

Infrastructure Funding Statement April 2024 to March 2025

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1. Introduction

1.1 Welcome to Oxfordshire County Council's Infrastructure Funding Statement (IFS). This document sets out income and expenditure relating to planning obligations secured under Section 106 of the Town and Country Planning Act 1990 (as amended) over the last financial year. It also sets out, amongst other things, the S106 planned expenditure priorities in the future.

1.2 Local authorities are required to produce an infrastructure funding statement on an annual basis in accordance with Schedule 2 of the Community Infrastructure Levy Regulations 2010 (as inserted by the 2019 regulations).

1.3 S106 planning obligations are used to mitigate the impacts of development to make the development acceptable in planning terms.

1.4 The IFS reports on future County Council infrastructure and service priorities expected to be fully or partly funded by S106 contributions.

1.5 The IFS has four appendices:

- Appendix 1: Funded projects for 2024/25
- Appendix 2: New Planning Obligations in 2024/25
- Appendix 3: Developer contributions received but unspent in 2024/25
- Appendix 4: Summary table of funding

2. Summary

2.1 This report, with appendices, details the S106 funding received in 2024/25, projects delivered and future priorities for S106 funding.

2.2 Appendix 1 gives details of the projects that have been funded through S106 during 2024/25. This funding may support all or part of a project, and projects may run across several different financial years.

2.3 Appendix 2 lists the planning obligations entered during 2024/25 and provides a link to the associated planning applications.

2.4 Appendix 3 Gives the details of the funding received in 2024/25 that has not been spent in year.

2.5 Appendix 4 Summarises funding across service areas.

Funding secured across all years expected to be received in future years, includes not just the funding from planning obligations entered in 2024/25 but those signed in previous years. Secured funding not received means the relevant trigger for payment has not yet been reached, e.g. a library contribution may be due before the 500th occupation on a development site but that may not be reached until seven years after the planning obligation has been entered.

3. Policy Context

3.1 On 1st September 2019, amendments to the Community Infrastructure Levy Regulations 2010 came into force which require the County Council to annually publish receipts and expenditure in relation to S106 contributions and CIL.

3.2 These regulations require local authorities to publish an annual infrastructure funding statement.

3.3 As the County Council is not a CIL charging authority this statement will report primarily on S106 contributions plus information on CIL contributions allocated by our Local Planning Authority (LPA) partners, i.e., district councils.

3.4 LPAs may charge CIL and are required to report on receipts and expenditure in their own annual IFS. This is intended to improve transparency and publicise that development is accompanied and mitigated by infrastructure.

4. S106 and CIL definition and Oxfordshire position and process

What is S106?

4.1 Planning obligations under Section 106 of the [Town and Country Planning Act 1990](#) (as amended), are a mechanism which makes a development proposal acceptable in planning terms, which would not otherwise be acceptable. They are focused on site specific mitigation of the impact of development. They may take the form of land, specific works, or financial contributions.

What is CIL?

4.2 CIL is a non-mandatory charge which can be levied by local authorities on new development in their area. It can be an important tool for local authorities to use to help them deliver the infrastructure needed to support development in their area, particularly where strategic infrastructure is required to support growth.

4.3 CIL only applies in areas where a local authority has consulted on, and approved, a charging schedule which sets out its CIL rates and has published the schedule on its website. Most new development which creates net additional floor space of 100 square metres or more, or creates a new dwelling, is potentially liable for the levy.

4.4 Currently, some LPAs in Oxfordshire have adopted a CIL charging schedule, some are in the process of adopting a CIL charging schedule, and

some are continuing to collect just S106 contributions with no plans to move to CIL.

4.5 The table below demonstrates the CIL charging status of the Oxfordshire LPAs and contains links to their published schedules:

LPA	CIL charging status
Oxford City	Adopted
Vale of the White Horse	Adopted
South Oxfordshire	Adopted
Cherwell	Not adopted
West Oxfordshire	Not adopted

Relationship between LPA's and Oxfordshire County Council for S106 and CIL

4.6 The County Council can seek planning obligations to mitigate impact provided they meet three tests set out in Reg 122 of the Community Infrastructure Levy Regulations 2010 (as amended).

4.7 In addition to S106 planning obligations the County Council may also seek and secure CIL from an LPA towards the cost of a project.

4.8 The main source of funding for education is expected to be S106 not CIL.

CIL Funding

The OCC CIL allocations for the reporting period are -

SOUTH - £2,662,961.00

VALE - £2,111,281.25

Projects funded from CIL

South - £2,662,961.00

Didcot NPR3 (Didcot Northern Perimeter Road)	2,662,961.00

Vale - £2,111,281.25

A34 Lodge Hill	966,224.52
Radley Primary School Expansion	561,000.00
Shrivenham Primary School Relocation and Expansion	584,056.73

TOTAL:	2,111,281.25
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5. Contributions received by Oxfordshire County Council

5.1 The County Council is responsible for ensuring the provision of a range of services to our residents. We therefore seek S106 contributions and/or facilities from developments that would have an additional impact on service provision and that impact cannot be met by the current provision, including but not limited to:

- Adult Social Care
- Education
- Fire & Rescue
- Libraries
- Transport
- Waste
- Countryside

5.2 Planning obligations can be in the form of financial contributions, works on or off site and the provision of land.

5.3 Services are also provided by the district councils, such as affordable housing, waste collection and leisure. District councils may seek planning obligations towards their services.

5.4 Local Planning Authorities also consult with other infrastructure providers, including Highways England, the NHS, Police and the Environment Agency, to understand the full infrastructure needs required to mitigate against the impact of a development.

Non-financial contributions

5.6 The County Council may also secure non-financial planning obligations. These may be in the form of land transfers to facilitate the delivery of infrastructure. For example, the County Council may request that a developer transfer land for the delivery of a new school. They may also be in the form of the provision of fire hydrants.

6. Part 1: S106 contributions received

6.1 This part addresses the requirements set out in [Schedule 2 of the Community Infrastructure Levy \(Amendment\) \(England\) \(No. 2\) Regulations 2019](#)

The reported year is from 1st April 2024 to 31st March 2025.

6.2 The legal agreements the County Council entered during the financial year 2024/25 are shown in Appendix 2. Indexation will be applied at the point of payment. These contributions may not yet have been paid to the County Council. They are calculated and requested at agreed trigger points (for example on the commencement of development or when a certain number of occupations is reached). This means that payments could be phased over several years.

6.3 A substantial proportion of the funding received will fund new schools and school expansions to accommodate the increase in school aged children generated by new development. Funding also includes contributions for public transport, highway works, adult social care and library projects, amongst other things.

6.4 There are agreements where there is an option for direct delivery. Not all of these have exercised that option at this stage.

6.5 Where project funding comes from multiple sources or delivery of the project has a long lead-in period there is often a gap between funding allocation and spend.

6.6 The total amount of S106 funding (received under any planning obligations) which was spent in 2024/25 is shown in Appendix 1

6.7 The total amount of funding received but unspent in 2024/25 is shown in Appendix 3

7. Projects delivered/In progress

7.1 The County Council delivered several projects funded either fully or partly through S106 contributions and CIL in the reported year. A selection of those projects is shown below.

