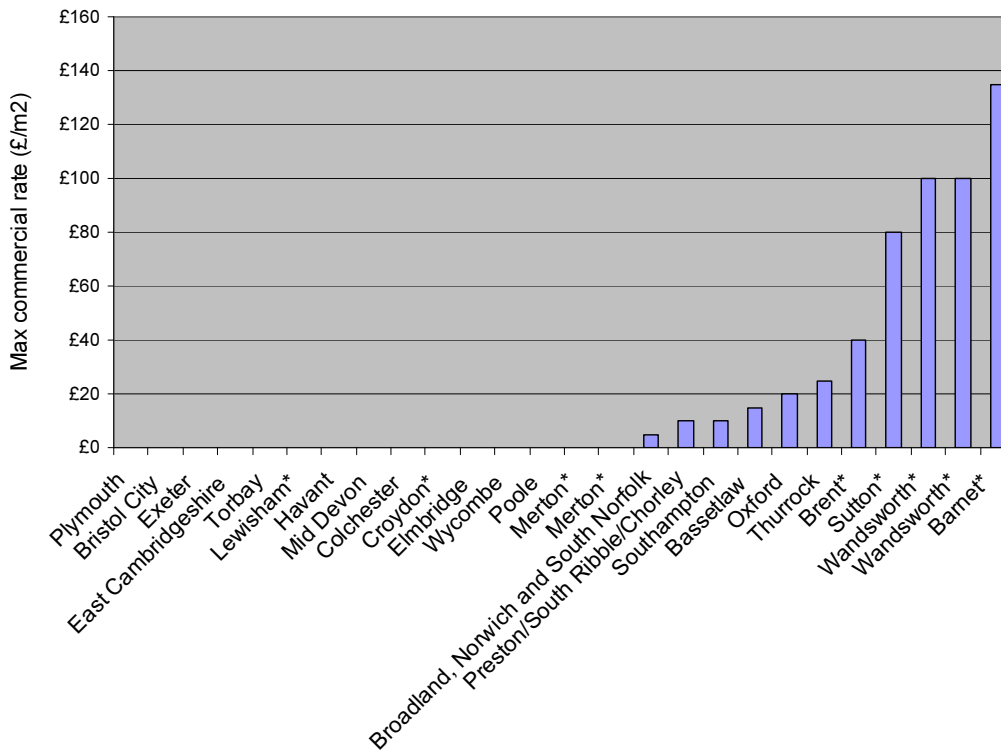
Residential rates



**Retail rates**



**Commercial rates**



**Timeframe to adoption**

- 21. The Community Infrastructure Levy will be produced in line with the following broad timetable:

Consultation on Preliminary Draft Charging Schedule	July- August 2012
Preparation of Draft Charging Schedule	August - October 2012
Consultation on Draft Charging Schedule	October- November 2012
Submission to Secretary of State	November – December 2012
Examination Hearing sessions	February- March 2013
Inspector's report	April - May 2013
Adoption	May 2013

### **The Consultation approach**

22. Statutory guidance advises that the *'examiner should approve the charging authority's draft charging schedule if a charging authority has complied with the requirements of the Act and the regulations, used appropriate available evidence, and it's proposed CIL rate (or rates) are informed by and consistent with the evidence and the proposed CIL rate (or rates) would not put at serious risk the overall development of the area'*.
23. The above context defines the scope and nature of consultation for setting a CIL Charge.
24. The Preliminary Draft Charging Schedule will be consulted through a number of means:
  - Notifying all adjoining Parish Councils, the County Council, and adjoining Districts (Consultation bodies);
  - Notifying all those local agents, developers, landowners, solicitors, relevant voluntary organisations, and infrastructure providers in the Council LDF consultation list;
  - Notifying the Local Enterprise Partnership;
  - Publishing a notice in the Oxford Times and on the Council's Website;
  - Making consultation material available at the Central Library (Westgate) and the contact centre at St Aldates Chambers; and
  - Holding a Stakeholders workshop early in the consultation process.

### **Level of risk**

21. Not delivering CIL on time or failing to implement it would have a detrimental effect on the amount of funding the Council would be able to raise to deliver infrastructure priorities.

### **Climate change/ environmental impact**

22. CIL is a levy not a policy, and its charging schedule is a brief financial document which does not require a Sustainability Appraisal. Nevertheless, funding raised through CIL could fund or top fund environmental infrastructure to address climate change or promote environmental improvements.

## **Equalities impact**

23. CIL is aimed at increasing funding for Infrastructure City wide, and in doing so, improving access to services and facilities for all. Although initially CIL may be seen only as an economic obligation on landowners or developers, in providing additional infrastructure to support development within the City, CIL is expected to have a positive economic effect on development in the medium to long term.
24. The Preliminary Draft Charging Schedule recommended in this report does not propose variable charges for same land uses in different areas; neither has it recommended to set artificially low or high charges for different land uses, and it is unlikely to have a differential impact on any particular social group.
25. By making communities more sustainable, the Community Infrastructure Levy aims to facilitate economic growth and liveability and so create opportunity for all.
26. Nevertheless, it is recommended that officers assess the equalities impact of the emerging CIL during the Preliminary Draft consultation proposed in this report. This is to scope the need for an Equalities Impact Assessment prior to the preparation of the Draft Charging Schedule.

## **Financial implications**

27. The internal mechanisms and process for both the collection and distribution of CIL are still being developed in line with the timeframe for adoption, as at paragraph 17 and the responses from the impending consultation process. It is intended that these will be finalised and tested by the autumn, especially for the smaller developments that will be captured by CIL to make contributions for the first time.
28. The preliminary draft charging schedule has been set so as to ensure the balance required for sustainable development is achieved. The charges nonetheless can be reviewed and it will be necessary to ensure that the City Council uses its ability to revise CIL charges going forward so as to respond to economic and market conditions as and when they arise for the benefit of the City and all its associated stakeholders.
29. Given the authority will in the future assume responsibility for prioritising the CIL infrastructure funding for identified developments within the City it is essential that positive and constant dialogue with our commissioning partners is undertaken so that the overall planning, funding and ultimate delivery of capital infrastructure developments within the City, part funded by CIL occur on time, on budget and to the highest quality.

## **Legal implications**

30. The consequences of not proceeding with CIL have been set out in preceding parts of the report, as have the core requirements of producing a CIL charging

schedule. Proceed with CIL consultation upon a preliminary draft charging schedule is a mandatory requirement of the CIL regulations.

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**List of background papers:**

Community Infrastructure Levy Guidance – Charge setting and charging schedule procedures

**Version number 3**





**APPENDIX 1 – CIL CHARGING SCHEDULE**

# Community

## Infrastructure Levy (CIL)

*Improving access to services and facilities for all*

### Preliminary Draft Charging Schedule

Consultation

July 2012



- i) This is an early stage in our consultation on the CIL charging schedule, comments received on this document will be used to prepare the Draft Charging Schedule to be published in autumn 2012.

### Scope of this consultation

- ii) The City Council will need to comply with requirements under Part 11 of the Planning Act 2008, and CIL Regulations 2010 (as amended) when setting the CIL rate. The proposed rate should 'appear to be reasonable' given the available evidence, and this evidence is limited to the identification of an infrastructure funding gap and the economic viability of development across Oxford.
- iii) The principles behind CIL as well as the governance and operational processes needed to underpin the collection and spending of funds are extremely important, and are currently being considered by Oxford City Council, but they are outside the scope of setting a CIL charging Schedule. They are not a matter for the examination into the CIL Charging Schedule.
- iv) At the time of writing, further CIL Regulations were under review to allow for a proportion of CIL to be passed to local bodies under what is known as the 'meaningful proportion' and considering whether making affordable housing a matter that can be funded through CIL. The City Council will amend the emerging CIL charging schedule in line with any such changes that may occur through new CIL Regulations once announced by the Government.

### How to comment on this document

We are seeking comments on this document for 6 weeks between Fri 13th July 2012 and Fri 24<sup>th</sup> August 2012.

You may comment on this document using one of the following methods:

- Answer the online questionnaire at [www.oxford.gov.uk/consultation](http://www.oxford.gov.uk/consultation); or
- Post a completed questionnaire to us at the address below, copies of the questionnaire are available from the Customer Centre at St Aldate's Chambers or phone us and we will be happy to post one to you.

**Please ensure your comments reach us by the end of Friday 24<sup>th</sup> August 2012**

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## Introduction

- 1 In 2010 the Government introduced the Community Infrastructure Levy (CIL) as the preferred mechanism for securing developers contributions towards infrastructure to support growth in an area. The regulations<sup>1</sup> which introduced CIL also require planning obligations to be scaled back to cover only site-specific obligations and affordable housing (currently under review).
- 2 This document is a consultation paper issued as the first step in setting the Oxford Community Infrastructure Levy (CIL).

## What is CIL?

- 3 The Community Infrastructure Levy is a tariff in the form of a standard charge on new development, which in Oxford will be set by the City Council to help the funding of infrastructure. It is intended to supplement, or top up, other sources of funding to widen infrastructure delivery.
- 4 Most development has some impact on infrastructure and should contribute to the cost of providing or improving infrastructure. The principle behind CIL is for those who benefit financially from a planning permission to pay towards the cost of funding the infrastructure needed to support development.
- 5 Unlike S106, the levy is to provide infrastructure to support the development of an area, not to make individual planning applications acceptable in planning terms.
- 6 CIL will improve Oxford City Council's ability to mitigate the cumulative impacts on infrastructure from most developments; unlike the current system of planning obligations which tends to affect mainly larger developments. Being charged on a per square metre basis, CIL charges will be proportional to the scale of the development.
- 7 In investing on the Infrastructure of the area, CIL is expected to have a positive economic effect on development in the medium to long term.
- 8 Oxford City Council has complied with the requirements under Part 11 of the Planning Act 2008, and CIL Regulations 2010, when deciding on a CIL rate. We have done this by demonstrating the use of '*appropriate available evidence to inform the draft charging schedule* (Section 211 (7A)). It also '*must aim to strike what it appears to be an appropriate balance between*':
  - the desirability of funding infrastructure from CIL, and

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<sup>1</sup> Regulations 2010 on [legislation.gov.uk](http://www.legislation.gov.uk) website  
<http://www.legislation.gov.uk/ukSI/2010/948/contents/made>  
Amended Regulations 2011 on [legislation.gov.uk](http://www.legislation.gov.uk) website  
<http://www.legislation.gov.uk/ukSI/2011/987/contents/made>

- 'the potential effect (taken as a whole) of the imposition of CIL on the economic viability of development across its area' (Regulation 14)

9 The term 'Taken as a whole' indicates that economic viability evidence is used to show that CIL rates can be borne by most development across Oxford.

### The charging authority

10 Once CIL is adopted, Oxford City Council will be the charging authority for the purpose of Part 11 of the Planning Act 2008 and CIL Regulations 2010 (as amended by Regulations 2011).

### Preliminary Draft Charging Schedule

11 CIL will be charged in pounds sterling (£) at differential rates according to the type of development set out in the schedule below:

### The CIL rates

Development type	CIL Rate/m <sup>2</sup>
A1 Shops	£100
A1 out of centre shops	£100
A2 Financial and professional services	£100
A3 Restaurants and cafés	£100
A4 Drinking establishments	£100
A5 Hot food takeaways	£100
B1 Business	£20
B2 General industrial	£20
B8 Storage or distribution	£20
C1 Hotels	£20
C2 and C2A Residential institutions and Secure Residential Institution	£20
C3 Dwellinghouses*	£100
C4 Houses in multiple occupation	£100
Student accommodation	£100
D1 Non-residential institutions	£20
D2 Assembly and leisure	£20
All development types unless stated otherwise in this table	£20 standard charge

C3 includes self contained sheltered accommodation  
See Annex1 for reference to Use Classes guide

### CIL liability

12 Development liable for CIL payment comprises:

- Development that creates 100m<sup>2</sup> or more of new build floor space measured as Gross Internal Floor Area (GIA).
- Development of less than 100m<sup>2</sup> new build GIA that results in the creation of one or more dwellings.
- The conversion of a building that is no longer in lawful use.

