

Oxfordshire Growth Deal: Infrastructure Scheme List

District	Scheme	Scheme details	Year of Delivery	Estimated final cost	Growth deal contribution
Cherwell	Tramway Road accessibility improvement	The aim of the project is to deliver accessibility and sustainable transport improvements along Tramway Road in Banbury to create a new two-way bus lane and taxi link past Banbury railway station into the town centre and a new access to the railway station car park to the west.	2023	£3,990,000	£3,210,000
	Former RAF Upper Heyford phase 2 (M40-J10 Improvements)	The growth deal is part front funding the scheme which will provide capacity and safety improvements to Junction 10 of the M40 Motorway: - A43/B4100 Baynards Green Roundabout - A43 Padbury Roundabout This will support and allow for the acceleration of the on-going housing development taking place at the former RAF base at the Upper Heyford site (Heyford Park)	2023	£18,800,000	£18,800,000
	North West Bicester Realignment of the A4095	The Growth Deal is front funding the proposed realignment of the A4095 will support the NW Bicester Housing allocation. The scheme will provide a new, straight underpass of the railway line, increasing capacity and high quality for sustainable travel. The scheme will remove the constraint of the skewed low bridge and junctions on each side of the railway line. In addition to the realigned road, the project will include: - Provision of a bus only road link to the east of the railway connecting the new link with Bucknell Road south to the town centre - Retention of part of Howes Lane and Lords Lane to provide access to and from the existing residential areas to the southeast - Retention of Bucknell Road/ Howes Lane/ Lords Lane junction - New road link from Shakespeare Drive to extend in a one-way direction to connect to the realigned Howes Lane.	2023	£20,000,000	£15,750,000
	North West Bicester Underbridge and Underpass NW Bicester	The Growth Deal is front funding the construction of an Underbridge and Underpass through the embankment supporting the Railway line at Bicester to facilitate the realignment of the A4095 and bring better connectivity for pedestrians and cyclists across the NW Bicester housing and employment allocation. This will allow planned development to proceed	2021	£14,700,000	£7,800,000
	Access to Banbury (A422 Hennef way, Banbury)	The Growth Deal is providing funding for a feasibility study only (£500K). The aim of this study to tackle the develop some measures to tackle then adverse impact of HS2 traffic between junction 10 and 11 of the M40 and poor air quality around the already congested Hennef Way area. These issues highlighted the need for number of infrastructure improvements in Banbury, including at and around Junctions 10 and 11. This study will contribute to the objectives of Cherwell District Council Local Plan as well as Banbury Vision and Master Plan.	2023 (Feasibility only)	£500,000	£500,000
	A361 Bloxham - Road Safety Improvements	The Growth Deal is part funding the A361 Improvements Project, which supports the safe movement of new and existing residents using the road and also creating a better environment for cyclist and pedestrians. The improvement measures include: Carriageway resurfacing •Drainage improvements •South Newington bend safety improvements •Bloxham Grove Road(/Ells Lane)junction improvements •Wykham Lane junction improvements •Shared footway (footpath improvements and conversion to a shared use facility for pedestrians and cyclists from Banbury to Bloxham Grove Rd.) •Signing and road marking (delineation on bends and intersections, speed limits reduction and vegetation clearance to improve sight lines	2020	£4,569,000	£300,000
North Oxford	North Oxford Corridor Phase 1B - Kidlington Roundabout	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 pedestrian movement along the A44 immediately north of Oxford and at the nearby Kidlington roundabout. site. Phases 1A, 1D and 1B of this scheme are entering Preliminary Design Stages.	2023	£6,000,000	£6,000,000
	North Oxford Corridor Phases 1A & 1D - Peartree Roundabout and A44 Loop Farm to Cassington Road			£16,001,996	£16,001,996

