

OxIS Scheme ID	Scheme	Spatial Impact	Infrastructure Type	Environment													Total	Brief Scoring Justification	
				E1A	E1 Max	E2A	E2B	E2 Max	E3A	E3 Max	E4A	E4B	E4 Max	E5A	E5B	E5 Max			
VoWH19	VoWH19: Retrofitting to install Air Source Heat Pumps and Solar PV cells at Vale of White Horse Council leisure centres	Vale of White Horse District-Wide	IF1: Energy	2	2	0	0	0	0	0	0	N/A	N/A	0	0	N/A	0	2	-Carbon emission reduction heating leisure centres in Vale of White Horse
SO20	SO20: Retrofitting to install Air Source Heat Pumps and Solar PV cells at South Oxfordshire Leisure Centres	South Oxfordshire District-Wide	IF1: Energy	2	2	0	0	0	0	0	0	N/A	N/A	0	0	N/A	0	2	-Carbon emission reduction heating leisure centres in South Oxfordshire
C1	C1: CHP and use of heat from Ardley Energy Recovery Facility	4. Bicester	IF1: Energy	1	1	0	0	0	0	0	0	N/A	N/A	0	0	N/A	0	1	-Potential to reduce use of fossil fuels in heating properties in Banbury. -Residual minor carbon emissions impact from energy recovery facility
OC1	OC1: Uprating of a section of the 132kV cable at Osney Lane Bulk Supply Point	Oxford City Wide	IF1: Energy	1	1	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	2	-Potential minor carbon benefit in supporting and enabling transition to use of electric vehicles by providing additional grid capacity
OC2	OC2: Yarnton Bulk Supply Point Reinforcement	Cross-District	IF1: Energy	1	1	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	2	-Potential minor carbon benefit in supporting and enabling transition to use of electric vehicles by providing additional grid capacity
OC3	OC3: New substation required to support the Diamond Place regeneration	1. Oxford City	IF1: Energy	1	1	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	2	-Potential minor carbon benefit in supporting and enabling transition to use of electric vehicles by providing additional grid capacity
WO5	WO5: 0.5km of improvements to the gas network around Witney	9. Witney	IF1: Energy	-2	-2	0	0	0	0	0	0	N/A	N/A	0	0	N/A	0	-2	-Negative carbon emission impact from a continuation of using fossil-fuel reliant heating. Smaller scale scheme, hence impact limited.
WO6	WO6: Gas network reinforcement equivalent to 450M x 250mm in Witney	9. Witney	IF1: Energy	-2	-2	0	0	0	0	0	0	N/A	N/A	0	0	N/A	0	-2	-Negative carbon emission impact from a continuation of using fossil-fuel reliant heating. Smaller scale scheme, hence impact limited.
C9	C9: 300m of expansion and realignment in the gas infrastructure around Banbury	3. Banbury	IF1: Energy	-2	-2	0	0	0	0	0	0	N/A	N/A	0	0	N/A	0	-2	-Negative carbon emission impact from a continuation of using fossil-fuel reliant heating. Smaller scale scheme, hence impact limited.
ORC1	ORC1: Oxford Station Additional Through Platform & Associated Line Capacity Upgrades	Oxfordshire County-Wide	IF2: Transport	2	2	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	3	-Essential to support increased rail frequency for both through services and those starting / stopping at Oxford. This supports a modal shift towards sustainable modes. -Some detrimental impact from embodied carbon / during construction
ORC2	ORC2: Cowley Branch Line Improvements including two new stations at Oxford Science Park & Oxford Business Park	Oxfordshire County-Wide	IF2: Transport	2	2	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	3	-Would provide notable new opportunities for modal shift from car towards rail in south Oxford - particularly for commuting trips. South Oxford has relatively high concentrations of carbon emissions -Some detrimental impact from embodied carbon / during construction
ORC6	ORC6: Grade Separation of Didcot East Rail Junction	Sub-National	IF2: Transport	2	2	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	3	-Essential to support increased rail frequency on the Oxford line. This supports a modal shift towards sustainable modes. -Grade separation would also support wider opportunities to increase frequency on the Great Western Mainline on a much wider scale - hence a large impact on carbon reduction potential. -Some detrimental impact from embodied carbon / during construction
ORC7	ORC7: Didcot Parkway station – additional platform	Oxfordshire County-Wide	IF2: Transport	2	2	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	3	-Accommodates additional trains stopping at Didcot Parkway from Oxford mainline. Potential to support mode shift for these inward & outward commuter journeys to stations across Oxfordshire. -Some detrimental impact from embodied carbon / during construction

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ORC8	ORC8: Didcot Goods Line upgrade & line extension to Milton Junction	Oxfordshire County-Wide	IF2: Transport	2	2	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	3	-Accommodates additional trains stopping at Didcot Parkway from Oxford mainline. Potential to support mode shift for these inward & outward commuter journeys to stations across Oxfordshire. -Some detrimental impact from embodied carbon / during construction
ORC9	ORC9: Wolvercote Rail Junction Capacity Upgrades	Oxfordshire County-Wide	IF2: Transport	2	2	0	0	0	0	0	0	N/A	N/A	0	0	N/A	0	2	-Required to achieve doubling of rail frequency on Hanborough line for services towards Worcester. -Some potential for modal shift in rural areas, however, limited catchment of Hanborough Station - growth sites at Eynsham 15 minute cycle journey. -Some detrimental impact from embodied carbon / during construction
ORC11	ORC11: Hanborough Station additional platform including Cotswolds line capacity upgrades	Oxfordshire County-Wide	IF2: Transport	2	2	0	0	0	0	0	0	N/A	N/A	0	0	N/A	0	2	-Required to achieve doubling of rail frequency on Hanborough line for services towards Worcester. -Some potential for modal shift in rural areas, however, limited catchment of Hanborough Station - growth sites at Eynsham 15 minute cycle journey. -Some detrimental impact from embodied carbon / during construction
ORC13	ORC13: New Rail Station at Grove	Oxfordshire County-Wide	IF2: Transport	2	2	0	0	0	0	0	0	N/A	N/A	0	0	N/A	0	2	-Establishment of new station promotes potential for modal shift for outward commuting trips from Grove. Likely stopping pattern limited to an hourly service so potential is limited. -Some detrimental impact from embodied carbon / during construction
ORC14	ORC14: Grove – rail line loop extension and additional crossovers	Oxfordshire County-Wide	IF2: Transport	2	2	0	0	0	0	0	0	N/A	N/A	0	0	N/A	0	2	-Establishment of new station promotes potential for modal shift for outward commuting trips from Grove. Likely stopping pattern limited to an hourly service so potential is limited. -Some detrimental impact from embodied carbon / during construction
ORC15	ORC15: Oxford North Rail Junction – additional line bypassing junction on Up side	Oxfordshire County-Wide	IF2: Transport	2	2	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	3	-Provides additional capacity from East-West rail towards Bletchley which provides further opportunities for modal shift. -This scheme is required to enable the development of a new station at Begbroke which promotes further potential for modal shift -Some detrimental impact from embodied carbon / during construction
ORC16	ORC16: Oxford Canal Rail Junction – crossover between Up and Down Bletchley Lines	Oxfordshire County-Wide	IF2: Transport	2	2	0	0	0	0	0	0	N/A	N/A	0	0	N/A	0	2	-Provides additional capacity from East-West rail towards Bletchley which provides further opportunities for modal shift. Not essential until 2033 -Some detrimental impact from embodied carbon / during construction
ORC17	ORC17: New Rail Station at Begbroke	Oxfordshire County-Wide	IF2: Transport	2	2	0	0	0	0	0	0	N/A	N/A	0	2	N/A	2	4	-Provides notable opportunity for modal shift for growth area - particularly for commuting journeys to Oxford and Banbury -Limited impact given that stopping capacity may be limited to 1 train per hour in each direction -Some detrimental impact from embodied carbon / during construction
ORC18	ORC18: Didcot North Junction – third rail line north of junction	Oxfordshire County-Wide	IF2: Transport	1	1	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	2	-Would provide potential for more robust rail services -Some detrimental impact from embodied carbon / during construction
OLCWIP1	OLCWIP1: Canal Path Walking and Cycling Improvements	Cross-District	IF2: Transport	1	1	0	0	0	1	1	0	N/A	N/A	0	1	N/A	1	3	-Would support strategic active travel between Kidlington and Oxford (including growth areas), however, remains constrained and limited potential to support high cycle flows given recreational nature - hence only limited potential for carbon reduction. -Potential for scheme to support some localised habitat restoration in nature recovery zone along canal
OLCWIP2	OLCWIP2: Walton Street Active Travel Improvements	1. Oxford City	IF2: Transport	1	1	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	2	-Potential to support localised modal shift, however, limited due to small nature of scheme. Also scheme is a quietway rather than a direct route

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OLCWIP3	OLCWIP3: Woodstock Road Active Travel Improvements	Cross-District	IF2: Transport	2	2	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	3	-Potential to support cross-boundary modal shift for journeys to and from Kidlington and Woodstock area towards Oxford
OLCWIP5	OLCWIP5: North Oxford Path	1. Oxford City	IF2: Transport	1	1	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	2	-Potential to support localised modal shift, however, limited due to small nature of scheme. Also scheme is a quietway rather than a direct route
OLCWIP6	OLCWIP6: Marston Active Travel Improvements	1. Oxford City	IF2: Transport	1	1	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	2	-Potential to support localised modal shift, however, limited due to small nature of scheme. Also scheme is a quietway rather than a direct route
OLCWIP8	OLCWIP8: Northway & Barton Active Travel Improvements	1. Oxford City	IF2: Transport	1	1	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	2	-Potential to support localised modal shift, however, limited due to small nature of scheme. Also scheme is a quietway rather than a direct route
OLCWIP9	OLCWIP9: Headington Path	1. Oxford City	IF2: Transport	1	1	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	2	-Potential to support localised modal shift, however, limited due to small nature of scheme. Also scheme is a quietway rather than a direct route
OLCWIP10	OLCWIP10: Headington Active Travel Improvements	1. Oxford City	IF2: Transport	2	2	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	3	-Scheme would provide a direct active travel connection to Headington as well as growth area at Bayswater Brook -Potential to support some modal shift to active modes for journeys to and from Oxford
OLCWIP12	OLCWIP12: Old Road Active Travel Improvement	1. Oxford City	IF2: Transport	2	2	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	3	-Scheme would provide a direct active travel connection to Headington -Potential to support some modal shift to active modes for journeys in Oxford
OLCWIP13	OLCWIP13: Barracks Lane and Horspath Active Travel Improvement	Cross-District	IF2: Transport	1	1	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	2	-Potential to support localised modal shift, however, limited due to small nature of scheme. Also scheme is a quietway rather than a direct route
OLCWIP15	OLCWIP15: Blackbird Leys Active Travel Improvements	1. Oxford City	IF2: Transport	2	2	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	3	-Scheme would provide an active travel connection to Blackbird Leys and growth site at south of Grenoble Road -Potential to support some modal shift to active modes for journeys in Oxford - although it is a quiet route
OLCWIP16	OLCWIP16: Littlemore Active Travel Improvements	1. Oxford City	IF2: Transport	1	1	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	2	-Scheme would provide a direct active travel connection to Blackbird Leys and growth site at south of Grenoble Road -Some potential to support modal shift to active modes for journeys in Oxford, however, it is a quiet route.
OLCWIP18	OLCWIP18: Rose Hill Active Travel Improvements	1. Oxford City	IF2: Transport	1	1	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	2	-Potential to support localised modal shift, however, limited due to small nature of scheme. Also scheme is a quietway rather than a direct route
OLCWIP21	OLCWIP21: South Oxford Path Walking and Cycling Improvements	Cross-District	IF2: Transport	2	2	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	3	-Scheme would provide a direct active travel connection to Abingdon-on-Thames -Potential to support modal shift to active modes for journeys to Oxford
OLCWIP25	OLCWIP25: Botley Rd Walking and Cycling Improvements	Cross-District	IF2: Transport	2	2	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	3	-Scheme would provide a direct active travel connection to Oxford from east Vale of White Horse including Cumnor -Potential to support modal shift to active modes for journeys to Oxford
OLCWIP28	OLCWIP28: Oxford Ring Road Active Travel Improvements	Oxford City Wide	IF2: Transport	1	1	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	2	-Potential to support modal shift for orbital routes. Potential to integrate with growth sites at periphery of city
OLCWIP29	OLCWIP29: City Centre Active Travel Improvements	1. Oxford City	IF2: Transport	1	1	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	2	-Potential to support localised modal shift to active modes in the city centre
OLCWIP30	OLCWIP30: Jackdaw River Bridge	1. Oxford City	IF2: Transport	1	1	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	2	-Potential to support localised modal shift to active modes by providing a new connection
OLCWIP31	OLCWIP31: Low Traffic Neighbourhoods	Oxford City Wide	IF2: Transport	1	1	0	0	0	0	0	0	N/A	N/A	0	2	N/A	2	3	-Potential to support localised modal shift to active modes by restricting traffic. Supports reduction of traffic noise impact in local neighbourhoods
OLCWIP32	OLCWIP32: Signing and parking Active Travel Improvements	Oxford City Wide	IF2: Transport	1	1	0	0	0	0	0	0	N/A	N/A	0	0	N/A	0	1	-Potential to support localised modal shift to active modes by having coherent signage and cycle parking upgrades