13 Liability to pay CIL on qualifying developments applies whether development requires planning permission or is enabled through permitted development orders (General Permitted Development Order, Local Development Orders, Enterprise Zones)<sup>2</sup>

### **CIL exemptions**

14 CIL charges will not be levied on:

- Development that creates less than 100m<sup>2</sup> of new build floor space measured as GIA and does not result in the creation of one or more dwellings.
- Buildings into which people do not normally go, or only go to perform maintenance<sup>3</sup>.
- Buildings for which planning permission was granted for a limited period.
- Affordable housing, subject to an application by a landowner for CIL relief (CIL regulation 49).
- Development by charities for charitable purposes subject to an application by a charity landowner for CIL relief (CIL regulation 43).

15 A charging authority can choose to offer discretionary relief to a charity landowner where the greater part of the chargeable development will be held as an investment, from which the profits are applied for charitable purposes (CIL regulation 44).

16 It can also choose to offer exceptional circumstances relief (CIL regulation 55) on the basis of an unacceptable impact on the economic viability of a development, and where the exemption of a charitable institution from liability to pay CIL would constitute State aid (CIL regulation 45) and would otherwise be exempt from liability under regulation 43.

17 In Oxford City discretionary relief is not available under any of Regulations 44, 45 or 55.

### **Calculating the chargeable amount**

18 The City Council will calculate the amount of CIL chargeable in accordance with regulation 40 of the Community Infrastructure Levy Regulations 2010 (as amended by Regulations 2011). Refer to Annex 2 for an extract of this regulation.

19 The relevant rate (R) for each development type is shown in the Charging Schedule above and the Gross Internal Area (GIA) is measured and calculated in accordance with the Royal Institute of Chartered Surveyors (RICS) Code of Measuring Practice.

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<sup>2</sup> Regulations 5 and 9 of the Community Infrastructure Levy Regulations 2010

<sup>3</sup> Regulation 6 (2) of the Community Infrastructure Levy Regulations 2010

- 20 The chargeable amount will reflect inflation by being index linked to RICS' Building Cost Information Service 'All-in Tender Price Index'.

### **Netting off existing floor space**

- 21 In certain circumstances, where a development includes the demolition of an existing building, the existing Gross Internal Area (GIA) can be deducted from the proposed floorspace. These deductions in respect of demolition or change of use will only apply where the existing building has been in continuous lawful use<sup>4</sup> for at least six months in the 12 months prior to the development being permitted.
- 22 Oxford City Council may deem the Gross Internal Area (GIA) of a building to be zero where there is not sufficient information, or no information of sufficient quality, regarding the GIA of a building, or whether it is in lawful use.

### **Who assumes the CIL liability?**

- 23 Once planning permission is granted, CIL regulations encourage any party, (such as a developer submitting a planning application, or a landowner), to take liability to pay the CIL charge. CIL liability runs with the land. If no party assumes liability to pay before development commences, land owners will be liable to pay the levy.

### **When is CIL payment due?**

- 24 The trigger for a CIL payment is the commencement of development.
- 25 Oxford City Council is not proposing to offer payments in instalments, and the full CIL payment will be due within 60 days from the date development commences. This has been taken into account when testing the economic viability of development across Oxford to inform the Preliminary Draft CIL charge.

### **Payments in kind**

- 26 In circumstances where the liable party and Oxford City Council agree, payment of the levy may be made by transferring land to Oxford City Council. The agreement cannot form part of a planning obligation and must be entered into before the chargeable development is commenced<sup>5</sup>.

### **How will CIL be collected?**

- 27 Oxford City Council is the collecting authority for the purpose of Part 11 of the Planning Act 2008 and CIL Regulations 2010 (as amended by Regulations 2011).

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<sup>4</sup> 'For the purposes of this regulation a building is in use if a part of that building has been in use for a continuous period of at least six months within the period of 12 months ending on the day planning permission first permits the chargeable development' (Regulation 40(10) of the Community Infrastructure Levy Regulations 2010)

<sup>5</sup> Regulation 73 of the Community Infrastructure Levy Regulations 2010



- 28 When planning permission is granted, Oxford City Council will issue a liability notice setting out the amount payable, and the payment procedure.
- 29 In the case of development enabled through permitted development orders, the person(s) liable to pay will need to consider whether their proposed development is chargeable, and to issue Oxford City Council a notice of chargeable development.

### How will CIL be spent?

- 30 CIL revenue will be spent on the infrastructure needed to support development in Oxford. Once CIL is adopted, Oxford City Council will publish on its website a list of infrastructure projects or types of infrastructure to be wholly or partially funded by CIL. This list will be known as the Regulation 123 list.
- 31 Oxford City Council will publish annual reports showing, for each financial year:
- How much has been collected in CIL;
  - How much has been spent;
  - The infrastructure on which it has been spent;
  - Any amount used to repay borrowed money;
  - Amount of CIL retained at the end of the reported year.
- 32 CIL Regulations currently under review will allow for a proportion of CIL to be passed to Parish Councils and Neighbourhoods and considering whether making affordable housing a matter that can be funded through CIL. The City Council will amend the emerging CIL charging schedule in line with any such changes that may occur through new CIL Regulations once announced by the Government.

### Administration fee

- 33 Oxford City Council will use 5% of the CIL revenue to fund the administration costs of the Levy.

### Next steps

- 34 The Community Infrastructure Levy Charging Schedule will be prepared in line with the following broad timetable:

Consultation on Preliminary Draft Charging Schedule	29 <sup>th</sup> June 2012 - 10 <sup>th</sup> August 2012
Preparation of Draft Charging Schedule	July-October 2012
Consultation on Draft Charging Schedule	October 2012
Submission to Secretary of State	November – December 2012
Examination Hearing sessions	February – March 2013
Inspector's report	April-May 2013
Adoption	May 2013

## Annex 1- Guide to Use class Order definitions

The following list is based on the Government's guide to Use Classes as shown in their planning and building regulations online resource 'The Planning Portal'. It is not a definitive source of legal information.

- **A1 Shops** - Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices (but not sorting offices), pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes.
- **A2 Financial and professional services** - Financial services such as banks and building societies, professional services (other than health and medical services) including estate and employment agencies and betting offices.
- **A3 Restaurants and cafés** - For the sale of food and drink for consumption on the premises - restaurants, snack bars and cafes.
- **A4 Drinking establishments** - Public houses, wine bars or other drinking establishments (but not night clubs).
- **A5 Hot food takeaways** - For the sale of hot food for consumption off the premises.
- **B1 Business** - Offices (other than those that fall within A2), research and development of products and processes, light industry appropriate in a residential area.
- **B2 General industrial** - Use for industrial process other than one falling within class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste).
- **B8 Storage or distribution** - This class includes open air storage.
- **C1 Hotels** - Hotels, boarding and guest houses where no significant element of care is provided (excludes hostels).
- **C2 Residential institutions** - Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres.
- **C2A Secure Residential Institution** - Use for a provision of secure residential accommodation, including use as a prison, young offenders institution, detention centre, secure training centre, custody centre, short term holding centre, secure hospital, secure local authority accommodation or use as a military barracks.
- **C3 Dwellinghouses** - this class is formed of 3 parts:
  - C3(a) covers use by a single person or a family (a couple whether married or not, a person related to one another with members of the family of one of the couple to be treated as members of the family of the other), an employer and certain domestic employees (such as an au pair, nanny, nurse, governess, servant, chauffeur, gardener, secretary and personal assistant), a carer and the person receiving the care and a foster parent and foster child.
  - C3(b): up to six people living together as a single household and

receiving care e.g. supported housing schemes such as those for people with learning disabilities or mental health problems.

- C3(c) allows for groups of people, (up to six), living together as a single household. This allows for those groupings that do not fall within the C4 HMO definition, but which fell within the previous C3 use class, to be provided for i.e. a small religious community may fall into this section as could a homeowner who is living with a lodger.

- **C4 Houses in multiple occupation** - small shared dwelling houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom.
- 
- **D1 Non-residential institutions** - Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. Non residential education and training centres.
- **D2 Assembly and leisure** - Cinemas, music and concert halls, bingo and dance halls (but not night clubs), swimming baths, skating rinks, gymnasiums or area for indoor or outdoor sports and recreations (except for motor sports, or where firearms are used).
- **Sui Generis** - Certain uses do not fall within any use class and are considered 'sui generis'. Such uses include: theatres, houses in multiple occupation, hostels providing no significant element of care, scrap yards. Petrol filling stations and shops selling and/or displaying motor vehicles. Retail warehouse clubs, nightclubs, launderettes, taxi businesses, amusement centres and casinos.

**Source:** Planning Portal <http://www.planningportal.gov.uk>

**Annex 2- Regulation 40 of the Community Infrastructure Levy Regulations 2010 (as amended by Regulations 2011)**

**PART 5  
CHARGEABLE AMOUNT**

**Calculation of chargeable amount**

**40.**—(1) The collecting authority must calculate the amount of CIL payable (“chargeable amount”) in respect of a chargeable development in accordance with this regulation.

(2) The chargeable amount is an amount equal to the aggregate of the amounts of CIL chargeable at each of the relevant rates.

(3) But where that amount is less than £50 the chargeable amount is deemed to be zero.

(4) The relevant rates are the rates at which CIL is chargeable in respect of the chargeable development taken from the charging schedules which are in effect—

(a) at the time planning permission first permits the chargeable development; and

(b) in the area in which the chargeable development will be situated.

(5) The amount of CIL chargeable at a given relevant rate (R) must be calculated by applying the following formula—

$$\frac{R \times A \times I_P}{I_C}$$

where—

A = the deemed net area chargeable at rate R;

I<sub>P</sub> = the index figure for the year in which planning permission was granted; and

I<sub>C</sub> = the index figure for the year in which the charging schedule containing rate R took effect.

(6) The value of A in paragraph (5) must be calculated by applying the following formula—

$$\frac{C_R \times (C - E)}{C}$$

where—

C<sub>R</sub> = the gross internal area of the part of the chargeable development chargeable at rate R;

C = the gross internal area of the chargeable development; and

E = an amount equal to the aggregate of the gross internal areas of all buildings which—

(a) on the day planning permission first permits the chargeable development, are situated on the relevant land and in lawful use; and

(b) are to be demolished before completion of the chargeable development.

(7) The index referred to in paragraph (5) is the national All-in Tender Price Index published from time to time by the Building Cost Information Service of the Royal Institution of Chartered Surveyors(a); and the figure for a given year is the figure for 1st November of the preceding year.

(8) But in the event that the All-in Tender Price Index ceases to be published, the index referred to in paragraph (5) is the retail prices index; and the figure for a given year is the figure for November of the preceding year.

(9) Where the collecting authority does not have sufficient information, or information of

sufficient quality, to enable it to establish—

(a) the gross internal area of a building situated on the relevant land; or

(b) whether a building situated on the relevant land is in lawful use, the collecting authority may deem the gross internal area of the building to be zero.

(10) For the purposes of this regulation a building is in use if a part of that building has been in use for a continuous period of at least six months within the period of 12 months ending on the day planning permission first permits the chargeable development.

(11) In this regulation “building” does not include—

(a) a building into which people do not normally go;

(b) a building into which people go only intermittently for the purpose of maintaining or inspecting machinery; or

(c) a building for which planning permission was granted for a limited period.

### Annex 3- How to measure Gross Internal Area

Oxford City Council will use the Royal Institution of Chartered Surveyors (RICS)'s Code of Measuring Practice to measure or check the Gross Internal Area (GIA) of a development and calculate or confirm its relevant CIL rate. The guide below is based on RICS' Code of Measuring Practice (6<sup>th</sup> edition, with amendments), the full Code of Measuring Practice is available in RICS website at <http://www.rics.org>

GIA is the area of a building measured to the internal face of the perimeter walls at each floor level.