Oxford City

Connecting Oxford (Business Case)	The Growth Deal is contributing £1.6m of funding to undertake technical work to develop the Outline Business Case for submission to the DfT in 2022. The OBC includes development of options including but are not limited to a Workplace Parking Levy (WPL), bus improvements, walking and cycling improvements and traffic filters. Once approved funding will be sought to develop the full business case to seek funding from the DfT to implement physical measures which will be supported by income generated from the WPL.	2021 (Feasibility Only)	£2,072,893	£2,072,893
Access to Headington	The road improvements, now complete, 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 some additional highway capacity, bus priority and new and improved cycle lanes and priority at junctions.	2020	£16,627,000	£3,500,000
Oxford City Wide Cycle and Pedestrian Schemes	This project delivers a number of cycle and pedestrian access and safety improvements across Oxford, providing attractive alternative routes to key destinations often avoiding main route routes through the city. Locations for works include the canal towpath, Cuckoo Lane, the Thames path routes, Warneford Meadow, Boundary Brook and A40 to JR via Old Marston and Northway.	2024	£4,600,000	£4,600,000
Oxford Station Redevelopment	Growth Deal funding contribution 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.	Not Major Infrastructure	£9,000,000	£500,000
Botley Road Corridor	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. Measures are aimed at improving access to the Park & Ride, improving bus routes and facilities for both pedestrians and cyclists. A phased design and delivery approach has been adopted with construction of the first section (Park & Ride junction area) due for completion March 2021 and work to the second section (Westminster Way junction area) due to commence on site from late February 2021. Design of subsequent sections are ongoing and will follow in sequence. Full project specific details are available at https://www.oxfordshire.gov.uk/residents/roads-and-transport/roadworks/major-current-roadworks/botley-road-phase-1	2022	£9,100,000	£3,749,995
OFAS Contribution	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. The Kennington Bridge replacement scheme has also been initiated to support the provision of two new culverts under the Southern By-Pass Rd.	Not Major Infrastructure	-	£5,252,000
Cowley Branch Line	Growth Deal funding will contribute towards complementary development work including a nine-day survey and risk assessment of the level crossings, signal sighting assessments, an assessment of structures and ground investigations for a new bridge span over the river near Oxpens. Initial output definition work for the Oxfordshire Rail Corridor Study has proven that it is technically feasible to reintroduce passenger trains on this freight-only branch line. The second stage of the Study is now nearing completion with Network Rail identifying likely estimated costs for infrastructure upgrades on the main line south of Oxford station needed to provide extra capacity for an increase in train services, including those that will serve Cowley. A package of further technical work has been agreed to provide more certainty on requirements and a better level of cost maturity, and includes track and signalling design between Kennington and Cowley, analysing topographical survey data and track bed investigations for new tracks on the branch and over key structures. Outline station design and master planning is also planned to define the type of station, the range of facilities and the land required for each of the new stations to ensure they integrate with the communities they serve and prioritise active travel.	Not Major Infrastructure	£29,000,000	£245,000
Oxpens to Osney Mead Bridge	Growth Deal has part front funded a new pedestrian and cycle bridge will be constructed to provide direct access between the Thames towpath and the city centre via the Oxpens site, and onwards to the Westgate Centre and Oxford Rail Station. The scheme will help to unlock much needed regeneration of this part of the city centre. A funding agreement has been secured with Oxford City Council to deliver the scheme. Feasibility design work is anticipated to commence in early 2021.	2023	£6,000,000	£6,000,000