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VoWH22	VoWH22: A34 Bus Priority Phase 2 - bus lane between Lodge Hill-Hinksey Hill & Lodge Hill Park and Ride	Cross-District	IF2: Transport	2	2	0	0	0	0	0	0	N/A	N/A	0	2	N/A	2	4	-Potential for notable impact on modal shift from car to public transport on A34 for journeys to and from Abingdon. -Potential to reduce noise levels on A34 corridor -Some detrimental impact from embodied carbon / and construction impacts including park and ride site
VoWH25	VoWH25: Signalised Junction Improvements at the A420 / Coxwell Road Junction	16. Faringdon & Shrivenham	IF2: Transport	0	0	0	0	0	0	0	0	N/A	N/A	0	0	N/A	0	0	-Neutral impact - some very limited potential to support localised modal shift to active modes
VoWH26	VoWH26: Access improvements to the A4185 at Harwell Campus	7. Didcot & Wallingford	IF2: Transport	-1	-1	0	0	0	0	0	0	N/A	N/A	0	0	N/A	0	-1	-Potential to induce / enhance access by private vehicle for commuting journeys to Harwell Campus.
VoWH41	VoWH41: Grove Northern Link Road Missing Link	8. Wantage & Grove	IF2: Transport	0	0	0	0	0	-1	-1	N/A	N/A	0	0	N/A	0	0	-1	-Would cross over a nature recovery zone -Scheme has potential to induce additional traffic, however, scheme includes provision of active travel provision and would connect bus routes - hence neutral impact. -Embodied carbon / construction impact
VoWH50	VoWH50: Marcham Bypass and Frilford Junction	2. Abingdon & Surrounds	IF2: Transport	-1	-1	-1	N/A	-1	-1	-1	N/A	N/A	0	0	N/A	0	0	-3	-Would cross over a nature recovery zone -Would pass close to an area of moderate-high flood risk -Scheme has potential to induce additional traffic. -Embodied carbon / construction impact
VoWH51	VoWH51: Milton Heights Pedestrian and Cycle Bridge	7. Didcot & Wallingford	IF2: Transport	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	-This would involve upgrading of the existing walking and cycling route avoiding the roundabout so impact likely to be limited. -Potential to support some very localised mode shift to active modes
VoWH52	VoWH52: Shippon & Abingdon Pedestrian and Cycle Bridge	2. Abingdon & Surrounds	IF2: Transport	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	-This would involve upgrading of the existing walking and cycling routes so impact likely to be limited. -Potential to support some localised mode shift to active modes -Net zero commitment from site in delivery will offset embodied carbon from construction
VoWH53	VoWH53: Barrow Road / unamed road (to Gozzards Ford) junction upgrade	2. Abingdon & Surrounds	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Neutral impact - some very limited potential to support localised modal shift to active modes (assuming incorporation of active facilities)
VoWH54	VoWH54: Unnamed road (to Gozzards Ford)/A415 junction upgrade	2. Abingdon & Surrounds	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Neutral impact - some very limited potential to support localised modal shift to active modes (assuming incorporation of active facilities)
VoWH55	VoWH55: Long Tow/Wootton Road junction upgrade	2. Abingdon & Surrounds	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Neutral impact - some very limited potential to support localised modal shift to active modes (assuming incorporation of active facilities)
VoWH56	VoWH56: A415/A420 link road	2. Abingdon & Surrounds	IF2: Transport	-1	-1	0	0	0	0	0	0	0	0	0	N/A	0	0	-1	-Potential to induce additional traffic and enhance attractiveness of car travel. -Some localised benefits for bus connectivity -Would pass close to an area of nature recovery -Has potential to have some localised benefits for traffic re-routing away from Kingston Bagpuize town centre -Embodied carbon / construction impact
VoWH57	VoWH57: Steventon Signalised Junction and A4130 Widening (West of Milton Interchange)	7. Didcot & Wallingford	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Neutral impact - some limited potential to support localised modal shift to active modes
VoWH58	VoWH58: Rowstock Roundabout Improvement	7. Didcot & Wallingford	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Neutral impact - some limited potential to support localised modal shift to active modes and buses as a result of improvements
VoWH59	VoWH59: A34 Lodge Hill Interchange Upgrade including South Facing Slips	Vale of White Horse District-Wide	IF2: Transport	-1	-1	0	0	0	0	0	0	0	0	0	N/A	0	0	-1	-Potential to induce additional car use -Remote from areas of high flood risk or nature recovery networks -Potential to remove traffic from Abingdon - hence neutral impact on noise -Detrimental impact on emissions from embodied carbon / construction

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SO21	SO21: Science Vale Active Travel Network	Cross-District	IF2: Transport	3	3	0	0	0	0	0	0	N/A	N/A	0	2	N/A	2	5	-Scheme includes strategic connections to access key employment sites including Harwell Campus which provides notable potential for modal shift for journeys from Wantage & Grove and Didcot -Scheme has potential to reduce traffic on A34
SO23	SO23: Cycle Connection between Berinsfield/Culham to Oxford via the Roman Road bridleway	Cross-District	IF2: Transport	2	2	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	3	-Scheme would include strategic active travel connection between Oxford and Berinsfield / Culham -Scheme has potential to promote mode shift and reduce traffic on A4074 (no current dedicated cycle provision available)
SO24	SO24: Improvements to cycle routes to rail stations	South Oxfordshire District-Wide	IF2: Transport	1	1	0	0	0	0	0	0	N/A	N/A	0	0	N/A	0	1	-Potential for some modal shift to rail stations. Likely to be limited to those who currently drive to the station
SO26	SO26: Benson to Wallingford cycle route minor improvements	South Oxfordshire District-Wide	IF2: Transport	1	1	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	2	-Potential for modal shift for journeys between Benson & Wallingford. Limited potential due to relatively small-scale nature of scheme.
SO27	SO27: Didcot Town Cycle Improvements	7. Didcot & Wallingford	IF2: Transport	1	1	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	2	-Limited potential for localised modal shift to active modes in Didcot town centre.
SO28	SO28: Garden Line Cycle Improvements	7. Didcot & Wallingford	IF2: Transport	1	1	0	0	0	1	1	0	N/A	N/A	0	1	N/A	1	3	-Limited potential for localised modal shift to active modes in Didcot - likely to be more of a recreational route -Potential to support localised nature recovery (albeit not located in any major nature recovery zones)
SO29	SO29: Premium cycle route between Didcot, Crowmarsh Gifford and Wallingford	7. Didcot & Wallingford	IF2: Transport	2	2	0	0	0	0	0	0	N/A	N/A	0	2	N/A	2	4	-Potential for modal shift for journeys between Didcot & Wallingford which could reduce traffic levels on the A4130
SO30	SO30: Thame to Haddenham cycle route	Cross-County	IF2: Transport	2	2	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	3	-Potential for modal shift for journeys between Thame & Haddenham which could reduce traffic levels on the A418
SO31	SO31: Didcot Parkway interchange cycling improvements	7. Didcot & Wallingford	IF2: Transport	1	1	0	0	0	0	0	0	N/A	N/A	0	0	N/A	0	1	-Potential for some modal shift to Didcot Parkway Station. Likely to be limited to those who currently drive to the station
SO40	SO40: Strategic Rapid Transit Park and Ride & Bus Priority Improvements on A4074 corridor	Cross-District	IF2: Transport	2	2	0	0	0	0	0	0	N/A	N/A	0	2	N/A	2	4	-Potential to support modal shift to bus - particularly associated with growth sites at Berinsfield, Chalgrove and south of Grenoble Road. -Potential to reduce traffic on A4074 corridor -Some detrimental impact from embodied carbon / construction - particularly of P&R site
SO45	SO45: Culham Railway Station Enhancements	South Oxfordshire District-Wide	IF2: Transport	1	1	0	0	0	0	0	0	N/A	N/A	0	0	N/A	0	1	-Offers further potential for increased rail capacity and some potential for further modal shift including for commuting journeys to and from Culham, however, limited given station already exists
SO48	SO48: A4074 Golden Balls Roundabout Improvement and B4015 Widening	South Oxfordshire District-Wide	IF2: Transport	-1	-1	0	0	0	0	0	0	N/A	N/A	0	0	N/A	0	-1	-Potential to induce additional traffic and enhance attractiveness of car travel. -Some localised benefits for bus connectivity -Potential for additional traffic on A4074 corridor -Some detrimental impact from embodied carbon / construction impacts
SO53	SO53: A40 Link Road through Bayswater Brook from the A40 at Marsh Lane interchange to east of Sandhills	Cross-District	IF2: Transport	-1	-1	0	0	0	0	0	0	0	0	0	-1	N/A	-1	-2	-Potential to induce additional traffic and enhance attractiveness of car travel. -Adjacent to an area identified for nature recovery -Potential to generate additional transport noise levels - in proximity to A40 which already has high levels of noise
SO62	SO62: New access on to A4074 from Berinsfield allocation	10. Berinsfield	IF2: Transport	-1	-1	-1	N/A	-1	0	0	0	0	0	0	0	0	0	-2	-Potential to induce additional car use for trips to A4074 -Adjacent to areas of moderate flood risk -Adjacent to area identified for nature recovery -Some detrimental impact from embodied carbon / construction impacts given scheme scale
SO64	SO64: Berinsfield Roundabout (A4074 / A415) Junction Upgrade	10. Berinsfield	IF2: Transport	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	-1	-Some limited potential to support localised modal shift to active modes as a result of improvements -Located in an area identified for nature recovery

