

Housing and Growth Deal Infrastructure Programme

The Oxfordshire Growth Board has published details of the infrastructure projects to receive funding in Year 1 and Years 2-5 of the Oxfordshire Housing & Growth Deal, signed in April 2018. The total £150 million of Growth Deal funding has been earmarked for specific projects. This forward funding is helping unlock projects that will benefit from developer contributions, delivering schemes valued at over £480 million in total, excluding costs of the major rail projects, which are still to be confirmed.

Year 1 Infrastructure Projects

Tramway Road accessibility improvements, Banbury

Development of feasibility and design solutions for the Tramway Road scheme in Banbury to improve access to the station and bus journey reliability from the south of the town into the town centre. The scheme will create a new bus lane and two way taxi link past the railway station into the Town Centre, a new access to the Network Rail west car park with vehicle activated capacity signs, and improved pedestrian access.

District: Cherwell

Estimated Growth Deal spend: £2,473,000

Full cost of scheme: £2,507,000

Watlington relief road

Construction of a relief road for Watlington providing an alternative route from the B4009 east and B4009 west, respectively to the west and north of the parish. This will provide a long term solution to air quality problems in Watlington; an alternative route for LGVs and HGVs. This, in turn, will help create better conditions for walking and cycling in Watlington and improve bus journey times. By providing improved highway infrastructure the scheme releases capacity to support housing growth in Watlington and the surrounding area. Approximately 400 dwellings are planned and allocated through the neighbourhood plan to be delivered in the next 7 years. The project will be part funded by the development.

District: South Oxfordshire

Estimated Growth Deal spend: £6,000,000

Full cost of scheme: £12,000,000

Featherbed Lane and Steventon lights, nr Milton Park

Improvements to the Featherbed Lane and Steventon junctions, which will provide better and safer access to Milton Park, Milton Interchange and Didcot from Wantage and Grove. The scheme supports the growth in both housing and employment planned in the Science Vale area and mitigates the congestion at the Rowstock roundabout junction. It includes an improved signalised junction at the southern end of Steventon High Street/A4130 Abingdon Road; a new set of traffic lights where Featherbed Lane meets the A4130 Abingdon Road and a new roundabout junction with the A417 Reading Road.

District: Vale of White Horse**Estimated Growth Deal spend: £2,500,000****Full cost of scheme: £10,000,000****Milton Enterprise pedestrian and cycle bridge**

Construction of a new pedestrian and cycle crossing of the A34 to provide relief to Milton Interchange and encourage sustainable modes of travel. It will connect the strategic development site at Milton Heights with Enterprise zones at Milton park and Milton Gate via the recently completed Backhill Lane Tunnel. This scheme will support the development of new homes at Milton Heights, where approximately 450 dwellings have planning approval. Growth Deal forward funds the project ahead of developer contributions.

District: Vale of White Horse**Estimated Growth Deal spend: £2,000,000****Full cost of scheme: £2,000,000****Upper Heyford highway improvements**

The scheme will improve the junctions and traffic management for the Heyford Park housing development on the former RAF base, along with HGV restrictions in the area. This will also reduce the impact on Middleton Stoney.

District: Cherwell**Estimated Growth Deal spend: £8,700,000****Full cost of scheme: £8,700,000****A4260 and A44 Corridor improvements**

Growth Deal funding supports design work for the various measures to provide transport corridor route improvements along the A44/Woodstock Road and the A4260/Banbury Road. The aims are to increase bus transport usage into the city, reduce congestion and improve journey times. Measures will prioritise public transport, cycling and pedestrians along the A44/Woodstock Road corridor and the A4260/Banbury Road route, as well as the links between these corridors, such as the A4165 and Langford Lane. The scheme also links to the proposed delivery of a new park and ride site on the A44 corridor, together with expansion of the existing Water Eaton Park and Ride site.

