

Oxford City Council

Oxford Infrastructure Delivery Plan

Regulation 19 Report | November 2025

Contents

| | |
|--|----|
| 1. Introduction..... | 3 |
| 2. Policy Context | 4 |
| 3. Funding and Delivery..... | 9 |
| 4. Key Drivers of Change | 14 |
| 5. Approach to Growth in Oxford..... | 17 |
| 6. Approach and Methodology | 20 |
| 7. Conclusions by Infrastructure Theme..... | 22 |
| Transport | 22 |
| Education | 28 |
| Healthcare..... | 29 |
| Green Infrastructure..... | 31 |
| Community Facilities | 32 |
| Utilities | 34 |
| 8. Infrastructure Delivery Schedule | 37 |
| 9. Infrastructure Delivery Schedule 2045 | 40 |
| Appendix 1 – Further information | 50 |

1. Introduction

The role of the Infrastructure Delivery Plan

- 1.1 Infrastructure delivery and funding is complex. Establishing a reliable, concise and flexible Infrastructure Delivery Plan (IDP) is therefore important in ensuring that investment decisions are based on a sound understanding of infrastructure needs, maximising the return to the public. Having an up-to-date IDP in place offers greater certainty to service providers, funders and developers about how infrastructure will be delivered, enabling growth and encouraging investment.
- 1.2 The Local Plan covers the period from 2025 to 2045. It is clear in recognising the importance of identifying infrastructure needs and providing methods for funding and delivery. The preparation of the Local Plan is supported by this IDP, which identifies a number of infrastructure needs and schemes to help meet those needs.
- 1.3 IDPs should be treated as ‘live documents’ which provide a snapshot at a point in time. As such, they should be updated regularly as development proposals and other circumstances in the city change. This version of the IDP has been produced to support the Local Plan 2045 Regulation 19 Document, often referred to as the “Proposed Submission” version of the Plan.

2. Policy Context

Introduction

2.1 This policy context review is not exhaustive. It merely provides a flavour of some of the key policies, frameworks and organisations at the national and the local/ regional level which play an important role in infrastructure delivery and planning.

National Context

The National Planning Policy Framework (NPPF)

2.2 At the time of writing, the most recent version of the NPPF was published in December 2024. The NPPF sets out that local planning authorities should prepare robust and evidence-based Local Plans that seek to deliver sustainable development. In fact, infrastructure provision has been integrated within the overarching economic objective for sustainable development. As part of the statutory requirement to produce a Local Plan, national policy places particular emphasis on local planning authorities to plan for the delivery of infrastructure to support future growth.

2.3 The Infrastructure Delivery Plan (IDP) is therefore an important part of the evidence base required to support local plans. One of the purposes of the IDP is to demonstrate that the infrastructure requirements necessary to support the level of housing and employment growth proposed can be delivered.

2.4 IDPs also provide details of the level of funding required, highlight potential funding sources, and outline foreseeable funding challenges. IDPs are a key tool for local authorities when negotiating developer contributions through S106 agreements, or to help evidence the for charging under the Community Infrastructure Levey (CIL)

2.5 Paragraph 16 of the NPPF states that plans should be positively prepared, in a way which is aspirational but deliverable, while contributing to the achievement of sustainable development. Specifically, the NPPF considers that while strategic policies (paragraph 20) should set out the overall strategy for the pattern, scale and design quality of places and make sufficient provision for infrastructure including transport and community facilities, non-strategic policies (paragraph 29) also play an important role regarding infrastructure provision.

2.6 The NPPF considers planning policies should seek to address that lack of infrastructure as a potential barrier to economic growth and investment and highlights the importance of working with neighbouring authorities to develop cross-boundary infrastructure.

2.7 Paragraph 35 states:

Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan.

Planning Practice Guidance (PPG)

2.8 The Planning Practice Guidance (PPG) on Plan-Making ([paragraph 059, reference 61-059-20190315](#)) explains the role and function of a Local Plan in delivering infrastructure. It sets out that the Local Plan should identify what infrastructure is required and how it can be funded and brought forward.

2.9 At an early stage in the plan making process, discussion with infrastructure and service providers should be undertaken to collaboratively identify infrastructure deficits and requirements, and opportunities for addressing them. In doing so, local planning authorities should:

- Assess the quality and capacity of infrastructure, and its ability to meet forecast demands. Policies should set out how identified deficiencies will be addressed; and
- Take account of strategic infrastructure, including nationally significant infrastructure, within these areas.

2.10 The PPG also provides that local authorities should ensure that the combined total impact of requests for developer contributions towards infrastructure, and development plan policies more generally, should not threaten the deliverability of the plan. With regards to CIL, the PPG ([paragraph 001 Reference ID 25-001-20190901](#)) states that:

The Community Infrastructure Levy (the 'levy') is a charge which can be levied by local authorities on new development in their area. It is an important tool for local authorities to use to help them deliver the infrastructure needed to support development in their area.

Levelling Up and Regeneration Act (2023)

2.11 The Levelling Up and Regeneration Act will strengthen infrastructure delivery, enabling a more strategic and unified approach to infrastructure planning and delivery and allowing planning authorities to plan for infrastructure that is required to support growth and demonstrate the deliverability of their plan.

Planning and Infrastructure Bill

2.12 According to the [Guide to the Planning and Infrastructure Bill](#), this piece of legislation is central to the government's plan to get Britain building again and deliver economic growth by speeding up and streamlining the delivery of new homes and critical infrastructure.

2.13 The Planning and Infrastructure Bill includes measures to speed up the delivery of 1.5 million homes and major infrastructure projects, reform the consenting process for Nationally Significant Infrastructure Projects (NSIPs), and proposes to introduce new tools for local planning authorities to help unlock growth.

Local and Regional Context

Oxford Cambridge Growth Corridor

2.14 Originally announced in January 2025, the delivery of the Oxford Cambridge Growth Corridor is predicted to boost the UK economy by up to £78 billion by 2035. More recently in October 2025, this has been supplemented by funding commitments to support key transformational infrastructure projects including the re-opening of the Cowley Branch Line to passenger services and the publication of an Investment Prospectus (October 2025).

Oxfordshire Infrastructure Strategy

2.15 Now in its third iteration, the production of the most recent version of this important strategy is well underway. With a focus on strategic infrastructure, it is anticipated that update to the Oxfordshire Infrastructure Strategy (OxIS) will once again provide useful support for infrastructure funding and delivery.

Oxfordshire County Council

2.16 Oxfordshire County Council is the upper-tier local authority covering Oxford City, Cherwell, South Oxfordshire, Vale of White Horse and West Oxfordshire districts. In this role the County Council is responsible for planning for minerals and waste, as

well as the delivery of education, transport, waste disposal, and community services such as social care and libraries.

2.17 The remaining infrastructure types included within the IDP are the responsibility of service providers and the City Council. The County Council produces a wide range of policy documents for each of its service areas.

Oxford Local Plan

2.18 Oxford City Council is producing a new Local Plan up to 2045. The Local Plan recognizes the importance of identifying and delivering appropriate infrastructure and community facilities to support the amount of development proposed.

2.19 In addition, the Local Plan acknowledges that the funding of infrastructure is crucial and must be delivered in a timely manner to support development. The Local Plan sets out that where development creates a need for new or improved infrastructure, contributions will be sought to make the development in planning terms.

Infrastructure Funding Statement

2.20 The Infrastructure Funding Statement (IFS) is a factual report which summarises the amount of developer contributions obtained, allocated and spent in the previous financial year.

2.21 This annual reporting requirement was introduced as part of the CIL regulations in 2019, with the objective of increasing transparency around how developer contributions are spent on infrastructure.

2.22 As required by the regulations, the contents of this report are divided into three key sections for the previous financial year:

- Information on CIL contributions
- Information on Section 106 Contributions
- Items of infrastructure that CIL is spent on in the next five years (according to the Council's Capital Programme at the end of the previous financial year).

2.23 The Oxford IFS is a live document and should be considered alongside the IDP and used for the Local Plan to inform future funding priorities. As an indication of key areas of expenditure.

2.24 The 2024/25 IFS noted that projects funded through a CIL contribution included:

- Blackbird Leys Regeneration;
- City-wide Cycling Improvements;
- East Oxford Community Centre;
- Oxford North Developer works.

2.25 In addition to this, 15% of CIL receipts can be passed directly to Parish Councils, or 25% in areas covered by a Neighbourhood Plan, to fund locally identified infrastructure. CIL contributions were provided for various organisations including:

- Blackbird Leys Parish Council
- Littlemore Parish Council
- Littlemore Parish Council
- Blackbird Leys Parish Council

3. Funding and Delivery

- 3.1 This IDP seeks to assess what infrastructure is required to meet growth identified in the Oxford Local Plan 2045, when these infrastructure interventions are required, and how much they will cost.
- 3.2 There are many sources of funding available for the provision of infrastructure. This section provides an overview of these funding sources to support the delivery of the required infrastructure to support the Plan.

Developer Contributions

- 3.3 Developer contributions assist in mitigating the impact of development, by providing funding or other non-monetary commitments (e.g., affordable housing provision) to make impacts acceptable in planning terms.
- 3.4 Developers may be asked to provide contributions for infrastructure in several ways. This may be through Community Infrastructure Levy (CIL) charges, Section 106 agreements with the local planning authority, and Section 278 agreements with the local highway authority for highway-related infrastructure works.
- 3.5 The previous Local Plan 2036 and its supporting IDP were prepared under the CIL (Amendment) Regulations 2014, which restricted the ‘pooling’ of separate Section 106 planning obligations. These restrictions meant that authorities were unable to combine more than five obligations to pay for a single piece of infrastructure.
- 3.6 This restriction was lifted as a result of the CIL (Amendment) Regulations 2019, meaning there is now more flexibility in terms of infrastructure which is able to be funded by Section 106 and CIL.

Community Infrastructure Levy

- 3.7 Oxford City Council is a Community Infrastructure Levy (CIL) Charging Authority. The Council’s CIL Charging Schedule was adopted in 2013, since which time developers have been charged a fixed rate for each square metre (sqm) of new internal floor area that is created.
- 3.8 The CIL charging schedule is based upon studies of development viability within the city, with higher charges (£172.28 per sqm as of January 2025) for uses such as

residential and retail, and lower charges (£34.45 per sqm as of January 2025) for uses such as general industry and leisure.

- 3.9 In July 2025, the City Council formally adopted a revised CIL Charging Schedule, which came into force on 15 August 2025. The partial review focused on increasing CIL Rates for Office and R&D uses, which are now charged at the higher rate set out in the previous paragraph.
- 3.10 The City Council's Infrastructure Funding Statement (IFS) sets out the amount of CIL money process by the Council during each financial year. The 2024/25 IFS sets out that:
 - £5.14million of CIL demand notices were issued to developers;
 - £4.95million of CIL was received from developers; and
 - £9.15million of CIL was spent during the year on projects including East Oxford Community Centre, Blackbird Leys Regeneration, Oxford North Developer works and City-Wide Cycling Improvements.
- 3.11 The IFS also sets out the schemes on which collected CIL monies will be spent – the Council currently holds just over £14.9 million of allocated CIL funding. This covers a wide range of infrastructure types including regeneration schemes and community facilities.
- 3.12 The Council allocates CIL to schemes on a case-by-case basis. This is done in response to business cases provided by infrastructure providers, an understanding of need, and the relative prioritisation given to each scheme. This update to the IDP provides important evidence to inform this case-by-case decision making.

Section 106 Contributions

Section 106 (S106) agreements can be made between developers and the Council to provide funding or infrastructure, or to make other legal commitments (e.g., affordable housing provision). Developer contributions are required to meet the following tests:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

3.13 The latest IFS sets out the amount of S106 money processed by the Council during the 2024/25 monitoring year:

- £351,089.94 of contributions were agreed with developers
- £856,701.04 of contributions were received from developers
- £1,046,290.11 of contributions were spent during the year
- 8 non-monetary contributions were also provided by developers through S106, including the provision of 201 affordable homes.

3.14 The City Council currently holds £13.94million of allocated S106 contributions. These will fund a wide variety of infrastructure types, including community facilities, highways/ transport and travel, green infrastructure and economic development. However, the majority of the unspent allocated contributions are for the provision of affordable housing.

Section 278 Agreements

3.15 Section 278 (S278) agreements can be made between developers and Oxfordshire County Council (as local highways authority) to make permanent alterations or improvements to a public highway, in connection with a planning approval.

3.16 The works covered by a S278 agreement could include changes to the highway to access a site (such as the provision of a new junction, traffic lights or other priority measures), as well as off-site works necessary to mitigate the impact of development (such as improvements to a nearby junction which will experience increased traffic flows).

