

Oxfordshire Local Transport Board (LTB) Local Major Transport scheme Funding

The Oxfordshire LTB Local Major Transport Scheme funding allocation of £10.6m was confirmed by the Department for Transport (DfT) on 23rd December 2013, with a funding profile of:

- £6.5m in 2015/16
- £4.1m in 2016/17

This funding forms an allocated part of the Local Growth Fund (LGF) and will therefore now be overseen by the Oxfordshire Local Enterprise Partnership (OLEP), with the previous LTB recommended schemes being carried into the LGF.

The Oxfordshire LTB programme office will continue to work with the LEP to support and develop the scheme. The programme office is now working with scheme promoters to develop the business cases in 2014/15 to ensure schemes can access funding and be delivered in 2015-2017 in line with the approved assurance framework agreed by DFT.

The Oxfordshire LTB recommended the following three schemes should receive funding pending completion of appropriate WebTAG based business case and satisfaction of any caveats attached to that scheme.

A40/Northern Gateway Cutteslowe Junction with an allocation of up to £3.8million

Scheme promoters proceed to WebTAG business case development for scheme;

- Business case expected to examine best Value for Money (VFM) scheme and refine scheme costs as currently includes 40% optimism bias.
- Explore options for further developer funding to reduce LTB requirement.
- The scheme promoters, Oxfordshire County Council, agree to cover the cost of the business case development work, with advisory support provided by the LTB programme office.

Wantage Eastern Link Road with an allocation of up to £4.5million

This application is for a funding gap in the delivery of infrastructure that would otherwise be developer funded, there continues to be an ongoing discussion on the ability for development to fully fund this scheme.

Pending clarification it will be requested that the scheme promoters move forward to WebTAG Business Case development stage, this work should cover some key points;

- Provide satisfactory evidence that there is a gap in funding for delivery of the road from developer funding alone and this is not a forward funding situation.

- Sufficient evidence that the Crab Hill part of the road is delivered/funded in time with the delivery of the whole stretch of the road and this does not increase the delivery risk of the road within the LTB funding timelines.
- As with all schemes, it needs to show further detailed costings, options testing to ensure the best VFM option is delivered and any savings in delivery costs should mean a reduced LTB contribution ahead of reduced developer contribution.
- The scheme promoters, Vale of White Horse Council, agree to cover the cost of the business case development work, with advisory support provided by the LTB programme office.

Bicester London Road crossing at least £2.3million and up to £6.8 million

This allocation will provide assurance for further development of Bicester London Road to proceed, any savings in final delivery costs, from the top two LTB schemes would be passed onto Bicester London Road scheme. The business case development approach means that the scheme will be strongly positioned if further pots come forward, via City Deal, Network Rail or DfT, or the project is put forward for further LGF through the Strategic Economic Plan.

- It is expected that option testing and scheme design will demonstrate best VFM option is taken forward for delivery and subject to LTB funding.
- The scheme promoters, Oxfordshire County Council, agree to cover the cost of the business case development work, with advisory support provided by the LTB programme office.

LTB Schemes in the Oxfordshire County Council capital programme

All three schemes will be delivered by the County Council as the Highway Authority. Now that funding has been confirmed it is appropriate that this is shown in the grant annex to the capital programme until a detailed cost profile for delivery and spend is provided following the project business case submission to the LTB programme office.