Districts: Cherwell, West Oxfordshire and Oxford City**Estimated Growth Deal spend: £6,590,000****Full cost of scheme: £6,590,000****A40 Minster Lovell West Facing Slip roads and Access to Carterton**

The scheme will upgrade the route from the A40 into Carterton and RAF Brize Norton in order to relieve pressure on the surrounding rural road network. Included are, improvements to the B4477 Brize Norton Road and the construction of new west facing slip roads at the A40/Minster Lovell to enable traffic to travel west on the A40. It will also provide a dedicated route for freight including RAF traffic, as well as a dedicated two-way cycle and pedestrian facility from Carterton to Minster Lovell to

encourage sustainable modes of travel. Improved highway infrastructure capacity into the Carterton will also support housing growth in the town.

District: West Oxfordshire

Estimated Growth Deal spend: £9,800,000

Full cost of scheme: £11,500,000

Oxford citywide cycle and pedestrian schemes

This project delivers a number of cycle and pedestrian access and safety improvements across Oxford, which link housing sites to district centres and employment areas, providing attractive alternative routes through the city. The improvements seek to overcome some physical barriers currently preventing good access – including the Ring Road, and Cowley Branch line. Locations for works include the canal towpath, Cuckoo Lane, the Thames path routes, Warneford Meadows, Littlemore Park to the Ring Road and A40 to JR via Old Marston and Northway.

District: Oxford City

Estimated Growth Deal spend: £4,600,000

Full cost of scheme: £8,200,000

Access to Headington, Oxford

The road improvements, well under way, will help reduce the impact of congestion and move people around more efficiently along the B4495, and ultimately support housing and jobs growth in Headington and beyond. The work includes the creation of additional highway capacity, bus priority and new and improved cycle lanes and priority at junctions.

District: Oxford City

Estimated Growth Deal spend: £3,500,000

Full cost of scheme: £16,000,000

Botley Road Corridor, Oxford

The Botley Road corridor project will see journey time improvements and a better journey experience for travellers along this key arterial route in and out of Oxford. Feasibility and design solutions are being worked up to improve access to the Park & Ride, create a Bus Expressway using smart technology and a cycle route.

District: Oxford City

Estimated Growth Deal spend: £3,750,000

Full cost of scheme: £8,750,000

Witney A40 Downs Road junction

The A40 Downs Road junction is a new junction on the A40 at West Witney required to deliver 1,000 new homes and employment floorspace in West Witney and North Curbridge. The new junction is now fully operational.

District: West Oxfordshire

Estimated Growth Deal spend: £1,250,000

Full cost of scheme: £2,100,000

Benson relief road

The relief road will provide traffic with an alternative route from the A4074 and B4009 to the north of the village, particularly for HGVs. There will also be capacity improvements at the A4074/Church Road junction and improved pedestrian and cycle facilities in and through Benson. The road will help unlock development sites to the north of the village along the new route, delivering around 600 new homes, with the Growth Deal forward funding enabling the work ahead of significant developer contributions.

District: South Oxfordshire

Estimated Growth Deal spend: £1,200,000

Full cost of scheme: £12,000,000

Cowley Branch Line

Growth Deal funding will contribute to a feasibility and design study that Network Rail is undertaking to enable the Cowley Branch Line through Oxford to be brought forward for passenger services. The scheme forms part of plans for other rail improvements countywide.

District: Countywide

Estimated Growth Deal spend: £250,000

Full cost of scheme: TBC

Oxford Flood Alleviation Scheme (OFAS)

The Growth Deal is contributing £5m of funding to the Environment Agency's planned Oxford Flood Alleviation Scheme, to help bring the scheme forward. The scheme is designed to significantly reduce the risk of flooding to homes and businesses in Oxford City and neighbouring areas in the Vale of White Horse. It will also protect the public highway and other transport infrastructure including the Botley Road and Abingdon Road.