Including:

- Areas occupied by internal walls and partitions
- Columns, piers, chimney breasts, stairwells, lift-wells, other internal projections, vertical ducts, and the like
- Atria and entrance halls, with clear height above, measured at base level only
- Internal open-sided balconies, walkways, and the like
- Structural, raked or stepped floors are property to be treated as a level floor measured horizontally
- Horizontal floors, with permanent access, below structural, raked or stepped floors
- Corridors of a permanent essential nature (e.g. fire corridors, smoke lobbies)
- Mezzanine floor areas with permanent access
- Lift rooms, plant rooms, fuel stores, tank rooms which are housed in a covered structure of a permanent nature, whether or not above the main roof level
- Service accommodation such as toilets, toilet lobbies, bathrooms, showers, changing rooms, cleaners' rooms, and the like
- Projection rooms
- Voids over stairwells and lift shafts on upper floors
- Loading bays
- Areas with a headroom of less than 1.5m\*
- Pavement vaults
- Garages
- Conservatories

Excluding:

- Perimeter wall thicknesses and external projections
- External open-sided balconies, covered ways and fire escapes
- Canopies
- Voids over or under structural, raked or stepped floors
- Greenhouses, garden stores, fuel stores, and the like in residential

\* GIA is the basis of measurement in England and Wales for the rating of industrial buildings, warehouses, retail warehouses, department stores, variety stores, food superstores and many specialist classes valued by reference to building cost (areas with a headroom of less than 1.5m being excluded except under stairs) areas with a headroom of less than 1.5m being excluded except under stairs



## APPENDIX 2 – INFRASTRUCTURE EVIDENCE TABLE





## Infrastructure evidence table supporting Oxford's Preliminary Draft Charging Schedule June 2012

The table below illustrates the existing infrastructure funding gap to deliver the anticipated growth in the City indicated in the Core Strategy. Where possible, the table provides information on funding sources at the time of writing. At this stage, the table should not be taken as establishing which projects will be prioritised for CIL funding.

No.	Scheme Title	Scheme Description and what it will achieve	How scheme delivers growth	Cost estimate	Gap in funding	Funding Sources (secured and anticipated) and lead authority	Time-scale
1	<b>Frideswide Square and approaches improvements</b>	<p>Replacing current layout (traffic signals and short length of bus only road) with enhanced pedestrian environment and roads linking an arrangement of mini roundabouts</p> <p>Includes A420 Botley junction improvement</p> <p><b>Achieves:</b> Better conditions for cyclists and pedestrians, reduced congestion on a major bus corridor and enhanced public realm between the station, West End and city centre</p>	<p>Core Strategy (CS) Local Transport Plan (LTP)</p> <p>Supports Oxpens and West End developments</p> <p>Core Strategy Policy CS5, CS13 LTP objectives: 2, 3, 4, 5, 6, 7, 8, 9</p> <p>Supporting <b>A vibrant and Sustainable Economy</b></p>	£3.7m	Nil	<p>All funding secured for current project.</p> <p><b>Lead authority:</b> Oxfordshire County Council</p>	2011-16
2	<b>Oxford Retail Park junction improvements</b>	<p>Improvements to junction to be agreed.</p> <p><b>Achieves:</b> Reduced ring road congestion and improved ease and quality of access to and between Cowley/Blackbird Leys and other district centres.</p>	<p>Supports growth in Cowley/Blackbird Leys district area.</p> <p>CS Policy CS3, CS14, CS28</p> <p>Supporting <b>A vibrant and</b></p>	Unknown	Unknown	<p>Funding sources to be identified</p> <p><b>Lead authority:</b> Oxfordshire County Council/Oxford City Council</p>	2011-16

No.	Scheme Title	Scheme Description and what it will achieve	How scheme delivers growth Core Strategy (CS) Local Transport Plan (LTP)	Cost estimate	Gap in funding	Funding Sources (secured and anticipated) and lead authority	Time-scale
3	<b>Oxford Train Station improvement</b>	<p>This would include two additional through platforms bringing the total up to four.</p> <p>Comprehensive station infrastructure enhancement to reduce rail congestion and facilitate East West Rail + Evergreen 3 services.</p> <p><b>Achieves:</b> Enhanced public transport interchange and access to West End with facilities for cyclists and pedestrians.</p>	<p><b>Sustainable Economy</b></p> <p>Provides national access to Oxford to enable both employment and tourist growth</p> <p>Facilitates connectivity and access between other business centres within Oxfordshire (at Science Vale UK and Bicester)</p> <p>Core Strategy Policy: CS5, CS22, CS28, CS13, Cs14 LTP objectives: 2, 4, 5, 6, 7, 8</p> <p>Supporting <b>A vibrant and Sustainable Economy</b></p>	Unknown	Unknown	<p>Network Rail</p> <p><b>Lead authority:</b> Network rail Oxfordshire County Council</p>	2016-21
4.	Northern Approaches improvements - <b>A40-A44 link road</b>	<p>Link between A40 and A44 east of A34 through Northern Gateway site with extended A44 bus lane to Wolvercote Roundabout.</p> <p><b>Achieves:</b> Avoids more congestion at Peartree and Wolvercote junctions and on A40 and A44, including enhanced bus priority.</p>	<p>Supports Northern Gateway and housing growth in North Oxford.</p> <p>Core Strategy Policy: CS6, CS13</p> <p>LTP objectives: 2, 5, 6, 7</p> <p>Supporting <b>A vibrant and</b></p>	<p>£4.7m for link road</p> <p>£1.8m for bus lane</p>	<p>£4.7m for link road</p> <p>£1.8m for bus lane</p>	<p>S106 Developer contributions</p> <p><b>Lead authority:</b> Oxfordshire County Council and Highways Agency</p>	2011-16

No.	Scheme Title	Scheme Description and what it will achieve	How scheme delivers growth Core Strategy (CS) Local Transport Plan (LTP)	Cost estimate	Gap in funding	Funding Sources (secured and anticipated) and lead authority	Time-scale
			<b>Sustainable Economy</b>				
5.	Northern Approaches improvements - <b>Cutteslowe Roundabout</b>	Conversion of 4 way roundabout into signalised cross roads with possible restriction of some right turns, plus associated traffic calming in the area on routes where traffic might divert.  <b>Achieves:</b> Improved journey time reliability on both the N-S and E-W movements, which include key bus services which operate along this route.	Supports Northern Gateway, facilitates Eastern Arc employment and housing growth in Barton, Witney, Carterton and Bicester  Core Strategy Policy: CS6, CS7, CS13  LTP objectives: 2, 5, 6, 7  Supporting <b>A vibrant and Sustainable Economy</b>	£1.43m	£1.43m	City developments  <b>Lead authority:</b> Oxfordshire County Council	2011-16
6.	Northern Approaches improvements – <b>Wolvercote Roundabout</b>	Possible restricted access or closure of minor roads (Godstow Road and Five Mile Drive) where they meet roundabout, with associated traffic calming in the area on routes where traffic might divert.  <b>Achieves:</b> Improved journey time reliability on both the N-S and E-W movements, which include key bus services which operate along this route.	Supports Northern Gateway, facilitates Eastern Arc employment and housing growth in Barton Wolvercote, Witney, Carterton and Bicester  Core Strategy Policy: CS6, CS7, CS13  LTP objectives: 2, 5, 6, 7	£1.45	£1.45	City developments  <b>Lead authority:</b> Oxfordshire County Council	2011-16

No.	Scheme Title	Scheme Description and what it will achieve	How scheme delivers growth	Cost estimate	Gap in funding	Funding Sources (secured and anticipated) and lead authority	Time-scale
			Core Strategy (CS) Local Transport Plan (LTP) Supporting <b>A vibrant and Sustainable Economy</b>				
7.	West End and City Centre - Access and Improved Environment - <b>City Centre bus and coach re-routeing, new city centre bus interchange and upgraded Gloucester Green bus station</b>	Services from the north would terminate at Gloucester Green with access via Worcester Street and services from London and the south would terminate at a new central bus terminal integrated with the built environment. <b>Achieves:</b> Improved access to retail and other facilities in the city centre for bus passengers and improved pedestrian (and bus waiting) environment by removing buses from Queen Street, George Street and Magdalen Street. Reduced bus movements on other key streets e.g. Castle Street (where there would be bus stop and pedestrian improvements to cater for through services)	Supports Westgate and West End development and supports a thriving city centre for business – particularly retail and tourist trades  Core Strategy Policy: CS5, CS14  LTP objectives: 2, 5, 7, 8  Supporting <b>A vibrant and Sustainable Economy</b>	£13.4m	£13.4m	<b>Lead authority:</b> Oxfordshire County Council (in liaison with bus companies)	2016-21
8.	West End and City Centre - Access and Improved Environment - <b>Beckett Street extension/New Oxpens Road</b>	Road link into Oxpens site  <b>Achieves:</b> Provides essential access to the Oxpens site including links with the rest of the West End, without which this crucial development could not proceed.	Supports Westgate and West End development and supports a thriving city centre for business – particularly retail and tourist trades  Core Strategy Policy: CS5, CS13  LTP objectives: 2, 5, 7, 8	£2.5m	£2.5m	<b>Lead authority:</b> Oxfordshire County Council/Oxford City Council/BRRB	2016-21

No.	Scheme Title	Scheme Description and what it will achieve	How scheme delivers growth  Core Strategy (CS) Local Transport Plan (LTP)	Cost estimate	Gap in funding	Funding Sources (secured and anticipated) and lead authority	Time-scale
			Supporting <b>A vibrant and Sustainable Economy</b>				
9.	West End and City Centre - Access and Improved Environment - <b>Off-bus ticketing</b>	Provision of ticket sale terminals across the city  <b>Achieves:</b> Speed up buses and reduce operating costs by cutting long dwell times at busy bus stops (benefits across Oxford particularly in the centre where most people board)	Improves non-car access and supports growth throughout the city  Core Strategy Policy: CS5, CS14  LTP objectives: 2,4, 5, 8  Supporting <b>A vibrant and Sustainable Economy</b>	£1.5m	£1.48m	£20k secured from LSTF  Bus companies  <b>Lead authority:</b> Oxfordshire County Council (in liaison with bus companies)	2016-21
10.	West End and City Centre - Access and Improved Environment - <b>Improved environment for pedestrians and cyclists in city centre streets</b>	Improvements as for Transform Oxford work in streets including: Queen Street, St Giles, Magdalen Street, George Street and Broad Street  <b>Achieves:</b> Enhanced environment for the growing number of pedestrians, providing more space to reduce footway congestion, thus enhancing access to, and the environment of, the West End	Improves the attractiveness of the city and district centres for residents, employees, visitors and investors  Core Strategy Policy: CS5, CS13, CS14  LTP objectives: 2, 3, 4, 5, 6, 7, 9  Supporting <b>A vibrant and Sustainable Economy</b>	£12.7m	£12.7m	<b>Lead authority:</b> Oxfordshire County Council/Oxford City Council	2016-21

No.	Scheme Title	Scheme Description and what it will achieve	How scheme delivers growth  Core Strategy (CS) Local Transport Plan (LTP)	Cost estimate	Gap in funding	Funding Sources (secured and anticipated) and lead authority	Time-scale
11.	Creation of new links for pedestrians and cyclists in the West End	<b>Achieves:</b> Improved access and movement for pedestrians and cyclists.	Eases congestion and improves safety and flexible non-car access in and around central Oxford and supports West End development. This will help to enhance the environment including air quality, making the area more attractive to inward investment and business growth.  Core Strategy Policy: CS5, CS13, CS14  Supporting <b>A vibrant and Sustainable Economy</b>	£0.3m	£0.3m	Developers contributions  <b>Lead authority:</b> Oxfordshire County Council/Oxford City Council	2011-21
12.	West End and City Centre - Access and Improved Environment - <b>Improved city centre cycling environment with City Centre Cycle Hubs and Parking</b>	Including two-way cycling on one-way roads throughout the city centre plus better safety at The Plain.  Central facility - cycle parking, hire including baby buggy loans, repair facilities  <b>Achieves:</b> Improves access for cyclists and releases suppressed demand for cycling by addressing parking shortage	Eases congestion and improves safety and flexible non-car access in and around central Oxford and supports West End development, reducing suppressed demand for cycle trips. This will help to enhance the environment including air quality, making the area more attractive to inward investment and	£570k  £350k plus ongoing revenue costs	£550k  £340k	developer contribution (£18k already secured)  developer contribution (£10k already secured)	2011-16  2016-21