Local authority area	Cherwell
Location	Bicester
Project name	St Edburg's CE Primary - Expansion
Project description	Creation of new nursery and KS1 accommodation Project delivered by Oxford Diocesan Board of Education to deliver 210 additional school places
Date opened	September 2024



Image credit: Clews Architects

Local authority area	Vale
Location	Shrivenham
Project name	Shrivenham CE Primary School – Expansion and re-location
Project description	Completion of 1.5 entry primary school creating 315 school places. Project was delivered by OCC
Date opened	April 2024



Local authority area	Cherwell
Location	Banbury
Project name	Blessed George Napier – New Hall and teaching accommodation
Project description	New school hall and teaching accommodation to accommodate additional pupils. Delivery by Pope Gregory MAC
Date opened	September 2024



Image credits: CBP Architects

Local authority area	South
Location	Henley Library, Ravenscroft Rd, Henley-on-Thames RG9 2DH
Project name	Henley library refurbishment
Project description	Complete refurbishment of the library space, including flooring, walls, heating, lighting and full replacement of all furniture including moveable shelving to increase capacity of the site, study and workspaces with power point and a meeting pod for hire.
Date opened	April 2025



Local authority area	South Oxfordshire
Location	Goring Library
Project name	Goring Library Refurbishment
Project description	Goring library had a complete refurbishment of the library space with the focus on expanding the well-used children's area as well as making the space fully adaptable for a variety of community activities. Powered working spaces and new book stock for customers were also provided.
Date completed	November 2024





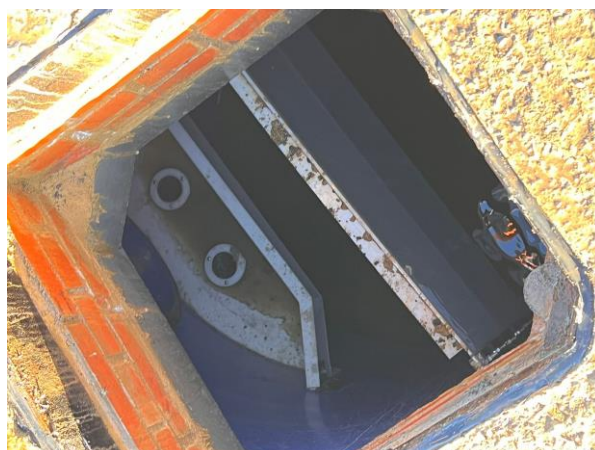
Local authority area	Vale of White Horse District Council
Location	Wantage
Project description	<p>Wantage and the surrounding area has seen significant growth in the delivery of new homes, with up to 1,500 homes currently being delivered at the Kingsgrove housing development.</p> <p>Known officially as King Alfred Way, the new road extends between the A417 to the east of Wantage (West Locking junction) and the A338 to the north of Wantage (Mabley Way/A338 Roundabout). It also provides the Kingsgrove housing development with direct access to both the A338 and A417 carriageways.</p> <p>King Alfred Way comprises three sections. Sections one and two were delivered and funded by the housing developer, St Modwen. Section three was constructed by Galliford Try on behalf of Oxfordshire County Council. The new road not only provides direct benefits to the Kingsgrove development but has also resulted in the following wider benefits:</p> <ul style="list-style-type: none"> • Improved air quality in central Wantage by reducing traffic congestion • Essential relief to Wantage town centre and surrounding road junctions by creating an alternative 'bypass' route • Improvements to the pedestrian and cycle environment, by providing high-quality pedestrian/cycle facilities <p>Construction of the County Council's section of the scheme began in Autumn 2023 and was completed in late Summer 2024. The entire road was opened to all users on 5 December 2024.</p>
Current stage	Completed Summer 2024 and opened to all users 5 December 2024



Local authority area	Cherwell
Location	Banbury
Project name	Frontier Park North
Project description	New bus passenger waiting facilities. This scheme fully funded the provision of two bus shelters, and the associated bus stop poles with integrated information panels.
Date completed	24/25



Local authority area	Cherwell
Location	Alkerton HWRC
Project description	Improvement to drainage works to enable full use of the car park
Date Completed	24/25



Local authority area	<u>Cherwell</u>
Project Name	<u>Cherwell Valley Greenway</u>
Project description	<p><u>A project to stone-surface two sections of the bridleway between the Ardley Road and Trow Pools Nature Reserve. This is a first phase of the greenway scheme and will be complemented by the middle section being completed in remainder of 2025</u></p> <p><u>Photos below are of the section south or Ardley ERF site showing the works progression</u></p>
Date completed	March 2025



Local authority area	<u>West Oxfordshire District Council</u>
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Project Name	Lower Windrush Valley
Project description	Photos below are of work at Rushy Common and Standlake Common
Date completed	2025



One of the Grass snakes found at Rushy Common. Photo credit Denis Kennedy



Cutting back vegetation and reeds using a remote mower to help manage Standlake Common Nature Reserve in the Lower Windrush Valley.



The clearance work completed. The bird hide at Standlake Common now has better views over the lake

Adult Social Care – projects in progress or completed in 2024-25

Local authority area	Vale of White Horse District Council & South Oxfordshire District Council
Project Name	Poppy Meadows Extra Care Housing
Project description	80 units of Extra Care Housing (ECH) for people over 55 years of age.
Date completed	24/25



Local authority area	Countywide
Project Name	Fleet replacement –electric vehicles
Project description	Sustainable transport to and from adult community support centres
Date completed	24/25



Contributions received but unspent 2024/25 - Appendix 3

8.1 No S106 monies were used to repay any money borrowed.

8.2 S106 funding is allocated towards infrastructure or service delivery projects which may be:

- dependent on the delivery of cumulative housing sites to trigger demand.
- dependent on other funding mechanisms to support delivery.
- dependent on other processes to complete prior to project delivery, for example the transfer of land.
- large single projects for which delivery is already underway but for which funding has not yet been drawn down.

7. Part 2: Funding priorities for 2025/26 and future years

9.1 The information in this section outlines some key County Council service future funding priorities. Each service's statutory obligations are explained to give context to the infrastructure priorities.

9.2 Infrastructure named below may be wholly or partly funded by developer contributions.

Overview of how priorities are determined

9.3 In alignment with the [National Planning Policy Framework](#), the County Council identifies and plans future infrastructure requirements at a very early stage through the local plan process. These infrastructure requirements are then set in local planning policy, supported by other relevant evidence base and documents such as Infrastructure Delivery Plans.

9.4 All sites usually generate the need for new infrastructure unless existing capacity exists. On strategic sites, the County Council would generally expect the site to generate demand for new infrastructure to mitigate the development itself, such as a new school. The cumulative effect of smaller sites may also trigger the need for new infrastructure including a new school and in this instance contributions from relevant developments will be pooled to fund the project.

9.5 The County Council works collaboratively to develop a joint working approach with our local planning authority partners to ensure provision of infrastructure is adequate for the revised need.

Infrastructure priorities are also guided by up-to-date or emerging policies including:

- Statutory requirements.
- Local plan representations.
- County Council policies, including the Local Transport and Connectivity Plan (LTCP)
- The updated Oxfordshire Infrastructure Strategy (OxIS)
- Growth and Transport Plans.
- Transport planning supporting strategies, which support the Local Transport and Connectivity Plan
- Service business plans.

9.6 The County Council is developing a pre-delivery monitoring and reporting system for recording all infrastructure pipeline future needs and current projects in development. A prioritisation assessment tool, in line with Cabinet decisions from February, is being developed to support this. The project will clarify demand, funding, and delivery timelines to promote growth.

County Council services overview

9.7 An overview of several County Council service areas involved in infrastructure-related growth matters is provided below. Work is ongoing to develop a prioritised pre-delivery pipeline for a more strategic, aligned, approach to future development and delivery of infrastructure works across Oxfordshire.

Education

Statutory requirements

9.8 The County Council has a duty to ensure that there are sufficient school places to meet the needs of the population now and in the future. Education provision includes nursery, primary, secondary and sixth form education, and special needs services and facilities.

9.9 The County Council acts as a commissioner of school places, ensuring there are enough places through the expansion of existing or provision of new schools.

9.10 As part of the planning process for new developments, the County Council assesses existing school place capacity against a variety of data sources including estimated pupil yield. If there is considered to be insufficient capacity in local schools to cater for the development, new schools are built, or existing schools are expanded.

Future priorities

9.11 Current projections show that Oxfordshire could require up to 23 new primary and 5 new secondary schools to meet the demands of growth over the next 10 years, as well as expansion of existing schools to meet the proposed scale of new housing growth across the county. These are outlined within our representations to Local Plans developed by our Local Planning Authority partners. The County Council also considers the provision of special educational needs and disabilities (SEND) places and if existing capacity will not be sufficient, appropriate provision will be created. Three new special schools are planned for delivery over the next five years, with another one already completed in January 2024.

9.12 Planning for the delivery of these school projects is firmly linked with the acceleration of housing supply. Officers work collaboratively with our local authority partners to monitor development progress and programme projects to ensure sufficient capacity is available to meet demand. Capital investment necessary for new and expanded schools required because of housing

development is expected to be funded through Section 106 contributions. Where sufficient Section 106 contributions cannot be secured, CIL may also be used.