District: Countywide

Estimated Growth Deal spend: £5,000,000

Full cost of scheme: £TBC

Oxford Station Redevelopment

Growth Deal funding will support feasibility work on widening the Botley Road railway bridge through replacement of the existing structure. This is required to support the Oxford rail station development, enabling more rail lines to be provided to increase capacity through Oxford. Widening the road underneath the bridge will improve headroom for vehicles and also provide more space for cycle lanes and wider pavements, complementing improvements along the length of Botley Road. The scheme is part of a wider improvement plan for Oxford station which includes additional track and platform capacity.

District: Countywide

Estimated Growth Deal spend: £500,000
Full cost of scheme: £TBC

Rapid Transit Line 2 – A40 to Eynsham

Growth Deal funding will contribute to the scheme, linked to the planned A40 Smart Corridor project, to provide dedicated public transport improvements along the A40 corridor. This comprises an eastbound bus priority lane on A40 from Eynsham to Duke's Cut canal bridge west of Wolvercote, a 1,000 space Park and Ride site at Eynsham and selective junction improvements on A40 in the Eynsham/Cassington area.

District: West Oxfordshire
Estimated Growth Deal spend: £3,812,000
Full cost of scheme: £36,200,000

Year 2-5 Infrastructure Projects

Wantage Eastern Link road

The aim of project is to deliver a scheme that creates a new link road between Grove (A338) and Wantage (A417). This will support the delivery of 288 houses and bring air quality benefits in central Wantage by reducing traffic and congestion. It will improve bus journey times and ease traffic around local schools and the scheme includes significant pedestrian and cycle infrastructure, as well as access to the countryside.

District: Vale of White Horse
Estimated Growth Deal spend: £2,000,000
Full cost of scheme: £15,144,000

Shrivenham Primary School Capacity

This project covers shortfall in funding for a new Primary school site and building on Highworth Road, Shrivenham to facilitate a strategic school solution for the village. Work is ongoing with the Faringdon Academy of Schools, the Trust responsible for Shrivenham Primary School, to propose a relocation and expansion of the existing school to the new site, in line with the aspirations in the draft Shrivenham Neighbourhood Plan. There are potential alternative uses for existing school and it is estimated that the project will contribute to the delivery of 700 houses.

District: Vale of White Horse
Estimated Growth Deal spend: £2,500,000
Full cost of scheme: £tbc

Didcot Garden Town Project: Central Didcot Transport Corridor improvements

A priority "place-making" project involving a mixture of bus, cycle and pedestrian improvements from the new Science Bridge on the A4130 west of Sir Frank Williams

Way to Jubilee Way Roundabout at Broadway. It is estimated that the project will contribute to the delivery of 391 houses as part of the programme of works.

Districts: South Oxfordshire and Vale of White Horse

Estimated Growth Deal spend: £2,000,000

Full cost of scheme: £60,000,000

A44 corridor improvements from Langford Lane to Peartree roundabout (Woodstock Road Corridor)

This scheme is looking at feasibility to reinstate two-lane entries at the A44 roundabout junctions, with an update of the junctions and a southbound bus lane along the entire length of the A44 down to Pear Tree roundabout. These changes could improve sustainable connections (with bus and cycle options) and provide housing growth benefits, as 163 houses are part of the programme of works.

Districts: Cherwell and Oxford City

Estimated Growth Deal spend: £20,100,000

Full cost of scheme: £22,100,000

Access to Witney at Shores Green

This scheme is part of the Witney Transport Strategy and Local Plan proposals to support housing and growth jobs. It delivers west facing slips at the A40/Shores Green junction, allowing trips from north Witney to use the A40 to the west for trips within Witney. It improves connections to the strategic road network and addresses air quality issues at Bridge Street, Witney.

District: West Oxfordshire

Estimated Growth Deal spend: £2,100,000

Full cost of scheme: £5,600,000

Thame to Haddenham cycle route

The aim of the project is to provide a better walking and cycling environment to key transport node in the area, reduce congestion, air pollution and noise. It will support healthy and active communities in both Oxfordshire and Buckinghamshire and could contribute to the delivery of 223 houses.