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SO65	SO65: Stadhampton & Chiselhampton Bypass: Associated with Chalgrove connecting with the B480	11. Chalgrove	IF2: Transport	-1	-1	-1	N/A	-1	-1	-1	0	0	0	0	0	0	-3	-Potential to induce additional vehicular use -Potential to support active travel in villages, however, limited impact given size -Would cross an area for nature recovery -Would pass through an area of moderate - high flood risk -Detrimental impact from embodied carbon / construction impact
SO66	SO66: Cuxham Bypass connecting with the B480	11. Chalgrove	IF2: Transport	-1	-1	0	N/A	0	-1	-1	0	0	0	0	0	0	-2	-Potential to induce additional vehicular use -Located in proximity to a nature recovery area -Would pass through an area of low flood risk --Detrimental impact from embodied carbon / construction impact
SO69	SO69: New and upgraded cycling connections to Oxford, Berinsfield & Watlington via B480 and Burcot Lane / Dorchester Road / Stadhampton Road	Cross-District	IF2: Transport	2	2	0	0	0	0	0	N/A	N/A	0	1	N/A	1	3	-Scheme would include strategic active travel connection between Oxford and Berinsfield / Chalgrove -Scheme has potential to promote mode shift and reduce traffic on B480 (no current dedicated cycle provision available)
SO74	SO74: B480 Gateway Scheme including cycle lane improvements and bus priority measures	Cross-District	IF2: Transport	2	2	0	0	0	0	0	N/A	N/A	0	1	N/A	1	3	-Potential for some strategic level modal shift to sustainable modes for journeys into Oxford - particularly from growth site at Northfield and south of Grenoble Road -Potential for localised modal shift to active modes as a result of local improvements
SO75	SO75: Pedestrian and Cycle Bridge over A40 Northern Bypass	Cross-District	IF2: Transport	1	1	0	0	0	0	0	0	0	0	0	0	0	1	-This would involve upgrading of the existing walking and cycling route avoiding the roundabout so impact likely to be limited. -Potential to support some very localised mode shift to active modes towards Oxford
SO76	SO76: Central Didcot Corridor improvement Scheme	7. Didcot & Wallingford	IF2: Transport	2	2	0	0	0	0	0	N/A	N/A	0	1	N/A	1	3	-Potential for modal shift in Didcot. Impacts likely to be substantial given large scale nature
SO83	SO83: Didcot Northern Perimeter Road Phase 3	7. Didcot & Wallingford	IF2: Transport	-1	-1	-1	n/a	-1	0	0	N/A	N/A	0	0	N/A	0	-2	-Potential to induce additional traffic, however, would have benefits for active travel due to presence of segregated facilities as well as bus connectivity. -Potential for detrimental impact on nature recovery zone, albeit limited given it is relatively limited in this area. -Detrimental impact from embodied carbon and construction impacts
SO88	SO88: Town-wide Controlled Parking Zone in Didcot	7. Didcot & Wallingford	IF2: Transport	1	1	0	0	0	0	0	N/A	N/A	0	0	N/A	0	1	-Potential for localised modal shift as a result of introducing parking charges and reducing indiscriminate parking, however, impact anticipated to be limited
WO16	WO16: Pedestrian Cycle improvements from Curbridge Road along Thorney Leys to Station Lane employment	9. Witney	IF2: Transport	1	1	0	0	0	0	0	N/A	N/A	0	0	N/A	0	1	-Potential for localised modal shift to active modes. -Limited impact due to small-scale nature of scheme
WO37	WO37: Bablock Hythe Crossing of River Thames	West Oxfordshire District-Wide	IF2: Transport	1	1	0	-1	-1	0	0	N/A	N/A	0	0	N/A	0	0	-Potential for localised modal shift to active modes rather by providing a direct connection for rural communities towards Cumnor -Crossing located in an area of very high flood risk and in a nature recovery zone.
WO52	WO52: Witney to Carterton Cycleway	West Oxfordshire District-Wide	IF2: Transport	2	2	0	0	0	0	0	N/A	N/A	0	1	N/A	1	3	-Potential for modal shift to active modes for inter-urban journeys, albeit limited due to relatively low cost of scheme -Potential for traffic reduction
WO55	WO55: Cycle Route from Eynsham - Oxford on B4044	Cross-District	IF2: Transport	2	2	0	0	0	0	0	N/A	N/A	0	1	N/A	1	3	-Notable potential for modal shift to active modes - particularly from Garden Town at Eynsham. -Potential to support traffic reduction on A40 and A34.

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				E1A	E1 Max	E2A	E2B	E2 Max	E3A	E3 Max	E4A	E4B	E4 Max	E5A	E5B	E5 Max			
WO57	WO57: Footpath / cycleway connecting Hanborough through Bladon to Woodstock	West Oxfordshire District-Wide	IF2: Transport	1	1	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	2	-Some potential for modal shift to active modes - particularly from growth areas at Eynsham and Woodstock. Limited impact due to low number of destinations -Potential to support traffic reduction on A40 and A34.
WO58	WO58: East Witney Active Travel Package	9. Witney	IF2: Transport	1	1	0	0	0	0	0	0	N/A	N/A	0	0	N/A	0	1	-Potential to support localised mode shift to active modes, albeit limited due to small nature of scheme and enhancements proposed.
WO59	WO59: Cycle Route between Eynsham and Hanborough Station and other bridleway upgrades	12. Eynsham & Long Hanborough	IF2: Transport	1	1	0	0	0	0	0	0	N/A	N/A	0	0	N/A	0	1	-Some potential for modal shift to rail, however, combined journey time savings versus travelling via B4044 to Oxford would make impact limited.
WO60	WO60: Saltcross Garden Village crossings of A40	12. Eynsham & Long Hanborough	IF2: Transport	1	1	0	0	0	0	0	0	N/A	N/A	0	0	N/A	0	1	-Potential to support localised mode shift to active modes for journeys into Eynsham, albeit limited due to small nature of scheme and enhancements proposed.
WO78	WO78: Shores Green Slip Roads on A40	9. Witney	IF2: Transport	-1	-1	0	0	0	0	0	0	N/A	N/A	0	0	N/A	0	-1	-Potential to improve appeal of using A40 which could result in increase in carbon emissions. -Some localised benefits to reduce traffic through Witney given westbound traffic would not be required to route through Witney to access the A40. -Detrimental impact from embodied carbon and construction
WO79	WO79: Improvements to Bridge Street & Staple Hall junctions including public realm and traffic management	9. Witney	IF2: Transport	1	1	0	0	0	0	0	0	N/A	N/A	0	0	N/A	0	1	-Some localised potential for modal shift to active modes, however, impact anticipated to be limited
WO80	WO80: Improvements to Oxford Hill/Cogges Hill Road/Jubilee Way junction	9. Witney	IF2: Transport	0	0	0	0	0	0	0	0	N/A	N/A	0	0	N/A	0	0	-Potential to induce localised additional traffic as a result of increased capacity, however, impact limited. May incorporate some benefit to active modes and buses
WO81	WO81: Re-designating the A4095 via Jubilee Way, Oxford Hill, A40 at Shores Green to Ducklington Lane and Thorney Leys.	9. Witney	IF2: Transport	0	0	0	0	0	0	0	0	N/A	N/A	0	0	N/A	0	0	Neutral impact
WO84	WO84: Improve access by road to Carterton including upgrade of B4477 and West facing slips at A40/B4477	West Oxfordshire District-Wide	IF2: Transport	-1	-1	0	0	0	0	0	0	N/A	N/A	0	0	N/A	0	-1	-Potential to induce additional localised carbon emissions as a result of improving appeal of using car travel -Likely to be localised benefits in Carterton from reduced traffic including for active modes and buses -Detrimental impact on embodied carbon and construction carbon emissions due to scheme scale
WO85	WO85: Remove Primary Route Status from A44 and implement weight restrictions in town centre	6. Chipping Norton	IF2: Transport	0	0	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	1	-Generally neutral impact, however, reduction in HGV movements through Chipping Norton likely to have minor benefit on noise.
WO86	WO86: Provision of additional off street public car parking spaces	9. Witney	IF2: Transport	-1	-1	0	0	0	0	0	0	N/A	N/A	0	0	N/A	0	-1	-Potential to induce additional traffic for journeys made to Witney town centre (assuming off-street car parking would represent a net uplift). -Potential for detrimental impact from embodied carbon and construction carbon related emissions from additional off-street car parking
C16	C16: Market Square Walking and Cycling Improvements	4. Bicester	IF2: Transport	1	1	0	0	0	0	0	0	N/A	N/A	0	0	N/A	0	1	-Potential for limited localised modal shift to active modes
C17	C17: Banbury Road walking and cycling improvements	4. Bicester	IF2: Transport	1	1	0	0	0	0	0	0	N/A	N/A	0	0	N/A	0	1	-Potential for limited localised modal shift to active modes
C18	C18: Buckingham Road walking and cycling improvements	4. Bicester	IF2: Transport	1	1	0	0	0	0	0	0	N/A	N/A	0	0	N/A	0	1	-Potential for limited localised modal shift to active modes
C41	C41: Pedestrianisation of part of Kidlington High Street	14. South Cherwell Area & Woodstock	IF2: Transport	1	1	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	2	-Potential for limited localised modal shift to active modes -Removal of traffic from high street would reduce localised noise impact
C47	C47: Public realm improvements on the A4260 between Benmead Road & Yarnton Road	14. South Cherwell Area & Woodstock	IF2: Transport	1	1	0	0	0	0	0	0	N/A	N/A	0	0	N/A	0	1	-Potential for limited localised modal shift to active modes

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				E1A	E1 Max	E2A	E2B	E2 Max	E3A	E3 Max	E4A	E4B	E4 Max	E5A	E5B	E5 Max		
C50	C50: Sandy Lane – pedestrian and cycle new link over railway	14. South Cherwell Area & Woodstock	IF2: Transport	1	1	0	0	0	0	0	N/A	N/A	0	0	N/A	0	1	-Potential for localised modal shift to active modes from, however, connection already exists and would constitute a quality upgrade. -Potential for minor detrimental impact from embodied carbon / construction
C58	C58: Upgrade existing footbridge over the railway linking to Northern Gateway	14. South Cherwell Area & Woodstock	IF2: Transport	1	1	0	0	0	0	0	N/A	N/A	0	0	N/A	0	1	-Potential for localised modal shift to active modes from Kidlington towards Nothern Gateway site, however, connection already exists and would constitute a quality upgrade. -Potential for minor detrimental impact from embodied carbon / construction
C62	C62: Cycle and pedestrian improvements along Langford Lane	14. South Cherwell Area & Woodstock	IF2: Transport	1	1	0	0	0	0	0	N/A	N/A	0	0	N/A	0	1	-Potential for limited localised modal shift to active modes
C69	C69: Improvements to A41 gateway corridor to Bicester including bus priority measures	Cherwell District-Wide	IF2: Transport	2	2	0	0	0	0	0	N/A	N/A	0	1	N/A	1	3	-Potential for modal shift to bus -Potential for detrimental impact from embodied carbon and construction
C72	C72: Rejuvenating or Relocating Banbury Bus Station to provide enhanced capacity	3. Banbury	IF2: Transport	1	1	0	0	0	0	0	N/A	N/A	0	0	N/A	0	1	-Potential for modal shift to bus, however, limited impacts this involves an upgrade to the existing facility -Potential detrimental impact on embodied carbon / construction impact
C83	C83: P&R at London Oxford Airport (approx. 1,100 Spaces)	Cross-District	IF2: Transport	1	1	0	0	0	0	0	N/A	N/A	0	1	N/A	1	2	-Potential for modal shift from car to bus & active modes to encourage onward journeys towards Kidlington & Oxford to reduce traffic on A44/A4260 -Residual carbon emissions from car journeys to and from P&R -Potential for detrimental embodied carbon / construction impact given scheme scale
C84	C84: Bus priority and bus stop improvements along the A4260 / A4165	14. South Cherwell Area & Woodstock	IF2: Transport	2	2	0	0	0	0	0	N/A	N/A	0	2	N/A	2	4	-Potential for modal shift as a result of more reliable journey times on buses. -Potential for minor detrimental impact on embodied carbon / construction impact
C86	C86: Junction improvements facilitating cross-corridor bus movements A44 to / from A4260	Cross-District	IF2: Transport	2	2	0	0	0	0	0	N/A	N/A	0	2	N/A	2	4	-Potential for modal shift as a result of more reliable journey times on buses. -Potential for minor detrimental impact on embodied carbon / construction impact
C87	C87: Bus priority improvements on the A44 between Langford Lane and Bladon Roundabout	Cross-District	IF2: Transport	2	2	0	0	0	0	0	N/A	N/A	0	2	N/A	2	4	-Potential for modal shift as a result of more reliable journey times on buses. -Potential for minor detrimental impact on embodied carbon / construction impact
C89	C89: Expansion of Oxford Parkway P&R (approx. 1,000 spaces)	14. South Cherwell Area & Woodstock	IF2: Transport	1	1	0	0	0	-1	-1	N/A	N/A	0	1	N/A	1	1	-Potential for modal shift from car to rail, bus & active modes to encourage onward journeys towards Kidlington & Oxford to reduce traffic on A4165, however, facility already exists -Residual carbon emissions from car journeys to and from P&R -Potential minor loss of habitat in a nature recovery zone. -Impact from embodied carbon / construction impact
C96	C96: Re-designing Banbury Station forecourt to improve multi-modal interchange	3. Banbury	IF2: Transport	1	1	0	0	0	0	0	N/A	N/A	0	1	N/A	1	2	-Potential for some modal shift from car to rail, bus & active modes as a result of increased convenience for journeys towards Oxford, Heyford, Bicester & externally to Birmingham and London etc.
C100	C100: London Road level crossing - solution for closure	4. Bicester	IF2: Transport	0	0	0	0	0	0	0	N/A	N/A	0	0	N/A	0	0	Negligible impact on carbon emissions
C102	C102: Bicester Eastern Corridor highway capacity improvements	4. Bicester	IF2: Transport	-1	-1	0	N/A	0	-1	-1	N/A	N/A	0	0	N/A	0	-2	-Potential to induce additional traffic, however, may have some benefits for bus movement -Detrimental impact on embodied carbon / construction impact
C103	C103: Charbridge Lane Additional Capacity of new bridge to Gavray Drive	4. Bicester	IF2: Transport	-1	-1	-1	N/A	-1	-1	-1	N/A	N/A	0	0	N/A	0	-3	-Potential to induce additional traffic, however, some localised benefits for buses -Detrimental impact from embodied carbon / construction impacts -Road crosses and next to an area of high flood risk