	Banbury Road Corridor	Growth Deal is part front funding development of the designs for the Banbury Road Corridor. Planned improvements are between St Giles and Cutteslowe roundabout, and along the Marston Ferry Road approach to Banbury Road. Improvements are focussed on prioritising sustainable transport measures (walking, cycling, public transport) to support anticipated growth both within the Oxford area and across identified areas of Southern Cherwell. Feasibility design work to commence in early 2021. Public consultation on proposals anticipated for later 2021. Works are being co-ordinated with improvements to the parallel Woodstock Road Corridor.	2023	£2,414,607	£2,414,607
	Woodstock Road Corridor	Growth Deal is part front funding the delivery of Woodstock Road corridor improvements between St Giles and Wolvercote roundabout. Improvements are focussed on prioritising sustainable transport measures (walking, cycling, public transport) to support anticipated growth both within the Oxford area and across identified areas of Southern Cherwell. Feasibility design work to commence in early 2021. Public consultation on proposals anticipated for later 2021. Works are being co-ordinated with improvements to the parallel Banbury Road Corridor.	2023	£12,500,065	£12,500,065
South & Vale	Jubilee Way Roundabout and Didcot Central Corridor	<p>This series of feasibility studies will inform corridor improvements that run across both districts. The Growth Deal is front funding the feasibility design of the improvements to Jubilee Way roundabout. The project combines transport and movement improvements with urban design and place-making aspirations within central Didcot. It will be led by Oxfordshire County Council, working in partnership with the Didcot Garden Town Delivery Group which consists of officers from South Oxfordshire District Council (SODC) and the Vale of the White Horse District Council (VoWHDC). The place-making strategy is to be informed by the Didcot Garden Town Delivery Plan (DGTDP) vision, as well as by the local community.</p> <p>Didcot was announced a Garden Town in 2015. The DGTDP was prepared in 2017 to identify the vision, masterplan and opportunities to recreate Didcot as a Garden Town. It is not planning policy but forms a backdrop to current and emerging development proposals for the town and wider area. Stemming from the DGTDP, this project covers three central routes within Didcot, known collectively as Didcot Central Corridors:</p> <ul style="list-style-type: none"> •The Gateway Spine: A4130 from the proposed Science Bridge (near Sir Frank William's Avenue), B4493, Station Road, Hitchcock Way, Jubilee Way roundabout and Marsh Bridge Roundabout (junction of Broadway, B4016 and Hadden Hill) •The Cultural Spine: Broadway and Wantage Road (B4493) •Eoxhall Road (B4493) <p>Sustainable travel modes should receive particular attention as part of the scheme with the aim of helping to support Climate Action.</p>	2023 (Feasibility only)	£1,000,000	£1,000,000
	Didcot GWP Primary	The Growth Deal has front funded the building of Didcot Great Western Primary school, enabling it to be opened in good time before the children arrive in the surrounding housing developments	Not Major Infrastructure	-	£1,768,226
	Benson Relief Road	The Growth Deal is forward funding the building of the Benson relief road before the developer contributions come forward. The road will provide traffic with an alternative route from the A4074 and B4009 to the north of the village, particularly for HGVs. The road will help unlock development sites to the north of the village along the new route.	2022	£1,800,000	£1,800,000
h Oxfordshire	Watlington relief Road	The Growth Deal is part funding the 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 traffic and associated air quality problems in Watlington by providing an alternative route for through traffic, LGVs and HGVs. This, in turn, will help create better conditions for walking and cycling in Watlington. By providing improved highway infrastructure the scheme releases capacity to support accelerated planned 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.	2023	£12,500,000	£7,100,605

Sout	Golden Balls Junction Improvements	<p>Growth Deal is funding the feasibility study looking at the north-eastern periphery of the Science Vale area which forms a crucial part of the highway network at the confluence of the A4074 and the B4015, the former an important north-south corridor between Oxford and Reading, the latter a key route between Science Vale and the M40. Significant growth is planned across this area over the next fifteen years. As identified in the current Local Plans for the Vale of White Horse and South Oxfordshire district councils there are approximately 22,000 new jobs and 50,000 new homes planned, along with further background growth of an additional 40,000 jobs and 50,000 homes across the remaining three Oxfordshire local planning authorities (West Oxfordshire, Cherwell, and Oxford City).</p> <p>In order to support the Oxfordshire Growth Deal, as set out in the Local Plans, it is necessary to evaluate this area of the transport network to assess its ability to accommodate future traffic growth. A scheme (or combination of schemes) needs to be defined that addresses congestion issues at the Golden Balls roundabout.</p>	2023 (Feasibility only)	£1,000,000	£1,000,000
	Fitzwaryn School Expansion	Growth Deal has forward funded the building of the Fitzwaryn expansion to ensure it is ready to support the new children arriving the nearby housing developments, thus allowing the planned development to be accelerated	Not Major Infrastructure	-	£623,884
Vale of White Horse	Frilford junction improvements and relief to Marcham	<p>The Growth Board has approved the funding for this project as two separate schemes as part of the Growth Deal programme. However, due to the close interrelationship of the two schemes, for the optioneering and feasibility they need to be investigated simultaneously. Growth Deal is funding the feasibility study looking into the junctions configuration and working.</p> <p>Frilford and Marcham are located on the north-western fringe of the Science Vale area. Significant growth is planned across this area over the next fifteen years. As identified in the current and emerging Local Plans for the Vale of White Horse and South Oxfordshire district councils, there are 22,000 new jobs and 50,000 new homes planned, along with further background growth of an additional 40,000 jobs and 50,000 homes across the remaining three Oxfordshire local planning authorities (West Oxfordshire, Cherwell, and Oxford City).</p> <p>This project is to identify a suitable scheme (or schemes) to address congestion issues at the A415/A338 junction at Frilford and the A415 through Marcham. As a result of their key location on the highway network there are presently capacity issues experienced in the AM and PM peaks, which are set to worsen in the future with the traffic generated by forthcoming growth. The appraisal report will consider options to improve journey times at Frilford and Marcham and also seek to improve air quality issues through Marcham, part of which is a designated Air Quality Management Area (AQMA).</p> <p>The options appraisal stage is planned to start in February 2021.</p>	2023 (Feasibility only)	£1,500,000	£1,500,000
	Relief to Rowstock	<p>"The project is to provide relief to the Rowstock roundabout. The roundabout is a key piece of infrastructure with the A4130 running to the North, the A417 east to west and the A4185 to the south. It currently suffers with severe congestion during the AM and PM peaks due to its location and key employment sites within its locality and improvements to this junction are required to allow planned development to be accelerated</p> <p>The project scope includes the Rowstock roundabout, Featherbed Lane / A417 junction, Featherbed Lane/A4130 Junction, Steventon Lights, and the A4130 between Steventon Lights and Milton Interchange.</p> <p>With the current growth to the west of the roundabout – Crab Hill, Wantage (1500 units), Grove Airfield (2700 units) and a number other smaller developments, and to the north and east – Great Western Park (3200 units), Milton Heights (458 units) and a number of smaller developments, the peak time congestion will be extended and the severity increased.</p> <p>OCC have money secured through the City Deal (£6.5m), Section 106 money and Housing and Growth Deal funding (£4.3m) totalling £10.8m.</p>	2023	£10,800,000	£4,800,000