No.	Scheme Title	Scheme Description and what it will achieve	How scheme delivers growth	Cost estimate	Gap in funding	Funding Sources (secured and anticipated) and lead authority	Time-scale
			Core Strategy (CS) Local Transport Plan (LTP) business growth.  Core Strategy Policy: CS5, CS13, CS14  LTP objectives: 2, 4, 5, 6, 7, 9  Supporting <b>A vibrant and Sustainable Economy</b>			<b>Lead authority:</b> Oxfordshire County Council/Oxford City Council	
13.	West End and City Centre - Access and Improved Environment - <b>Improvement of junctions around central Oxford</b>	Junction improvements around central Oxford at: Speedwell St/St Aldates Longwall St/High St Parks Rd/South Parks Rd Walton St/Worcester St/Beaumont St  <b>Achieves:</b> Addresses congestion problems and improves safety for pedestrians and cyclists particularly around and between areas of development, linking new cycle bridges, the West End, the Science Area, and St Clements	Eases congestion on key routes in central Oxford and supports expansion of universities and associated research facilities  Core Strategy Policy: CS5, CS13, CS14  LTP objectives: 2, 4, 5, 6, 7, 9  Supporting <b>A vibrant and Sustainable Economy</b>	£807k	£807k	<b>Lead authority:</b> Oxfordshire County Council	2016-21
14.	West End and City Centre - Access and Improved Environment -	Possible closure to through traffic in Science Area but Supporting bus access. Shared space approach in Science Area and Little Clarendon Street	This will help to enhance the environment including air quality, improving the attractiveness of the city and	£1.1m	£1.03m	Possible (inner north Oxford) £70k developer contribution	2016-21



No.	Scheme Title	Scheme Description and what it will achieve	How scheme delivers growth	Cost estimate	Gap in funding	Funding Sources (secured and anticipated) and lead authority	Time-scale
	<b>Science Area and Little Clarendon Street traffic management</b>	<b>Achieves:</b> improves environment for cyclists and pedestrians.	Core Strategy (CS) Local Transport Plan (LTP) district centres for residents, employees, visitors and investors. Core Strategy Policy: CS5, CS13, CS14  LTP objectives: 3, 5, 7, 9  Supporting <b>A vibrant and Sustainable Economy</b>			<b>Lead authority:</b> Oxfordshire County Council	
15.	<b>Accessing Oxford P&amp;Rs - Redbridge Park &amp; Ride - Coach Park relocation, Expansion, bus priority and journey time reliability</b>	Relocation of coach parking to free up space at Oxpens.  Expansion of site to provide 500 additional spaces where facility will become over capacity as a result of growth, to encourage greater use & new services to Eastern Arc employment sites and cater for West End growth  <b>Achieves:</b> Encourages greater use of and new services to Eastern Arc employment sites and cater for West End growth	Supports sustainable, tourism based economic growth in city centre and West End, avoiding excess demand for park and ride – at present all spaces are filling early leading to congestion and/or cancelled trips. It also indirectly Supports housing growth outside Oxford which relies on city employment.  Core Strategy Policy: CS5, CS13, CS14  LTP objectives: 2, 3, 4, 5, 7, 8	£4.4m	£4.4m	Developments in City, South and Vale  <b>Lead authority:</b> Oxford City Council	2016-21

No.	Scheme Title	Scheme Description and what it will achieve	How scheme delivers growth	Cost estimate	Gap in funding	Funding Sources (secured and anticipated) and lead authority	Time-scale
			Core Strategy (CS) Local Transport Plan (LTP) Supporting <b>A vibrant and Sustainable Economy</b>				
16	Accessing Oxford P&Rs - <b>Peartree Park &amp; Ride improvements/relocation</b>	Expansion of site to provide new terminal and 500 additional spaces where facility will become over capacity as a result of growth.  <b>Achieves:</b> This will encourage greater use and provide new services to the Eastern Arc employment sites and cater for West End growth	Supports economic growth at Northern Gateway and in city centre, West End and Eastern Arc, avoiding excess demand for park and ride with all spaces filling early leading to congestion and/or cancelled trips. It also indirectly Supports housing growth outside Oxford which relies on city employment.  Core Strategy Policy: CS6, CS5, CS13, CS14  LTP objectives: 2, 4, 5, 7, 8  Supporting <b>A vibrant and Sustainable Economy</b>	£3.6m	£3.17m	£430k developer contribution  <b>Lead authority:</b> Oxfordshire County Council	2016-21
17.	Wireless Oxford	Provide High Speed Wireless (mobile) connectivity across Oxford.	Improving communications infrastructure will support growth in the local economy	Unknown	Unknown	Urban Broadband Fund - Department for Culture, Media	2011-16

No.	Scheme Title	Scheme Description and what it will achieve	How scheme delivers growth	Cost estimate	Gap in funding	Funding Sources (secured and anticipated) and lead authority	Time-scale
			Core Strategy (CS) Local Transport Plan (LTP)  and improve services in Oxford.  Core Strategy Policy: CS16, CS20, CS27  <b>Supporting A vibrant and Sustainable Economy</b>			and Sport CIL  <b>Lead authority:</b> Oxford City Council	
18.	Improved facilities at Park & Rides: Peartree and Sea Court	Provision of public toilets at P&Rs  <b>Achieves:</b> Improves attractiveness of P&Rs helping to promote their use and ease city-wide movement	Improved facilities to support use of Park & Rides and help growth of city centre.  Core Strategy Policy: CS1, CS6, CS5, CS13, CS14  <b>Supporting A vibrant and Sustainable Economy</b>	£0.25m	£0.25m	<b>Lead authority:</b> Oxford City Council	2011-21
19.	Construction of Coach pickup and drop off point in city centre	<b>Achieves:</b> Helps free up space at Oxpens and ease movement in the West End and City centre network	Supports sustainable, tourism based economic growth in city centre and West End.  Core Strategy Policy: CS5, CS13, CS14  <b>Supporting A vibrant and Sustainable Economy</b>	£0.3m	£0.3m	Developers contributions Bus companies  <b>Lead authority:</b> Oxford County Council & Oxford City Council	2011-21

No.	Scheme Title	Scheme Description and what it will achieve	How scheme delivers growth  Core Strategy (CS) Local Transport Plan (LTP)	Cost estimate	Gap in funding	Funding Sources (secured and anticipated) and lead authority	Time-scale
20.	Extension of bus priority route - along Oxpens Road (Thames St. & Hollybush Row) to serve West end Area.	<b>Achieves:</b> Improvements to the public transport and street network	Supports Westgate and West End development and supports a thriving city centre.  Core Strategy Policy: CS5, CS14  Supporting <b>A vibrant and Sustainable Economy</b>	£1.7m	£1.7m	Developers contributions Transport funds CIF <b>Lead authority:</b> Oxfordshire County Council	2011-21
21.	Introduction of car club to serve the residents of the West End	<b>Achieves:</b> Supports sustainable travel by providing a greener alternative to car ownership in the West End.	Supports Westgate and West End development and supports a thriving city centre.  Core Strategy Policy: CS5, CS14  Supporting <b>A vibrant and Sustainable Economy</b>	£50k	£50k	Developers contributions Car club company  <b>Lead authority:</b> Oxford City Council	2011-21
22.	Oxpens Square - creation of a new civic space in the heart of the West End	<b>Achieves:</b> Improved public realm with a network of public spaces which encourage cultural and street activity.	This will help to enhance the environment, improving the attractiveness of the West End for residents, employees, visitors and investors. Core Strategy Policy: CS5, CS13  Supporting <b>A vibrant and</b>	£1.25m	£0.9375m	106 Developers contributions Arts funds  <b>Lead authority:</b> Oxford City Council	2011-21

No.	Scheme Title	Scheme Description and what it will achieve	How scheme delivers growth  Core Strategy (CS) Local Transport Plan (LTP)	Cost estimate	Gap in funding	Funding Sources (secured and anticipated) and lead authority	Time-scale
23.	Public realm improvements (materials, furniture etc.) in 26 streets within West End	<b>Achieves:</b> Improved public realm. More attractive spaces through materials and furniture which improve how places feel and function. Supporting Oxford City's Public Realm Strategy.	<b>Sustainable Economy</b>  This will help to enhance the environment, improving the attractiveness of the West End for residents, employees, visitors and investors. Core Strategy Policy: CS5, CS13  <b>Supporting A vibrant and Sustainable Economy</b>	£14.5m	£7.25m	106 Developers contributions  <b>Lead authority:</b> Oxford City Council	2011-16
24.	Gloucester Green - improvements to the public space (new landscaping etc.)	<b>Achieves:</b> Improved public realm with a network of public spaces which encourage cultural and street activity.	This will help to enhance the environment, improving the attractiveness of the West End for residents, employees, visitors and investors. Core Strategy Policy: CS5, CS13  <b>Supporting A vibrant and Sustainable Economy</b>	£1.66m	£1.66m	Development of cinema site  <b>Lead authority:</b> Oxford City Council	2011-21
25.	Blackbird Leys (BBL) infrastructure	Provision of physical infrastructure to support redevelopment and housing re-provision schemes in north and central BBL.  <b>Achieves:</b> Helps build balanced and sustainable communities	Supports growth and provision of necessary infrastructure in BBL, including retail at BBL, Grenoble Road and Science Park.	£12m	£12m	<b>Lead authority:</b> Oxford City Council	2016-26

No.	Scheme Title	Scheme Description and what it will achieve	How scheme delivers growth	Cost estimate	Gap in funding	Funding Sources (secured and anticipated) and lead authority	Time-scale
			Core Strategy (CS) Local Transport Plan (LTP)				
			Core Strategy Policy: CS3, CS17				
			Supporting <b>Meeting housing needs</b>				
26.	Primary Health Care Provision - <b>New health centre in the West End</b> (GP)	Scheme to replace the three Beaumont Street surgeries <b>Achieves:</b> Provides primary healthcare to western central Oxford residents in a modern purpose built facility.	Supports development in the West End Core Strategy Policy: CS15, CS5	£5m	Nil	<b>Lead authority:</b> Oxfordshire Primary Care Trust	2011-16
			Supporting <b>Strong and active communities</b>				
27.	Primary Health Care Provision - <b>New health centre, Wolvercote</b> (GP)	<b>Achieves:</b> Provides primary healthcare to Wolvercote and environs in a modern purpose built facility. Existing premises opened in 1945 and are now barely adequate.	Supports development in north Oxford	£1m	Nil	<b>Lead authority:</b> Oxfordshire Primary Care Trust Planning gain funding from local developments.	2011-16
			Core Strategy Policy: CS15, CS8				
28.	Primary Health Care Provision - <b>Replacement health centre, Summertown</b> (GP)	<b>Achieves:</b> Provides primary healthcare to Summertown area. Current practice works from a converted house with its obvious access problems.	Supports development in north Oxford	Unknown	Unknown	Planning gain funding from local developments.  <b>Lead authority:</b> Oxfordshire Primary Care Trust	2011-16
			Core Strategy Policy: CS15, CS8				
29.	Primary schools growth - <b>New community hub including a 1.5FE</b>	<b>Achieves:</b> Increased provision of education facilities helping create a skilled workforce.	Supports development in Barton	£7.214m (excluding land)	£7.214m	<b>Lead authority:</b> Oxfordshire County Council	TBC
			Core Strategy Policy: CS16,				