3.17 A S278 agreement typically gives developers the authority to undertake works themselves (or for a contractor to do so on their behalf), with a requirement that works are completed to the satisfaction of the local highway authority. This means that all the costs associated with works under a S270 agreement are borne directly by the developer – money is not collected by the local authority.

Government Funding

3.18 It is typically expected that funding from developer contributions will not be enough to cover all the infrastructure costs for an area – particularly those which are not directly linked to the impacts of development. Funding from central government is therefore important in addressing funding gaps. These are typically competitive

processes, with funding bids required to demonstrate delivery against national objectives (such as increased rates of house-building or economic growth).

- 3.19 Government funding streams also tend to run as programmes and / or be awarded in rounds, meaning that the existence of a fund today cannot be taken that a fund will exist in the future.
- 3.20 Since 2014, OxLEP (now Enterprise Oxfordshire) has secured over £107.5m of investment to transform Oxfordshire businesses and communities through the government's Local Growth Fund. This had had a particular emphasis on infrastructure provision to support economic development. Specific schemes supported by the Local Growth Fund in Oxford include the Northway and Marston Flood Alleviation Scheme, the Centre for Technology and Innovation in Blackbird Leys, and Innovation laboratory space at the Wood Centre for Innovation.
- 3.21 Recent Government funding announcements include £120 million to re-open the Cowley Branch Line to passengers and create two new stations at Oxford Cowley and Oxford Littlemore.

Provision by Infrastructure Providers

- 3.22 Some infrastructure provision is made directly by infrastructure providers, as a result of external funding packages. This is particularly the case for utilities, where infrastructure providers develop investment packages for fixed periods of time (typically five years) in response to the levels of growth and pattern of demand changes that they expect. The costs associated with these are then agreed with the relevant industry regulator and reflected in bill payments by consumers.
- 3.23 Developers also pay connection charges to these providers, agreed between the two parties. They are known costs that should be factored in when considering the viability of development but are effectively third-party and the Council has no role in agreeing the charges nor seeking the money from developers.

Principles of cost apportionment

- 3.24 At present, according to the IFS, the City Council relies on CIL as the main source of developer funding for infrastructure. However, the City Council is able to supplement money collected through CIL with money collected through S106 for specific infrastructure schemes, where doing so would meet the tests set in

Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended) - i.e., that the planning obligation is:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

4. Key Drivers of Change

4.1 There are a number of key drivers of change which will influence infrastructure planning within Oxford in the future and have therefore been important to consider throughout the preparation of the IDP. These key drivers of change have helped to frame discussions with stakeholders and inform many of the schemes set out in the Infrastructure Delivery Schedule.

Climate Change

4.2 The IDP must be considered within the context of the [declaration of a climate emergency by Oxford City Council in January 2019](#), as well as the broader drive towards a zero carbon future to which Oxfordshire's local authorities, Enterprise Oxfordshire and the city's two universities are committed.

4.3 The Zero Carbon Oxfordshire Partnership (expanded from the Zero Carbon Oxford Partnership in March 2025) has an approved action plan to 2040 outlining the ways in which its wider targets can be achieved. The action plan also includes a set of immediate actions required before 2030 to remain on track. Net zero ambitions must inform decision making across all disciplines, which in turn, are likely to deliver subsequent co-benefits, such as achieving more inclusive growth, levelling up, and emphasising the importance of health and wellbeing.

4.4 While net zero targets must inform decision-making across all sectors, it is fundamental to the planning sector, with IDP's playing an important role in helping to ensure that new development meets these targets.

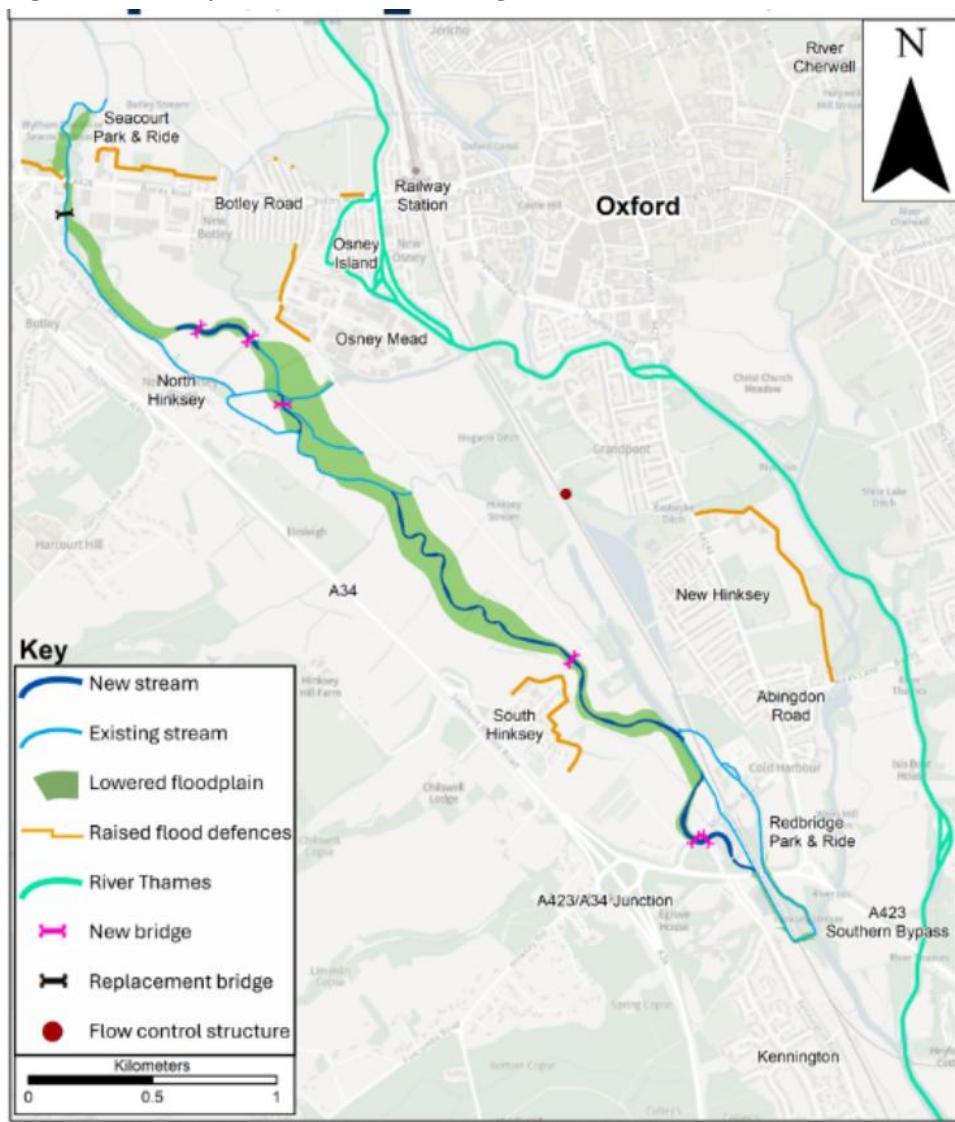
4.5 It is acknowledged that there will be an embedded carbon cost to many of the identified schemes included within the IDP. This includes all the CO2 emitted when producing the materials required to deliver infrastructure schemes, including emissions from construction, all the way through to the emissions produced at deconstruction and disposal at the end of the scheme's lifetime.

4.6 However, many of the identified schemes included within the Infrastructure Delivery Schedule will contribute to climate mitigation, and by delivering these schemes there is likely to be a reduction in carbon emissions compared to the 'do nothing' alternative. For example, without the delivery of sustainable and active travel networks, there is unlikely to be an reduction the amount of travel through

private cars – particularly in new developments. Where possible, the relative costs of carbon from different infrastructure approaches have been considered.

4.7 There is also a need to prioritise resilience to climate change within Oxford, particularly in terms of reducing the risk of flooding to existing properties. The Oxford Flood Alleviation Scheme (OFAS) is therefore an important scheme, the delivery of which, will contribute to climate change resilience. Figure 4.1 shows the proposed route (scheme design) for the OFAS scheme.

Figure 4.1 – Map of the scheme design for the Oxford Flood Alleviation Scheme



© Environment Agency copyright and / or database rights 2025. © Crown Copyright and database rights 2025, OS AC0000807064



(Source: [Environment Agency website](#))

4.8 According to the latest OFAS newsletter (November 2025) following on from the resolution to grant planning permission issued by Oxfordshire County Council's Planning and Regulation Committee in 2024 (subject to a satisfactory S106 Agreement), the Secretary of State approved the Compulsory Purchase Order (CPO) in May 2025. As no objections were received within the statutory six-week period for the CPO, the Environment Agency has been continuing to follow the processes required to implement it. The newsletter also sets out that the Environment Agency "anticipate that construction will start in late 2026". However, they acknowledge that all approvals will need to be secured (including finalising the planning permission).

Importance of Health and Well-being

4.9 Prioritising health and well-being is the second key driver of change that provides the context to the preparation of this IDP. Access to green spaces and spaces for physical activity plays a recognised role in relation to helping to address mental and physical health inequalities. Its availability also promotes and supports more healthy active lifestyles. As such, the provision of accessible outdoor green and recreational space, given the positive contribution they make to the health and well-being of is increasingly important.

4.10 Ensuring that key services and facilities are near to where people live and work also supports health and well-being as can encourage people to use active modes of travel, including walking and cycling, as opposed to relying on the private car for shorter journeys.

4.11 The importance of high-quality digital infrastructure provision within people's homes as well as their workplaces can support continued homeworking arrangements. The provision of high-quality digital infrastructure also has a role in maintaining reduced levels of travel demand for sectors where homeworking is supported. It can also enable digital ways of working for sectors including education, healthcare and business. As such, the rollout for 'full fibre' or 'fibre to the premises' should be prioritised, as identified in the [Oxfordshire Digital Infrastructure Strategy](#).

4.12 It is worth noting that, at the time of writing, the Oxfordshire Digital Infrastructure Strategy is currently being updated, as such terminology, priorities or ambitions stated here may be revised or updated. Please refer to the most recent version of the Oxfordshire Digital Infrastructure Strategy for details.

5. Approach to Growth in Oxford

Oxford's spatial strategy

5.1 Growth in Oxford is constrained by a number of factors. Its historical and natural environment, in combination with issues such as flood risk, mean that many areas simply cannot be developed. The Local Plan 2045 recognises that growth should focus on making the best use of previously developed land. The strategy seeks to prioritise housing delivery across the city, while ensuring an appropriate range of uses can be delivered within the city and district centres to ensure their continued vibrancy and vitality.

5.2 While it can be shown that the city's employment land needs are being met through the modernisation and intensification of existing employment sites, Oxford continues to struggle to meet its identified housing need, which cannot all be accommodated within the city boundary. Accordingly, discussions are on-going with the districts.

5.3 The Local Plan 2042 sets out a number of key themes under which the wider spatial strategy and individual policies are set out:

- A healthy and inclusive city to live in
- A fair and prosperous city with a globally important role in learning, knowledge and innovation
- A green and biodiverse city that is resilient to climate change
- A city that utilises its resources with care, protects the air, water and soil, and aims for net zero carbon
- A city that respects its heritage and fosters design of the highest quality
- A liveable city with strong communities and opportunities for all

5.4 The Local Plan sets out that in order to deliver each of these key elements, infrastructure needs to be funded and delivered in a timely manner to support development. This includes ensuring that roads, local services and facilities can cope with the increased demand resulting from the proposed growth. The Local Plan 2045 also sets out that where new development creates a need for new or improved infrastructure, contributions from developers will be sought to make the development acceptable in planning terms, as well as using CIL to ensure those

who benefit financially from a planning permission will pay towards the cost of funding the infrastructure needed to support that development.

Development sites within Oxford

5.5 This IDP considers the 53 proposed site allocations contained within the Local Plan 2045 Regulation 19 “Proposed Submission” Document. As a tightly constrained urban authority, the majority of the proposed site allocations are on previously developed land.