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				E1A	E1 Max	E2A	E2B	E2 Max	E3A	E3 Max	E4A	E4B	E4 Max	E5A	E5B	E5 Max		
C104	C104: Bicester south east perimeter road	4. Bicester	IF2: Transport	-1	-1	-1	N/A	-1	-1	-1	N/A	N/A	0	0	N/A	0	-3	-Potential to induce additional traffic, however, some potential benefits for active travel in Bicester town centre given traffic diversion -Road crosses and next to an area of medium flood risk -Road crosses small nature recovery area -Detrimental impact on embodied carbon / construction impact
C109	C109: Bicester A4095 Realignment Scheme	4. Bicester	IF2: Transport	-1	-1	0	N/A	0	0	0	N/A	N/A	0	0	N/A	0	-1	-Potential to induce additional traffic, however, some localised benefits for bus movement -Some embodied carbon in construction of a road tunnel -Detrimental impact on embodied carbon / construction impact
C114	C114: Improving capacity & bus priority of Cherwell Street/ A4620 Windsor Street corridor	3. Banbury	IF2: Transport	1	1	-1	N/A	-1	0	0	N/A	N/A	0	0	N/A	0	0	benefits for bus and active travel -Crosses and adjacent to high flood risk area -Adjacent to nature recovery network
C117	C117: East-west strategic movements: Hennef Way corridor A422 Improvements	3. Banbury	IF2: Transport	1	1	-1	N/A	-1	-1	-1	N/A	N/A	0	0	N/A	0	-1	-Potential to induce additional traffic, albeit some benefits for bus and active travel -Crosses and adjacent to high flood risk area -Adjacent to nature recovery network
C118	C118: East-west strategic movements: Warwick Road Corridor Improvements	3. Banbury	IF2: Transport	-1	-1	0	N/A	0	0	0	N/A	N/A	0	0	N/A	0	-1	-Potential to induce additional traffic, however, may be localised benefits for bus movements
C120	C120: Review of Banbury Town Centre traffic circulation	3. Banbury	IF2: Transport	0	0	0	N/A	0	0	0	N/A	N/A	0	0	N/A	0	0	-Scheme focused on improving highway capacity in town centre, however, may be some limited benefits to bus movement
C125	C125: M40 Junction 10 Capacity Improvements	Cherwell District-Wide	IF2: Transport	-1	-1	0	N/A	0	-1	-1	N/A	N/A	0	-1	N/A	-1	-3	-Potential for induced additional traffic. -Adjacent to nature recovery zone -Potential detrimental impact from embodied carbon / construction impact
C126	C126: Central corridor: Kings End and Queens Avenue through to Field Street	4. Bicester	IF2: Transport	1	1	0	N/A	0	0	0	N/A	N/A	0	0	N/A	0	1	-Restrictions could reduce traffic on Kings End / Queens Avenue, however, likely to be limited -Enhanced public realm could encourage higher walking and cycling levels
C131	C131: Access to Banbury North (New M40 Slips)	Cherwell District-Wide	IF2: Transport	-2	-2	0	N/A	0	-1	-1	N/A	N/A	0	0	N/A	0	-3	-Embodied carbon in construction -Potential for induced additional traffic, however, likely to reduce traffic in Banbury town centre and may be some benefit to buses -Adjacent to nature recovery zone
C132	C132: Banbury South East Link Road east of M40 J11	3. Banbury	IF2: Transport	-1	-1	0	N/A	0	0	0	N/A	N/A	0	-1	N/A	-1	-2	-Embodied carbon in construction -Potential for induced additional traffic.
OC4	OC4: Cycle Hire Stations	Oxford City Wide	IF2: Transport	1	1	0	N/A	0	0	0	N/A	N/A	0	0	N/A	0	1	-Potential for limited additional modal shift to active modes -Oxford City has a relatively high concentration of carbon emissions
OC6	OC6: Emergency Active Travel Schemes	Oxford City Wide	IF2: Transport	1	1	0	0	0	0	0	N/A	N/A	0	1	N/A	1	2	-Potential for permanent modal shift to active modes -Oxford City has a relatively high concentration of carbon emissions
OC8	OC8: Broad Street Part Pedestrianisation and Public Realm Improvements	1. Oxford City	IF2: Transport	1	1	0	0	0	0	0	N/A	N/A	0	1	N/A	1	2	-Potential for mode shift as a result of making Broad Street more friendly for active modes. -Traffic noise reduction as a result of removing traffic
OC24	OC24: Abingdon Road Corridor Improvements	Cross-District	IF2: Transport	2	2	0	0	0	0	0	N/A	N/A	0	2	N/A	2	4	-Scheme would provide a direct active travel connection to Abingdon -Potential to support modal shift to active modes for journeys to Oxford and integration with Science Vale Network towards Culham
OC25	OC25: B4495 Corridor Improvements (Hollow Way/ Between Towns Road/ Donnington Bridge)	1. Oxford City	IF2: Transport	1	1	0	0	0	0	0	N/A	N/A	0	1	N/A	1	2	-Potential to support modal shift for orbital routes
OC26	OC26: Banbury Road & Oxford Road Corridor Improvements	Cross-District	IF2: Transport	2	2	0	0	0	0	0	N/A	N/A	0	1	N/A	1	3	-Scheme would provide a direct active travel connection to growth areas in Kidlington, Begbroke, Yarnton and Woodstock -Potential to support notable modal shift to active modes for journeys to and from Oxford. Would also link into Oxford Parkway station

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				E1A	E1 Max	E2A	E2B	E2 Max	E3A	E3 Max	E4A	E4B	E4 Max	E5A	E5B	E5 Max			
OC28	OC28: Iffley Road Corridor Improvements	1. Oxford City	IF2: Transport	2	2	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	3	-Scheme would provide a direct active travel connection to Sandford-on-Thames and growth site at south of Grenoble Road -Potential to support modal shift to active modes for journeys in Oxford
OC29	OC29: Cowley Road/ Garsington Road/ Watlington Road Corridor Improvements	1. Oxford City	IF2: Transport	2	2	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	3	-Scheme would provide a direct active travel connection to Blackbird Leys and growth site at Northfield -Potential to support some modal shift to active modes for journeys in Oxford
OC31	OC31: Eastern Bypass A423 / A3133 Kennington to Cowley Bus Priority Improvement Scheme	1. Oxford City	IF2: Transport	2	2	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	3	-Potential to induce modal shift to bus travel -Some embodied carbon from road widening
OC32	OC32: Northern Bypass corridor improvements between Cutteslowe Roundabout to Mash Lane including bus lanes	1. Oxford City	IF2: Transport	2	2	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	3	-Potential to induce modal shift to bus travel -Some embodied carbon from road widening
OC36	OC36: Traffic Filters and Supporting Measures	1. Oxford City	IF2: Transport	1	1	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	2	-Potential to support localised modal shift to active modes by restricting traffic. Supports reduction of traffic noise impact in local neighbourhoods
OC39	OC39: Zero Emission Zone (Phase II)	Oxford City Wide	IF2: Transport	3	3	0	0	0	0	0	0	N/A	N/A	0	3	N/A	3	6	-Significantly reduced carbon emissions from traffic in the city centre -Encourage potential uptake of electric vehicles
OC40	OC40: Controlled Parking Zones (city-wide)	Oxford City Wide	IF2: Transport	1	1	0	0	0	0	0	0	N/A	N/A	0	0	N/A	0	1	-Potential for modal shift as a result of introducing parking charges, albeit limited
IHUB9	IHUB9: MaaS/CAV: Smart Traffic lights	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	0	0	0	0	N/A	N/A	0	0	N/A	0	0	-Negligible Impact on carbon emissions
IHUB10	IHUB10: DRIVEN Project: Updating of ATC to live blackcats	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	0	0	0	0	N/A	N/A	0	0	N/A	0	0	-Negligible Impact on carbon emissions
IHUB12	IHUB12: Endeavour Project: Parking bay sensors	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	0	0	0	0	N/A	N/A	0	0	N/A	0	0	-Negligible Impact on carbon emissions
IHUB13	IHUB13: 5G Heart project: Fibre connectivity to roadside assets	Oxfordshire County-Wide	IF2: Transport	1	1	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	2	Potential for increased remote working opportunities through enhanced digital connectivity
OCCTA1	OCCTA1: A40 Crossing at Collinwood Road	1. Oxford City	IF2: Transport	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	-Potential to support mode shift to active modes for local trips
OCCP&R1	OCCP&R1: Park & Ride at Cumnor (1,200 Spaces)	Cross-District	IF2: Transport	1	1	0	0	0	0	0	0	N/A	N/A	0	2	N/A	2	3	-Potential for modal shift from car to bus & active modes to encourage onward journeys towards Oxford to reduce traffic on Botley Road and A34. Oxford a noise management area -Residual carbon emissions from car journeys to and from P&R -Potential detrimental impact from embodied carbon and construction impact
OCCP&R2	OCCP&R2: Park & Ride Extension at Thornhill (465 Spaces)	Oxford City Wide	IF2: Transport	1	1	0	0	0	0	0	0	0	0	1	0	1	2	2	-Potential to promote modal shift from car based modes to buses -P&R already exists so impact may be limited -Potential detrimental impact from embodied carbon and construction impact
BSIP1	BSIP1: County-wide traffic signals upgrade to enable bus priority	Oxfordshire County-Wide	IF2: Transport	2	2	0	0	0	0	0	0	0	0	2	0	2	4	4	-Potential to encourage modal shift to bus as a result of more reliable journey times
BSIP2	BSIP2: Barton Waynflete Road Link (One Way Bus Only Road)	1. Oxford City	IF2: Transport	2	2	0	0	0	0	0	0	0	0	1	0	1	3	3	-Potential to encourage modal shift to bus as a result of more reliable journey times -Potential for detrimental impact on embodied carbon and construction impact
BSIP3	BSIP3: A34 Bus Priority Scheme Phase 1 - Hinksey Hill A34 Northbound Exit	Cross-District	IF2: Transport	3	3	0	0	0	0	0	0	0	0	2	0	2	5	5	-Potential to encourage modal shift to bus as a result of more reliable journey times and increase journey frequency -Potential for minor detrimental impact on embodied carbon and construction impact