9.13 School place planning is complex and further information on how the authority meets the demand for school places can be on the County Council's website: [Planning enough school places | Oxfordshire County Council](#)

Future projects relating to already permitted housing development include:

- Valley Park, Didcot – new primary schools, with the first due to open in 2026/7
- Banbury – new primary school and new secondary school
- Heyford Park – expansion of primary and secondary school capacity
- Wallingford - relocation and expansion of St Nicholas CE Infant School
- NE Didcot – secondary school and a further new primary School
- Grove – expansion of Grove CE Primary School as well as a further new primary School
- Special Education provision across the county, including new special schools in Faringdon and Didcot.

Early Years Education

Statutory requirements

9.14 Local Authorities are required to secure sufficient early years and childcare provision (Childcare Act 2016; Childcare Act 2006; Children and Families Act 2014; The Local Authority (Duty to Secure Early Years Provision Free of Charge) Regulations 2014); The Local Authority (Duty to Secure Early Years Provision Free of Charge) (Amendment) Regulations 2016; The Childcare (Early Years Provision Free of Charge) (Extended Entitlement) Regulations 2016)

9.15 Sufficient childcare means securing the right type and volume of provision, as far as is reasonably practicable, for working parents, or parents who are studying or training for employment, for children aged 0-14 (up to 18 for a disabled child).

Sufficient early years provision means families being able to access their free entitlement for qualifying 2, 3 and 4-year-old children.).

9.16 From April 2024 the free entitlements started to increase for children in working families, starting with 15 hours a week for 2-year-olds and extending to include children from the term after they turn 9 months old in September 2024. The entitlement for these groups will extend to 30 hours per week from September 2025.

9.17 Early years education providers include nurseries, childminders, preschools, and playgroups. All registered childcare providers who care for children from 0 - 5 years old must comply with the Early Years Foundation Stage and register with Ofsted.

9.18 The County Council has an additional statutory duty to ensure there is enough childcare for working parents. This covers children 0 – 14-year-olds (19 years for children with SEND) and includes out of school provision such as holiday clubs and after school clubs.

Future priorities

9.19 New housing developments impact on the availability of free early education and childcare places in the county, the County Council therefore requires all new primary schools to include nursery provision. Where existing schools are being expanded additional early years, places will be created through the expansion of nursery classes or the expansion of places in the private, voluntary, and independent sector including day nurseries and pre-schools. The County Council will also respond to changing government legislation as it impacts on the delivery model in securing these additional places.

9.20 The County Council works to project future demand for places to align with growth and support Local Plans and monitors ongoing demand as development applications come forward. Capital investment necessary for new and expanded early education provision required because of housing development is expected to be funded through Section 106 contributions. Where sufficient Section 106 contributions cannot be secured, CIL may also be used.

Transport

Statutory requirements

9.21 The County Council supports the delivery of safe, reliable journeys, sustainably, while balancing the needs of the assets, network operation and customers using the resources available.

9.22 In response to the climate emergency Oxfordshire County Council has published its declaration, "Climate Action for a Thriving Oxfordshire" setting out our commitment to be a zero-carbon organisation by 2030 and fully playing our part in creating a zero carbon Oxfordshire.

9.23 The County Council has established several transport aims and objectives to address the challenges associated with creating a cleaner, greener, and more sustainable county. The County Council's priorities include:

9.24 Identify, deliver, and promote service interventions and infrastructure that seek to reduce the proportion of journeys made by private car by making the use of public transport, walking and cycling more attractive. Such interventions could include extensions to the route(s) of existing public transport services, operating them on more days per week and /or extending the period they operate – such as earlier in the morning or later into the evening. Easing congestion by removing personal vehicle movements and prioritising bus movements at junctions will also make bus use more attractive. Section 106 is also used on introducing new services and supporting infrastructure into the existing bus network, with a view to improving the access to sustainable travel for all.

9.25 Increase the number of children walking, cycling, or using public transport to travel to school, helping to improve health, increase physical activity and improve air quality.

9.26 Improve public health and wellbeing by increasing levels of walking and cycling, reducing transport emissions, and continually reducing the number of people killed or seriously injured on Oxfordshire's roads.

9.27 Procure and deliver the County Council's passenger transport services ensuring not only that the County Council discharges its statutory and discretionary transport duties but that – in partnership with commercial operators – attractive, safe, and sustainable bus services are provided in areas of significant growth.

9.28 Introduce and enhance the passenger waiting environment, including stops and shelters, accessibility points (such as dropped kerbs) to enable equality in access to the bus service network.

9.29 Investment in bus priority has also been a focus of s106 funding, in recent years, where traffic signal-controlled junctions are being modernised to detect approaching buses. This reduces delays experienced by bus services and makes them more reliable and attractive to passengers, one of our key focuses for our Enhanced Partnership.

Future priorities

Planned Schemes from Highways include the following:

9.30 Major projects are a joint ambition for the County Council with our partner authorities and central Government. Key strategic projects will be supported to deliver wider growth ambitions.

9.31 For Oxford, the councils have put forward bold plans to reduce traffic levels across Oxford, and which will tackle congestion, improve air quality and will make bus journeys quicker and more reliable. It will also enable more road space to be reallocated for walking and cycling improvements. Key schemes include traffic filters, a workplace parking levy, Zero Emission Zone and a package of public transport, walking and cycling improvements. The councils aimed to start implementation with a traffic filter trial through an ETRO process in 2024, but this has been delayed due to Network Rail's extended closure of Botley Road in Oxford city centre.

9.32 The Central Oxfordshire Travel Plan has now been approved and provides an update on the Oxford Transport Strategy, aligning it with the recently adopted Local Transport and Connectivity Plan. The Oxford LCWIP is a detailed 10-year plan which sets out how to improve cycling and walking in Oxford. The plan includes a target to increase cycling in Oxford by 50% by 2031 and the evidence of how this is to be achieved.

9.33 In the Vale of White Horse and South Oxfordshire the transport priorities are to deliver major schemes in the Didcot area to support the growth across both district areas. The projects include widening the A4130, Science Bridge (a new bridge over the railway), Didcot to Culham River crossing and the Clifton Hampden bypass. These schemes have high quality walking and cycling routes integrated into them and will allow greater route choice for public transport.

9.34 As well as delivering major multi-modal schemes, we are also focussing on Local Cycling and Walking Infrastructure Plans (LCWIPs). The Abingdon LCWIP and Didcot LCWIP were approved by delegated decisions in February

2023 and December 2023, respectively. We are also working on the the Wantage & Grove and Thame and Wallingford Area LCWIPs with other areas being promoted in the following years for Western Vale, Henly and others. Producing LCWIPs will enable us to focus S106 and CIL spend on schemes contained within them as well as seeking developers to directly deliver schemes where appropriate. We are also taking a comprehensive review of the existing Science Vale Cycle Network to review and add routes, add LCWIP style analysis and promote construction works to form the Science Vale Active Travel Network.

9.35 In the Cherwell and West locality areas, there are multiple infrastructure projects currently under construction or planned, which are partially funded by developer contributions, including Tramway Accessibility Improvements in Banbury, Cherwell Street Improvements and Access to Witney. The larger funding allocations have been used to match fund other funding sources, such as the Housing & Growth Deal and Active Travel Government funding. There is a continuing focus on spending the smaller contributions on identified local development mitigation schemes.

9.36 The County Council is spending S106 monies collected for traffic calming in the village of Drayton. Some of S106 money collected for the traffic calming scheme has gone directly to the Vale of White Horse District Council, via a bi-partite agreement. The County Council will work with the District Council to transfer these funds. The County Council is working with Drayton Parish Councils to identify key areas and schemes to be delivered in the village.

9.37 The County Council adopted an updated Local Transport Plan in July 2022. The updated strategy called the Local Transport and Connectivity Plan (LTCP), to better reflect our strategy both for digital infrastructure and for connecting the whole county.

9.38 The LTCP outlines our long-term vision for transport and travel in the county and the policies required to deliver this. The LTCP vision and policies will be used to influence and inform how we manage transport and the types of schemes we implement.