No.	Scheme Title	Scheme Description and what it will achieve	How scheme delivers growth  Core Strategy (CS) Local Transport Plan (LTP)	Cost estimate	Gap in funding	Funding Sources (secured and anticipated) and lead authority	Time-scale
	<b>School serving Barton</b>	A focal point and resource for the local community	CS7				
30.	Primary schools growth - <b>New 1FE school serving Blackbird Leys</b>	<b>Achieves:</b> Increased provision of education facilities helping create a skilled workforce.	Supports development in Blackbird Leys area  Core Strategy Policy: CS15, CS3	£5.369m (excluding land)	£5.369m	<b>Lead authority:</b> Oxfordshire County Council	TBC
31.	Primary schools growth - <b>New 1FE school serving West End</b>	<b>Achieves:</b> Increased provision of education facilities helping create a skilled workforce.	Supports development in West End and catchment in West side of the City.  Core Strategy Policy: CS15, CS5	£5.369m (excluding land)	£5.369m	<b>Lead authority:</b> Oxfordshire County Council	TBC
32.	Primary schools growth - <b>New 1FE school serving N.Oxford/Summertown</b>	<b>Achieves:</b> Increased provision of education facilities helping create a skilled workforce.	Supports development in North Oxford. Linked to potential growth at Northern Gateway and/or Summertown Strategic site and other incremental development in the catchment area.  Core Strategy Policy: CS15, CS8	£5.369m (excluding land)	£5.369m	<b>Lead authority:</b> Oxfordshire County Council	TBC
33.	Primary schools growth - <b>Extensions to existing primary schools</b>	<b>Achieves:</b> Increased provision of education facilities helping create a skilled workforce.	Supports Core Strategy growth and linked to potential growth at Northern Gateway and/or Summertown Strategic site and other incremental development in the catchment area.	TBC	TBC	<b>Lead authority:</b> Oxfordshire County Council	TBC

No.	Scheme Title	Scheme Description and what it will achieve	How scheme delivers growth Core Strategy (CS) Local Transport Plan (LTP)	Cost estimate	Gap in funding	Funding Sources (secured and anticipated) and lead authority	Time-scale
			Core Strategy Policy: CS16, CS22				
34.	Secondary Schools growth - <b>Extensions to existing secondary schools at Cheney, Cherwell, Peers School and Oxford Spires</b>	<b>Achieves:</b> Increased provision of education facilities helping create a skilled workforce.	Supports Core Strategy growth and linked to potential growth at Northern Gateway and/or Summertown Strategic site and other incremental development in the catchment area.  Core Strategy Policy: CS16, CS22	TBC	TBC	<b>Lead authority:</b> Oxfordshire County Council	TBC
35.	Special Educational Needs – <b>Extensions to existing schools</b>	<b>Achieves:</b> Increased provision of education facilities and a skilled workforce.	Supports Core Strategy growth.  Core Strategy Policy: CS16, CS22	TBC	TBC	<b>Lead authority:</b> Oxfordshire County Council	TBC
36.	6th Form – <b>Extensions to existing schools</b>	<b>Achieves:</b> Increased provision of education facilities and a skilled workforce.	Supports Core Strategy growth.  Core Strategy Policy: CS16, CS22	TBC	TBC	<b>Lead authority:</b> Oxfordshire County Council	TBC
37.	<b>Increased facilities for adult learning at Headington and Cowley</b>	<b>Achieves:</b> Adult Learning classes increase literacy and numeracy skills, thereby increasing the skills of the local workforce. The wider Adult Learning classes contribute to increasing the skills of the community,	Increasing all skill sets, subject to demand for classes.  Core Strategy Policy: CS20,	£0.16m	£0.16m	<b>Lead authority:</b> Oxfordshire County Council	TBC



No.	Scheme Title	Scheme Description and what it will achieve	How scheme delivers growth  Core Strategy (CS) Local Transport Plan (LTP)	Cost estimate	Gap in funding	Funding Sources (secured and anticipated) and lead authority	Time-scale
		thereby providing an improved, skilled workforce	CS3				
38.	Libraries capacity and improvements- <b>Improve capacity and accessibility of Westgate library</b>	<b>Achieves:</b> A focus for communities providing opportunities for increasing literacy levels and an enthusiasm for reading/learning. This will lead to improved levels of education and a skilled workforce that is able to contribute to the economy. Libraries, as a community centre, are also able to offer support and advice to local users, thereby increasing knowledge. They also provide a key portal to ICT for some to access knowledge and employment opportunities.	Existing infrastructure to support housing growth. Increasing literacy skills. Increasing selfhelp.  Core Strategy Policy: CS20, CS5 Supporting <b>Strong and active communities</b>	£3.87m	£3.87m	<b>Lead authority:</b> Oxfordshire County Council	TBC
39.	Libraries capacity and improvements - <b>Remodelling of existing library at Cowley</b>		Existing infrastructure to support housing growth. Increasing literacy skills. Increasing selfhelp.  Core Strategy Policy: CS20, CS3 Supporting <b>Strong and active communities</b>	£0.15m	£0.15m	<b>Lead authority:</b> Oxfordshire County Council	TBC
40.	Libraries capacity and improvements - <b>Remodelling of existing library at Headington</b>		Existing infrastructure to support housing growth. Increasing literacy skills. Increasing selfhelp.  Core Strategy Policy: CS20, CS4	£0.25m	£0.25m	<b>Lead authority:</b> Oxfordshire County Council	TBC

No.	Scheme Title	Scheme Description and what it will achieve	How scheme delivers growth  Core Strategy (CS) Local Transport Plan (LTP)	Cost estimate	Gap in funding	Funding Sources (secured and anticipated) and lead authority	Time-scale
			Supporting <b>Strong and active communities</b>				
41.	% for Art	<p>A means to integrate the work of artists into planned development of public space.</p> <p><b>Achieves:</b> Provides a cultural asset which enhances the quality of development and enlivens the local environment in which the development stands.</p>	<p>Foster culture and the arts, sustaining and growing the creative economy and encouraging more creative industries to move to the city. Encourage the development of artists and crafts people. Enhance and enliven the local environment, and support Regeneration.</p> <p>Core Strategy Policy: CS3, CS5, CS6, CS7, CS8, CS20, CS22</p> <p>Local Plan Policy: CP14 Supporting <b>Strong and active communities</b></p>	Unknown	Unknown	<b>Lead authority:</b> Oxfordshire City Council	TBC
42.	Rose Hill multifunctional community facility	<b>Achieves:</b> Increases access to community activities and therefore supports social inclusion, cultural diversity, and a high quality of life in Rose Hill	<p>Supports regeneration in Rose Hill</p> <p>Core Strategy Policy: CS20, CS3 Supporting <b>Strong and active communities</b></p>	£4m	£2m	Developer contributions <b>Lead authority:</b> Oxford City Council	2011-16

No.	Scheme Title	Scheme Description and what it will achieve	How scheme delivers growth	Cost estimate	Gap in funding	Funding Sources (secured and anticipated) and lead authority	Time-scale
			Core Strategy (CS) Local Transport Plan (LTP)				
43.	Barton Community Hub	Multiuse facility as part of the community use of the new school at Barton. <b>Achieves:</b> Increases access to community activities and therefore supports social inclusion, cultural diversity, and a high quality of life in Barton	Supports new development in Barton  Core Strategy Policy: CS20, CS7 Supporting <b>Strong and active communities</b>			Developer contributions <b>Lead authority:</b> Oxford City Council	2011-16
44.	Cowley Community Centre	<b>Achieves:</b> Increases access to community activities and therefore supports social inclusion, cultural diversity, and a high quality of life in Cowley	Supports growth in Cowley area  Core Strategy Policy: CS20 Supporting <b>Strong and active communities</b>	TBC	Nil	Current project is fully funded <b>Lead authority:</b> Oxford City Council	2011-16
45.	Northway Community Centre	<b>Achieves:</b> Increases access to community activities and therefore supports social inclusion, cultural diversity, and a high quality of life in Northway	Supports regeneration in Northway Core Strategy Policy: CS20 Supporting <b>Strong and active communities</b>	TBC	Nil	Current project is fully funded <b>Lead authority:</b> Oxford City Council	2011-16
46.	Donnington/Florence Park Community Hub	<b>Achieves:</b> Increases access to community activities and therefore supports social inclusion, cultural diversity and a high quality of life in Donnington	Core Strategy Policy: CS20 Supporting <b>Strong and active communities</b>	TBC	TBC	Developer contributions <b>Lead authority:</b> Oxford City Council	2011-16
47.	East Oxford Community Centre	<b>Achieves:</b> Increases access to community activities and therefore supports social inclusion, cultural diversity, and a high quality of life in East Oxford	Supports growth in East Oxford  Core Strategy Policy: CS20 Supporting <b>Strong and active communities</b>	TBC	TBC	Developer contributions <b>Lead authority:</b> Oxford City Council	2011-16

No.	Scheme Title	Scheme Description and what it will achieve	How scheme delivers growth	Cost estimate	Gap in funding	Funding Sources (secured and anticipated) and lead authority	Time-scale
48.	Blackbird Leys/Greater Leys Community Centre	<b>Achieves:</b> Increases access to community activities and therefore supports social inclusion, cultural diversity, and a high quality of life in the Blackbird Leys and Greater Leys area	Core Strategy (CS) Local Transport Plan (LTP) Supports regeneration and development in the Blackbird Leys/Greater Leys area.  Core Strategy Policy: CS20, CS3 Supporting <b>Strong and active communities</b>	TBC	TBC	Developer contributions <b>Lead authority:</b> Oxford City Council	2011-16
49.	Headington Community Centre		Supports new development in Headington  Core Strategy Policy: CS20 Supporting <b>Strong and active communities</b>	£3m	£3m	Developer contributions <b>Lead authority:</b> Oxford City Council	2011-16
50.	Jericho Community Centre	New community centre to replace non DDA compliant existing centre - increase in range of community activities offered  <b>Achieves:</b> Increased access to community activities and therefore supports social inclusion, cultural diversity and a high quality of life in Jericho	Supports growth in Jericho  Core Strategy Policy: CS20, Supporting <b>Strong and active communities</b>	£3m	£2.8m	Jericho Community Association/JLHT  <b>Lead authority:</b> Oxford City Council, Jericho Community Association/JLHT	2011-16
51.	Positive Futures Programme	Programme has been expanded to engage with young people City wide. Support required to help deliver new accredited services in existing centres	Supports strong and active communities and sustains social inclusion	£0.40m	£0.15m	Oxford City Council revenue funding  <b>Lead authority:</b> Oxford City Council	2011-16

No.	Scheme Title	Scheme Description and what it will achieve	How scheme delivers growth	Cost estimate	Gap in funding	Funding Sources (secured and anticipated) and lead authority	Time-scale
			Core Strategy (CS) Local Transport Plan (LTP)				
52.	Access to employment and training support	Provides support for disadvantaged people in communities to sustain access to training and employment. Job clubs and employment support delivered from existing centres in regeneration areas.  <b>Achieves:</b> Improves access to training and social cohesion in regeneration areas where worklessness is an issue.	Supports access to education and sustains social cohesion  Core Strategy Policy: CS3, S16, CS23  Supporting <b>Strong and active communities</b>	£0.10m	£0.10m	<b>Lead authority:</b> Oxford City Council/ Job Centre Plus/ Oxfordshire Skills Council	2011-16
53.	Crime reduction schemes in hotspot areas	Schemes to address community priorities on crime and antisocial behaviour through the Neighbourhood Action Groups  <b>Achieves:</b> Promotes social inclusion and an improved quality of life	Supports strong and active communities and sustains social inclusion  Core Strategy Policy: CS19, CS22, CS28  Supporting <b>Strong and active communities</b>	£0.15m	£0.15m	<b>Lead authority:</b> Oxford City Council	2011-16
54.	Brookes University CCTV scheme	Schemes to address community priorities on crime and antisocial behaviour	Supports Core Strategy Growth by helping to create environments which are and	£60k	£60k	S106 Developers contributions <b>Lead authority:</b>	2011-16