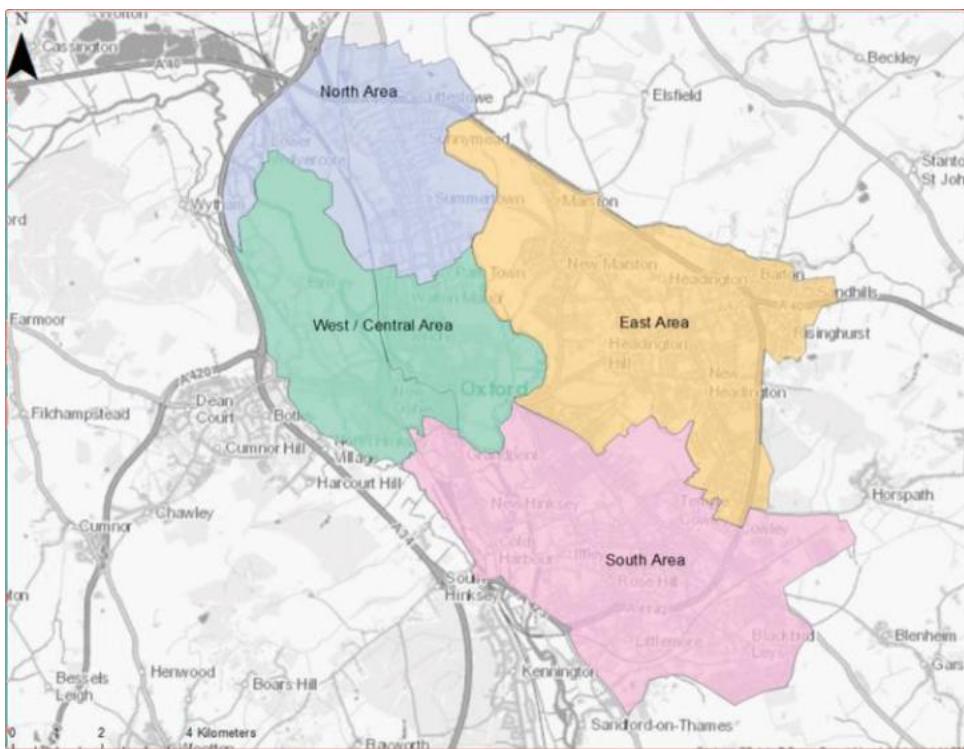
5.6 The distribution of growth across numerous smaller (i.e. non-strategic) sites can present a challenge for infrastructure planning, funding and delivery. Relying on numerous smaller sites often results in there being limited scope to provide on-site infrastructure. This can lead to a reliance on off-site solutions being required (often on third party land) in particular, for higher order infrastructure types which serve larger catchments (e.g., schools). It also means that, although smaller sites in isolation may generate much smaller infrastructure demands individually, the cumulative impact can be significant.

5.7 However, one advantage of the spatial strategy in infrastructure terms is that there is generally existing infrastructure provision in close proximity to development sites. This means that the emphasis is often the expansion of existing infrastructure, rather than on entirely new provision.

5.8 Both within the plan itself, and for the purposes of the IDP the city has been divided into four infrastructure areas (as shown in Figure 5.1). However, it is acknowledged that, due to the nature of development and its associated infrastructure needs (and delivery), it is difficult to draw “hard” boundaries. The four infrastructure areas are as follows:

- **North Area:** includes Summertown, Wolvercote, Cutteslowe and the *Northern Edge of Oxford Area of Focus*
- **South Area:** includes Grandpoint, Iffley, Florence Park and the *Cowley Branch Line and Littlemore Area of Focus*
- **East Area:** includes Marston, Headington, Barton and the *Marston Road and Old Road Area of Focus*
- **Central and West Area:** includes the city centre, Jericho and Osney Mead and also contains the *North of the City Centre Area of Focus* and the *West End and Botley Road Area of Focus*

Figure 5.1 Oxford's infrastructure areas



5.9 The Local Plan 2045 does not propose new employment site allocations, instead it relies on the city's existing network of employment sites to deliver new employment generating uses through an approach of modernisation and intensification. The plan seeks to protect Oxford's larger Key Employment Sites, which support the national and local economy, while introducing a more flexible approach in the city and district centres to support a range of appropriate uses.

Unmet housing need sites beyond the city boundary

5.10 The evidence base for the Oxford Local Plan 2045 demonstrates that Oxford is unable to meet housing need using the Government's Standard Method (NPPF, December 2024). As such, discussions have been taking place with the neighbouring district councils to see whether it would be possible to accommodate any unmet need in beyond what was previously agreed as part of the previous round of Local Plans. The Duty to Co-operate Statement sets out the formal position for all parties.

6. Approach and Methodology

6.1 The approach and methodology for this IDP builds on previous work, including that undertaken by Arup (published in 2022). As set out previously, the IDP is a ‘live’ document, which means that each iteration provides an opportunity to revisit and re-establish communications and discussions with key stakeholders. Each iteration also provides an opportunity to re-visit the Infrastructure Delivery Schedule to ensure that it contains the most up-to-date information relating to infrastructure requirements, including costs and delivery timescales for each project.

Research and Engagement

6.2 In addition to the consultation as part of the formal plan-making stages, a dialogue is maintained with key stakeholders to discuss infrastructure needs arising from planned development in Oxford. Table 6.1 below shows a broad range of stakeholders involved in infrastructure planning in Oxford and sets out their related infrastructure functions.

Table 6.1 Infrastructure providers involved in infrastructure planning in Oxford

| Stakeholder | Infrastructure Functions |
|--|--|
| Oxfordshire County Council | Active Travel Bus Services Highways Rail Services Primary Education Secondary Education Special Educational Needs Provision Social Care Provision Libraries Fire and Rescue Digital Infrastructure |
| Oxford City Council | Green Spaces Playing pitches Community Centres Leisure Centres Cemeteries |
| Highways England | Highways - Strategic Road Network (SRN) |
| Buckinghamshire Oxfordshire and Berkshire West Integrated Care Board (BOB ICB) | Primary Healthcare |
| Thame Valley Police | Policing |
| Scottish Southern Electricity (SSE) | Electricity Supply |
| Scotia Gas Networks (SGN) | Gas Supply |
| Thames Water | Water supply Wastewater Treatment |

Producing the Infrastructure Delivery Schedule

- 6.3 The Infrastructure Delivery Schedule is based on the most recent conversations with stakeholders. As the IDP is a ‘live’ document, the starting point for the current Infrastructure Delivery Schedule is the most recent previous iteration.
- 6.4 Regular ongoing discussions have taken place with members of the planning policy team and key relevant stakeholders, including those listed above, in order to refine the list. Chapter 8 sets out the details of the information included in the Delivery Schedule, the definitions used and the basis on which these were established.

Establishing demand

- 6.5 Most infrastructure providers are usually able to indicate what infrastructure will be required to support development. However, there are a small number of infrastructure types for which this is not possible (e.g., primary healthcare – see paragraph 7.27 and Appendix 1 for further details).
 - **Primary healthcare:** see paragraph 7.27 and Appendix 1 for further details
 - **Green infrastructure:** Chapter 4 of the Local Plan 2045 establishes a network of green infrastructure across Oxford. It sets out requirements for this network to be protected from development, and for new development to contribute to its enhancement. This reflects the large expanse of the city’s green infrastructure network and means that ratio-based approaches to establishing green space requirements (i.e., a certain amount of space based upon the number of residents in an area) would be inappropriate. However, Policy G2 in the Local Plan 2045 does require 10% of new residential sites over 1.5ha to be delivered as new public open space.

Establishing Infrastructure Costs

- 6.6 The IDP usually uses the experience of infrastructure providers to establish the costs of each infrastructure item set out in the Infrastructure Delivery Schedule.
- 6.7 However, for some schemes it has not been possible to estimate a cost, either due to a lack of detail about the scheme at the present time, or because costs have not yet been formulated by the delivery body. In all cases, the costs set out in the infrastructure delivery schedule should be treated as indicative, with more detailed re-calculation being necessary at the time development comes forward, or as funding applications are made.

7. Conclusions by Infrastructure Theme

7.1 This chapter sets out conclusions for each of the infrastructure types considered throughout the preparation of the IDP. Under each theme, the following are set out:

- The pattern of existing provision for that infrastructure type, including any challenges and capacity issues that have emerged through the discussions undertaken with infrastructure providers
- A summary of the schemes set out within the Infrastructure Delivery Schedule (Chapter 9) which have been identified to address the impacts of the growth planned within the Local Plan 2045 or are otherwise required to address wider pressures.

Transport

7.2 This section considers all modes of transport provision within the city. Transport infrastructure is likely to be used by most residents (and visitors to the city) on a daily basis.

7.3 The provision of transport infrastructure, particularly that which supports the transition to zero carbon, therefore has a crucial impact on how the city operates – on the environment, on the economy, and on quality of life. The following infrastructure types are considered:

Existing Provision

Active Travel

7.4 According to the [Department for Transport Official Statistics](#) Oxford has a very high rate of cycling – 35.1% of residents cycle at least once a week, compared to an average of 10% for England as a whole. Oxford's cycling rates are surpassed only by Cambridge at a national level.

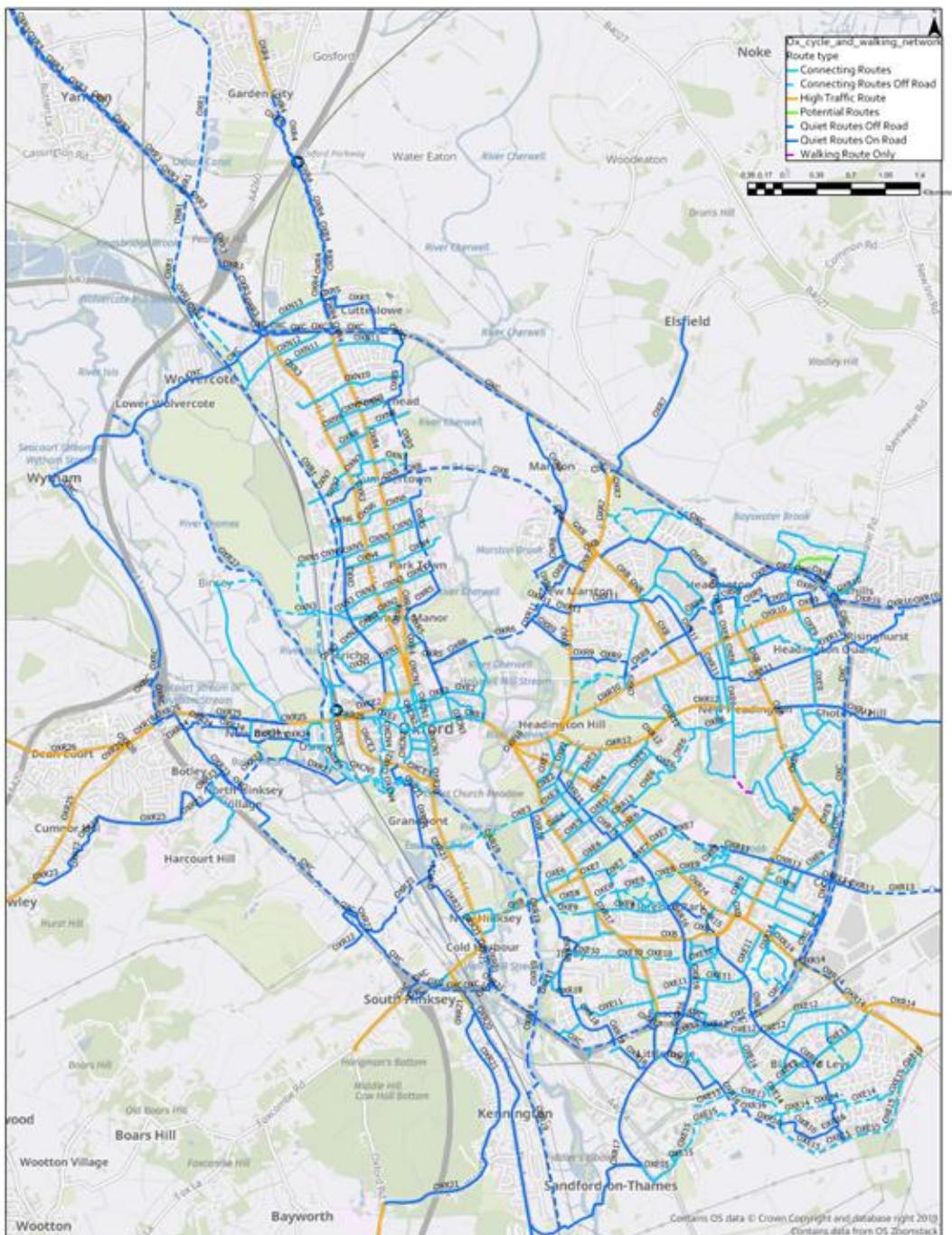
7.5 The Local Cycling and Walking Infrastructure Plan (LCWIP) for Oxford (was approved by the County Council's Cabinet in March 2020). The LCWIP for Oxford sets out a series of measures and programmes to achieve a transformational change in the levels of cycling and the attractiveness of walking in Oxford.