9.39 The LTCP vision sets out that our goal is to deliver an inclusive and safe net-zero Oxfordshire transport system that enables all parts of the county to thrive. It will tackle inequality, be better for health, wellbeing and social inclusivity and have zero road fatalities or life-changing injuries.

9.40 It sets out that we plan to achieve this by reducing the need to travel, discouraging individual private vehicle journeys and making walking, cycling, public and shared transport the natural first choice.

9.41 The LTCP will be supported by a set of area and corridor strategies which outline how the LTCP vision and outcomes are delivered across the county. They will create more detailed plans that can be used to guide future scheme development, funding bids, support and enable sustainable growth, responses to planning applications and developer contributions.

9.42 The economic and housing growth agenda for Oxfordshire will need to involve the creation of whole, new sustainable communities through 'place making,' rather than just through provision of buildings and roads if it is to be successful. The County Council will continue to work with our local authority partners to achieve this.

9.43 The County Council maintains and develops the County council's Highway Asset Management Plan in line with governments 'Well Managed Highways' guidance and our Local Transport Plan. Programmes of work will be evidence driven using data and local intelligence to ensure a balance of managing the asset and delivering local community needs is achieved.

9.44 The County Council's expenditure on public transport services and infrastructure has increased significantly in the last few years and this is expected to continue. Infrastructure improvements, such as new and improved bus stops associated with development, are also taking place at an exponential level. The continued economic success of the county demands improvements to the bus network and the County Council has been successful in obtaining significant S106 contributions to meet this objective.

9.45 Interventions for enhanced bus services are also being considered for large strategic projects such as the A40 corridor.

Public Transport

Statutory Requirements

9.46 In summary the County Council's legal duty on subsidised buses is to:

9.47 Identify public transport requirements which would not otherwise be met. Once identified, secure appropriate services. As part of this process, councils may consider the funds that are available to them. The County Council is not obliged to subsidise services.

9.48 We are also required by law to:

- Have regard to the transport needs of members of the public who are elderly or disabled;
- Cooperate with other authorities exercising/performing the same function;
- Cooperate with other local authorities regarding school and social care transport, to ensure best value for money for these services when taken as a whole;
- Have regard to the interests of the public and of providers of public passenger transport services.

Current bus funding

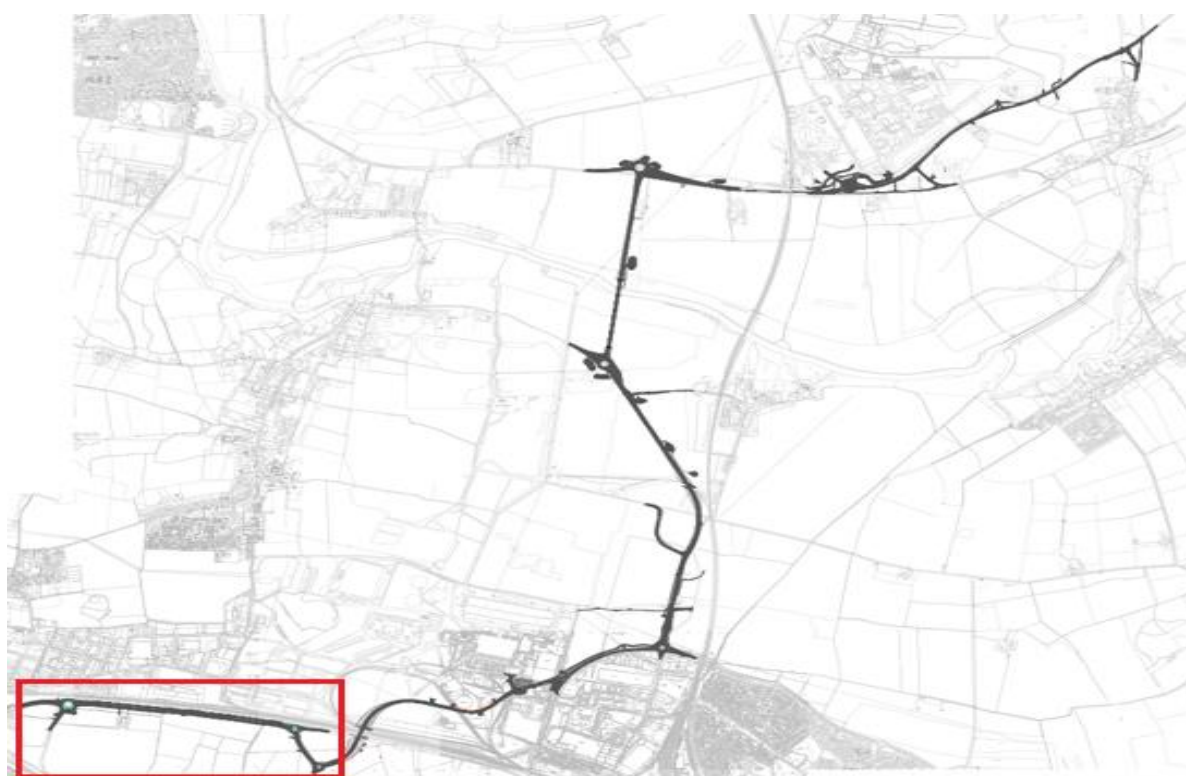
9.49 Bus operators currently receive £4.1 million per year to run services on routes that they may not run if no subsidy was available. With S106 income (property developer contributions) subtracted, taxpayers spend £3.7 million a year to run, or part run uneconomical bus services.

Planned schemes for highways include -

Local authority area	Cherwell
Location	Tramway Road/Station Approach, Banbury
Project name	Tramway Road accessibility scheme
Project description	This scheme will deliver a bus and taxi link past the station to improve bus journey times and improve connectivity, and a new access into the station car park to avoid car trips travelling through one of the most congested junctions in Banbury. These improvements will provide benefit to many residents to the south of Banbury and help to unlock housing growth.
Current stage	Construction
Expected delivery date	Completion expected December 2025

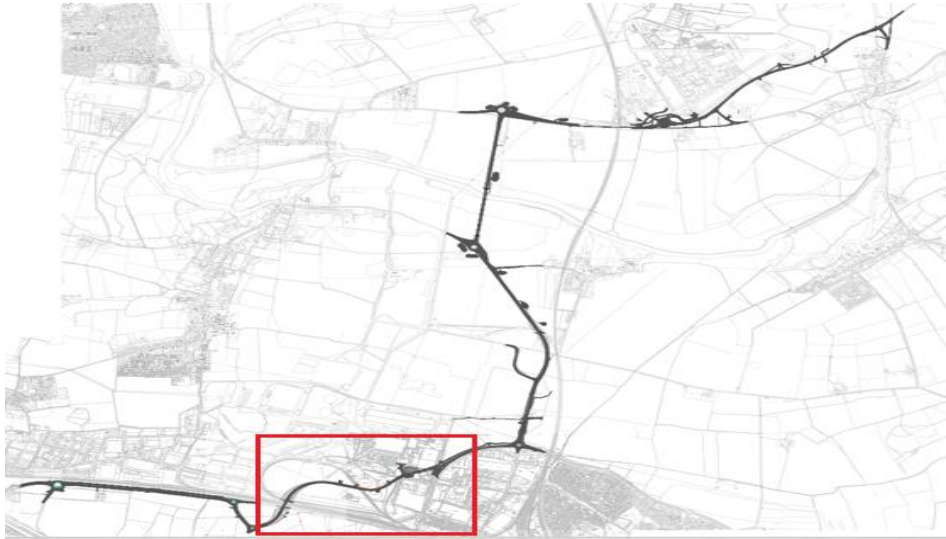
Local authority area	Vale of White Horse District Council
Location	Didcot
Project name	A4130 Dualling
Project description	Dualling the A4130 from the Milton Gate Junction eastwards to the 'old 4130 roundabout' including pedestrian and cycling infrastructure.
Current stage	Preliminary design
Expected delivery date	TBC

Plan of scheme ^[OB]