No.	Scheme Title	Scheme Description and what it will achieve	How scheme delivers growth	Cost estimate	Gap in funding	Funding Sources (secured and anticipated) and lead authority	Time-scale
		<b>Achieves:</b> Promotes social inclusion and an improved quality of life	Core Strategy (CS) Local Transport Plan (LTP)  feel safe.  Core Strategy Policy: CS19, CS22, CS28  Supporting <b>Strong and active communities</b>			Oxford City Council	
55.	Combined Older People Day Centre and Learning Disabilities Day Centre in the West of the City	Provision of an additional Older People's Day Centre in the West of the City integrated within a new Extra Care Housing development  <b>Achieves:</b> Provision of Resource centres concentrating on preventative care. Also includes Adult Learning classes/IT skills, so contribution to working population by the elderly. Also leads to active minds and therefore less health problems.	Increased demand for places at Resource centres as increasing, ageing population. Supporting long term sustainability of communities to support 'attraction' of the area and thereby desire to invest  Core Strategy Policy: CS20, CS16 Supporting <b>Strong and active communities</b>	£0.85m	£0.81m	S106 Developers contributions  <b>Lead authority:</b> Oxford County Council	TBC
56.	Expansion to three existing Early Intervention Centres	No increase in centres, but use of community facilities to offer services. Increased floor area of community facilities built to serve the growth in population through storage facilities and equipment - 15m <sup>2</sup> at three centres <b>Achieves:</b> Addresses problems/issues early on in an attempt to avoid later issues. Should enable increased engagement of	Supporting long term sustainability of communities to support 'attraction' of the area through giving youth activity and avoiding unsociable behaviour and thereby desire to invest  Core Strategy Policy: CS20	£0.175m	£0.175m	<b>Lead authority:</b> Oxford County Council	TBC

No.	Scheme Title	Scheme Description and what it will achieve	How scheme delivers growth	Cost estimate	Gap in funding	Funding Sources (secured and anticipated) and lead authority	Time-scale
		youth in the school/workplace, create more stable home environments etc	Supporting <b>Strong and active communities</b>				
57.	Expansion to three existing Early Years Centres	Increased floor area of community facilities built to serve the growth in population through storage, facilities and equipment - 8m2 at three centres <b>Achieves:</b> Improves parents abilities to return to work and will offer advice on increasing workplace skills etc	Supporting long term sustainability of communities to support 'attraction' of the area through giving support to families and thereby desire to invest  Core Strategy Policy: CS20 Supporting <b>Strong and active communities</b>	£0.1m	£0.1m	<b>Lead authority:</b> Oxford County Council	TBC
58.	Expansion to three existing Children's Centres	Increased floor area of community facilities built to serve the growth in population through storage, office facilities and equipment - 30m2 at three centres <b>Achieves:</b> Improves parents abilities to return to work and will offer advice on increasing workplace skills etc	Supporting long term sustainability of communities to support 'attraction' of the area through giving support to families and thereby desire to invest  Core Strategy Policy: CS20 Supporting <b>Strong and active communities</b>	£0.35m	£0.35m	<b>Lead authority:</b> Oxford County Council	TBC
59.	New and improved public open spaces (Blackbird Leys/Grater Leys)	<b>Achieves:</b> Sports, health and community benefits	Investment to meet demand of growth and enable regeneration in Blackbird Leys Core Strategy Policy: CS21, CS3 Supporting <b>Strong and active communities</b>	£0.5m	£0.5m	'Post Play Project'  <b>Lead authority:</b> Oxford City Council	TBC

No.	Scheme Title	Scheme Description and what it will achieve	How scheme delivers growth	Cost estimate	Gap in funding	Funding Sources (secured and anticipated) and lead authority	Time-scale
			Core Strategy (CS) Local Transport Plan (LTP)				
60.	Improvements to Leisure Centre (Blackbird Leys/Grater Leys)	<b>Achieves:</b> Sports, health and community benefits	Investment to meet demand of growth and enable regeneration in Blackbird Leys Core Strategy Policy: CS21, CS3 Supporting <b>Strong and active communities</b>	£0.2m	£0.2m	Sport England  <b>Lead authority:</b> Oxford City Council	
61.	Multi-use games areas sites (street sport)	Achieves: Sports, health and community benefits, ensures that City's MUGAS are of a suitable quality for user needs	Investment to meet demand of growth Core Strategy Policy: CS21 Supporting <b>Strong and active communities</b>	£0.50m	£0.25m	<b>Lead authority:</b> Oxford City Council	2011-16
62.	Outdoor Gym and trails	<b>Achieves:</b> Sports, health and community benefits	Investment to meet demand of growth Core Strategy Policy: CS21 Supporting <b>Strong and active communities</b>	£0.6m	£0.6m	PCT WREN  <b>Lead authority:</b> Oxford City Council	2011-16
63.	Improvements to playing pitches and Artificial Grass Pitches in line with recommendations in Playing Pitch Strategy	<b>Achieves:</b> Sports, health and community benefits, ensures playing pitches are of a suitable quality for user needs	Investment to meet demand of growth Core Strategy Policy: CS21 Supporting <b>Strong and active communities</b>	£0.2m	£0.2m	Sport England National Governing Bodies for Sport  <b>Lead authority:</b> Oxford City Council	2011-16
64.	Tennis Courts	<b>Achieves:</b> Sports, health and community benefits, ensures tennis facilities are of a suitable quality for user needs	Investment to meet demand of growth Core Strategy Policy: CS21 Supporting <b>Strong and active communities</b>	£0.5m	£0.25m	<b>Lead authority:</b> Oxford City Council	2011-16



No.	Scheme Title	Scheme Description and what it will achieve	How scheme delivers growth	Cost estimate	Gap in funding	Funding Sources (secured and anticipated) and lead authority	Time-scale
			Core Strategy (CS) Local Transport Plan (LTP)				
65.	Blackbird Leys Swimming Pool	<b>Achieves:</b> Sports, health and community benefits, ensures swimming facilities are of a suitable quality for user needs	Investment to meet demand of growth and enable regeneraiton in Blackbird Leys Core Strategy Policy: CS21, CS3 Supporting <b>Strong and active communities</b>	£7m	nil	<b>Lead authority:</b> Oxford City Council in partnership with Fusion Leisure Developers contributions	2011-2011-16
66.	City Council Sport Pavilions	<b>Achieves:</b> Sports, health and community benefits, ensures our sports pavilions of a suitable quality for user needs	Investment to meet demand of growth Core Strategy Policy: CS21 Supporting <b>Strong and active communities</b>	£2.3m	£1.4m	Oxford City Council, Football Foundation, Sport England  <b>Lead authority:</b> Oxford City Council	2011-16
67.	Extension to linear park - Barton	<b>Achieves:</b> Provides accessible open spaces to contribute to healthy communities and successful urban environments.	Supports develoment in Barton Core Strategy Policy: CS21, CS7 Supporting <b>Strong and active communities</b>	£0.5m	£0.5m	Developers contributions  <b>Lead authority:</b> Oxford City Council	2011-21
68.	Relocation of Sports Pitches and Pavilion	<b>Achieves:</b> Sports, health and community benefits, ensures our sports pavilions and pitches of a suitable quality for user needs	Barton Core Strategy Policy: CS21, CS7 Supporting <b>Strong and active communities</b>	£0.5m	£0.5m	Developers contributions <b>Lead authority:</b> Oxford City Council	2011-21
69.	Horspath Athletics Track and Sports Ground	<b>Achieves:</b> Sports, health and community benefits	Investment to meet demand of growth Core Strategy Policy: CS21 Supporting <b>Strong and active communities</b>			Sport England NGB <b>Lead authority:</b> Oxford City Council	2011-21

No.	Scheme Title	Scheme Description and what it will achieve	How scheme delivers growth	Cost estimate	Gap in funding	Funding Sources (secured and anticipated) and lead authority	Time-scale
			Core Strategy (CS) Local Transport Plan (LTP)				
70.	Barton Recreation Ground - Improvements to meet ground grading requirements of Hellenic League	<b>Achieves:</b> Sports, health and community benefits, ensures our sports grounds are of a suitable quality for user needs	Investment to meet demand of growth Core Strategy Policy: CS21, CS7 Supporting <b>Strong and active communities</b>	£0.3m	£0.3m	Football Foundation  <b>Lead authority:</b> Oxford City Council	2011-21
71.	Grey Water recycling (within Parks and associated buildings)	<b>Achieves:</b> Sports, health and community benefits, ensures our sports grounds are of a suitable quality for user needs	Investment to meet demand of growth Core Strategy Policy: CS21 Supporting <b>Strong and active communities</b>	£0.6m	£0.6m	<b>Lead authority:</b> Oxford City Council	2011-21
72.	Improvements to kiosks within Parks	<b>Achieves:</b> Community benefits, ensuring our parks are of a suitable quality for users needs.	Investment to meet demand of growth Core Strategy Policy: CS21 Supporting <b>Strong and active communities</b>	£0.3	£0.3	<b>Lead authority:</b> Oxford City Council	2011-21
73.	Provision of open space, play, and amenity spaces in the West End	<b>Achieves:</b> Provides accessible open spaces to contribute to healthy communities and successful urban environments.	Supports West End development Core Strategy Policy: CS21, CS5, CS12 Supporting <b>Strong and active communities</b>	£0.5m	£0.5m	S106 Developer contributions, other open space funds	2011-16
74.	Improvements to and better access to green spaces (River Thames/Castle Mill Stream corridor)	<b>Achieves:</b> Provides accessible open spaces to contribute to healthy communities and successful urban environments.	Supports West End development Core Strategy Policy: CS21, CS5 Supporting <b>Strong and active communities</b>	£0.5m	£0.25m	S106 Developer contributions, other biodiversity/open space funds	2011-16
75.	New Emergency	Relocation and consequent enhancement	Investment to meet demand	Unknown	Unknown		2016-21

No.	Scheme Title	Scheme Description and what it will achieve	How scheme delivers growth	Cost estimate	Gap in funding	Funding Sources (secured and anticipated) and lead authority	Time-scale
	Services at Northern Gateway	of services of central fire station to the northern gateway and creation of single appliance fire station within the centre <b>Achieves:</b> Delivers required response time to save lives and protect infrastructure	Core Strategy (CS) Local Transport Plan (LTP) of growth Core Strategy Policy: CS20, CS6 Supporting <b>Strong and active communities</b>			<b>Lead authority:</b> Fire Service/Oxford City Council	
76.	New cemetery	Provision of burial space to the east of the City (outside City boundary). <b>Achieves:</b> Increased local burial space	Provide for need of new burial space from City Growth  Core Strategy Policy: CS20, CS6 Supporting <b>Strong and active communities</b>	£1m	nil	Current project is fully funded  <b>Lead authority:</b> Oxford City Council	2011-16
77.	<b>Jackdaw Lane</b> Pedestrian Cycle Bridges	Quality (but not landmark) bridges across River Thames for cyclists and pedestrians at Jackdaw Lane and Oxpens <b>Achieves:</b> Access to West End and city centre from east	Eases congestion and improves safety and flexible non-car access on key corridors in and around central Oxford and supports West End development  Core Strategy Policy: CS6, CS14, CS20  LTP objectives: 2, 3, 4, 5, 6, 7, 9  Supporting <b>A cleaner, greener Oxford</b>	£4.65m	£4.65m	<b>Lead authority:</b> Oxfordshire County Council & Oxford City Council	2016-21
	<b>Oxpens</b> Pedestrian	Quality (but not landmark) bridges across	Eases congestion and	£4.65m	£4.65m		2016-21