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				E1A	E1 Max	E2A	E2B	E2 Max	E3A	E3 Max	E4A	E4B	E4 Max	E5A	E5B	E5 Max			
BSIP4	BSIP4: Bus priority improvements at Pear Tree Park & Ride junction	Cross-District	IF2: Transport	2	2	0	0	0	0	0	0	0	0	0	2	0	2	4	-Potential to encourage modal shift to bus as a result of more reliable journey times -Potential for detrimental impact on embodied carbon and construction impact
BSIP5	BSIP5: Benson Lane, Crowmarsh junction bus priority scheme	7. Didcot & Wallingford	IF2: Transport	2	2	0	0	0	0	0	0	0	0	1	0	1	3	-Potential to encourage modal shift to bus as a result of more reliable journey times -Potential for detrimental impact on embodied carbon and construction impact	
BSIP6	BSIP6: Horspath Driftway bus priority scheme	1. Oxford City	IF2: Transport	2	2	0	0	0	0	0	0	0	0	1	0	1	3	-Potential to encourage modal shift to bus as a result of more reliable journey times	
C112	C112: Car parking routeing and guidance system	3. Banbury	IF2: Transport	0	0	0	0	0	0	0	N/A	N/A	0	1	N/A	1	1	-Minor positive impact given that system may reduce some circulating traffic	
OXG1	OXG1: Oxford Smaller Scale Active Travel Schemes	1. Oxford City	IF2: Transport	1	1	0	0	0	0	0	N/A	N/A	0	1	N/A	1	2	-Potential for localised modal shift in Oxford	
WOG1	WOG1: Witney Walking and Cycling Package of Improvements	9. Witney	IF2: Transport	1	1	0	0	0	0	0	N/A	N/A	0	1	N/A	1	2	-Potential for localised modal shift in Witney to active modes.	
WOG2	WOG2: Carterton Active Travel Improvement Scheme Package	5. Carterton	IF2: Transport	1	1	0	0	0	0	0	N/A	N/A	0	0	N/A	0	1	-Potential for localised modal shift in Carterton to active modes. Limited impact due to smaller scale of scheme.	
WOG3	WOG3: Eynsham Active Travel Improvement Package	12. Eynsham & Long Hanborough	IF2: Transport	1	1	0	0	0	0	0	N/A	N/A	0	0	N/A	0	1	-Potential for localised modal shift in Eynsham to active modes. Very limited impact due to smaller scale of scheme.	
CG1	CG1: Bicester Active Travel Package	4. Bicester	IF2: Transport	1	1	0	0	0	0	0	N/A	N/A	0	1	N/A	1	2	-Potential for localised modal shift in Bicester to active modes. Very limited impact due to smaller scale of scheme.	
WO98	WO98: West End Link Road flood storage area on the flood plain of the River Windrush	9. Witney	IF3: Flood Alleviation	0	0	2	0	2	2	2	0	0	0	0	1	1	5	-Potential to reduce flood risk for properties in Witney. -Potential benefits to River Windrush nature recovery zone assuming scheme incorporates green infrastructure and some habitat restoration.	
WO99	WO99: Flood storage upstream of Hailey Road in Witney	9. Witney	IF3: Flood Alleviation	0	0	2	0	2	2	2	0	0	0	0	1	1	5	-Potential to reduce flood risk for properties in Witney. -Potential benefits to River Windrush nature recovery zone assuming scheme incorporates green infrastructure and some habitat restoration.	
WO94	WO94: Flood storage upstream and downstream of Crawley	9. Witney	IF3: Flood Alleviation	0	0	2	0	2	1	1	0	0	0	0	1	1	4	-Potential to reduce flood risk for properties in Crawley and Witney. -Potential benefits to River Windrush nature recovery zone assuming scheme incorporates green infrastructure and some habitat restoration.	
VoWH70	VoWH70: Two form-entry primary school at Dalton Barracks	2. Abingdon & Surrounds	IF4: Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Neutral Impact. Note that Dalton Barracks intend to achieve net zero status from construction of site hence neutral impact on carbon emissions
VoWH71	VoWH71: One form entry primary school, East of Kingston Bagpuize	2. Abingdon & Surrounds	IF4: Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon, albeit limited to small-scale nature of scheme
VoWH72	VoWH72: New Primary School serving NW Grove Development	8. Wantage & Grove	IF4: Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon, albeit limited to small-scale nature of scheme
VoWH74	VoWH74: New Primary School facilities on Land south of Park Road, Faringdon	16. Faringdon & Shrivenham	IF4: Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon, albeit limited to small-scale nature of scheme
VoWH75	VoWH75: 1FE primary school at North Shrivenham	16. Faringdon & Shrivenham	IF4: Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon, albeit limited to small-scale nature of scheme
SO105	SO102: Primary School capacity increases including at least one new school site to serve Berinsfield	10. Berinsfield	IF4: Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon, albeit limited to small-scale nature of scheme
SO106	SO106: Two x 2 Form Entry primary schools at Chalgrove (including early years)	11. Chalgrove	IF4: Education	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-Potential minor detrimental impact from embodied carbon given scale of scheme
SO107	SO107: Two Two Form Entry primary schools at Culham (including early years)	2. Abingdon & Surrounds	IF4: Education	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-Potential minor detrimental impact from embodied carbon given scale of scheme
SO108	SO108: 900 place secondary school at Culham	2. Abingdon & Surrounds	IF4: Education	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-Potential minor detrimental impact from embodied carbon given scale of scheme

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				E1A	E1 Max	E2A	E2B	E2 Max	E3A	E3 Max	E4A	E4B	E4 Max	E5A	E5B	E5 Max			
SO109	S109: One new 3-form-entry primary school at Grenoble Road.	13. Grenoble Road & Northfield	IF4: Education	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-Potential minor detrimental impact from embodied carbon given scale of scheme
SO111	SO111: New 1.5 FE Primary School at Bayswater Brook site (including early years)	17. Bayswater Brook	IF4: Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon, albeit limited to small-scale nature of scheme
SO112	SO112: Three Form Entry Primary School at Northfield (including early years)	13. Grenoble Road & Northfield	IF4: Education	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-Potential minor detrimental impact from embodied carbon given scale of scheme
SO116	SO116: One new consolidated 1,500 place secondary school	11. Chalgrove	IF4: Education	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-Potential minor detrimental impact from embodied carbon given scale of scheme
SO117	SO117: A 1,500 place secondary school at Grenoble Road	13. Grenoble Road & Northfield	IF4: Education	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-Potential minor detrimental impact from embodied carbon given scale of scheme
SO119	SO119: Expansion of secondary school capacity by 2fe, potentially at Icknield Community College	South Oxfordshire District-Wide	IF4: Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon, albeit limited to small-scale nature of scheme
SO120	SO120: One new 8 Form Entry secondary school in Didcot North East	7. Didcot & Wallingford	IF4: Education	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-Potential minor detrimental impact from embodied carbon given scale of scheme
WO105	WO105: New 1.5FE Primary School, West Eynsham (including nursery)	12. Eynsham & Long Hanborough	IF4: Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon, albeit limited to small-scale nature of scheme
WO106	WO106: 2FE Primary school (including nursery), North Witney	9. Witney	IF4: Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon, albeit limited to small-scale nature of scheme
WO107	WO107: Up to 2 x 2 FE Primary schools (including nursery), to serve Saltcross Garden Village	12. Eynsham & Long Hanborough	IF4: Education	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-Potential minor detrimental impact from embodied carbon given scale of scheme
WO108	WO108: 2FE Primary school (including nursery), East of Chipping Norton	6. Chipping Norton	IF4: Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon, albeit limited to small-scale nature of scheme
WO110	WO110: Improvements and capacity increases to existing primary school provision by approximately 1 form entry in Witney and surrounding area.	9. Witney	IF4: Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon, albeit limited to small-scale nature of scheme
WO113	WO113: Capacity increases at existing primary schools in Woodstock, Eynsham, Enstone and Stanton Harcourt / Sutton	14. South Cherwell Area & Woodstock	IF4: Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon, albeit limited to small-scale nature of scheme
WO114	WO114: Secondary school additional provision (Either Expansion of Woodgreen School and/or Henry Box School)	9. Witney	IF4: Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon, albeit limited to small-scale nature of scheme
WO116	WO116: New secondary school or split-site expansion of Bartholomew School	12. Eynsham & Long Hanborough	IF4: Education	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-Potential minor detrimental impact from embodied carbon given scale of scheme
WO117	WO117: Extensions to Marlborough School, Woodstock	14. South Cherwell Area & Woodstock	IF4: Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon, albeit limited to small-scale nature of scheme
WO118	WO118: Expansion of Carterton Community College	5. Carterton	IF4: Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon, albeit limited to small-scale nature of scheme
WO119	WO119: New adult learning centre	9. Witney	IF4: Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon, albeit limited to small-scale nature of scheme
C144	C144: Primary School 2 FE (NW Eco Town)	4. Bicester	IF4: Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Located in Eco Town - likely to have lower carbon impact
C145	C145: Primary School 2 FE (NW Eco Town)	4. Bicester	IF4: Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Located in Eco Town - likely to have lower carbon impact
C146	C146: Primary School 2 FE (NW Eco Town)	4. Bicester	IF4: Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Located in Eco Town - likely to have lower carbon impact

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				E1A	E1 Max	E2A	E2B	E2 Max	E3A	E3 Max	E4A	E4B	E4 Max	E5A	E5B	E5 Max				
C147	C147: Gagle Brook Primary School Phase 2 (1 FE)	4. Bicester	IF4: Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon, albeit limited to small-scale nature of scheme	
C151	C151: 2FE primary school - South of Salt Way	3. Banbury	IF4: Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon, albeit limited to small-scale nature of scheme	
C152	C152: Expansion of Longford Park Primary School from 1.5FE to 2FE	3. Banbury	IF4: Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon, albeit limited to small-scale nature of scheme	
C159	C159: Expansion of Heyford Park School plus equivalent of a new 1 - 1.5 FE primary school	15. Upper Heyford	IF4: Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon, albeit limited to small-scale nature of scheme	
C160	C160: Primary School 2FE at Land East of Oxford Road	14. South Cherwell Area & Woodstock	IF4: Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon, albeit limited to small-scale nature of scheme	
C161	C161: Additional permanent accommodation at Edward Field Primary School	14. South Cherwell Area & Woodstock	IF4: Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon, albeit limited to small-scale nature of scheme	
C162	C162: Primary School 3FE at Land East of the A44	14. South Cherwell Area & Woodstock	IF4: Education	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-Potential minor detrimental impact from embodied carbon given scale of scheme
C163	C163: Primary School 2FE at Land East of the A44	14. South Cherwell Area & Woodstock	IF4: Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon, albeit limited to small-scale nature of scheme
C164	C164: Enhancements to William Fletcher Primary School including additional playing field land and expansion by 0.5 FE	14. South Cherwell Area & Woodstock	IF4: Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon, albeit limited to small-scale nature of scheme
C165	C165: Secondary school (1100- place) at Land East of the A44	14. South Cherwell Area & Woodstock	IF4: Education	-1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-Potential minor detrimental impact from embodied carbon given scale of scheme
C166	C166: New secondary school provision in North West Bicester including shared use cultural facilities	4. Bicester	IF4: Education	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon and construction impact given scale of scheme -Located in Eco Town - likely to have lower/neutral carbon impact including from offsetting
C168	C168: New secondary school provision in Banbury	3. Banbury	IF4: Education	-1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-Potential minor detrimental impact from embodied carbon given scale of scheme
OC44	OC44: Extensions to primary schools equivalent to 0.5FE, to cater for Oxford North and cumulative sites	1. Oxford City	IF4: Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon, albeit limited to small-scale nature of scheme
OC55	OC55: 0.5FE Expansion to Barton Park Primary School	1. Oxford City	IF4: Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon, albeit limited to small-scale nature of scheme
OCCE1	OCCE1: New SEN School serving southern Oxfordshire	Cross-District	IF4: Education	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon given scale of scheme -Potential benefit from avoiding cross-country travel to school for SEN pupils as a result of more local facility
OIP1	OIP1: The Energy Systems Accelerator	1. Oxford City	IF6: Innovation & Enterprise	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	-Scheme will be a global hub for knowledge sharing and collaboration in net zero carbon energy systems. This could support development of global solutions to achieve net zero. -Building proposed to be net negative carbon
OIP2	OIP2: Clinical Biomanufacturing Facility	1. Oxford City	IF6: Innovation & Enterprise	-1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-Potential minor detrimental impact from embodied carbon given scale of scheme
OIP3	OIP3: BioEscalator 2 (Global Health & Life Sciences Cluster)	1. Oxford City	IF6: Innovation & Enterprise	-1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-Potential minor detrimental impact from embodied carbon given scale of scheme
OIP4	OIP4: Gateway to the UK Space Sector, Harwell	7. Didcot & Wallingford	IF6: Innovation & Enterprise	-1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-Potential minor detrimental impact from embodied carbon given scale of scheme
OIP5	OIP5: Disruptive Innovation in Space Centre, Harwell	7. Didcot & Wallingford	IF6: Innovation & Enterprise	-1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-Potential minor detrimental impact from embodied carbon given scale of scheme
OIP6	OIP6: Space AI and Autonomy Lab, Harwell	Oxfordshire County-Wide	IF6: Innovation & Enterprise	-1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-Potential minor detrimental impact from embodied carbon given scale of scheme
OIP7	OIP7: Oxford – Singapore AI and Human-Machine Collaboration Institute	1. Oxford City	IF6: Innovation & Enterprise	-1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-Potential minor detrimental impact from embodied carbon given scale of scheme