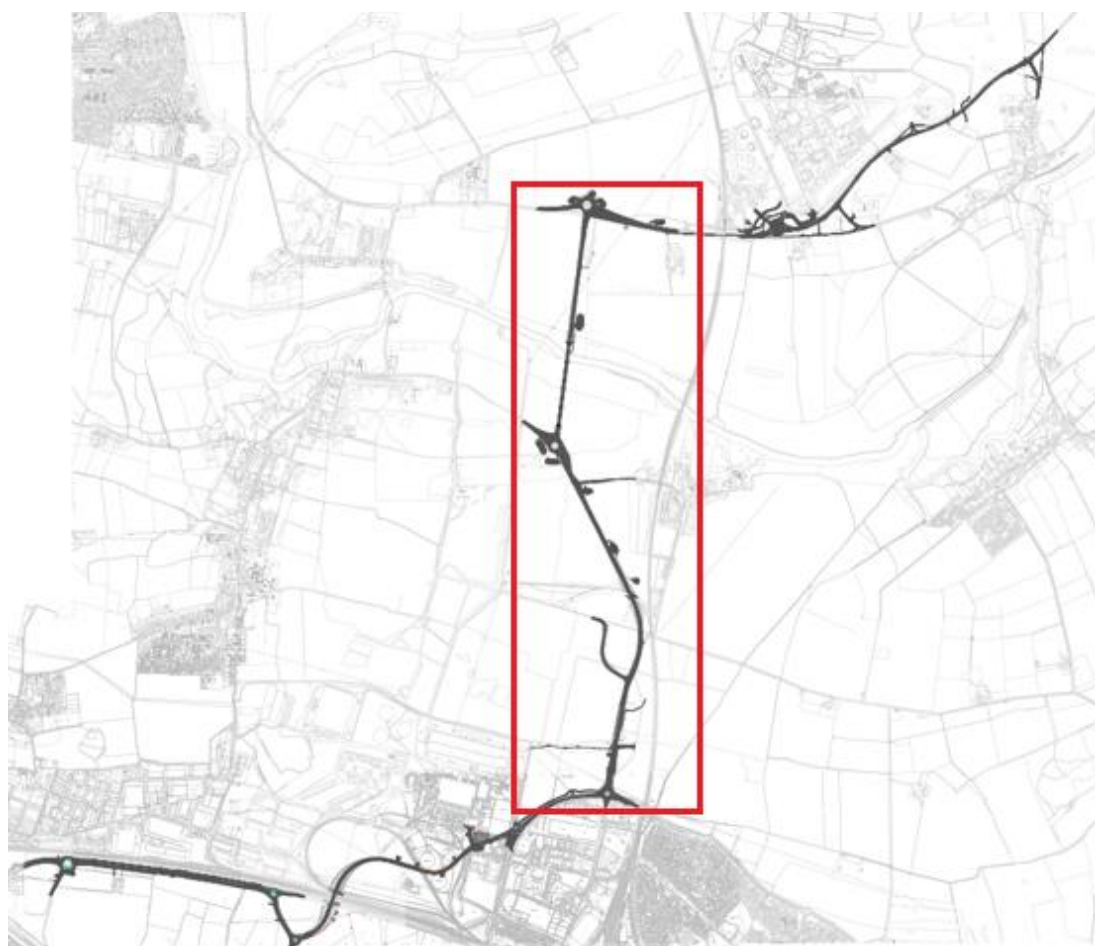
Local authority area	Cherwell
Location	London Road, Bicester
Project name	Bicester, London Road Active Travel Scheme
Project description	Provision of a new cycleway from the junction with the A41 to the level crossing.
Current stage	Preliminary design completed August 2025
Expected delivery date	Construction expected in 2026/27
Local authority area	Banbury

Local authority area	South Oxfordshire District Council/Vale of White Horse District Council
Location	Didcot
Project name	Didcot Science Bridge
Project description	A new road link from the new dualled section of the A4130, over the A4130, Great Western Mainline and Milton Road connecting back to the A4130 north of the Purchase Road roundabout, including pedestrian and cycling infrastructure.
Current stage	Preliminary design
Expected delivery date	TBC



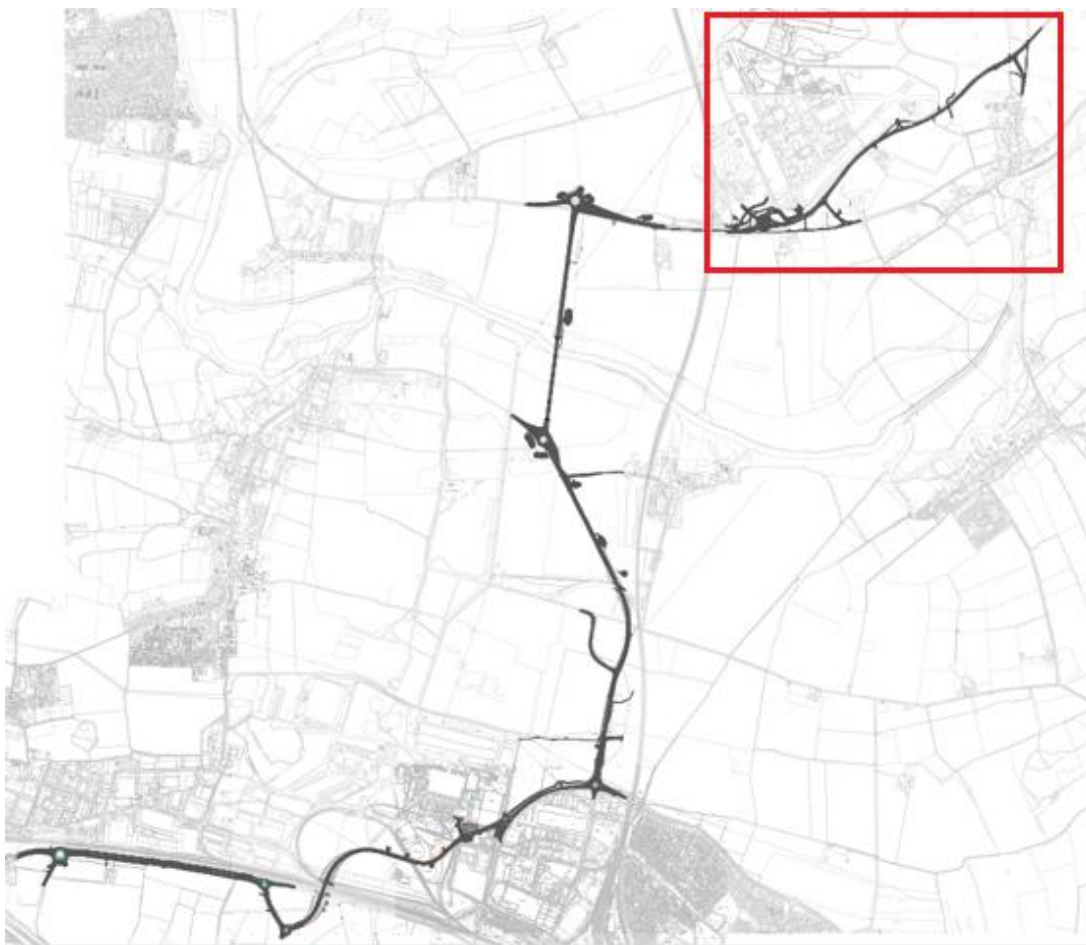
Plan of scheme

Local authority area	South Oxfordshire District Council/Vale of White Horse District Council
Location	Didcot and Culham
Project name	Didcot to Culham River Crossing
Project description	A new road including two new bridges, one over the River Thames and one over a private railway siding, between Didcot's A4130 Northern Perimeter Road Collett Roundabout to the A415 west of Culham Science Centre. The proposal also includes the provision of new and improved pedestrian and cycling facilities.
Current stage	Preliminary design
Expected delivery date	TBC



Plan of scheme

Local authority area	South Oxfordshire District Council
Location	Clifton Hampden
Project name	Clifton Hampden bypass
Project description	Clifton Hampden Bypass-a new road between the A415, Abingdon Road, at the Culham Science Centre and B4015, Oxford Road, north of Clifton Hampden Village. Including the provision of new and improved pedestrian and cycling facilities