District: South Oxfordshire

Estimated Growth Deal spend: £8,000,000

Full cost of scheme: £10,000,000

Jubilee Way Roundabout, Didcot

The aim of project is to work up feasibility / design solutions for the Jubilee Way Roundabout in Didcot, as identified in the Growth Deal to deliver a scheme that creates better access for pedestrians and cyclists with improvements to air quality, noise and congestion.

It is estimated that the project will contribute to the delivery of 34 houses as part of the programme of works.

District: South Oxfordshire

Estimated Growth Deal spend: £6,500,000

Full cost of scheme: £6,500,000

Ploughley Road / A41 Bicester - signalisation of junction

This is part of a package of measures along the A41 to improve bus routes between Bicester and Eastern Arc of Oxford. It is estimated that the project will contribute to the delivery of 33 houses as part of the programme of works.

District: Cherwell

Estimated Growth Deal spend: £2,777,000

Full cost of scheme: £6,700,000

A422 Hennef Way, Banbury

On the Northern edge of Banbury, this proposal is a partnership with Highways England to alleviate congestion through creating new north-facing slip roads onto the M40 at Southam Road plus junction improvements on Hennef Way itself. It is expected to bring economic and retail benefits to Banbury.

District: Cherwell

Estimated Growth Deal spend: £18,523,000

Full cost of scheme: £20,000,000

Banbury Road improvement (Banbury Road Corridor)

The scheme covers the northern end of St Giles up to the Kidlington roundabout and proposes bus improvements such as additional lengths of bus lane to be added to what already exists at all sections of the route where delay is currently experienced. Northbound this requires a bus lane from Bevington Road to Cunliff Close, no changes in Summertown and more bus lane improvements near Cutteslowe and roundabout through Kidlington

Cycling lanes proposed on the Banbury will improve safety, sustainable connections and provide housing growth benefits, as the project will contribute to the delivery of 46 houses as part of the programme of works.

District: Oxford City

Estimated Growth Deal spend: £9,700,000

Full cost of scheme: £9,700,000

Woodstock Road improvements (Woodstock Road Corridor)

Bus proposals in this scheme include a northbound provision of a bus lane from St Bernard's Road to Bainton Road. Southbound, a bus lane is to be provided from Wolvercote roundabout to Beech Croft/Bainton Road. It also provides cycling improvements along the Woodstock Road, that jointly with bus lanes offer more sustainable travel options into Oxford particularly over the constrained bridge.

District: Oxford City

Estimated Growth Deal spend: £9,100,000

Full cost of scheme: £9,100,000

Oxford South East Corridors

This is a programme of works in a study phase, comprising the following projects:

Barns Road

The Barns Road scheme included in the South East Corridors Study is part of the Oxford Transport Strategy's Cycle Premium Route network. It aims to support local growth and wider movement between new housing and employment sites in south Oxford (Cowley, Blackbird Leys, Littlemore, Oxford Science Park, Oxford Business Park) and connections to Oxford city centre, east and north Oxford. It envisages new and improved cycle routes along the whole length of the corridor, as well as improved bus provision. It is a key component of proposals to support social inclusion, equality of opportunity, protect/enhance the local environment and health/wellbeing, by improving connectivity and air quality through reducing congestion.

District: Oxford City

Estimated Growth Deal spend: £1,300,000

Full cost of scheme: £10,300,000

A34 Corridor

This project looks at providing a city-bound bus lane from the proposed P&R at Lodge Hill to Hinksey Hill Interchange. This forms part of proposals for rapid transit from major housing sites in South Oxfordshire and Vale of White Horse to Oxford city centre and around the "Eastern Arc" (Littlemore, Cowley, Headington and North Oxford). Phase 1 of the project (bus priority at Hinksey Hill Interchange) has already secured funding with design work is now underway.