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				E1A	E1 Max	E2A	E2B	E2 Max	E3A	E3 Max	E4A	E4B	E4 Max	E5A	E5B	E5 Max			
OIP8	OIP8: Locate Oxford Global Innovation Campus	Oxfordshire County-Wide	IF6: Innovation & Enterprise	-2	-2	-1	N/A	-1	0	0	0	0	0	0	0	0	0	-3	-Significant scale of site immediately adjacent to an area of high flood risk -Potential minor detrimental impact from embodied carbon given scale of scheme
OIP20	OIP20: West's End Global Innovation District	Oxfordshire County-Wide	IF6: Innovation & Enterprise	-2	-2	0	N/A	0	0	0	0	0	0	0	0	0	0	-2	-Significant scale of site located in an area of very high flood risk. Note that the Oxford Flood Alleviation scheme may reduce this risk -Potential minor detrimental impact from embodied carbon given scale of scheme
OIP21	OIP21: Creative and Cultural Industries Hub	1. Oxford City	IF6: Innovation & Enterprise	-1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	-1	-Potential minor detrimental impact from embodied carbon given scale of scheme
OIP22	OIP22: Facility for Industrial Scale-Up Support, Harwell	7. Didcot & Wallingford	IF6: Innovation & Enterprise	-1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	-1	Neutral Impact -Potential minor detrimental impact from embodied carbon given scale of scheme
OIP31	OIP31: Howbery Park Centre of Excellence in Climate Change	7. Didcot & Wallingford	IF6: Innovation & Enterprise	1	1	1	0	1	0	0	0	0	0	0	0	0	0	2	-Scheme will be a global hub for knowledge sharing and collaboration in climate resilience including flooding which could develop global solutions
VoWH83	VoWH83: Dalton Barracks Parkland	2. Abingdon & Surrounds	IF7: Green & Blue Infrastructure	1	1	2	N/A	2	2	2	0	0	0	1	1	1	1	6	-Additional greenspace has the potential to absorb a low amount of carbon emissions -Natural flood barrier to nearby flood risk areas -Supports nature recovery adjacent to a recovery zone
VoWH106	VoWH106: Restoration of the Wilts and Berks Canal from Melksham to Swindon, Wantage/Grove and Abingdon	Cross-County	IF7: Green & Blue Infrastructure	2	2	2	N/A	2	3	3	0	0	0	1	1	1	1	8	-Potential to support some localised modal shift to active modes from walking and cycling upgrades. -Potential to absorb low level of carbon emissions. -Supports significant habitat restoration in nature recovery zone -Supports some localised flood management
SO140	SO140: Didcot North East Nature park and Green Infrastructure Corridor	7. Didcot & Wallingford	IF7: Green & Blue Infrastructure	1	1	1	N/A	1	2	2	0	0	0	1	1	1	1	5	-Additional greenspace has the potential to absorb a low amount of carbon emissions -Natural flood barrier to nearby flood risk areas -Supports nearby nature recovery zone -Potential to absorb low level of carbon emissions.
WO144	WO144: Evenlode Green Ribbon & Catchment Schemes including habitat restoration	West Oxfordshire District-Wide	IF7: Green & Blue Infrastructure	1	1	1	N/A	1	3	3	0	0	0	0	1	1	1	6	-Potential to absorb low level of carbon emissions. -Supports significant habitat restoration in nature recovery zone -Supports some localised flood management - particularly
C178	C178: Community Woodland (43ha) – Chesterton (Burnehyll Community Woodland)	4. Bicester	IF7: Green & Blue Infrastructure	1	1	1	N/A	1	2	2	0	0	0	1	1	1	1	5	-Additional greenspace has the potential to absorb a low amount of carbon emissions -Natural flood defence and located in an area with some risk -Supports restoration of nearby nature recovery zone
C182	C182: Banbury Country Park Improvements	3. Banbury	IF7: Green & Blue Infrastructure	1	1	1	N/A	1	3	3	0	0	0	1	1	1	1	6	-Additional greenspace has the potential to absorb a low amount of carbon emissions -Natural flood defence and located in an area with very high risk -Supports restoration of nature recovery zone which it is located within
C218	C218: Improving blue and green infrastructure in multiple green spaces in Bicester including Bure Park & Langford Brook Park.	4. Bicester	IF7: Green & Blue Infrastructure	1	1	1	N/A	1	2	2	0	0	0	1	1	1	1	5	-Additional greenspace has the potential to absorb a low amount of carbon emissions -Natural flood defence and located in an area with moderate - high flood risk -Supports restoration of nature recovery zone which Langford Brook Park is located in
C231	C231: Nature conservation area incorporating community orchard and with potential to link to and extend Stratfield Brake DWS	14. South Cherwell Area & Woodstock	IF7: Green & Blue Infrastructure	1	1	1	N/A	1	2	2	0	0	0	1	1	1	1	5	-Additional greenspace has the potential to absorb a low amount of carbon emissions -Natural flood defence and located in an area with moderate - high flood risk -Supports restoration of nature recovery zone which crosses through scheme
C234	C234: Nature conservation area on land to the east of the railway line and north of Sandy Lane	14. South Cherwell Area & Woodstock	IF7: Green & Blue Infrastructure	1	1	1	N/A	1	2	2	0	0	0	1	1	1	1	5	-Additional greenspace has the potential to absorb a low amount of carbon emissions -Natural flood defence and located in an area with moderate - high flood risk -Supports restoration of nature recovery zone which crosses through scheme

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				E1A	E1 Max	E2A	E2B	E2 Max	E3A	E3 Max	E4A	E4B	E4 Max	E5A	E5B	E5 Max		
C236	C236: New community woodland to the east of Dolton Lane	14. South Cherwell Area & Woodstock	IF7: Green & Blue Infrastructure	1	1	1	N/A	1	2	2	0	0	0	1	1	1	5	-Additional greenspace has the potential to absorb a low amount of carbon emissions -Natural flood defence and located adjacent to area with low to moderate flood risk -Supports restoration of nature recovery zone which crosses close to scheme
C250	C250: Local Nature Reserve based on Rowel Brook at Land East of the A44	14. South Cherwell Area & Woodstock	IF7: Green & Blue Infrastructure	1	1	1	N/A	1	2	2	0	0	0	0	1	1	5	-Additional greenspace has the potential to absorb a low amount of carbon emissions -Natural flood defence and located adjacent to area with low flood risk associated with brook -Supports restoration of nearby nature recovery zone
C216	C216: Measures for the protection and enhancement of the Oxford Canal corridor and towpath including habitat restoration	14. South Cherwell Area & Woodstock	IF7: Green & Blue Infrastructure	1	1	1	N/A	1	1	1	0	0	0	1	1	1	4	-Additional greenspace has the potential to absorb a low amount of carbon emissions -Natural flood defence and located adjacent to area with moderate flood risk associated with canal -Supports restoration of nature recovery zone along extent of canal
C235	C235: Local Nature Reserve at Land West of Yarnton	14. South Cherwell Area & Woodstock	IF7: Green & Blue Infrastructure	1	1	1	N/A	1	2	2	0	0	0	0	0	0	4	-Additional greenspace has the potential to absorb a low amount of carbon emissions -Natural flood defence and located adjacent to area with moderate flood risk associated with canal -Supports restoration of nearby nature recovery zone
C251	C251: Local Nature Reserve on Frogwelldown Lane	14. South Cherwell Area & Woodstock	IF7: Green & Blue Infrastructure	1	1	1	N/A	1	2	2	0	0	0	0	0	0	4	-Additional greenspace has the potential to absorb a low amount of carbon emissions -Natural flood defence -Supports restoration of nearby nature recovery zone
SO168	SO168: Upgrade of Abbey Sports Centre & Library to accommodate new community facilities in a 'community hub'	10. Berinsfield	IF8: Community & Cultural	0	0	0	N/A	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon, albeit limited to small-scale nature of scheme
WO157	WO157: Witney Arts Centre	9. Witney	IF8: Community & Cultural	0	0	0	N/A	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon, albeit limited to small-scale nature of scheme
WO161	WO161: Enhanced Library Provision at Witney, Carterton, Chipping Norton, Eynsham and Woodstock	West Oxfordshire District-Wide	IF8: Community & Cultural	0	0	0	N/A	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon, albeit limited to small-scale nature of scheme
OC49	OC49: Blackbird Leys Regeneration New Community Hub	1. Oxford City	IF8: Community & Cultural	0	0	0	N/A	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon, albeit limited to small-scale nature of scheme
OC56	OC56: Refurbishment and extension of Ferry Leisure Centre	1. Oxford City	IF9: Sport & Leisure	-1	-1	0	0	0	0	0	0	0	0	0	0	0	-1	-Potential minor detrimental impact from embodied carbon due to scheme scale
WO167	WO167: Outdoor floodlit training area and/or ATP, Woodstock	14. South Cherwell Area & Woodstock	IF9: Sport & Leisure	0	0	0	N/A	0	0	0	0	0	0	0	0	0	0	Neutral Impact
WO169	WO169: Provision of ATP plus potential additional changing facilities, Burford	5. Carterton	IF9: Sport & Leisure	0	0	0	N/A	0	0	0	0	0	0	0	0	0	0	Neutral Impact
WO171	WO171: Additional outdoor playing pitch provision and changing facilities in Witney	9. Witney	IF9: Sport & Leisure	0	0	0	N/A	0	0	0	0	0	0	0	0	0	0	Neutral Impact
WO172	WO172: Additional outdoor playing pitch provision and changing facilities, Carterton	5. Carterton	IF9: Sport & Leisure	0	0	0	N/A	0	0	0	0	0	0	0	0	0	0	Neutral Impact
WO173	WO173: Replacement of Windrush Leisure Centre	9. Witney	IF9: Sport & Leisure	-1	-1	0	N/A	0	0	0	0	0	0	0	0	0	-1	-Potential minor detrimental impact from embodied carbon due to scheme scale
WO175	WO175: Enhanced community use, changing and reception areas at Carterton Community College Sports Hall and ATP	5. Carterton	IF9: Sport & Leisure	0	0	0	N/A	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon, albeit limited to small-scale nature of scheme

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				E1A	E1 Max	E2A	E2B	E2 Max	E3A	E3 Max	E4A	E4B	E4 Max	E5A	E5B	E5 Max			
C275	C275: Development of Kidlington Leisure Centre, including focus on additional learner pool provision	14. South Cherwell Area & Woodstock	IF9: Sport & Leisure	0	0	0	N/A	0	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon, albeit limited to small-scale nature of scheme
C282	C282: Relocation of Banbury United Football Club	3. Banbury	IF9: Sport & Leisure	0	0	0	N/A	0	0	0	0	0	0	0	0	0	0	0	Potential to establish enhanced connectivity to Banbury Station and minor modal shift as a result
C292	C292: Formal sport pitches provision at Land South East of Kidlington	14. South Cherwell Area & Woodstock	IF9: Sport & Leisure	0	0	0	N/A	0	0	0	0	0	0	0	0	0	0	0	Neutral Impact
C293	C293: Sports hall at new Secondary School for shared community use	14. South Cherwell Area & Woodstock	IF9: Sport & Leisure	0	0	0	N/A	0	0	0	0	0	0	0	0	0	0	0	Neutral Impact
C294	C294: Additional swimming pool space by replacement pool of 25m x 6 lane pool plus teaching pool at Kidlington and Gosford Leisure Centre	14. South Cherwell Area & Woodstock	IF9: Sport & Leisure	0	0	0	N/A	0	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon, albeit limited to small-scale nature of scheme
C291	C291: Converting existing Hockey AGP at Kidlington and Gosford Leisure Centre to 3G	14. South Cherwell Area & Woodstock	IF9: Sport & Leisure	0	0	0	N/A	0	0	0	0	0	0	0	0	0	0	0	Neutral Impact
VoWH186	VoWH186: New GP Surgery in Abingdon	2. Abingdon & Surrounds	IF10: Primary Healthcare & Adult Social Care	0	0	0	N/A	0	0	0	0	0	0	0	0	0	0	0	-Neutral Impact from a travel perspective - other local surgeries available with limited capacity -Potential minor detrimental impact from embodied carbon and from construction impact, albeit limited
VoWH187	VoWH187: Expansion of Faringdon GP Surgery	16. Faringdon & Shrivenham	IF10: Primary Healthcare & Adult Social Care	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon, albeit limited to small-scale nature of scheme
VoWH190	VoWH190: New GP Surgery at Mably Way in Wantage	8. Wantage & Grove	IF10: Primary Healthcare & Adult Social Care	0	0	0	N/A	0	0	0	0	0	0	0	0	0	0	0	-Neutral Impact from a travel perspective - other local surgeries available with limited capacity in short term -Potential for minor detrimental impact from embodied carbon and from construction, albeit limited due to small-scale nature of scheme
VoWH192	VoWH192: New GP surgery at Great Western Park in Didcot	7. Didcot & Wallingford	IF10: Primary Healthcare & Adult Social Care	0	0	0	N/A	0	0	0	0	0	0	0	0	0	0	0	-Neutral Impact - other local surgeries available with limited capacity -Potential minor detrimental impact from embodied carbon and from construction impact, albeit limited
SO208	SO208: GP Provision at Berinsfield	10. Berinsfield	IF10: Primary Healthcare & Adult Social Care	0	0	0	N/A	0	0	0	0	0	0	0	0	0	0	0	Neutral Impact - other local surgeries available with some capacity -Potential minor detrimental impact from embodied carbon and from construction impact, albeit limited
SO209	SO209: New GP surgery in the Chalgrove area	11. Chalgrove	IF10: Primary Healthcare & Adult Social Care	1	1	0	N/A	0	0	0	0	0	0	0	0	0	0	1	-Minor positive impact on carbon emissions - could encourage local journeys made by sustainable modes given no alternative local facility. -Potential minor detrimental impact from embodied carbon and from construction impact, albeit limited
SO210	SO210: New GP surgery provision at Culham	2. Abingdon & Surrounds	IF10: Primary Healthcare & Adult Social Care	0	0	0	N/A	0	0	0	0	0	0	0	0	0	0	0	Neutral Impact - other local surgeries available with limited capacity -Potential minor detrimental impact from embodied carbon and from construction impact, albeit limited
SO214	SO214: Expansion / reconfiguration of Morland House Surgery	17. Bayswater Brook	IF10: Primary Healthcare & Adult Social Care	0	0	0	N/A	0	0	0	0	0	0	0	0	0	0	0	Neutral Impact
SO216	SO216: New or expanded GP premises to serve Wallingford	7. Didcot & Wallingford	IF10: Primary Healthcare & Adult Social Care	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Neutral Impact - other local surgeries available with limited capacity -Potential minor detrimental impact from embodied carbon and from construction impact, albeit limited
SO217	SO217: Expansion of Woodlands Medical Centre	7. Didcot & Wallingford	IF10: Primary Healthcare & Adult Social Care	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Neutral Impact - other local surgeries available with limited capacity -Potential minor detrimental impact from embodied carbon and from construction impact, albeit limited