Plan of scheme

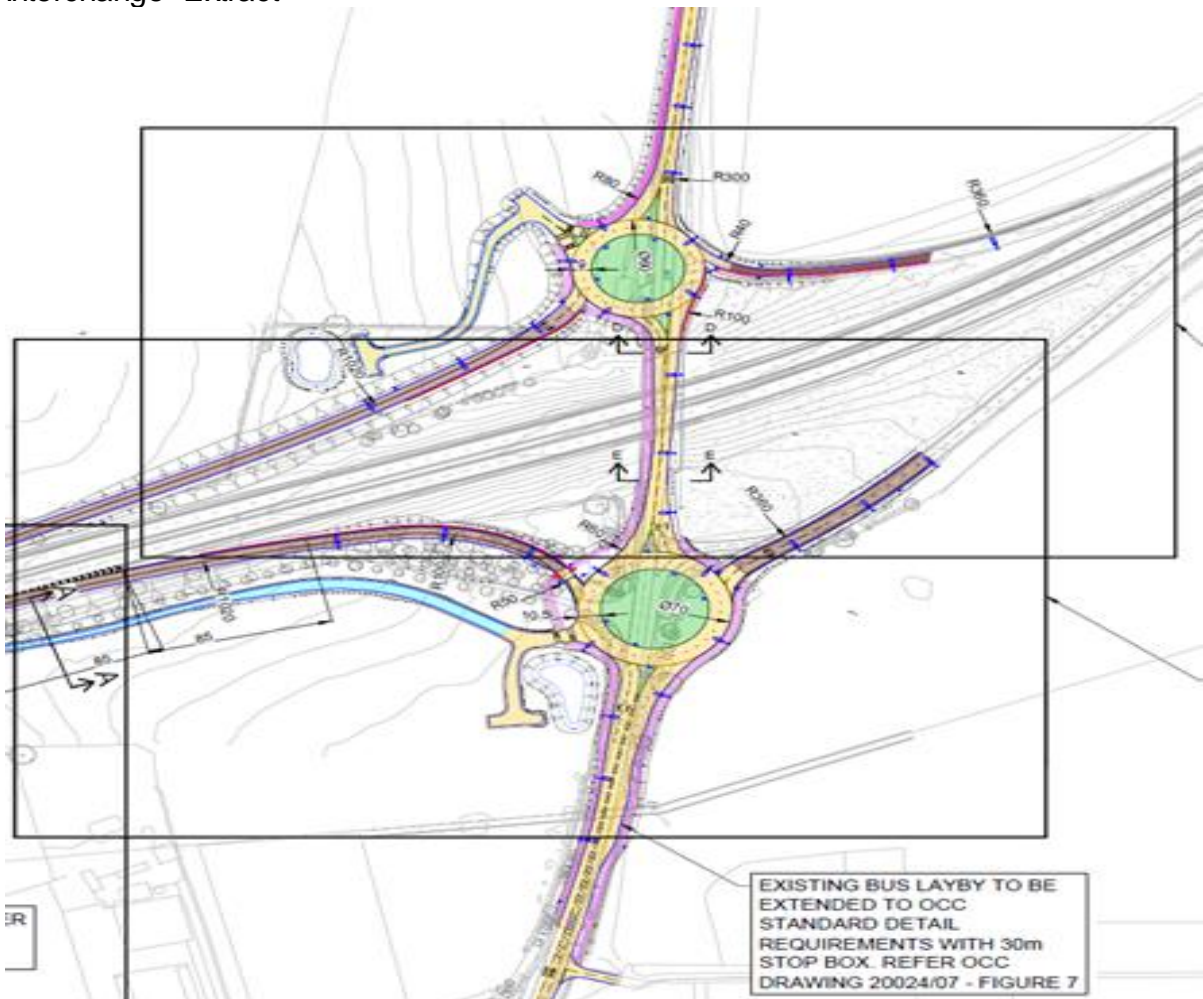
Local authority area	Vale of White Horse District Council
Location	Lodge Hill, Abingdon
Project name	A34 Lodge Hill Interchange scheme
Project description	<p>The A34 junction at Lodge Hill, between Abingdon and Oxford, currently has north-facing slip roads only. The A34 Lodge Hill Interchange scheme will add new south-facing slip roads to the A34, together with an upgrade to the Harwell Southbound Layby.</p> <p>The scheme will improve connectivity to and from the north of Abingdon, avoiding the town centre and making it easier for people to choose walking, cycling or taking public transport as part of their daily routine.</p> <p>Early work to set up the site and prepare the area began in May 2025, whilst excavation and earthworks commenced on 3 September 2025 as part of the construction of new south-facing slip roads at Lodge Hill.</p> <p>Construction is expected to be complete by the end of 2026.</p>
Current stage	Detailed design on track to commence in November 2023 following expected appointment of a design and build contractor




Location Plan

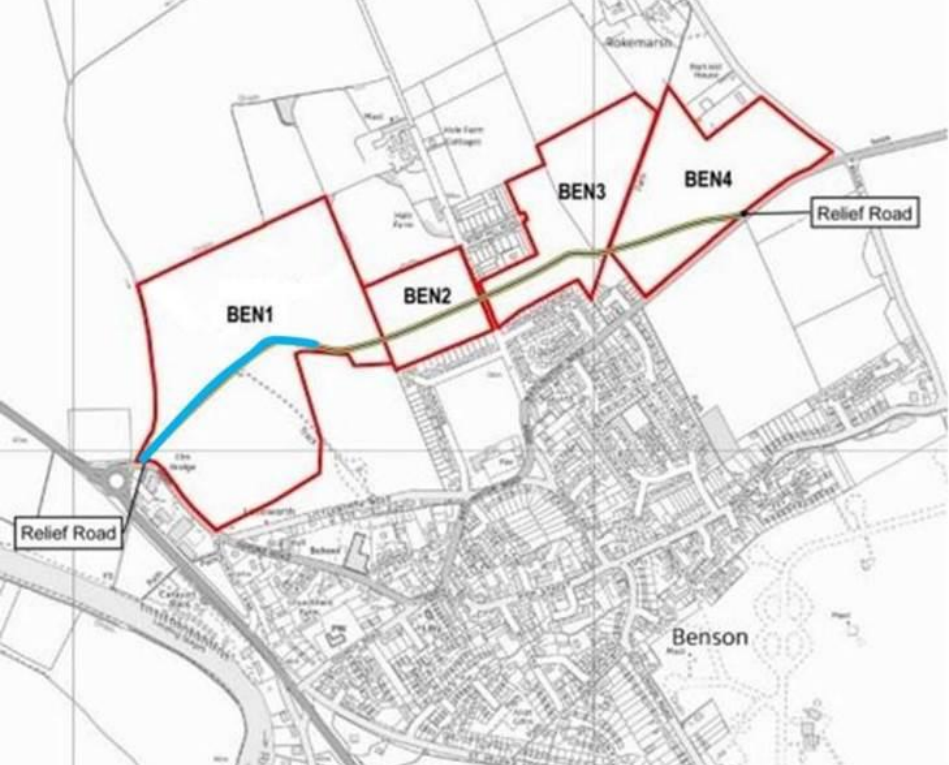


Interchange Extract



EXISTING BUS LAYBY TO BE EXTENDED TO OCC STANDARD DETAIL REQUIREMENTS WITH 30m STOP BOX. REFER OCC DRAWING 20024/07 - FIGURE 7

Scheme	A40 Access to Witney Scheme
Location	Witney, Oxfordshire
Overview	<p>The A40 Access to Witney scheme will deliver new west-facing slip roads at the A40/B4022 Shores Green junction, improving access between Witney and the A40.</p> <p>The project is designed to enable local and through traffic to join the A40 without travelling through Witney town centre or using the A40/Ducklington Lane junction, helping to reduce overall congestion and improve air quality in central Witney.</p> <p>The scheme also includes new walking and cycling paths and crossings on the B4022 and alongside the A40, providing safer and improved connections between South Leigh, High Cogges, Witney, and the shared path along the A40 to Oxford.</p> <p>These improvements support planned housing growth and offer more sustainable travel options for residents and commuters.</p> <p>Early enabling works began in February 2025, with the Main Civil Works underway since May 2025. Construction is expected to be complete by Summer 2026.</p>
Project photo	