7.6 Figure 7.1 on the following page shows a map of the LCWIP for Oxford. It shows a large number of low and zero traffic 'quiet routes', for example along the River

Thames corridor. However, the more direct active travel routes to and from the city centre are on street in mixed traffic.

Figure 7.1 – Oxford’s Local Cycling and Walking Infrastructure Plan network

Oxford Cycle and Walking Network for LCWIP



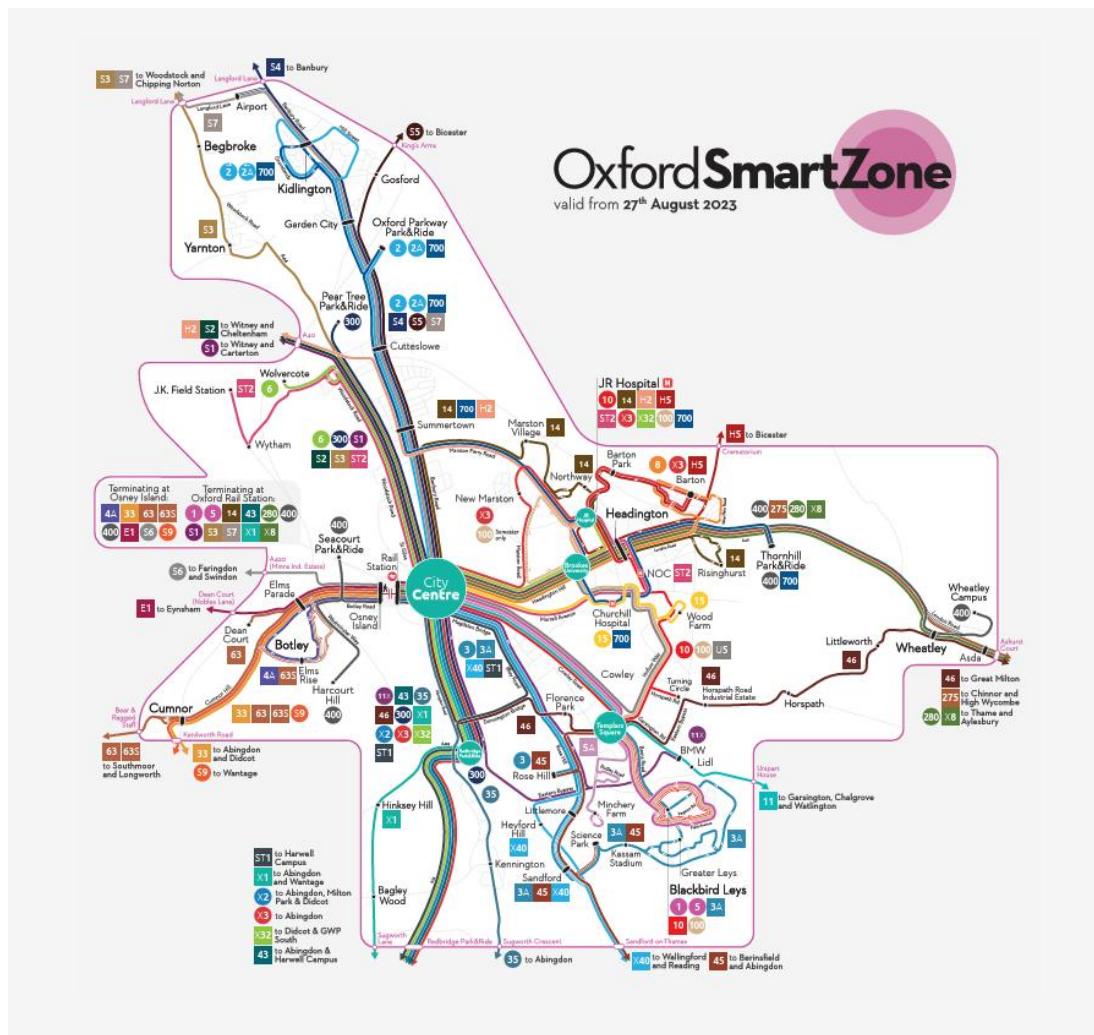
© Crown copyright 2019 OS 100023343. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

7.7 According to the [Active Travel page County Council website](#) LCWIPS will assist local authorities to:

- identify cycling and walking infrastructure improvements for future investment in the short, medium and long term
- ensure that consideration is given to cycling and walking within local planning and transport policies and strategies
- make a case for future funding for walking and cycling infrastructure.

Bus services

Figure 7.2 Bus services (all operators) within Oxford and adjacent neighbouring authorities



Source: www.oxfordbus.co.uk/services (2023)

7.8 Oxford benefits from a comprehensive network of bus services. Figure 7.2 shows that these primarily serve the arterial routes into and out from the city centre. In

fact, many of the routes multiple overlapping services into the city centre, with high combined service frequencies which generally operate on a ‘turn-up-and-go’ basis without the need to first check a timetable. More recently, the introduction of bus services There are a smaller number of circumferential services between North Oxford, East Oxford and South Oxford; providing access to major destinations such as the JR Hospital without the need to pass through the city centre.

7.9 Oxford is also served by a comprehensive network of park and ride sites on the edge of the city adjacent to the strategic road network, providing car drivers with viable alternatives to driving into the city centre. These can suffer from capacity constraints at peak times. Oxford’s bus services are mostly provided by two operators – the Oxford Bus Company and Stagecoach. SmartZone inter-operator tickets are available, providing passengers with flexibility to catch any bus rather than having to wait for those of a specific operator. More recently, new bus routes including “Service 600” was launched (February 2025) which links the Redbridge and Thornhill park and ride sites, taking passengers via the Science Park, Cowley Centre, and the four main hospital sites, while avoiding the city centre.

Rail Services

7.10 There is currently one railway station within Oxford, located at the western edge of the city centre. This provides five main services, with direct connections to a large part of the UK:

- GWR services to Didcot, Reading and London Paddington.
- GWR services via the Cotswold Line to Worcester.
- GWR local stopping services to Banbury.
- CrossCountry services north to Banbury, Birmingham and Manchester; and south to Southampton and Bournemouth.
- Chiltern Railways services to Bicester, High Wycombe and London Marylebone.

7.11 Both the railway station and railway line through Oxford are significantly constrained and according to Network Rail the rail infrastructure in the Oxford Station area is near capacity, with limited flexibility in the event of delays and disruption.

7.12 At the time of writing work is underway to deliver a new “Western Station Entrance” for Oxford Station which includes expanding the rail infrastructure in the area such

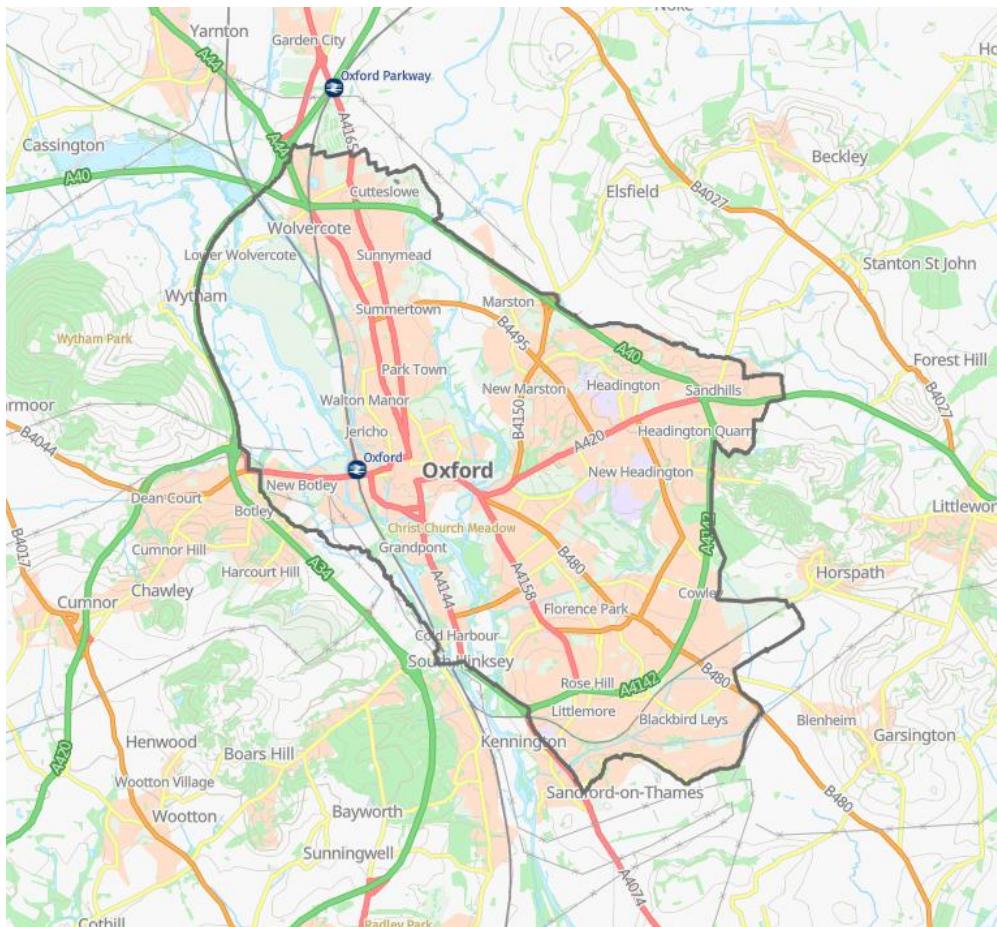
as delivering a new platform and providing additional capacity to delivery East West Rail services.

7.13 North Oxford is also served by Oxford Parkway Station, a short distance from the city's northern boundary within Cherwell District. This provides services on the Chiltern Railways route to London Marylebone.

Highways

7.14 Figure 7.3 shows Oxford's highways network. It has a clear pattern of arterial routes out from the city centre, with a relatively limited range of radial routes. The arterial routes connect to with the ring road which is partly within and partly outside the city boundary.

Figure 7.3 – Map showing the highway network in and around Oxford



© Crown Copyright and database right 2025. Ordnance Survey AC0000808820

7.15 Despite high levels of active travel provision within the city and range of high-quality bus services, Oxford still suffers from vehicular congestion and its associated air quality impacts. This partly reflects the historic nature of much of the city, with

many streets physically incapable of handling larger amounts of traffic. This has resulted in the need to restrict through traffic from much of the city centre. Other traffic restrictions include Low Traffic Neighbourhoods (LTNs), and more recently (October 2025), the County Council introduced a “congestion charge” for Oxford applied on certain key routes around the city.

7.16 Part of the Strategic Road Network (SRN) also runs along the city’s north-western boundary (A34). Both the A34, and the Oxford Ring Road need to accommodate long-distance vehicular flows as well as supporting local traffic, which can lead to congestion issues.

Schemes to address growth and other needs

7.17 The majority of schemes in the Infrastructure Delivery Schedule are transport schemes, and the majority of these are active travel schemes. The Oxford Local Cycling and Walking Infrastructure Plan (LCWIP) provides a comprehensive set of schemes to improve the active travel network around the city and provide connections to new development sites, with a mixture of on-street and off-street routes. Other notable schemes are the County Council’s “Core Schemes” made up of several inter-related schemes including, Traffic Filters, the Workplace Parking Levy and the Zero Emission Zone.

7.18 A cluster of schemes are also included which will improve rail connectivity for Oxford (and the wider rail network). The County Council’s recently published [Rail Plan for Oxfordshire: OxRail 2040](#) sets out the scale of transformation required at Oxford Station and supports proposed new stations (including two new stations to support the recently announced Government funding commitment (£120m) to re-open the Cowley Branch Line to passenger services). The re-opening of the Cowley Branch Line to passenger services would enable faster journey times across the city and, in-combination with other rail-related measures (including East-West Rail), would facilitate improved connectivity with the rest of the country.

7.19 East West Rail is nationally important infrastructure project and forms a central part of the government’s plans for growth supporting new homes and providing well-connected, sustainable communities across the Oxford-Cambridge corridor. The Secretary of State for Transport issued updated safeguarding directions for the land required for the proposed East West Rail project (part of which lies within the Oxford city boundary).

7.20 The implementation of Neighbourhood Plans in the city can provide opportunities to help address local infrastructure needs. For instance, the Headington Neighbourhood Forum (alongside Headington Action), has produced an Improvement Plan for the Headington’s centre. This report suggests a number of potential infrastructure improvements in and around Headington district centre, including transport and public realm improvements.

7.21 Most highway schemes identified in the Infrastructure Delivery Schedule are focused on decarbonisation and reducing the environmental impacts from road traffic. For example, the provision of electric vehicle charging infrastructure and the delivery of the County Council’s “Core Schemes” which include the creation of a zero emission zone within the city centre. Other than providing connections to a handful of development sites, there are very few highway schemes with a focus on improving access and reducing journey times for motorists.