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				E1A	E1 Max	E2A	E2B	E2 Max	E3A	E3 Max	E4A	E4B	E4 Max	E5A	E5B	E5 Max			
SO259	SO259: New GP Surgery at Valley Park	7. Didcot & Wallingford	IF10: Primary Healthcare & Adult Social Care	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Neutral Impact - other local surgeries available with limited capacity -Potential minor detrimental impact from embodied carbon and from construction impact, albeit limited
WO176	WO176: Relocation of GP practices in Woodstock	14. South Cherwell Area & Woodstock	IF10: Primary Healthcare & Adult Social Care	0	0	0	N/A	0	0	0	0	0	0	0	0	0	0	0	Neutral Impact
WO191	WO191: Expansion of Chipping Norton Health Centre	6. Chipping Norton	IF10: Primary Healthcare & Adult Social Care	0	0	0	N/A	0	0	0	0	0	0	0	0	0	0	0	-Neutral Impact - other local surgeries available with limited capacity -Potential minor detrimental impact from embodied carbon and from construction impact, albeit limited
C304	C304: New GP Surgery to serve South Bicester	4. Bicester	IF10: Primary Healthcare & Adult Social Care	0	0	0	N/A	0	0	0	0	0	0	0	0	0	0	0	-Neutral Impact - other local surgeries available with limited capacity -Potential minor detrimental impact from embodied carbon and from construction impact, albeit limited
C305	C305: Additional GP provision in North Banbury	3. Banbury	IF10: Primary Healthcare & Adult Social Care	0	0	0	N/A	0	0	0	0	0	0	0	0	0	0	0	-Neutral Impact - other local surgeries available with limited capacity
C306	C306: Additional GP provision in South Banbury	3. Banbury	IF10: Primary Healthcare & Adult Social Care	0	0	0	N/A	0	0	0	0	0	0	0	0	0	0	0	-Neutral Impact - other local surgeries available with limited capacity -Potential minor detrimental impact from embodied carbon and from construction impact, albeit limited
C311	C311: New or expanded GP premises in Kidlington area	14. South Cherwell Area & Woodstock	IF10: Primary Healthcare & Adult Social Care	0	0	0	N/A	0	0	0	0	0	0	0	0	0	0	0	Neutral Impact
C347	C347: New GP premises to serve North West Bicester	4. Bicester	IF10: Primary Healthcare & Adult Social Care	0	0	0	N/A	0	0	0	0	0	0	0	0	0	0	0	-Neutral Impact - other local surgeries available with limited capacity -Potential minor detrimental impact from embodied carbon and from construction impact, albeit limited
OC51	OC51: New Health Centre for Summertown	1. Oxford City	IF10: Primary Healthcare & Adult Social Care	0	0	0	N/A	0	0	0	0	0	0	0	0	0	0	0	-Neutral Impact - other local surgeries available with limited capacity -Potential minor detrimental impact from embodied carbon and from construction impact, albeit limited
WO180	WO180: New waste transfer station	West Oxfordshire District-Wide	IF11: Waste & Recycling	1	1	0	N/A	0	0	0	3	1	3	0	0	0	0	4	-Notably increases waste processing capacity in West Oxfordshire -Potential to reduce proportion of waste to landfill or energy recovery which could have benefit on carbon emissions.
WO187	WO187: New one pump 2 bay fire station in Carterton	West Oxfordshire District-Wide	IF13: Emergency Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon, albeit limited to small-scale nature of scheme
WO188	WO188: Various Thames Valley Police schemes including adaptation of Witney, Carterton, and Woodstock Police Stations	West Oxfordshire District-Wide	IF13: Emergency Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Neutral Impact
WO189	WO189: 2-3 ambulance standby points in the	West Oxfordshire District-	IF13: Emergency Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Neutral Impact
C338	C338: Relocation of Bicester Fire Station	4. Bicester	IF13: Emergency Services	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon due to scale of scheme
C339	C339: Relocation of Banbury Fire Station	3. Banbury	IF13: Emergency Services	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	-Potential minor detrimental impact from embodied carbon due to scale of scheme

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			H1A	H1B	H1 MAX	H2A	H2B	H2 MAX	H3A	H3B	H3C	H3D	H3 MAX	H4A	H4B	H4 MAX	H5A			H5 MAX
VoWH19: Retrofitting to install Air Source Heat Pumps and Solar PV cells at Vale of White Horse Council leisure centres	Vale of White Horse District-Wide	IF1: Energy	1	1	1	1	0	1	0	0	0	0	0	2	0	2	1	1	5	-Indirect impact of ensuring long term impact of leisure centres being heated by low carbon methods -Reduction in Nitrous Oxide emissions from current gas boiler across all leisure centres
SO20: Retrofitting to install Air Source Heat Pumps and Solar PV cells at South Oxfordshire Leisure Centres	South Oxfordshire District-Wide	IF1: Energy	1	1	1	1	0	1	0	0	0	0	0	2	0	2	1	1	5	-Indirect impact of ensuring long term impact of leisure centres being heated by low carbon methods -Reduction in Nitrous Oxide emissions from current gas boiler across all leisure centres
C1: CHP and use of heat from Ardley Energy Recovery Facility	4. Bicester	IF1: Energy	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	2	-Potential benefit on nitrous oxide emissions from phasing out of gas boilers in Bicester
OC1: Uprating of a section of the 132kV cable at Osney Lane Bulk Supply Point	Oxford City Wide	IF1: Energy	1	1	1	0	0	0	0	0	0	0	0	1	1	1	0	0	2	-Potential minor carbon benefit in supporting and enabling transition to use of electric vehicles by providing additional grid capacity
OC2: Yarnton Bulk Supply Point Reinforcement	Cross-District	IF1: Energy	1	1	1	0	0	0	0	0	0	0	0	1	1	1	0	0	2	-Potential minor carbon benefit in supporting and enabling transition to use of electric vehicles by providing additional grid capacity
OC3: New substation required to support the Diamond Place regeneration	1. Oxford City	IF1: Energy	1	1	1	0	0	0	0	0	0	0	0	1	1	1	0	0	2	-Potential minor carbon benefit in supporting and enabling transition to use of electric vehicles by providing additional grid capacity
WOS: 0.5km of improvements to the gas network around Witney	9. Witney	IF1: Energy	0	0	0	0	0	0	0	0	0	0	0	-1	N/A	-1	0	0	-1	-Detrimental minor impact on nitrous oxide emissions from continuation of using gas boilers
WO6: Gas network reinforcement equivalent to 450M x 250mm in Witney	9. Witney	IF1: Energy	0	0	0	0	0	0	0	0	0	0	0	-1	N/A	-1	0	0	-1	-Detrimental impact on nitrous oxide emissions from continuation of using gas boilers
C9: 300m of expansion and realignment in the gas infrastructure around Banbury	3. Banbury	IF1: Energy	0	0	0	0	0	0	0	0	0	0	0	-1	N/A	-1	0	0	-1	-Detrimental minor impact on nitrous oxide emissions from continuation of using gas boilers
ORC1: Oxford Station Additional Through Platform & Associated Line Capacity Upgrades	Oxfordshire County-Wide	IF2: Transport	1	1	1	1	0	1	0	0	0	0	0	1	1	1	0	0	3	-Potential to support localised uplift in active modes to access stations. Current activity levels in Oxford relatively high.
ORC2: Cowley Branch Line Improvements including two new stations at Oxford Science Park & Oxford Business Park	Oxfordshire County-Wide	IF2: Transport	2	2	2	1	0	1	0	0	0	0	0	2	2	2	0	0	5	-Potential to support localised uplift in active modes to access new stations. Current physical activity levels in south Oxford very low. -Potential to support enhanced air quality through establishment of new public transport connections and mode shift. -Potential to reduce health inequalities in south Oxford which are the highest in Oxfordshire.
ORC6: Grade Separation of Didcot East Rail Junction	Sub-National	IF2: Transport	1	1	1	1	0	1	0	0	0	0	0	2	2	2	0	0	4	-Essential to support increased rail frequency on the Oxford line. This supports a modal shift towards sustainable modes. -Grade separation would also support wider opportunities to increase frequency on the Great Western Mainline on a much wider scale - hence a larger impact on improving air quality
ORC7: Didcot Parkway station – additional platform	Oxfordshire County-Wide	IF2: Transport	1	1	1	1	0	1	0	0	0	0	0	1	1	1	1	1	4	-Potential to support limited increased physical activity for journeys to and from Didcot Parkway. Current physical activity levels in Didcot relatively low..
ORC8: Didcot Goods Line upgrade & line extension to Milton Junction	Oxfordshire County-Wide	IF2: Transport	1	1	1	1	0	1	0	0	0	0	0	1	1	1	1	1	4	-Potential to support limited increased physical activity for journeys to and from Didcot Parkway. Current physical activity levels in Didcot relatively low..
ORC9: Wolvercote Rail Junction Capacity Upgrades	Oxfordshire County-Wide	IF2: Transport	0	0	0	1	0	1	0	0	0	0	0	2	2	2	0	0	3	-Required to achieve doubling of rail frequency on Hanborough line for services towards Worcester. -Potential to reduce emissions on A40 and A44 corridors -Some potential for increased physical activity for active journeys - particularly to and from Hanborough station from Eynsham -Very low levels of health inequality in Hanborough and on corridor
ORC11: Hanborough Station additional platform including Cotswolds line capacity upgrades	Oxfordshire County-Wide	IF2: Transport	0	0	0	1	0	1	0	0	0	0	0	2	2	2	0	0	3	-Required to achieve doubling of rail frequency on Hanborough line for services towards Worcester. -Potential to reduce emissions on A40 and A44 corridors -Some potential for increased physical activity for active journeys - particularly to and from Hanborough station from Eynsham -Very low levels of health inequality in Hanborough and on corridor
ORC13: New Rail Station at Grove	Oxfordshire County-Wide	IF2: Transport	0	0	0	1	0	1	0	0	0	0	0	2	2	2	0	0	3	-Establishment of new station promotes potential for some localised active travel for journeys to and from Grove station. Likely stopping pattern limited to an hourly service so potential is limited. -Limited health inequalities in Grove
ORC14: Grove – rail line loop extension and additional crossovers	Oxfordshire County-Wide	IF2: Transport	0	0	0	1	0	1	0	0	0	0	0	2	2	2	0	0	3	-Establishment of new station promotes potential for some localised active travel for journeys to and from Grove station. Likely stopping pattern limited to an hourly service so potential is limited. -Limited health inequalities in Grove
ORC15: Oxford North Rail Junction – additional line bypassing junction on Up side	Oxfordshire County-Wide	IF2: Transport	0	0	0	1	0	1	0	0	0	0	0	2	2	2	1	1	4	-Provides additional capacity from East-West rail towards Bletchley which provides further opportunities for modal shift. -This scheme is required to enable the development of a new station at Begbroke which promotes potential for increased local active travel to station. Current physical activity in area is low. -Health inequality low in surrounding area of Begbroke
ORC16: Oxford Canal Rail Junction – crossover between Up and Down Bletchley Lines	Oxfordshire County-Wide	IF2: Transport	0	0	0	1	0	1	0	0	0	0	0	1	1	1	0	0	2	-Provides additional capacity from East-West rail towards Bletchley which provides further opportunities for modal shift. Not essential until 2033