Scheme	Benson Relief Road scheme
Location	Benson
Overview	<p>The Benson area has seen and will continue to see significant housing growth, and investment in the transport network was needed to meet the demands that will be placed upon it in the future.</p> <p>The Benson Relief Road provides the new housing developments north of Benson village with direct access to the A4074 (Elms Bridge Roundabout) and B4009 (west of Braze Lane), whilst also providing an alternative route to passing through Benson village. The scheme will:</p> <ul style="list-style-type: none"> • Help to unlock development sites to the north of Benson village, and support the delivery of around 600 new homes • Reduce congestion through Benson village via an alternative route from the A4074 and B4009 • Capacity improvements at the A4074 / Church Road junction • Provide high-quality pedestrian/cycle infrastructure • Improve air quality <p>The BEN1 section of the Benson Relief Road has been constructed and opened by the County Council (blue line) and Cala Homes (green line) respectively in the plan of the scheme shown overleaf. Construction work for the County Council's section of the relief road began in November 2023 and was completed in December 2024. This section, which connects to Oxford Road, was opened to traffic on 18 December 2024. The BEN2, BEN3 and BEN4 sections will be constructed and opened by housing developers, with construction expected to commence during 2026. The image overleaf shows the four housing developments and the Benson Relief Road route.</p>
Project plan	 <p>The map shows the Benson Relief Road route (red line) connecting four housing developments (BEN1, BEN2, BEN3, BEN4) north of Benson village. BEN1 is highlighted in blue and BEN2 in green. The Relief Road is shown as a red line connecting the developments to the A4074 and B4009. The map also shows the A4074 (Elms Bridge Roundabout) and B4009 (west of Braze Lane) roads.</p>

Project webpage	Link
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Bus Infrastructure projects

Local authority area	West Oxfordshire
Location	Long Hanborough
Project name	Upgrade bus stops x 6
Project description	Replace old bus stop poles and improve shelters
Current stage	In progress
Expected Delivery date	October/November 2025

Local authority area	Vale of White Horse District Council
Location	Grove, A338 – Williams F1 Roundabout
Project name	Bus stop improvements
Project description	Upgrade bus stop infrastructure and install 2 shelters
Current stage	Completed
Delivery date	May 2025

Local authority area	Cherwell
Location	Sibford Ferris
Project name	Bus stop improvements – Sibford School
Project description	Replace bus stop pole and install shelter
Current stage	Completed
Delivery date	April 2025

Local authority area	South Oxfordshire
Location	Woodcote
Project name	Bus stop improvements
Project description	Replace Tidmore Lane stops and install pair of shelters. Install shelter at West Chiltern bus stop
Current stage	In progress
Expected delivery date	November 2025

Local authority area	Vale of White Horse District Council
Location	Grove
Project name	Bus stop improvements
Project description	Install pair of shelters at Mayfield Avenue bus stops in Oxford Road, Grove.
Current stage	Completed
Delivery date	June 2025

Local authority area	South Oxfordshire
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Location	Chalgrove
Project name	Bus stop improvements
Project description	Install 3 shelters at locations in Chalgrove
Current stage	Awaiting delivery
Expected delivery date	November 2025

Local authority area	Vale of White Horse District Council
Location	Grove
Project name	Bus stop improvements
Project description	Install new stop and shelter at Grove Airfield
Current stage	Awaiting delivery
Expected delivery date	November 2025

Local authority area	Cherwell
Location	Banbury
Project name	Bus stop improvements – Ashridge Close
Project description	Install bus stop pole and shelter
Current stage	Completed
Delivery date	June 2025

Waste Disposal

Statutory requirements

9.50 Under the Environmental Protection Act 1990, the County Council is required to perform the statutory functions of the Waste Disposal Authority for Oxfordshire. This includes arranging for the disposal and recycling of Local Authority Collected Waste arising in the county, which is waste collected by the district and city councils in their role as Waste Collection Authorities, and waste received at Household Waste Recycling Centres (HWRCs). The County Council is required to provide HWRCs in its area where residents may deposit their own household waste free of charge. There are currently 7 of these provided by Oxfordshire County Council.

Future priorities

9.51 Where appropriate, the County Council will require developers to mitigate the impact of housing developments on HWRCs by financially contributing through S106 planning obligations.

9.52 The County Council is currently in negotiations for land to build a replacement site in the north of the county. This will increase the HWRC capacity in the area, accounting for recent and future housing growth, and will incorporate reuse, improving the environmental performance of the site. ~£2.35m of relevant held and secured S106 funds will be put towards the costs (totalling ~£5.15m), and additional funding will be requested from future developments in the area.

9.53 The County Council will also be refurbishing Redbridge HWRC, Oxford. Design work is currently underway to reconfigure the current site to increase capacity and provide an easier, more comprehensive service for residents, as well as improving the environmental performance. ~£1.6m of relevant held and secured S106 funds will be put towards the costs (totalling ~£6.5m), and additional funding will be requested from future developments in the area.

9.54 Oxfordshire's whole HWRC network is aging and at capacity. As well as the two schemes detailed above already agreed by capital board, in line with the HWRC infrastructure strategy published in September 2023¹, the County Council are continuing to collect developer contributions for the remaining sites to expand them where possible, or to replace existing with larger ones where needed. As can be seen above, the cost per site of this is likely to be in the region of £5m+.

9.55 As expansion and relocation of sites will be long term projects, in the short to medium term contributions may be used to enhance the current

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[HWRC Annex 1.pdf](#)

network through provision of off-site reuse facilities. These help to increase capacity at site as less material is placed in bins, meaning they need to be emptied less often (for H+S reasons residents cannot use bins while they are being changed). Reuse shops also enable local residents to source good quality low-cost goods and support the council's ambitions to move towards a circular economy by keeping goods in circulation for longer. An off-site reuse shop costs ~£750-800k to establish.

[HWRC Annex 1.pdf](#)

Adult Social Care

Statutory obligations

9.56 The County Council provides a range of services including promotion of wellbeing, commissioning care, and managing provider failure, and other service interruptions. We also provide information and advice to vulnerable people and their families and carers and assists with market-shaping, commissioning care and support services for people in need.

9.57 The County Council is principally governed by the [Care Act 2014](#) and the [Health and Social Care Act 2012](#) and applies to the population as a whole, not just those who are eligible to receive care services.

9.58 Although the County Council is not required to own or maintain housing, we do have a responsibility within the Care Act of ensuring that people with support needs are adequately and safely housed and in suitable living accommodation also offering and arranging day services or community-based activities: where linked to accommodation this is usually provided by housing associations or care home providers, with the care or support commissioned by OCC.

Future priorities

9.59 As Oxfordshire's population grows, ages and lives longer there are programmes underway for example Extra Care housing. Other specialist housing demand for residents such as adults with disabilities, which will grow with the rising population. Currently, the County Council ensures that needs are reflected in emerging Local Plan policies and will consider the use of S106 obligations to facilitate delivery as development sites come forward in the future.

9.60 The Live Well Housing Plan 5 year 2025-2030 for specialist and supported housing sets out the priorities for capital investment to enable care and support transformation to be successfully implemented.

9.61 Adult Social Care - future projects in the pipeline for 2025 –26 onwards

Local authority area	<u>Countywide</u>
Project Name	<u>Short breaks service</u>
Project description	refurbishments to accommodation as part of the short breaks service.
Expected completion	March 2026

Local authority area	<u>Countywide</u>
Project Name	<u>Safe space</u>
Project description	Development of care and support for people with urgent complex needs to avoid hospital admission
Expected completion	January 2027

Local authority area	<u>Oxford City Council</u>
Project Name	<u>Oxford Community Support Service</u>
Project description	includes works to incorporate a platform lift into the building to facilitate access to the first floor, additional accommodation to expand the capacity of service user space which will create a holistic and well-integrated adult hub with agile working space
Expected completion	In pipeline

Local authority area	<u>Vale of White Horse District Council</u>
Project Name	<u>Wantage Community Support Service</u>
Project description	Development of multi-functional space and community garden
Expected completion	In pipeline

Local authority area	<u>Abingdon Community Support Service</u>
Project Name	<u>Improvements to access and parking</u>
Project description	
Expected completion	In pipeline

Fire and rescue services

Service overview

9.62 The County Council, in its capacity as the Fire and Rescue Authority (FRA), has statutory duties under The Fire and Rescue Services Act 2004 to make provisions for:

- extinguishing fires
- protecting life and property in the event of fires
- rescuing and protecting people in the event of a road traffic collision
- rescuing and protecting people in the event of other emergencies.