Education

7.22 This section considers the full spectrum of education provision within Oxford. The provision of high-quality education infrastructure has a huge role to play in the social fabric of the city, and its location has important interactions with transport given the need to ensure sustainable patterns of movement for education. The following infrastructure types are considered:

Existing Provision

Primary Schools

7.23 There are 32 primary schools in the city, which are generally well distributed. From previous discussions with Oxfordshire County as local education authority, it is understood that the provision of new schools has typically kept up with rates of development in recent decades. Given changing demographics within the city, there is now some spare capacity within a number of the city’s primary schools.

Secondary Education

7.24 There are 6 secondary schools around the city in total, again broadly evenly distributed. While no secondary schools are located within the Central and West Infrastructure Area, pupils living in the West Oxford are within a relatively short commute to Matthew Arnold School on Cumnor Hill (Vale of White Horse District). While pupils living in the city centre can access schools in other parts of the city by sustainable modes of travel. As with primary schools, it is understood from previous

discussions with Oxfordshire County Council that there is a spare capacity within the city's secondary schools.

Special Educational Needs Provision

7.25 Oxford has six schools providing special educational needs and disability (SEND) provision. Each of these schools provides specialised provision, reflecting that SEND is generally provided on a county-wide basis. This means that the city's SEND schools serve a wide catchment, with some pupils from Oxford travelling out of the city to schools elsewhere. Oxfordshire County Council has indicated that there are new SEND schools being provided elsewhere in the county at present, with no significant need for new SEND provision within Oxford at the current time.

Schemes to address growth and other needs

7.26 The Infrastructure Delivery Schedule contains two education schemes – both relatively minor (0.5 Form of Entry, equivalent to 105 new pupils) extensions to existing primary schools. The first, at Wolvercote Primary School, would serve growth across North Oxford; with an extension to the new Barton Park Primary School (passive provision for this extension was included as part of the new school's initial construction) serving growth across East Oxford.

Healthcare

7.27 This section considers healthcare provision within Oxford. The provision of the right healthcare infrastructure is crucial to wellbeing and quality of life. The following infrastructure types are considered:

Existing Provision

Primary Healthcare

7.28 According to BOB ICB there are six Primary Care Networks (PCNs) serving Oxford which cover 26 GP practices. Together they serve a registered patient population of 240,000 (July 2025). There is generally a good distribution of GP practices across the city, with some surgeries are clustered together (e.g., around Beaumont St in the city centre and around the John Radcliffe Hospital). From previous discussions with BOB ICB, some GP practices in Oxford are experiencing capacity constraints. These include where smaller existing practices are located in former residential dwellings, in some cases expansion of these property types would be either inappropriate or is simply not possible. Appendix 1 provides additional information regarding primary healthcare including sources of funding and challenges to delivery.

Secondary Healthcare

7.29 Oxford has three main hospitals – the John Radcliffe Hospital providing general care, the Churchill Hospital providing cancer treatment and other specialist care, and the Nuffield Orthopaedic Centre. Additionally, the Warneford Hospital provides mental health care (alongside Littlemore Mental Health Centre) while the Manor Hospital provides private care.

7.30 Five of the hospitals are located in relatively close proximity (in and around the Headington area). Together they represent a significant secondary healthcare cluster that serves a wider regional catchment as well as Oxford and Oxfordshire.

7.31 The Oxford University Hospitals Trust was given an *Overall: Requires improvement* rating by the Care Quality Commission (2019) this rating related to the specific condition of operating theatres which have since been addressed. The City Council maintains an on-going dialogue with the main secondary healthcare providers as part of the plan-making process. The Local Plan 2045 includes specific site allocation policies for hospitals within the Oxford University Hospitals and Oxford Health NHS Foundation Trusts.

Social care provision

7.32 The published evidence base for the Regulation 18 Local Plan consultation that took place in Summer 2025 included “Updated Specialist Housing Needs Evidence”, which has been subsequently updated to support the Reg. 19 version of the plan. This evidence considered the current situation and demographic profile of the city and established levels of need for specialist housing for the plan-period based on the Government’s Standard Method (NPPF, Dec 2024). This shows a need for both sheltered/ retirement housing and extra care housing. However, due to the relatively small size of the majority housing allocations in the city, there is limited scope to specifically allocate sites for these purposes. The City Council continues to work with the County Council to secure appropriate opportunities should they arise.

Schemes to address growth and other needs

7.33 The Infrastructure Delivery Schedule includes one healthcare scheme. This is a proposal for a new health surgery in Summertown, North Oxford (BOB ICB’s preferred option being for it to be within the Diamond Place redevelopment), allowing the merger and replacement of the existing Banbury Road Surgery and Summertown Surgery. This scheme has the potential to accommodate new patients

from development elsewhere in North Oxford. The BOB ICB has indicated its desire for this scheme to also allow a merger with the existing Wolvercote Surgery.

7.34 Development was completed in 2022 for Northgate within the City Centre, which provided a new surgery allowing the merger of several existing surgeries all located in the city centre. However, it is understood that this does not cater for additional new patient demand.

Green Infrastructure

7.35 This section considers all forms of green infrastructure provision within Oxford. Green infrastructure provides an important amenity for the city and is as important to plan for as what might traditionally be thought of as 'grey' infrastructure, such as utilities. It is likely to be enjoyed on a frequent basis by most residents and visitors – if not to physically use, as a backdrop and visual amenity that frames the city's unique sense of place.

7.36 Green infrastructure also plays a vital role supporting the physical and mental wellbeing of residents. It is key to helping ensure resilience to future climate change impacts. The following infrastructure types are considered:

Existing provision

7.37 Oxford benefits from a diverse array of green spaces including:

- Wide, open flood plain meadows such as those found along the river corridors that help to define the city's unique character;
- Large formal parks such as University Parks and South Park; and
- Smaller amenity green spaces around the city.

Green spaces

7.38 Many green spaces benefit from local, national and even international ecological designations that recognise their biodiversity value. Collectively, these sites serve as a key component of the wider ecological network

7.39 To support the production of the Local Plan, a Green Infrastructure (GI) Study was produced, which includes an audit of existing greenspaces as well as providing indicative costs for the creation and on-going maintenance of greenspaces such as allotments, parks and play-spaces.

7.40 The GI Study sets out a series of recommendations and provides an evidence-based approach for the categorisation of the city's GI network. It recommends that the city's existing GI network should be protected, enhanced (where needed) and recognises the importance of delivering new greenspaces, particularly as part of redevelopment proposals on larger development sites.

Playing Pitches

7.41 Oxford has a wide range of playing pitch provision across all parts of the city. However, not all playing pitches are publicly accessible – many are school playing fields or belong to one of the two Universities or the Oxford colleges. The City Council published a Oxford's Playing Pitch Strategy in 2022, which found that there is currently a shortage of playing pitch provision. However, the strategy does not suggest that additional new pitches are required to meet the shortfall. Instead, it suggests that once those unsecured pitches that have community use are added back in, and sites that are interested in starting to offer community use are considered, as well when planned third generation artificial pitch (3G) developments are included that there appears to be adequate provision for all sports.

Allotments

7.42 Oxford has a good range of allotment sites and sizes spread throughout the city, although it is noted that there are relatively fewer sites in North Oxford. It is understood that the Oxford & District Federation of Allotment Associations has a waiting list, suggesting that there is an undersupply of allotments at the present time, as well as many existing allotments requiring improvement.

Schemes to address other needs

7.43 The Infrastructure Delivery Schedule includes seven green infrastructure schemes. These primarily relate to specific short-term public realm and biodiversity enhancement schemes – some of these would address existing needs, whilst others would serve new development sites in the vicinity.

Community Facilities

7.44 This section considers all forms of community facility provision within Oxford. Community facilities form the backdrop to some of the most important events in our lives – they are places to gather, share ideas, relax, keep fit, learn and much more. Community facilities provide for many of our human needs, and contribute to

quality of life, through reducing loneliness, improvements in mental health and the building of social cohesiveness. The following infrastructure types are considered:

Existing Provision

Community Centres

7.45 Oxford has a large number of community centres that spread across the city. However, the majority of community centres are located within the South and East Infrastructure areas.

Leisure centres

7.46 Oxford has four indoor leisure centres providing a general range of sports and leisure facilities, in addition to two more specialist facilities – the Oxford Ice Rink in the City Centre, and Hinksey Outdoor Pool in South Oxford. These are considered to offer a relatively good coverage of provision, well located relative to growth locations. Some facilities are in need of refurbishment, while others have had projects completed fairly recently. For instance, in 2023, a state-of-the-art heat pump was installed to help heat Hinksey Outdoor Pool and reduce its carbon footprint. The pump extracts heat from the nearby Hinksey Lake and provides up to 79% of the pool's heating needs.

Libraries

7.47 Oxford has eight libraries, spread across all parts of the city. Even though the services offered have changed in response to demand in recent years, they are not generally considered to be constrained. However, a need for improvements at some libraries exists, and these are reflected in the Infrastructure Delivery Schedule.

Cemeteries

7.48 Oxford has four cemeteries – Botley Cemetery (Central and West Oxford), Headington Cemetery (East Oxford), Rose Hill Cemetery (South Oxford) and Wolvercote Cemetery (North Oxford). In addition, Oxford Crematorium is located close to Headington, within South Oxfordshire District.

Policing

7.49 Oxford has two police stations – St Aldates Police Station in the City Centre, and Cowley Police Station in the South Infrastructure Area. From previous discussions with Thames Valley Police, it is understood that these provide sufficient coverage for current policing requirements. However, the policing estate is kept under

regular review, and future development in Oxford brings with it the potential to increase pressure on the existing police infrastructure.

Fire and Rescue

7.50 Oxford has two fire stations – Rewley Road Fire Station in the City Centre, and Slade Park Fire Station in the East Infrastructure Area. From previous discussions with Oxfordshire Fire and Rescue Service and the County Council, these provide sufficient coverage for current fire and rescue requirements. Oxfordshire Council has indicated that the fire and rescue estate is kept under regular review, and that new development within the city has the potential to require new capital spend on fire and rescue. However, Oxfordshire County Council has not identified any specific requirements.

Schemes to address growth and other needs

7.51 The Infrastructure Delivery Schedule includes seven schemes for community facilities, across all community facility types (except policing and, fire and rescue). Six of these relate to the refurbishment or expansion of existing facilities, with only one being directly related to planned growth – a new community centre for the Barton Park development. This reflects the nature of the development planned in the city, which is generally set within and around existing communities. This provides an opportunity to fund and support the viability of valued facilities that already exist.

7.52 The need for capacity increases at existing cemeteries within Oxford is planned to be met at the Shotover Cemetery. In September 2024 Oxford City Council Cabinet allocated £2.4m to deliver a 17 acre “Burial Meadow” including new public green space on City Council owned land located in South Oxfordshire. The site is large enough to accommodate around 45 years of burials.

Utilities

7.53 This section considers all forms of utility provision within Oxford. Utilities infrastructure is essential to the effective day-to-day functioning of our homes, workplaces, leisure facilities and open spaces. The following infrastructure types are considered:

Existing provision

Electricity Supply

7.54 In June 2025, Scottish and Southern Energy (SSE) published their [Cowley Grid Supply Point - Strategic Development Plan](#). The Cowley Grid Supply Point (GSP) (located with Sough Oxfordshire) serves a large area including Oxford. In fact, the majority of Oxfordshire is served by this GSP as well as parts of neighbouring counties including Buckinghamshire.

7.55 The Strategic Development Plan for Cowley GSP is driven by new planned homes and jobs as well as being required to support the transition to net zero. It includes a number of recommendations including immediate actions and longer-term options to address known network capacity issues. Where network specific reinforcements are required to address capacity issues in Oxford, these have been listed in the Infrastructure Schedule.

Gas Supply

7.56 From previous discussions with Scotia Gas Networks (SGN) it is understood that the city's gas supply network generally has capacity for the levels of development proposed in the city. This position would need to be confirmed at the point developers make connection requests to SGN (as capacity could continue to be consumed in the meantime), but this would be a matter between SGN and developers.