No.	Scheme Title	Scheme Description and what it will achieve	How scheme delivers growth  Core Strategy (CS) Local Transport Plan (LTP)	Cost estimate	Gap in funding	Funding Sources (secured and anticipated) and lead authority	Time-scale
	and Cycle Bridges	River Thames for cyclists and pedestrians at Jackdaw Lane and Oxpens <b>Achieves:</b> Access from West and South plus access from West End and wider city centre to green space (Oxpens)	improves safety and flexible non-car access on key corridors in and around central Oxford and supports West End development  Core Strategy Policy: CS6, CS14, CS20  LTP objectives: 2, 3, 4, 5, 6, 7, 9  Supporting <b>A cleaner, greener Oxford</b>			<b>Lead authority:</b> Oxfordshire County Council & Oxford City Council	
78.	Improvement of inner orbital (mainly B4495) junctions	Abingdon Rd, Weirs Lane; Donnington Bridge Rd, Iffley Rd; Rose Hill, Church Cowley Rd; Between Towns Rd, Oxford Rd; Oxford Rd, Hollow Way Horspath Driftway, Slade, Hollow Way; Headley Way, JRH Marston Rd, Marsh Lane; Marsh Lane, A40; Marston Ferry Rd, Banbury Rd; Moreton Rd, Woodstock Road. <b>Achieves:</b> Addresses congestion problems and improves safety for pedestrians and cyclists particularly around and between areas of development with improvements for public transport.	Eases congestion on a key route in the Eastern Arc and supports expansion of hospitals, universities, associated research facilities and growth in the Northern Gateway, Headington and Barton  Core Strategy Policy: CS6, CS7, CS27, CS30  LTP objectives: 2, 3, 4, 5, 6, 7, 9  Supporting <b>A cleaner,</b>	8.25m	£8m	Development within the City Horspath Driftway, Slade, Hollow Way £180k ped/cyc/junc improvements  Marston Ferry Rd, Banbury Rd £15k  <b>Lead authority:</b>	2016-26

No.	Scheme Title	Scheme Description and what it will achieve	How scheme delivers growth	Cost estimate	Gap in funding	Funding Sources (secured and anticipated) and lead authority	Time-scale
			Core Strategy (CS) Local Transport Plan (LTP) <b>greener Oxford</b>				
79.	St Clement's Street and London Place: improved environment for buses, pedestrians and cyclists	Improved public realm with wider footways plus half bays at bus stops, arranged to facilitate interchange between services on different corridors  <b>Achieves:</b> Improves bus interchange and non-car access along this key corridor linking city centre with Thornhill Park & Ride with Headington hospitals, Brookes (employment growth) and Barton (housing growth)	Eases congestion on a key route in the Eastern Arc and supports expansion of hospitals, universities, associated research facilities and growth in the city centre, Headington and Barton  Core Strategy Policy: CS6, CS7, CS27, CS29, CS30  LTP objectives: 2, 3, 4, 5, 6, 7, 8, 9  Supporting <b>A cleaner, greener Oxford</b>	£3.3m	£3.3m	<b>Lead authority:</b> Oxfordshire County Council/Oxford City	2016-21
80.	Cowley Centre: improved environment for buses, pedestrians and cyclists	Improved public realm with possible wider footways and crossings along Between Towns Road and short length of Barns Road. Relocation of bus stops closer to shops, facilitating easier interchange.  <b>Achieves:</b> Improves bus interchange and conditions for cyclists and pedestrians, enhancing access to and environment of primary district centre (Core Strategy)	Improve the attractiveness of this key district centre for shoppers and retail investors  Core Strategy Policy: CS3, CS14  LTP objectives: 3, 5, 7, 9  Supporting <b>A cleaner, greener Oxford</b>	£5.2m	£5.17m approx	developer contribution  £26,000 from S106 developers contributions  <b>Lead authority:</b> Oxfordshire County Council/Oxford City Council	2016-21
81.	Orbital and radial	High quality cycle routes, mainly off-road	Eases congestion and	£9.75m	£9.3m	S106 Developer	2011-21

No.	Scheme Title	Scheme Description and what it will achieve	How scheme delivers growth  Core Strategy (CS) Local Transport Plan (LTP)	Cost estimate	Gap in funding	Funding Sources (secured and anticipated) and lead authority	Time-scale
	cycle routes	<p>and on quiet roads, with a high level of priority at junctions including the following links:</p> <ul style="list-style-type: none"> <li>• Redbridge - Churchill Hospital</li> <li>• Rose Hill –Summertown</li> <li>• Inner East Oxford – Churchill Hospital</li> <li>• Blackbird Leys – Donnington Bridge Road</li> <li>• Thornhill Park and Ride – city centre</li> </ul> <p><b>Achieves:</b> Better non-car access particularly within the Eastern Arc and between Eastern Arc, West End and city centre, linking residential areas with employment and other facilities.</p>	<p>improves flexible non-car access on a key radial and orbital corridors in the Eastern Arc and supports expansion of hospitals, universities, associated research facilities and growth in the Northern Gateway, Headington and Barton, city centre and West End.</p> <p>Core Strategy Policy: CS6, CS7, CS27, CS29, CS30</p> <p>LTP objectives: 2, 3, 4, 5, 6, 7, 9</p> <p>Supporting <b>A cleaner, greener Oxford</b></p>			<p>contributions:</p> <p>£0.435m from 10 S106s developers contributions</p> <p><b>Lead authority:</b> Oxfordshire County Council/Oxford City Council</p>	
82.	Barton urban extension transport schemes	<p>New A40 junction and a possible pedestrian cycle bridge and/or toucan crossings.</p> <p><b>Achieves:</b> Provides essential access to new housing development from and across A40, without which this, crucial development could not proceed, aggravating the city's housing shortage.</p>	<p>Supports growth at Barton.</p> <p>Core Strategy Policy: CS7</p> <p>LTP objectives: 2, 3, 4, 5, 6, 7, 9</p> <p>Supporting <b>A cleaner, greener Oxford</b></p>	£1.3m	£1.3m	<p><b>Lead authority:</b> Oxfordshire County Council/Oxford City Council</p>	2011-16

No.	Scheme Title	Scheme Description and what it will achieve	How scheme delivers growth  Core Strategy (CS) Local Transport Plan (LTP)	Cost estimate	Gap in funding	Funding Sources (secured and anticipated) and lead authority	Time-scale
83.	Major works to city roads in appropriate locations	<b>Achieves:</b> Ensures that city roads have the capacity to sustain increased use, and helps safe traffic movements in the City.	Supports Core Strategy growth across the City.  Core Strategy Policy: CS14, CS22, CS28  Supporting <b>A cleaner, greener Oxford</b>	TBC	TBC	<b>Lead authority:</b> Oxford City Council	Ongoing
84.	Parking management (Controlled Parking Zones)	Controlled parking zones in Cowley, Temple Cowley, East Oxford, Wood Farm, Lye Valley, Barton, Sandhills, Risinghurst, inner Botley, Cutteslowe. Also car-free/low-car housing and workplace car parking reductions.  <b>Achieves:</b> Supports sustainable low car employment and residential growth in built up areas to reduce congestion and protect essential parking for local residents and businesses.	These measures will make otherwise unacceptable developments possible in densely built up congested areas  Core Strategy Policy: CS14  LTP objectives: 2, 5, 6, 7  Supporting <b>A cleaner, greener Oxford</b>	£1.05m	£0.85m	Developer contributions:  £0.107 from S106s  <b>Lead authority:</b> Oxfordshire County Council	2011-21
85.	Eastern Arc Rapid Transit	Assumes a single 3.5 metre wide busway alongside the northern and eastern bypasses from Peartree junction to BMW then along the freight railway (with rail use continuing) to Heyford Hill continuing along the Southern Bypass to Kennington	Eases congestion and improves non-car access on a key corridor in the Eastern Arc and supports expansion of hospitals, universities, associated research facilities	£206m	£206m	<b>Lead authority:</b>	2021-26

No.	Scheme Title	Scheme Description and what it will achieve	How scheme delivers growth  Core Strategy (CS) Local Transport Plan (LTP)	Cost estimate	Gap in funding	Funding Sources (secured and anticipated) and lead authority	Time-scale
		<p>roundabout. Seven stations and priority across Green Road roundabout.</p> <p><b>Achieves:</b> Step change in orbital public transport linking employment growth and housing at Northern Gateway, Barton, Headington, Blackbird Leys, Cowley, and Littlemore (including Water Eaton and Redbridge P&amp;R sites) and with wider public transport network, walking and cycling routes, to prevent ring road gridlock.</p>	<p>and growth in the Northern Gateway, Headington and Barton</p> <p>Core Strategy Policy: CS6, CS7, CS27, CS29, CS30</p> <p>LTP objectives: 2, 4, 5, 6, 7, 8</p> <p>Supporting <b>A cleaner, greener Oxford</b></p>				
86.	Hinksey Hill interchange upgrade	<p>A34 northbound and southbound exit slip roads avoiding roundabout.</p> <p><b>Achieves:</b> More reliable A34 journey times, lower risk of accidents from queuing back onto A34 main line, improved access to Redbridge P&amp;R and business parks in East Oxford</p>	<p>Supports growth within the city and wider region by reducing congestion on A34.</p> <p>Core Strategy Policy: CS14</p> <p>LTP objectives: 2, 5, 6, 7</p> <p>Supporting A cleaner, greener Oxford</p>	£11.8m	£11.8m	<p>Highways Agency?</p> <p><b>Lead authority:</b></p>	2016-21
87.	<p>Kennington interchange improvement</p> <p>Phases 1&amp;2</p>	<p>Southbound on-slip avoider lane. (Phase1)</p> <p>A34 northbound and southbound exit slip roads avoiding roundabout. (Phase 2)</p>	<p>Supports growth within the city and wider region by avoiding severe congestion at this critical junction and on the A34. Without it development</p>	£311.7m	unknown	<p><b>Lead authority:</b> Oxfordshire County Council</p>	<p>2011-16</p> <p>2016-21</p>



No.	Scheme Title	Scheme Description and what it will achieve	How scheme delivers growth  Core Strategy (CS) Local Transport Plan (LTP)	Cost estimate	Gap in funding	Funding Sources (secured and anticipated) and lead authority	Time-scale
		<p><b>Achieves:</b> More reliable A34 journey times, lower risk of accidents from queuing back onto A34 main line, improved access to Redbridge P&amp;R and business parks in East Oxford.</p>	<p>in Oxford and the growth arc will be suppressed as the area will increasingly be perceived as a congestion hot spot. It also indirectly Supports housing growth south of Oxford which relies on city employment</p> <p>Core Strategy Policy: CS14</p> <p>LTP objectives: 2, 5, 6, 7</p> <p>Supporting <b>A cleaner, greener Oxford</b></p>				
88.	Littlemore Roundabout improvement	<p>Removal or rephasing of Littlemore Roundabout signals.</p> <p><b>Achieves:</b> Reduced delays on Eastern Bypass and Iffley Road</p>	<p>Enable the proposed employment growth within the Eastern Arc and housing growth at Barton.</p> <p>Core Strategy Policy: CS14</p> <p>LTP objectives: 2, 5, 6, 7</p> <p>Supporting <b>A cleaner, greener Oxford</b></p>	£99k	£44k	<p>Developer contributions:  £55k from S106s</p> <p><b>Lead authority:</b></p>	2016-21

No.	Scheme Title	Scheme Description and what it will achieve	How scheme delivers growth	Cost estimate	Gap in funding	Funding Sources (secured and anticipated) and lead authority	Time-scale
89.	City wide Low Emission Zone	<p>Only low emission buses and goods vehicles permitted, supported by city centre bus rerouteing and freight consolidation scheme.</p> <p><b>Achieves:</b> Reduced nitrogen oxide emissions from buses and goods vehicles</p>	<p>Improves the attractiveness of the city and district centres for residents, employees, visitors and investors</p> <p>Core Strategy Policy: CS14</p> <p>LTP objectives: 5,7,9</p> <p>Supporting <b>A cleaner, greener Oxford</b></p>	£1m	£1m	<p><b>Lead authority:</b> Oxfordshire County Council</p>	2011-16
90.	Low Carbon Scheme Infrastructure	<p><b>Achieves:</b> Reduces carbon emissions across Oxford.</p>	<p>Supports reduction of carbon emissions from City's growth.</p> <p>Core Strategy Policy: CS9, CS22, CS28</p> <p>Supporting <b>A cleaner, greener Oxford</b></p>	Unknown	Unknown	<p><b>Lead authority:</b> Oxford City Council</p>	
91.	West End District Heating System	<p>A community energy scheme providing sustainable energy. Linking developments to an area wide combined heating, cooling, and electricity network.</p> <p><b>Achieves:</b> Reduces carbon emissions across Oxford.</p>	<p>Providing sustainable energy to support new growth in the West End.</p> <p>Core Strategy Policy: CS5, CS9, CS22, CS28 West End AAP Policy: WE13</p>	£0.3m	£0.3m	<p><b>Lead authority:</b> Oxford City Council (in liaison with an energy services company)</p>	2011-21