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	Milton enterprise pedestrian and cycle bridge	<p>The growth deal is front funding the delivery of the Milton Enterprise pedestrian and cycle bridge. The project is aimed to provide a pedestrian and cycle bridge over the A34 to connect a strategic housing site at Milton Heights with enterprise zones 1 & 2 (including Milton Park) as well as Didcot, its schools, station and services.</p> <p>The bridge will provide relief to Milton Interchange which suffers from significant congestion by encouraging local trips by sustainable modes.</p> <p>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.</p> <p>The project is currently in Feasibility stage.</p>	2023	£3,000,000	£3,000,000
	Wantage Eastern Link Road	<p>Growth deal is part funding the delivery of the new Wantage Eastern link Road. The project is to provide a new link road known as the Wantage Eastern Link Road (WELR) between the A417, east of Wantage (West Locking junction) and A338, north of Wantage (Mabley Way/A338 Roundabout). This will provide the 'Crab Hill' (Kingsgrove) Development of 1,500 homes with direct access onto both the A338 and A417. It will also provide essential relief to the centre of Wantage Town Centre and surrounding road junctions by creating a 'bypass' route.</p> <p>The scheme would also decrease bus journey times and ease congestion around local schools, as well as delivering significant pedestrian and cycling schemes and access to the countryside. It is expected to be completed in 2023.</p>	2023	£8,000,000	£1,000,000
	Shrivenham new school	<p>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 Farrington 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.</p>	Not Major Infrastructure	£2,500,000	£2,500,000
West Oxfordshire	Access to Carterton	<p>The Growth deal is funding the feasibility study looking at the upgrade of 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.</p>	Not Major Infrastructure	£9,800,000	£709,560
	Rapid Transit Line 2	<p>The Growth Deal is funding the Science Transit scheme improving the A40 and providing more sustainable transport options along the corridor. These improvement include:</p> <ol style="list-style-type: none"> 1. A40 Eynsham Park & Ride 2. Eastbound bus lane, 3. Short sections of westbound bus lane <p>There is an adjacent scheme (A40 Smart Corridor) being delivered to complete and compliment the measures delivered by growth deal. These include:</p> <ol style="list-style-type: none"> 1. A40 dual carriageway between Witney and Eynsham 2. A40 westbound bus priority lane 3. A40 capacity and connectivity Improvements at Duke's Cut canal and railway bridges <p>The Science Transit measures will be completed alongside the A40 corridor and will be delivered by 2024</p>	2024	£12,000,000	£12,000,000
	Witney A40 Downs Road	<p>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.</p>	Not Major Infrastructure	-	£1,250,000
	Access to Witney at Shores Green	<p>The Growth deal is part front funding the development of a design for a new junction at to provide access to/from A40 at Shores Green and the Witney developments. Options being considered include slip roads, roundabout sustainable transport solutions.</p>	2024	£12,100,000	£5,900,000