Water Supply and Wastewater

7.57 Following the agreement of planned upgrades to the Oxford Wastewater Treatment Works (WWTW), Thames Water are now progressing the planned upgrades in several phases. These phased upgrades will ensure that the Oxford WWTW has capacity for planned development up to 2041. After which, additional upgrades will be needed to ensure that the Oxford WWTW is able to accommodate the level of growth proposed after 2041. It is worth noting that the Oxford WWTW is located just outside the city boundary within South Oxfordshire. However, should rates of house-building increase in the area serving the Oxford WWTW (in line with national Government ambitions to deliver 1.5million homes), this could result in

Flood Risk Mitigation

7.58 Oxford lies at the confluence of two Rivers – the River Thames and the River Cherwell and parts of the city are prone to flooding, including the flood plain meadows either side of the rivers as well as within the parts of the existing built-up area. Climate change is increasing the risk of flooding with more frequent and severe flood events becoming more likely in the future. A Flood Alleviation Scheme

for Oxford has been developed and is being progressed through the planning system. However, delays to the scheme have resulted in increases to the originally estimated costs. Scheme costs have therefore been aligned within the most recent cost estimates from the Environment Agency.

Digital infrastructure

7.59 While the majority of properties in Oxford (99.3%) have superfast broadband and more than 90% are capable of receiving ultrafast broadband, some parts of city (including the city centre) have poor mobile network coverage. The likelihood of additional digital infrastructure schemes may also increase as technology changes. The Local Plan 2045 contains a specific policy about digital infrastructure.

Schemes to address growth and other needs

7.60 The Infrastructure Delivery Schedule contains fifteen utilities schemes, the majority of which relate to reinforcements of city electricity network to meet current and future demand. Two schemes are attributed to the Oxford Wastewater Treatment Works Upgrade. This is because the first scheme addresses wastewater capacity arising from planned development to 2041, whereas plan-period extends to 2045. As such a second scheme will be needed to address wastewater capacity arising post-2041. The Oxford Flood Alleviation Scheme (OFAS) is also included.

7.61 Two scheme relates to digital infrastructure – the progressive countywide rollout of full fibre broadband to commercial buildings and a scheme relating to improvements to the mobile network in Oxford. The first programme is a tactical approach by Oxfordshire County Council, as it paves the way for commercial providers to then extend fibre connectivity to nearby residential properties at their own expense, while the second is to address mobile connectivity issues experienced in Oxford.

8. Infrastructure Delivery Schedule

Schemes included in the Infrastructure Delivery Schedule

8.1 The Infrastructure Delivery Schedule sets out the details of each specific infrastructure scheme currently anticipated within Oxford over the plan period to 2045. These schemes have been identified through:

- Existing schemes already identified in the previous iterations of the IDP, which have not yet been provided, and continue to be needed.
- Engagement with infrastructure providers during the plan-making process.
- The identification of desired interventions and corporate priorities by Oxford City Council, where linked to growth or the need to address existing infrastructure deficits.

8.2 As Chapter 7 indicates, there is a need for new or improved infrastructure across most infrastructure types and themes. However, there are a number of infrastructure types where the IDP has identified a need, but stakeholder discussions have indicated that further evidence is required before specific schemes to meet that need can be identified. For example, whilst there is known to be a need for new GP surgery provision, further work needs to be undertaken by the BOB ICB to establish where and how that need can be met. The Infrastructure Delivery Schedule therefore does not include specific schemes for these infrastructure types, although they should be included in future iterations of the IDP once schemes are identified.

8.3 In total, the Infrastructure Schedule includes 101 separate schemes. Around two-thirds of these are transport schemes, with the remainder covering the other infrastructure themes considered in the IDP. The total combined value of schemes for which it is possible to estimate a cost is some £1.12 billion (excluding Oxford Railway Station, East West Rail, and the various electricity network reinforcements). This is a significant amount, many times more than the levels of funding currently collected through developer contributions by the Council (see Chapter 3). This means that an infrastructure funding gap exists and highlights the importance of partnership working and external funding sources in infrastructure delivery.

Structure of the Infrastructure Schedule

8.4 The Infrastructure Delivery Schedule is set out in the same order as the headings for each infrastructure theme within Chapter 7. It provides consistent information for each infrastructure scheme, across the following columns:

- **Reference** – For ease of reference, each scheme has been given a unique reference number.
- **Infrastructure type** – The infrastructure type under which the scheme sits. Some are cross- cutting across several different infrastructure types.
- **Scheme** – Summary details of the specific scheme; setting out its name, location and what it would achieve.
- **Prioritisation** – To support future investment and funding decisions, schemes have been assigned a recommended priority level based on our assessment of their relative significance (see paragraphs 8.5-8.6 below for further details). It should be noted that the infrastructure priority assigned to individual schemes may not necessarily reflect political and infrastructure provider views. Instead, these are intended to be a practical and pragmatic basis upon which the Council can make decisions when faced with the need to balance competing priorities. The prioritisation should not be interpreted as indicating that lower priority schemes are not necessary to make development acceptable in planning terms, and developers will still be expected to deliver all identified infrastructure needs as far as is viable (See Chapter 3 for more details).
- **Cost** – The current best estimate of cost for each scheme, based upon the most recent published costs provided by infrastructure providers. These are generally subject to indexation (to adjust for inflation and other influences) over time. Actual costs should therefore be treated as indicative, with more detailed re-calculation being necessary at the time development comes forward. For some schemes it is not currently possible to estimate a cost (with that being noted where relevant) – either due to a lack of detail about the scheme at this stage or because costs have not yet been formulated by the delivery body.
- **Confirmed Funding** – The amount and source of funding already confirmed as in place for schemes, where relevant. For schemes where this column is blank, the scheme would need to be funded in accordance with the principles set out in Chapter 3.
- **Delivery Body** – The infrastructure provider and/or public body with responsibility for the delivery of the scheme. Responsibility may be shared between several delivery bodies, with this indicated where appropriate.
- **Delivery phasing** – The broad timescales within the plan period where it is expected that the scheme will be delivered, based upon the time needed to fund and develop the scheme. Where relevant, this also reflects the pace of development in the vicinity which results in the need for the scheme.

- **District area** – The area of the city where the scheme will be located (see paragraph 8.8 below for further details)
- **Source** – The means by which the scheme and the need for it have been identified.

8.5 The three categories traditionally associated with an IDP are as follows:

- **Critical** – Infrastructure that must be provided for development to proceed. This generally includes connections to infrastructure networks and will often be triggered by the commencement of development.
- **Essential** – Infrastructure that will mitigate impacts arising from development. It often addresses demand generated by occupiers of new development (whether residential or commercial) and is usually triggered upon first occupation. Alternatively, essential schemes may be needed to address wider societal pressures, including the climate emergency.
- **Important** - Infrastructure that is required to achieve sustainable growth and deliver high-quality places. It will generally improve operational infrastructure capacity, and/or deliver wider benefits to society.

8.6 A fourth category of infrastructure category has been introduced for this IDP:

- **Transformational** – Infrastructure that brings significant additional social, environmental or economic benefits in addition to the mitigation or wider benefits delivered by the traditional infrastructure categories.

8.7 For cross-boundary schemes, the prioritisation scoring set out in the schedule is Oxford- centric. Schemes such as T22 (provision of bus services into and through the Bayswater Brook site in South Oxfordshire District) would likely be considered critical in a South & Vale IDP but are only considered as important to Oxford.

8.8 This IDP also specifies the geographical part of the city, in which the scheme will be located. This is one of the following:

- One of the four “infrastructure areas” of the city considered in this IDP
- City-wide – applies to schemes which apply across the city, or which have no fixed location at the current time.
- Locations outside the city in cases where the scheme straddles the city boundary (e.g., for schemes that link with allocated housing sites in neighbouring districts).

9. Infrastructure Delivery Schedule 2045

| Reference | Scheme | Infrastructure Category | Infrastructure Type | Prioritisation | Cost | Confirmed Funding | Delivery Body | Delivery Phasing | District Area | Source |
|------------------|---|-------------------------|------------------------------------|------------------|---------------------------------------|---|---|------------------|--------------------------------------|---|
| Transport | | | | | | | | | | |
| T1 | Various minor works to the A34, including lay-by improvements, increased signage, improvements to the cycle track along the Western bypass and various other safety improvements | Transport | Highways | Important | Dependent on scope and scale | | Highways England | 2025-2035 | Central and West Oxford | Stakeholder engagement with Highways England |
| T2 | Zero Emission Zone (Phase II) - part of Oxfordshire County Council's Oxford Transport "Core Schemes" | Transport | Highways | Essential | £5,759,000 | £5,759,000 | Oxfordshire County Council | 2025-2035 | Central and West Oxford | Central Oxfordshire Transport Strategy (COTS) |
| T3 | Traffic Filters and Supporting Measures - part of Oxfordshire County Council's Oxford Transport "Core Schemes". | Transport | Highways | Essential | £6,500,000 | £6,500,000 | Oxfordshire County Council | 2025-2035 | City-Wide | Central Oxfordshire Transport Strategy (COTS) |
| T4 | Workplace Parking Levy (WPL) to encourage sustainable transport use - part of Oxfordshire County Council's Oxford Transport "Core Schemes". | Transport | Active Travel/ Bus | Essential | £3,359,000 | Borrowing against future income from scheme | Oxfordshire County Council | 2028-2038 | City-Wide | Central Oxfordshire Transport Strategy (COTS) |
| T5 | Oxford Rail Corridor Phase 2, including additional platform at Oxford Station (west side), secondary station | Transport | Rail | Essential | £169,000,000 | £169,000,000 | Network Rail | 2025-2030 | Central and West Oxford | Oxfordshire Connect, Stakeholder engagement with Oxfordshire County Council |
| T6 | Oxford Station Masterplan and potential future Oxford Station Development Plan - the Station and the surrounding area including the Becket Street area | Transport | Rail/ Active Travel/ Highways/ Bus | Transformational | Detailed costs not publicly available | | Network Rail/ Oxford City Council/ Oxfordshire County Council | 2025-2040 | Central and West Oxford | Various including Oxfordshire Connect, ORCS, OxRail 2040: A Plan For Rail |
| T7 | Cowley Branch Line passenger reopening, including improvements to mainline track capacity south of Oxford Station, likely additional track around Hinksey and two new passenger stations. | Transport | Rail | Transformational | £155,000,000 | £120,000,000 | Network Rail | 2030-2035 | Central and West Oxford South Oxford | Oxfordshire Rail Corridor Study |
| T8 | Cowley Branch Line: Public Realm and Connectivity Programme – supporting infrastructure including a pedestrian bridge and active travel improvements | Transport | Rail/ Active Travel | Transformational | £20,000,000 | | Network Rail | 2030-2035 | South Oxford | Stakeholder engagement with Oxford City Council |
| T9 | East West Rail: Nationally important infrastructure project supporting growth across the Oxford – Cambridge Corridor | Transport | Rail | Transformational | TBC | Phased funding from central government | East West Rail Company | 2025-2045 | Central and West Oxford North Oxford | Stakeholder engagement with East West Rail Company |

| Reference | Scheme | Infrastructure Category | Infrastructure Type | Prioritisation | Cost | Confirmed Funding | Delivery Body | Delivery Phasing | District Area | Source |
|-----------|---|-------------------------|----------------------------|----------------|--------------|---|---|------------------|-------------------------|---|
| T10 | Orbital bus route between Cowley and Hinksey to introduce bus lanes (in both directions) around the ring road between Cowley Interchange and Hinksey Hill. | Transport | Bus | Essential | £158,000,000 | | Oxfordshire County Council | 2035-2040 | South Oxford | Stakeholder engagement with Oxfordshire County Council |
| T11 | City Centre Corridor Improvements: (West - Hythe Bridge St/ Oxpens Rd/ George St/ New Road), including active travel improvements, linked to LCWIP route CE2 proposal | Transport | Active Travel/ Bus | Essential | £20,000,000 | | Oxfordshire County Council | 2030-2040 | Central and West Oxford | Central Oxfordshire Movement and Place Framework / Oxford LCWIP |
| T12 | City Centre Corridor Improvements: (North - St Giles/ Magdalen St/ Broad St), including active travel improvements linked to LCWIP route CN1 | Transport | Active Travel/ Bus | Essential | £8,000,000 | £870,000 | Oxfordshire County Council | 2030-2040 | Central and West Oxford | Central Oxfordshire Movement and Place Framework / Oxford LCWIP |
| T13 | City Centre Corridor Improvements (South & East - High St/ St Aldates), including active travel improvements linked to LCWIP Route CE1 | Transport | Active Travel/ Bus | Essential | £8,000,000 | | Oxfordshire County Council | 2030-2040 | Central and West Oxford | Central Oxfordshire Movement and Place Framework / Oxford LCWIP |
| T14 | Banbury Road Corridor Improvements between Cutteslowe and St Giles, including active travel improvements linked to LCWIP Route 4 proposal | Transport | Active Travel Bus Highway | Essential | £18,000,000 | £875,000 | Oxfordshire County Council | 2035-2040 | North Oxford | Central Oxfordshire Movement and Place Framework / Oxford LCWIP |
| T15 | A4165 Corridor Improvements between Cutteslowe and Kidlington roundabout, linked to LCWIP Route 4 proposal | Transport | Active Travel Bus Highway | Essential | £10,000,000 | (Partially funded by developer funding) | Oxfordshire County Council | 2030-2040 | North Oxford | Central Oxfordshire Movement and Place Framework / Oxford LCWIP |
| T16 | Woodstock Road Corridor Improvements, including active travel improvements linked to LCWIP route 3 proposal. | Transport | Active Travel Bus Highway | Essential | £18,000,000 | £3,200,000 | Oxfordshire County Council | 2030-2040 | North Oxford | Central Oxfordshire Transport Strategy / Oxford LCWIP |
| T17 | Northern Bypass corridor improvements (Cutteslowe Roundabout to Headington Roundabout), including cycle path upgrade | Transport | Active Travel Bus Highway | Essential | £25,800,000 | (Developer funded) | Oxfordshire County Council | 2035-2040 | North Oxford | Central Oxfordshire Transport Strategy / Oxford LCWIP |
| T18 | Abingdon Road Corridor Improvements, from Folly Bridge to Kennington Roundabout | Transport | Active Travel Bus Highway | Essential | £17,606,000 | | Oxfordshire County Council | 2035-2040 | South Oxford | Oxford City Council identified scheme |
| T19 | Cowley Road/ Garsington Road/ Watlington Road Corridor Improvements, from Magdalen Road to Grenoble Road, including improvements to Cowley interchange and active travel improvements linked with Route 14 of the LCWIP | Transport | Active Travel Bus Highways | Essential | £31,187,000 | £550,000 | Oxfordshire County Council/ Developer Contributions | 2030-2040 | South Oxford | Central Oxfordshire Transport Strategy/ Oxford LCWIP |