No.	Scheme Title	Scheme Description and what it will achieve	How scheme delivers growth	Cost estimate	Gap in funding	Funding Sources (secured and anticipated) and lead authority	Time-scale
			Core Strategy (CS) Local Transport Plan (LTP)				
92.	Adaptation/enhancement of the Redbridge recycling facility	Adaptation / enhancement of the Redbridge recycling facility. <b>Achieves:</b> Increased kerbside collection by the Districts to encourage recycling and education around waste management.	Reduce landfill and therefore pressure on sites for this purpose. Investment to meet demand of growth.  Core Strategy Policy: CS10  Supporting <b>A cleaner, greener Oxford</b>	£0.25m	£0.25m	<b>Lead authority:</b> Oxfordshire County Council	TBC
93.	New Kidlington Recycling Facility (Oxford % of costs)	It would deliver a proportion of the cost of the new Kidlington Facility. <b>Achieves:</b> Increased kerbside collection by the Districts to encourage recycling and education around waste management.	Reduce landfill and therefore pressure on sites for this purpose. Investment to meet demand of growth.  Core Strategy Policy: CS10  Supporting <b>A cleaner, greener Oxford</b>	£0.75m	£0.75m	<b>Lead authority:</b> Oxfordshire County Council	TBC
94.	Oxford Flood Defence Measures	<b>Achieves:</b> Reduced flood risk to properties in Oxford		Unknown	Unknown	<b>Lead authority:</b> Environment Agency	TBC
95.	Trill Mill Culvert - Ancient watercourse (i)	Increase capacity to use as a flood relief route. <b>Achieves:</b> Help reduce flood risk in Oxford and restores an historic water course.	Increases City's capacity to mitigate future flood events  Core Strategy Policy: CS5, CS11	Unknown	Unknown	<b>Lead authority:</b> Oxfordshire County Council/Environment Agency/Oxford	2011-21

No.	Scheme Title	Scheme Description and what it will achieve	How scheme delivers growth  Core Strategy (CS) Local Transport Plan (LTP)	Cost estimate	Gap in funding	Funding Sources (secured and anticipated) and lead authority	Time-scale
			Supporting <b>A cleaner, greener Oxford</b>			City Council	
96.	Trill Mill Culvert - Ancient watercourse.(ii)	Service diversions and other reinstatement works restore full flood flow capacity.  <b>Achieves:</b> Helps to reduce flood risk in Oxford and restores an historic water course.	Increases City's capacity to mitigate future flood events  Core Strategy Policy:CS5, CS11  Supporting <b>A cleaner, greener Oxford</b>	£1.6m	£1.6m	Developers contributions  <b>Lead authority:</b> Oxfordshire County Council/Environment Agency/Oxford City Council	2011-16
97	Improvements to the open space/biodiversity areas of Oxpens field and River Thames bankside	<b>Achieves:</b> Accessible open spaces to contribute to healthy communities and successful urban environments	Supports West End growth  Core Strategy Policy: CS21, CS5 Supporting <b>Strong and active communities</b>  Supporting <b>A cleaner, greener Oxford</b>			S106 Developer contributions  <b>Lead authority:</b> Oxford City Council	2016-26
98	Dry Access Infrastructure	Public realm projects which when combined with careful design of development sites in the West End will secure an access route from the West End sites to the remainder of the city centre in the event of a 1 in 200 year flood.  <b>Achieves:</b> secure dry access to sites in	Supports West End growth  Core Strategy Policy: CS5, CS11 Supporting <b>Strong and active communities</b>	Unknown	Unknown	<b>Lead authority:</b> Oxford City Council/Environment Agency	2011-21

No.	Scheme Title	Scheme Description and what it will achieve	How scheme delivers growth	Cost estimate	Gap in funding	Funding Sources (secured and anticipated) and lead authority	Time-scale
		times of flooding.	Supporting <b>A cleaner, greener Oxford</b>				
99	Upstream flood storage (Northway and New Marston) Community Centre & Court Place Farm.	<p>Construction of two surface water holding areas. One at the Northway Centre playing field and the second at Court Place Farm Park. There are 279 residential properties at significant risk of flooding. Create 0.3 hectares of new water-dependant habitat.</p> <p><b>Achieves:</b> Help reduce flood risk in Oxford and restores an- historic water course.</p>	<p>Not addressing the issue of flood risk to the existing properties will cause blight in the area, and risk not being able to deliver the City's three Northway partnership housing schemes. In may also impact upon the Barton strategic development.</p> <p>Increases City's capacity to address flood risk</p> <p>Core Strategy Policy:CS7, CS11</p> <p>Supporting <b>A cleaner, greener Oxford</b></p>	£1.9m	£600k	<p>FDGiA grant.</p> <p><b>Lead authority:</b> Oxford City Council</p>	2011-16

**APPENDIX 3 - Summary of maximum CIL rates by other local authorities**



Local Authority	Max Residential Rate (£/m2)	Max Retail Rate (£/m2)	Max Commercial Rate (£/m2)	Max Leisure Rate (£/m2)	Other Rates £/m2
<b>Adopted CIL charges</b>					
Newark and Sherwood	£75	£125	£20	£0	All other development: £0
Shropshire	£80	All other development: 0			
Huntingdonshire	£85	£100	£0	£85	Health: £140 Hotels: £60 All other development: £85
Portsmouth	£105	£53	£0	£53	Hotels: £53 Residential institutions: £53 All other development: £105
Redbridge*	£105 (£70 Redbridge CIL + £ London Mayor's CIL) for all development types				
<b>Emerging CIL rates</b>					
Thurrock	£38	£150	£25	£0	All other development: £0
Plymouth	£50	£100	£0	£0	Other A use - £30
Bassetlaw	£55	£125	£15	All other development: £0	
Preston/South Ribble/Chorley	£70	£160	£10	£10	Retail W'house £40 Non residential institutions: £0 All other development: £10
Bristol City	£70	£120	£0	£50	Student: £100 Non residential institutions: £0 All other development: £50
Exeter	£80	£240	£0	£0	Student: £40 All other development: £0



Local Authority	Max Residential Rate (£/m2)	Max Retail Rate (£/m2)	Max Commercial Rate (£/m2)	Max Leisure Rate (£/m2)	Other Rates £/m2)
Sutton*	£80	£80	£80		
East Cambridgeshire	£90	£120	All other development: £0		
Torbay	£100	£300	All other development: £0		
Lewisham*	£100	£80	£0	£80	All other development: £80
Southampton	£105	£90	£10	£10	All other development: £0
<b>Oxford</b>	<b>£100</b>	<b>£100</b>	<b>All other development: £20</b>		
Havant	£105	£84	All other development: £0		
Mid Devon	£113	£250	All other development: £0		
Broadland, Norwich and South Norfolk	£115	£135	£5	£5	
Colchester	£120	£240	All other development: £0		
Croydon*	£120	£120	£0	£120	Institutions: £0 All other development: £120
Elmbridge	£125	£125	All other development: £0		
Barnet*	£ 135 for all development types				
Wycombe	£150	£200	All other development: £0		
Poole	£150	£200	All other development: £0		
Brent*	£200	£80 office only	£40	£5	Student: £300 All other development: £0
Merton*	£385	£100	All other development: £0		
Wandsworth*	£575	£100	£100	£0	

\* Exclude the London Mayor's CIL rate which adds a £20-£50 CIL charge per square metre in addition to each London Borough CIL rate.

## APPENDIX 3 – CIL RISK ASSESSMENT REGISTER

No.	Risk Description Link to Corporate Obj	Gross Risk		Cause of Risk	Mitigation	Net Risk		Further Management of Risk: Transfer/Accept/Reduce/Avoid		Monitoring Effectiveness				Current Risk	
		I	P			I	P	Action: Action Owner:	Outcome required: Milestone Date:	Q 1	Q 2	Q 3	Q 4	I	P
					Mitigating Control: Level of Effectiveness: (HML)			Action: Action Owner:	Outcome required: Milestone Date:	Q 1 ☹	Q 2 ☹	Q 3 ☹	Q 4 ☹		
67	Successful challenge at independent examination by the development industry that the CIL charges are set too high	3	2	Lack of robust economic viability data	<p><b>Mitigating control:</b> Commissioning of further viability testing if relevant issues are identified through the Preliminary draft consultation.</p> <p>Close working relationship with Corporate Assets which provide support and advise on land valuations to ensure information provided by consultants truly reflects local market</p> <p>Working with development industry as part of individual meetings with bodies such as HBF</p> <p>Preparing Stakeholders workshop as part of Preliminary Draft consultation to identify areas of consensus and disagreements early in the process.</p> <p><b>Level of Effectiveness: M</b></p>	3	1	<p><b>Action:</b> The Head of City Development to agree the commissioning of further supplementary evidence in accordance to CIL developers brief March 2012 <b>Action Owner:</b> Maria Garcia <b>Mitigating Control:</b> In event that the evidence is robustly challenged, revise CIL timetable to allow a re-draft. <b>Control owner:</b> Michael Crofton-Briggs</p>	<p><b>Outcome required:</b> All representations analysed and main issues identified to make decision on amendments needed to the Charging Schedule.</p> <p><b>Milestone Date:</b> 24<sup>th</sup> August 2012</p>						

No.	Risk Description Link to Corporate Obj	Gross Risk		Cause of Risk	Mitigation	Net Risk		Further Management of Risk: Transfer/Accept/Reduce/Avoid		Monitoring Effectiveness				Current Risk	
		I	P			I	P	Action: Action Owner:	Outcome required: Milestone Date:	Q 1	Q 2	Q 3	Q 4	I	P
					Mitigating Control: Level of Effectiveness: (HML)			Action: Action Owner:  Mitigating Control: Control Owner:	Outcome required: Milestone Date:	Q 1 ☹	Q 2 ☹	Q 3 ☹	Q 4 ☹		
68	From April 2014, S106 substantially scaled back. Not implementing CIL would result on a significant reduction in the level of developer contributions secured in future years.	3	3	Lack of robust evidence on infrastructure and/or economic viability  There is no time within the current CIL timeframe to allow for any eventualities.	<b>Mitigating control:</b> Scope the review of Planning Obligations and Affordable Housing SPD in the context of the emerging CIL to maximise remaining opportunities allowed for by the scaled back S106 regime. This will not provide effective mitigation for not having implemented CIL. <b>Level of Effectiveness: L</b>  <b>Mitigation control:</b> Provision of staff resources. Policy team may be able to release resources as the Barton AAP and Sites and Housing DPDs examinations near their end. <b>Level of Effectiveness: M</b>	3	2	<b>Action:</b> The Head of City Development in consultation with Executive Board Member to allow for SPD reviews on Affordable Housing and Planning Obligations  <b>Action Owner:</b> Maria Garcia  <b>Mitigating Control:</b> Help S106 officer on review of SPDs  <b>Control owner:</b> Michael Crofton-Briggs <b>Action:</b> The Head of City Development to make necessary decisions on priorities for the Policy Team's work <b>Action Owner:</b> Maria Garcia  <b>Mitigating Control:</b> Distribution of tasks at key project milestones such as consultation stages.	<b>Outcome required:</b> Successful Implementation of CIL by Summer 2013 <b>Milestone Date:</b> Adoption of CIL by Spring 2013.						



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