The service operates from 25 fire stations, a headquarters building, a training and development centre, and additional sites providing support services.

9.63 FRAs need to collect information to assess risk in their areas as well as protect the health and safety of their workers. According to the Fire and Rescue National Framework for England each FRA must produce a Community Risk Management Plan (CRMP) that identifies and assesses all foreseeable fire and rescue related risks that could affect its community. The Oxfordshire CRMP is available via this link [CRMP](#)

Future priorities

9.64 Increases in population place additional demand on fire and rescue resources in terms of capital investment, equipment, and revenue budgets for firefighters, officers and support staff. There may be a need to build a new fire station, extend an existing fire station, extend communication infrastructures, or review staffing levels for example.

9.65 Fire hydrant provision forms part of the planning process, as explained earlier in this document. In the future, FRAs are including the use of fire suppression systems, particularly sprinklers, to protect the most at risk and vulnerable in society.

9.66 Currently, the County Council is working with our local authority partners to plan effectively for new or realigned capacity through Local Plans. This ensures that stations are in the right areas and involves engagement with adjoining authorities where demand overlaps county boundaries.

Libraries

Statutory requirements

9.67 The County Council has a duty to provide a comprehensive and efficient library service for everyone who lives, works, or studies in the county under the Public Libraries and Museums Act 1964.

9.68 The County Council is committed to maintaining and modernising its libraries to continue to meet the changing needs of service users and to cope with additional demand brought about by new development.

9.69 Libraries are no longer a place solely to borrow books. They function as a community hub offering services, events, and facilities to cater for a range of community needs.

Future priorities

9.70 The County Council's libraries are updated and improved to cope with additional demand brought about by increasing numbers of users resulting from housing growth.

9.71 Where additional capacity is required, libraries may be extended (or replaced) to allow more public access either by expanding the floor space, or converting existing space from an office, workroom or used as storage.

9.72 Where there is no viability to extend or increase space, libraries may also be reconfigured to:

- allow different types of customers to use them at different types of the day.
- allow them to be used by community groups and/or paying organisations to deliver events.
- replace traditional large enquiry desks with smaller counters with the use of more flexible ICT to increase space for public use.
- increase provision of dedicated workspaces and study areas with new furniture to reflect the increased use of personal devices such as laptops and tablets.
- install technology that will enable library opening hours to be extended.
- install moveable shelving to offer greater flexibility in terms of how the space is used.

9.73 We work with our local authority partners through Local Plans and engagement on specific development applications to ensure that our local

libraries are fit for purpose and expanded and/or improved to meet new demand from growth locations.

9.74 We seek to continually update, modernise and improve our library facilities and services to reflect the changing needs of library users in Oxfordshire including its growing population.

9.75 Future Projects include:

- Henley Library Refurbishment – complete internal refurbishment (to include new layout, movable furniture, books and decarbonisation works. Funded by CIL money and PSDSc3.
- Goring Library Refurbishment – internal refurbishment including recycled shelving, moveable shelves and books. Funded by CIL money.
- Deddington Library (phase 2) – improvements to the outside space at the rear of the building to enable this to be accessed and used by library customers. Planned for 2024-5

Heritage Storage Development Programme

9.76 In June 2022, the County Council approved a new strategy for Libraries and Heritage services. Within the strategy's action plan there was a commitment to review the current network of buildings in line with key emerging County Council strategies (most notably the Property and Assets Strategy, 2022), present budget pressures and future sustainability, local population and housing growth, and environmental considerations. The Heritage service needs to expand its storage capacity to meet ever growing pressures. As the county develops at a rapid rate and there is a legal and strategic duty to collect and preserve key records and artefacts, the current storage capacity has been exhausted and there is an urgent need to address the present pressure and with due consideration to known future requirements.

9.77 A feasibility project is underway to explore options to extend the Museums Resource Centre, delivering enough capacity to relieve current heritage collection storage pressures and deliver a further 25 years' worth of managed expansion space. The project will create an environmental and strategically sustainable solution to the services'/County Council's present heritage storage issues and provide a suitable 'home' for the county's rich cultural heritage for many years to come.

Countryside Access (Public Rights of Way)

Statutory requirements

9.78 Oxfordshire County Council (OCC) manages the legal record and access functions on the public rights of way and access land network. In addition to the statutory functions of recording, protecting and maintaining public rights of way, part of the authority's role includes securing mitigation measures from residential and commercial developments that will have an impact on the public rights of way and access land network to make those developments acceptable. All proposed measures help meet the aims and outcomes of the adopted statutory Oxfordshire Rights of Way Management Plan 2015-2025 (www.oxfordshire.gov.uk/rowip).

Assessments

9.79 All major applications are assessed for impacts and a justification statement submitted to meet the requirements of Community Infrastructure Levy Regulation 122. Proposals have a desk assessment to both assess the current situation and look at how public use could be protected and enhanced. With the development site at the centre, the logical and realistic public rights of way network likely to be affected is considered along with the range of measures needed to provide mitigation against the impacts of the development. In most cases it is the size and location of the development, access to the surrounding countryside and key access roads serving the development that are the key drivers.

9.80 Proposed measures are then costed to come to an estimated total request. They are not based on a standard formula or any other kind of per-dwelling or per- m² tariff system. The reasonable financial contribution will enable the Countryside Access Strategy Team to plan, negotiate and deliver improvements with third party landowners in a reasonable time and under the Rights of Way Management Plan aims. The contribution is always index-linked and subject to a minimum 10-year longstop.

9.81 The contribution is spent on improvements to the public rights of way in the vicinity of the development – in the 'impact' area connected to the site, in its vicinity and up to 1-2km from the site. Primarily this is to improve the surfaces of rights of way to take account of the likely increase in use by residents of the development as well as new or replacement structures like gates, bridges and seating, sub-surfacing and drainage to enable easier access, improved signing and protection measures such as anti-motorcycle barriers. New short links between existing rights of way and entirely new public

rights of way or upgraded routes (e.g. footpath upgraded to bridleway to enable horse riding or cycling) may be included depending on circumstances.

- For typical countryside access schemes, the following demands are likely to be placed on the available funds – depending on the specific situation:
- Site and habitat surveys & assessments
- Landowner negotiations and agreements
- Admin processes e.g. consultation, project management
- Legal processes e.g. temporary works closures, creation agreements, and contracts
- Materials, plant & equipment, works
- (staff/contractor) Contingency/Snagging and Ongoing quality standard

Offsetting the impact of Climate Change

9.81 This overarching public rights of way 106 programme makes it possible to plan and deliver improvements and extensions to public rights of way so that more active travel (non-car) journeys can be made for local journeys and leisure. Existing routes will be made easier to use for non-motorised users and new links will better join up users and local communities. Improved drainage and surfacing will help mitigate weather and climate instability by providing a more robust path able to be used for more of the year. Schemes may also include hedge, tree and shrub planting and other natural infrastructure that can help mitigate adverse weather impacts, help store CO₂, help address OCC's biodiversity duty and add to landscape and wildlife infrastructure.

Challenges

9.82 Secured funds may only be spent in support of public rights of way schemes identified in the s106 and other agreements. No additional Oxfordshire County Council funding is normally requested or available. The Access Strategy & Development Team has the flexibility to use smaller scale specialist contractors and where appropriate partner organisations (such as Sustrans, Trust for Oxfordshire's Environment etc), community and volunteer groups to gain value added.

9.83 Although most public rights of way are highways maintainable at public expense, most schemes on public rights of way will involve securing the agreement and cooperation of the landowner over which the public right of way runs, especially if upgrades are proposed or storage/disposal of material is needed. Experience shows us that securing this landowner agreement is specialised and sensitive work which is time consuming and is usually the biggest barrier to successful scheme delivery.

Future priorities

9.84 Work continues to protect public rights of way and integrate them into new developments. By improving procurement and landowner negotiation efficiencies the Team hopes to increase spend across the county.

Other Services

9.85 Other County Council services which may be required because of growth include economic development; archaeology; green infrastructure and sustainable drainage systems. This list is not exhaustive. As planning obligations for these services are sought, they will be reflected in future editions of this document.