| Reference | Scheme | Infrastructure Category | Infrastructure Type | Prioritisation | Cost | Confirmed Funding | Delivery Body | Delivery Phasing | District Area | Source |
|-----------|--|-------------------------|----------------------------|------------------|------------------------------|-------------------|---|------------------|--------------------------------|--|
| T20 | Iffley Road Corridor Improvements from The Plain to Littlemore roundabout, including active travel improvements linked with LCWIP route 17 | Transport | Active Travel Bus Highways | Essential | £18,048,000 | £800,000 | Oxfordshire County Council/ Developer Contributions | 2030-2041 | South Oxford | Central Oxfordshire Transport Strategy/ Oxford LCWIP |
| T21 | B4495 Corridor Improvements (Hollow Way/ Between Towns Road/ Donnington Bridge). | Transport | Active Travel Bus Highways | Essential | £3,046,000 | | Oxfordshire County Council/ Developer Contributions | 2030-2035 | South Oxford | Central Oxfordshire Transport Strategy/ Oxford LCWIP |
| T22 | London Road Corridor Improvements, between St Clements and Green Road roundabout | Transport | Active Travel Bus Highways | Essential | £17,155,900 | £2,225,000 | Oxfordshire County Council | 2035-2040 | East Oxford | Central Oxfordshire Transport Strategy/ Oxford LCWIP |
| T23 | Extension of existing bus routes (funding for additional vehicles) into Bayswater Brook site in SODC, linking to city centre and eastern arc | Transport | Bus | Important | Dependent on scope and scale | | Oxfordshire County Council | 2030-2040 | East Oxford/ South Oxfordshire | Stakeholder engagement with Oxfordshire County Council |
| T24 | Extension of existing bus routes (funding for additional vehicles) into Northfield site in SODC, linking to city centre and Science Vale | Transport | Bus | Important | Dependent on scope and scale | | Oxfordshire County Council | 2030-2040 | East Oxford/ South Oxfordshire | Stakeholder engagement with Oxfordshire County Council |
| T25 | Low Traffic Neighbourhoods (LTNs) | Transport | Active Travel Highways | Essential | £8,000,000 | £8,000,000 | Oxfordshire County Council | 2030-2040 | City-Wide | LCWIP and stakeholder engagement with Oxfordshire County Council |
| T26 | Controlled Parking Zones | Transport | Highways | Essential | £1,000,000 | £600,000 | Oxfordshire County Council | 2025-2035 | City-Wide | OxIS (2017) |
| T27 | Provision of additional coach parking within the city | Transport | Bus, Highways | Essential | TBC | | Oxford City and Oxfordshire County Councils | 2030-2035 | City-Wide | OxIS (2017) |
| T28 | Last mile freight pilot scheme | Transport | Bus, Highways | Essential | Dependent on scope and scale | | Oxfordshire County Council | 2030-2035 | City-Wide | Zero Carbon Oxford Partnership (ZCOP) |
| T29 | District Centre Improvements (All Centres) | Transport | Active Travel | Important | Dependent on scope and scale | | Oxfordshire County Council | 2030-2040 | City-Wide | OxIS (2017) |
| T30 | Provision of a pedestrian and cycle bridge from Oxpens to Osney Mead across the river, connecting development sites in these locations | Transport | Active Travel | Transformational | £14,000,000 | £14,000,000 | Oxford City Council | 2025-2035 | Central and West Oxford | Oxford City Council identified scheme/ LCWIP |
| T31 | Horspath Road Junction Improvements | Transport | Highways | Essential | £4,100,000 | £100,000 | Oxfordshire County Council | 2035-45 | South Oxford | Oxfordshire County Council Bus Service Improvement Plan |

| Reference | Scheme | Infrastructure Category | Infrastructure Type | Prioritisation | Cost | Confirmed Funding | Delivery Body | Delivery Phasing | District Area | Source |
|-----------|---|-------------------------|------------------------|----------------|------------------------------|--|---|------------------|--------------------------------|---|
| T32 | JR Hospital on-site bus interchange and priority measures, cycle parking | Transport | Bus Active Travel | Essential | £3,000,000 | £400,000 | Oxfordshire County Council | 2030-2035 | East Oxford | Oxfordshire County Council Bus Service Improvement Plan |
| T33 | Churchill Hospital additional bus and cycle access, including cycle parking | Transport | Active Travel Bus | Essential | £2,000,000 | £60,000 | Oxfordshire County Council | 2030-2035 | East Oxford | Oxfordshire County Council Bus Service Improvement Plan |
| T34 | Improvements to cycling provision along Botley Road, including active travel improvements linked to route 25 of the LCWIP | Transport | Active Travel | Essential | £19,590,000 | TBC | Oxfordshire County Council | 2025-2040 | Central and West Oxford | Oxford City Council identified scheme/ Oxford LCWIP |
| T35 | A40 cycle bridge schemes helping to link Bayswater and Barton Park developments to existing cycle network, as well as providing pedestrian access for residents | Transport | Active Travel | Essential | Dependent on scope and scale | | Delivered through Bayswater Brook developers/ landowners | 2025-2035 | East Oxford/ South Oxfordshire | Oxford City Council identified scheme |
| T36 | Connections to Oxford Parkway Railway Station with a route reserved through Peartree Farm | Transport | Active Travel Highways | Essential | Dependent on scope and scale | | Oxfordshire County Council | 2030-2040 | North Oxford | Oxford City Council identified scheme |
| T37 | Go Ultra Low Oxford Project Phase II (city-wide) - electric vehicle charging solutions for residents who do not have off-street parking | Transport | Highways | Important | Dependent on scope and scale | | Oxford City Council/ Oxfordshire County Council | 2035-2040 | City-Wide | Oxford City Council identified scheme |
| T38 | Improve pedestrianisation and cycle links to wider strategic routes into and out from Summertown district centre, including delivery of cycle stands for public cycle parking within Diamond Place redevelopment | Transport | Active Travel | Essential | Dependent on scope and scale | | Delivered through development at Summertown district centre | 2030-2040 | North Oxford | Local Plan 2045 Policy |
| T39 | Average Speed Cameras and 20mph extensions to ensure better speed control on the main road radials to manage traffic and create more attractive cycle routes | Transport | Active Travel Highways | Essential | Dependent on scope and scale | | Oxfordshire County Council | 2025-2040 | City-Wide | Oxford LCWIP |
| T40 | Potential bridge across the River Thames to link East Oxford via Jackdaw Lane, including widening and resurfacing of the cycle path and addition of solar lighting | Transport | Active Travel | Important | £8,000,000 | | Oxfordshire County Council | 2030-2040 | South Oxford | Oxford LCWIP |
| T41 | A40 crossing at Collinwood Road | Transport | Active Travel | Essential | Dependent on scope and scale | To be funded via developer contributions | Oxfordshire County Council | 2025-2035 | East Oxford | Oxford LCWIP |
| T42 | Improvements to North Oxford Cycle Route, to address pinchpoints and provide surfacing improvements. The majority of this route is along the highway network, but some sections are on third party land, including active | Transport | Active Travel | Essential | £3,000,000 | | Oxfordshire County Council | 2030-2035 | North Oxford | Oxford LCWIP |

| Reference | Scheme | Infrastructure Category | Infrastructure Type | Prioritisation | Cost | Confirmed Funding | Delivery Body | Delivery Phasing | District Area | Source |
|-----------|---|-------------------------|---------------------|----------------|------------|-------------------|----------------------------|------------------|---|--------------|
| | travel improvements linking with LCWIP route 5 | | | | | | | | | |
| T43 | LCWIP Route 1: Canal Path, including the Canal Towpath Extension and Cycle bridge over the canal linking Nelson Street to the station | Transport | Active Travel | Essential | £2,500,000 | | Oxfordshire County Council | 2030-2035 | Central and West Oxford | Oxford LCWIP |
| T44 | LCWIP Route 2: Walton Street calming and filtering interventions, and Walton Street Shopping QPC | Transport | Active Travel | Essential | £1,210,000 | £356,000 | Oxfordshire County Council | 2030-2035 | Central and West Oxford | Oxford LCWIP |
| T45 | LCWIP Route 3: Wolvercote Roundabout Crossing | Transport | Active Travel | Essential | £1,825,000 | | Oxfordshire County Council | 2025-2030 | North Oxford | Oxford LCWIP |
| T46 | LCWIP Route 6: Marston, including improvements to the lighting and upgrades to the bridge, as well as the Marston QPC | Transport | Active Travel | Essential | £850,000 | | Oxfordshire County Council | 2025-2030 | East Oxford | Oxford LCWIP |
| T47 | LCWIP Route 7: Marston Road, including the crossing from Copse Lane to Marston Road | Transport | Active Travel | Essential | £200,000 | | Oxfordshire County Council | 2025-2030 | East Oxford | Oxford LCWIP |
| T48 | LCWIP Route 8: Northway & Barton, including possible widening of the subway to Barton and a new link path | Transport | Active Travel | Important | £1,000,000 | | Oxfordshire County Council | 2025-2030 | East Oxford | Oxford LCWIP |
| T49 | LCWIP Route 9: Headington Path, improvements to the street lighting and paths | Transport | Active Travel | Important | £600,000 | | Oxfordshire County Council | 2025-2030 | East Oxford | Oxford LCWIP |
| T50 | LCWIP Route 11: Quarry and Risinghurst Route Improvements | Transport | Active Travel | Essential | £200,000 | | Oxfordshire County Council | 2025-2030 | East Oxford | Oxford LCWIP |
| T51 | LCWIP Route 12: Old Road, including extension of the A2H scheme at Old Road. Improvements to Wheatley – Oxford section from Warneford Lane via Shotover remains | Transport | Active Travel | Essential | £7,035,000 | | Oxfordshire County Council | 2025-2035 | East Oxford/ South Oxfordshire District Council | Oxford LCWIP |
| T52 | LCWIP Route 13: Barracks Lane and Horspath including surface improvements, widening and removal of barriers at Barracks Lane, a cycle link at Pony Road, and average speed cameras, as well as the Horspath QPC | Transport | Active Travel | Essential | £3,085,000 | | Oxfordshire County Council | 2025-2035 | South Oxford | Oxford LCWIP |
| T53 | LCWIP Route 15: BBL, including a link road from Maidstone Road to Barns Road and various improvements to Barns Road as well as BBL shopping street re-design and the Barns Road QPC | Transport | Active Travel | Essential | £9,389,000 | | Oxfordshire County Council | 2035-2045 | South Oxford | Oxford LCWIP |