District: Vale of White Horse DC

Estimated Growth Deal spend: (included in £1,300,000 listed above)

Full cost of scheme £25,100,000

Eastern Bypass Corridor

The project will help move more people around more efficiently along the Eastern Bypass by providing a bus lane/priority along the corridor. This is required to support growth and wider movement between key housing and employment across south and east Oxford (Headington, Cowley, Oxford Business Park, Littlemore, Oxford Science Park) and South Oxfordshire/Vale of White Horse. It is expected to reduce private car traffic and improve the city's air quality.

District: Oxford City

Estimated Growth Deal spend: (included in £1,300,000 listed above)

Full cost of scheme: £38,100,000

Cowley Road/Garsington Road/Watlington Road corridor

The project will help reduce the impact of congestion and expand connectivity along the Cowley Road/Garsington Road corridor by improving traffic at existing pinch-

points/junctions and new bus priority (improving bus journey times and reliability) and by providing a higher standard and safer cycle route along the whole length of the corridor. Side road entries and improved crossings will also assist pedestrian movement and safety. This will support housing growth along the Cowley Road/Garsington Road corridor and is part of proposals to improve wider movement between key housing and employment in south Oxford (Cowley, Oxford Business Park) South Oxfordshire and Oxford city centre.

District: Oxford City

Estimated Growth Deal spend: (included in £1,300,000 listed above)

Full cost of scheme: £39,700,000

A4074 Corridor

The project will help reduce the impact of congestion along the A4074 corridor by providing a city-bound bus lane and bus priority at Heyford Hill roundabout, and by providing a new two-way cycle route. This corridor forms part of the Rapid Transit network to support growth and wider movement between key housing and employment across south and east Oxford (Littlemore, Oxford Science Park, Oxford Business Park, Headington), South Oxfordshire and connections to Oxford city centre.

District: Oxford City

Estimated Growth Deal spend: (included in £1,300,000 listed above)

Full cost of scheme: £18,800,000

B4495 Corridor

Starting at its junction with The Slade/Horspath Driftway to its junction with Abingdon Road, the aim of this project is to help reduce the impact of congestion along the B4495 corridor by addressing existing pinch-points and by providing a new and improved cycle route. As part of the Rapid Transit and connector bus network, and Oxford's Cycle Super Route network it is expected to support growth and ease movement between key housing and employment across south and east Oxford (Cowley, Oxford Business Park, Headington) and South Oxfordshire/Vale of White Horse .

District: Oxford City

Estimated Growth Deal spend: (included in £1,300,000 listed above)

Full cost of scheme: £22,000,000

Abingdon Road Corridor

The project will help reduce the impact of congestion and ease movement along the Abingdon Road corridor by providing a new and improved cycle route and improving bus routes to support housing and jobs growth and promote healthy and active travel. It connects people to major employment sites in South and East Oxford ((e.g. Headington, Cowley, Oxford Business Park) and South Oxfordshire and Vale of White Horse.

District: Oxford City

Estimated Growth Deal spend: (included in £1,300,000 listed above)

Full cost of scheme £13,700,000

Iffley Road corridor

This is the A4158 corridor between the Eastern Bypass and The Plain roundabout to reduce the impact of congestion and move more people around more efficiently along Iffley Road by improving traffic at current bottlenecks, improving bus journey times/reliability, and by providing a higher standard and safer cycle route treatment along the whole length of the corridor. Side-road entry treatments and new/improved crossings will also assist pedestrian movement and safety. This will support housing growth along Iffley Road and is part of proposals to improve wider movement between key housing and employment in south Oxford (Littlemore, Oxford Science Park) and the city centre.

District: Oxford City

Estimated Growth Deal spend: (included in £1,300,000 listed above)

Full cost of scheme £19,700,000

Scheme Advancement Allowance

The programme has set aside an additional amount of investment monies for scheme advancement for several infrastructure schemes (8 No.) that are currently in the very early stages of development with third parties.

District: Countywide

Estimated Growth Deal spend: £37,700,000

Full cost of scheme £78,000,000