| Reference | Scheme | Infrastructure Category | Infrastructure Type | Prioritisation | Cost | Confirmed Funding | Delivery Body | Delivery Phasing | District Area | Source |
|-----------|---|-------------------------|------------------------------|----------------|------------------------------|-------------------|---|------------------|-------------------------|---|
| T54 | LCWIP Route 16: Littlemore, including route improvements and a cycle zebra crossing at Long Lane and the Iffley Road QPC | Transport | Active Travel | Essential | £1,525,000 | | Oxfordshire County Council | 2035-2045 | South Oxford | Oxford LCWIP |
| T55 | LCWIP Route 18: Rose Hill, including route improvements and improvements to Cottesmore Bridge - Ringroad | Transport | Active Travel | Essential | £2,200,000 | | Oxfordshire County Council | 2025-2030 | South Oxford | Oxford LCWIP |
| T56 | LCWIP Route 21: South Oxford Path, including surfacing improvements to the South Oxford cycle route | Transport | Active Travel | Essential | £6,800,000 | | Oxfordshire County Council | 2025-2035 | South Oxford | Oxford LCWIP |
| T57 | LCWIP Route 22: South Hinksey Path. Full detail subject to final build-out of the OFAS | Transport | Active Travel | Essential | Dependent on scope and scale | | Oxfordshire County Council | 2030-2040 | South Oxford | Oxford LCWIP |
| T58 | LCWIP Route 24: West Oxford Path, including surfacing and widening improvements at Oatlands Park | Transport | Active Travel | Essential | £400,000 | | Oxfordshire County Council | 2030-2035 | Central and West Oxford | Oxford LCWIP |
| T59 | LCWIP Route C: Oxford Ring Road, including the widening and resurfacing of Oxford Ring Road, and traffic calming measures in Wolvercote Village, as well as the Upper and Lower Wolvercote QPC | Transport | Active Travel | Essential | £13,160,000 | | Oxfordshire County Council | 2030-2035 | North Oxford | Oxford LCWIP |
| T60 | LCWIP Route CC: City Centre Parking, through delivering the park that bike proposals | Transport | Transport | Essential | £150,000 | | Oxfordshire County Council | 2025-2030 | Central and West Oxford | Oxford LCWIP |
| T61 | City Centre Cycle Hubs Parking | Transport | Transport | Essential | £3,000,000 | | Oxfordshire County Council | 2035-2045 | Central and West Oxford | Oxford LCWIP |
| T62 | Improvements to various routes within West End as identified in the SPD | Transport | Active Travel/ Transport | Important | Dependent on scope and scale | | Oxfordshire City Council/ Oxfordshire County Council/ site landowners | 2030-2045 | Central and West Oxford | West End SPD |
| T63 | Headington Centre Improvements | Transport | Active Travel/ Highways/ Bus | Important | Dependant on scope and scale | | Oxfordshire County Council | 2030-2040 | East Oxford | Headington Neighbourhood Forum/ Headington Action |
| T64 | Oxford connecting routes improvements, including path widening and dedicated crossings of main roads | Transport | Active Travel | Essential | £5,000,000 | | Oxfordshire County Council | 2030-2035 | City-Wide | Oxford LCWIP |
| T65 | Green Road Roundabout (A40) London Road - subways. Transform active travel connectivity to Barton and Risinghurst and route 10 to Wheatley and P&R by replacing/improving subways under roundabout. | Transport | Active Travel | Essential | £10,000,000 | | Oxfordshire County Council | 2030-2040 | East Oxford | Oxford LCWIP |

| Reference | Scheme | Infrastructure Category | Infrastructure Type | Prioritisation | Cost | Confirmed Funding | Delivery Body | Delivery Phasing | District Area | Source |
|-----------------------------|---|-------------------------|---------------------|----------------|------------------------------|-------------------|---|------------------|--------------------------|--|
| T66 | Improve access to green space and create surfaced circular routes in parks and recreation grounds for fun runs, small children learning to cycle, walks etc. | Transport | Active Travel | Essential | £5,000,000 | | Oxford City Council/ Oxfordshire County Council | 2030-2040 | City-Wide | Oxford LCWIP |
| Education | | | | | | | | | | |
| E1 | 0.5FE expansion to Wolvercote Primary School (1.5-2.0FE), to cater for growth in North Oxford | Education | Education | Essential | £4,048,158 | | Oxfordshire County Council/ Academy Trust | 2030-2035 | North Oxford | Stakeholder Engagement with Oxfordshire County Council |
| E2 | 0.5FE expansion to Barton Park Primary School (1.5-2.0FE), to cater for growth in East Oxford | Education | Education | Essential | £2,710,440 | | Oxfordshire County Council | 2030-2035 | East Oxford | Stakeholder Engagement with Oxfordshire County Council |
| Health-care | | | | | | | | | | |
| H1 | New health centre in the preferred option of Summertown (Diamond Place), consolidating Banbury Road and Summertown surgeries. Potential to also include consolidation of Wolvercote surgery - primarily serving existing demand | Healthcare | Primary Healthcare | Essential | Dependent on scope and scale | | BOB ICB | 2030-2040 | North Oxford | Stakeholder engagement with BOB ICB |
| Green Infrastructure | | | | | | | | | | |
| G1 | Oxford City Biodiversity Enhancements Programme | Green Infrastructure | Green Spaces | Essential | Dependent on scope and scale | | Oxford City Council | 2030-2045 | City-wide | Oxford City Council identified scheme |
| G3 | Improvements in accessibility and path network within Oxpens Meadow | Green Infrastructure | Green Spaces | Important | Dependent on scope and scale | | Oxford City Council | 2030-2035 | Central and West Oxford | Oxford City Council identified scheme |
| G4 | Enhancements in the public realm, including greening, along Oxpens Road to be delivered in tandem with the phases of development that address Oxpens Road to ensure a high quality environment and setting | Green Infrastructure | Green Spaces | Essential | Dependent on scope and scale | | Oxford City Council | 2030-2035 | Central and West Oxford | Oxford City Council identified scheme |
| G5 | Improvements and enhancements to Cutteslowe Park through the Oxford North development. Potential to relocate football pitches and manage former area for biodiversity - depends on the outcome of the extension to Cutteslowe Park. | Green Infrastructure | Green Spaces | Important | Dependent on scope and scale | | Oxford City Council | 2030-2035 | North Oxford | Oxford City Council identified scheme |
| G6 | Integrated GI network required for the north of the city (linked to Cherwell Sites) | Green Infrastructure | Green Spaces | Important | Dependent on scope and scale | | Oxford City Council | 2030-2040 | North Oxford Cherwell DC | Oxford City Council identified scheme |

| Reference | Scheme | Infrastructure Category | Infrastructure Type | Prioritisation | Cost | Confirmed Funding | Delivery Body | Delivery Phasing | District Area | Source |
|-----------|--|-------------------------|---------------------|----------------|---------------------------------------|-------------------|--------------------|------------------|--|---|
| U1 | Reinforcement (additional 132kV circuit from Cowley GSP) of Yarnton Bulk Supply Point (BSP) to accommodate additional demand from planned growth including Oxford | Utilities | Electricity Supply | Critical | Detailed costs not publicly available | | SSE | 2025-2030 | North Oxford/Cherwell/ Vale of White Horse | Stakeholder engagement with SSE |
| U2 | Upgrading of a section of the 132kV cable at Osney Lane Bulk Supply Point (BSP) to demand from development within the city | Utilities | Electricity Supply | Critical | Detailed costs not publicly available | | SSE | 2025-2030 | Central and West Oxford | Cowley Grid Supply Point Strategic Development Plan (SSE) |
| U3 | Reinforcement (additional 132/33kV transformer) of Cowley Local Main Bulk Supply Point (BSP) to accommodate additional demand from planned growth including Oxford | Utilities | Electricity Supply | Critical | Detailed costs not publicly available | | SSE | 2025-2030 | South Oxford/ East Oxford/ South Oxfordshire | Cowley Grid Supply Point Strategic Development Plan (SSE) |
| U4 | Reinforcement of the two 33/11kV transformers at Rose Hill Primary Substation and upgrade of 33kV circuit from Rose Hill Primary Substation to Cowley Local Main BSP | Utilities | Electricity Supply | Critical | Detailed costs not publicly available | | SSE | 2025-2030 | South Oxford/ South Oxfordshire | Cowley Grid Supply Point Strategic Development Plan (SSE) |
| U5 | Reinforcement of Headington Bulk Supply Point Transformers | Utilities | Electricity Supply | Critical | Dependent on scope and scale | | SSE | 2025-2030 | East Oxford | Cowley Grid Supply Point Strategic Development Plan (SSE) |
| U6 | Union Street Primary Substation Transformers | Utilities | Electricity Supply | Critical | Dependent on scope and scale | | SSE | 2035-2040 | South Oxford/ East Oxford | Cowley Grid Supply Point Strategic Development Plan (SSE) |
| U7 | Cowley GSP to Headington BSP 132kV circuits | Utilities | Electricity Supply | Critical | Dependent on scope and scale | | SSE | 2040-2045 | South Oxford/ East Oxford | Cowley Grid Supply Point Strategic Development Plan (SSE) |
| U8 | St Ebbes Primary Substation Transformers | Utilities | Electricity Supply | Critical | Dependent on scope and scale | | SSE | 2040-2045 | East Oxford | Cowley Grid Supply Point Strategic Development Plan (SSE) |
| U9 | Delivery of a substation required to support the Diamond Place redevelopment | Utilities | Electricity Supply | Critical | Dependent on scope and scale | | SSE | 2030-2040 | North Oxford | Oxford City Council identified scheme |
| U10 | Oxford Wastewater Treatment Works (WWTW) phased upgrades (to support planned development to 2041) | Utilities | Sewerage | Critical | fully funded | fully funded | Thames Water | 2030-2040 | South Oxfordshire | Stakeholder engagement with Thames Water |
| U11 | Oxford WWTW future upgrades (to support planned development post 2041) | Utilities | Sewerage | Critical | TBC | TBC | Thames Water | 2040-2045 | South Oxfordshire | Stakeholder engagement with Thames Water |
| U12 | Oxford Flood Alleviation Scheme | Utilities | Flood Risk Defence | Critical | £260,000,000 | TBC | Environment Agency | 2035-2045 | Central and West Oxford | Environment Agency/ Oxford City Council/ Oxfordshire County Council |

| Reference | Scheme | Infrastructure Category | Infrastructure Type | Prioritisation | Cost | Confirmed Funding | Delivery Body | Delivery Phasing | District Area | Source |
|-----------|--|-------------------------|------------------------|------------------|------------------------------|-------------------|--|------------------|-------------------------|--|
| U13 | Countywide roll out of fibre broadband in commercial buildings, extended where appropriate to surrounding residential buildings. | Utilities | Digital Infrastructure | Important | Dependent on scope and scale | | Oxfordshire County Council/ Openreach | 2025-2040 | City-wide | Stakeholder engagement with Oxfordshire County Council |
| U14 | Oxford City Mobile Phone Network Improvements | Utilities | Digital Infrastructure | Important | Dependent on scope and scale | | Oxfordshire County Council/ Mobile Network Providers | 2025-2035 | City-wide | Stakeholder engagement with Oxfordshire County Council |
| U15 | Undergrounding of Pylons at Osney Mead | Utilities | Electricity Supply | Transformational | Dependent on scope and scale | | Various | 2030-2045 | Central and West Oxford | West End SPD |

Appendix 1 – Further information

A.1 As part of their representation to the Reg. 18 Plan, Berkshire Oxfordshire and Buckinghamshire Integrated Care Board (BOB ICB) provided an update for the IDP. This section (and paragraph 7.27 which discusses Primary Healthcare) sets out some further information about BOB ICB specifically, provides some useful context about Oxford, and includes a discussion about the role of ICBs more widely.

- NHS Buckinghamshire, Oxfordshire, and Berkshire West Integrated Care Board (BOB ICB) is a statutory NHS organisation established in July 2022. BOB ICB has the delegated function of commissioning primary care, including GP services.
- GP practices collaborate with a range of other health-related organisations and services in their local areas in groups of practices known as primary care networks (PCNs). PCNs bring together a wider range of professionals to work collaboratively and provide high quality support to people when they need it.
- There are 6 Primary Care Networks (PCNs) in Oxford: City – East Oxford; City – OX3; Healthier Oxford City Network; Oxford Central; South East Oxford Health Alliance; and Spires. These PCNS include 26 GP practices, which serve a registered patient population of 240,400 (July 2025)
- Capital funding for improvement of GP premises comes from either NHS England (NHSE), or via the planning system through S106 contributions or CIL. While 100% NHS-funded premises improvement grants are allowed, the availability of funds for such *Improvement Grants* is very limited.
- The ICB needs to ensure that all primary care provisions are operationally and financially viable. The ICB funds Primary Care services via the reimbursement of rents (as approved by the District Valuer) and business rates (based on existing ONS population data). However, the ICB has no dedicated funding for any primary care estates development (including the commissioning of pre-project works or projects relating to new population growth and development).