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			H1A	H1B	H1 MAX	H2A	H2B	H2 MAX	H3A	H3B	H3C	H3D	H3 MAX	H4A	H4B	H4 MAX	H5A			H5 MAX
ORC17: New Rail Station at Begbroke	Oxfordshire County-Wide	IF2: Transport	0	0	0	1	0	1	0	0	0	0	0	2	2	2	1	1	4	-Provides additional capacity from East-West rail towards Blechley which provides further opportunities for modal shift. -This scheme is required to enable the development of a new station at Begbroke which promotes potential for increased local active travel to station. Current physical activity in area is low. -Health inequality low in surrounding area of Begbroke
ORC18: Didcot North Junction – third rail line north of junction	Oxfordshire County-Wide	IF2: Transport	0	0	0	1	0	1	0	0	0	0	0	1	1	1	0	0	2	-Would provide potential for more robust rail services. Limited indirect impact on physical activity.
OLCWIP1: Canal Path Walking and Cycling Improvements	Cross-District	IF2: Transport	1	1	1	3	1	3	0	0	0	0	0	1	1	1	2	2	7	-Potential to support increased physical activity - particularly recreational as well as access to outdoor green space. Physical activity in Kidlington currently relatively very low. -Limited potential to enhance air quality
OLCWIP2: Walton Street Active Travel Improvements	1. Oxford City	IF2: Transport	1	1	1	1	0	1	0	0	0	0	0	2	2	2	1	1	5	-Potential to support localised increase in physical activity, however, limited due to small nature of scheme. Also scheme is a quietway rather than a direct route
OLCWIP3: Woodstock Road Active Travel Improvements	Cross-District	IF2: Transport	1	1	1	3	0	3	0	0	0	0	0	2	2	2	2	2	8	-Serves an area with very high levels of physical inactivity -Health inequality low on route
OLCWIP5: North Oxford Path	1. Oxford City	IF2: Transport	1	1	1	1	0	1	0	0	0	0	0	1	1	1	1	1	4	-Potential to support localised increased physical activity, however, limited due to small nature of scheme. Also scheme is a quietway rather than a direct route. -Health inequality relatively low on route
OLCWIP6: Marston Active Travel Improvements	1. Oxford City	IF2: Transport	1	1	1	1	0	1	0	0	0	0	0	1	1	1	1	1	4	-Potential to support localised increased physical activity, however, limited due to small nature of scheme. Also scheme is a quietway rather than a direct route. -Health inequality relatively low on route
OLCWIP8: Northway & Barton Active Travel Improvements	1. Oxford City	IF2: Transport	2	2	2	2	0	2	0	0	0	0	0	1	1	1	1	1	6	-Potential to support localised increased physical activity, however, limited due to small nature of scheme. Also scheme is a quietway rather than a direct route. -Health inequality moderate on route -Physical activity levels in Barton relatively very low compared to rest of Oxfordshire.
OLCWIP9: Headington Path	1. Oxford City	IF2: Transport	2	2	2	1	0	1	0	0	0	0	0	1	1	1	1	1	5	-Potential to support localised increased physical activity, however, limited due to small nature of scheme. Also scheme is a quietway rather than a direct route. -Health inequality relatively moderate on route.
OLCWIP10: Headington Active Travel Improvements	1. Oxford City	IF2: Transport	2	2	2	2	0	2	0	0	0	0	0	2	2	2	1	1	7	-Potential to support localised increased physical activity due to direct nature of route and potential for mode shift. -Health inequality moderate on route
OLCWIP12: Old Road Active Travel Improvement	1. Oxford City	IF2: Transport	2	2	2	2	0	2	0	0	0	0	0	2	2	2	1	1	7	-Potential to support localised increased physical activity -Health inequality moderate on route -Physical activity levels on route relatively low.
OLCWIP13: Barracks Lane and Horspath Active Travel Improvement	Cross-District	IF2: Transport	1	1	1	1	0	1	0	0	0	0	0	1	1	1	1	1	4	-Potential to support localised increased physical activity, however, limited due to small nature of scheme. Also scheme is a quietway rather than a direct route. -Health inequality relatively low on route
OLCWIP15: Blackbird Leys Active Travel Improvements	1. Oxford City	IF2: Transport	3	3	3	3	0	3	0	0	0	0	0	2	2	2	2	2	10	-Potential to support localised increased physical activity due to direct nature of route and potential for mode shift. -Health inequality and physical inactivity very high on route
OLCWIP16: Littlemore Active Travel Improvements	1. Oxford City	IF2: Transport	2	2	2	2	0	2	0	0	0	0	0	1	1	1	1	1	6	-Potential to support localised increased physical activity, however, limited due to small nature of scheme. Also scheme is a quietway rather than a direct route. -Health inequality and physical inactivity moderate - high on route
OLCWIP18: Rose Hill Active Travel Improvements	1. Oxford City	IF2: Transport	2	2	2	1	0	1	0	0	0	0	0	1	1	1	1	1	5	-Potential to support localised increased physical activity, however, limited due to small nature of scheme. Also scheme is a quietway rather than a direct route. -Health inequality relatively moderate on route.
OLCWIP21: South Oxford Path Walking and Cycling Improvements	Cross-District	IF2: Transport	1	1	1	2	0	2	0	0	0	0	0	2	2	2	1	1	6	-Potential to support increased physical activity. Physical activity in Abingdon currently relatively very low. -Potential to promote modal shift to active modes due to direct nature of route. -Health inequality relatively low on full extent of route
OLCWIP25: Botley Rd Walking and Cycling Improvements	Cross-District	IF2: Transport	1	1	1	2	0	2	0	0	0	0	0	2	2	2	1	1	6	-Scheme would provide a direct active travel connection to Oxford from east Vale of White Horse including Cumnor -Potential to support modal shift to active modes for journeys to Oxford
OLCWIP28: Oxford Ring Road Active Travel Improvements	Oxford City Wide	IF2: Transport	2	2	2	1	0	1	0	0	0	0	0	1	1	1	1	1	5	-Potential to support limited modal shift for orbital routes. -Passes through areas at the periphery of Oxford with high health inequality.
OLCWIP29: City Centre Active Travel Improvements	1. Oxford City	IF2: Transport	2	2	2	2	0	2	0	0	0	0	0	2	2	2	1	1	7	-Potential to support localised modal shift to active modes in the city centre. -Areas of high health inequality in the city centre.
OLCWIP30: Jackdaw River Bridge	1. Oxford City	IF2: Transport	1	1	1	1	1	1	0	0	0	0	0	1	1	1	1	1	4	-Potential to support localised modal shift to active modes by providing a new connection
OLCWIP31: Low Traffic Neighbourhoods	Oxford City Wide	IF2: Transport	1	1	1	1	0	1	0	0	0	0	0	2	2	2	2	2	6	-Potential to support localised modal shift to active modes by restricting traffic. Supports reduction of traffic noise impact in local neighbourhoods

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			H1A	H1B	H1 MAX	H2A	H2B	H2 MAX	H3A	H3B	H3C	H3D	H3 MAX	H4A	H4B	H4 MAX	H5A			H5 MAX
OLCWIP32: Signing and parking Active Travel Improvements	Oxford City Wide	IF2: Transport	0	0	0	1	0	1	0	0	0	0	0	1	1	1	1	1	3	-Potential to support modal shift to active modes
VoWH22: A34 Bus Priority Phase 2 - bus lane between Lodge Hill-Hinksey Hill & Lodge Hill Park	Cross-District	IF2: Transport	2	2	2	1	0	1	0	0	0	0	0	3	3	3	1	1	7	-Potential for notable impact on modal shift from car to public transport on A34 for journeys to and from Abingdon.
VoWH25: Signalised Junction Improvements at the A420 / Coxwell Road Junction	16. Faringdon & Shrivenham	IF2: Transport	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	-Neutral impact - some very limited potential to support localised modal shift to active modes
VoWH26: Access improvements to the A4185 at Harwell Campus	7. Didcot & Wallingford	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	0	0	-1	-Potential to induce / enhance access by private vehicle for commuting journeys to Harwell Campus.
VoWH41: Grove Northern Link Road Missing Link	8. Wantage & Grove	IF2: Transport	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	-Scheme has potential to induce additional traffic, however, scheme includes provision of active travel provision and would connect bus routes - hence largely neutral impact.
VoWH50: Marcham Bypass and Frilford Junction	2. Abingdon & Surrounds	IF2: Transport	1	1	1	0	0	0	0	0	0	0	0	2	2	2	0	0	3	-Scheme has potential to induce additional traffic, however, likely to improve air quality in Marcham town centre which is an AQMA
VOWH51: Milton Heights Pedestrian and Cycle Bridge	7. Didcot & Wallingford	IF2: Transport	1	1	1	1	0	1	0	0	0	0	0	1	1	1	1	1	4	-This would involve upgrading of the existing walking and cycling route avoiding the roundabout so impact likely to be limited. -Potential to support some very localised mode shift to active modes. -Adjacent to an area of moderate - high levels of depression -Adjacent to an area of high physical inactivity
VOWH52: Shippon & Abingdon Pedestrian and Cycle Bridge	2. Abingdon & Surrounds	IF2: Transport	1	1	1	2	0	2	0	1	0	0	1	1	1	1	1	1	6	-This would involve upgrading of the existing walking and cycling routes so impact likely to be limited. -Potential to support some localised mode shift to active modes -Area next to an area with very low levels of physical activity -Supports improved access by bike to health services given removal of barriers
VOWH53: Barrow Road / unamed road (to Gozzards Ford) junction upgrade	2. Abingdon & Surrounds	IF2: Transport	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	-Neutral impact - some very limited potential to support localised modal shift to active modes (assuming junction incorporates active travel enhancements)
VOWH54: Unnamed road (to Gozzards Ford)/A415 junction upgrade	2. Abingdon & Surrounds	IF2: Transport	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	-Neutral impact - some very limited potential to support localised modal shift to active modes (assuming junction incorporates active travel enhancements)
VOWH55: Long Tow/Wootton Road junction upgrade	2. Abingdon & Surrounds	IF2: Transport	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	-Neutral impact - some very limited potential to support localised modal shift to active modes (assuming junction incorporates active travel enhancements)
VOWH56: A415/A420 link road	2. Abingdon & Surrounds	IF2: Transport	0	0	0	1	0	1	0	0	0	0	0	1	1	1	0	0	2	-Neutral impact - some very limited potential to support localised modal shift to active modes (assuming scheme incorporates active travel enhancements). May also provide a localised benefit for air quality by removing traffic in Kingston Bagpuize
VoWH57: Steventon Signalised Junction and A4130 Widening (West of Milton Interchange)	7. Didcot & Wallingford	IF2: Transport	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	2	-Neutral impact - some limited potential to support localised modal shift to active modes -Current area has very low levels of physical activity
VoWH58: Rowstock Roundabout Improvement	7. Didcot & Wallingford	IF2: Transport	1	0	1	1	0	1	0	0	0	0	0	1	1	1	0	0	3	-Some limited potential to support localised modal shift to active modes and to bus as a result of bus priority -Current area has low levels of physical activity
VoWH59: A34 Lodge Hill Interchange Upgrade including South Facing Slips	Vale of White Horse District-Wide	IF2: Transport	1	1	1	0	0	0	0	0	0	0	0	1	1	1	0	0	2	-Potential to induce additional traffic using A34 -Potential for vehicles to avoid having to drive through Abingdon which could result in increase in localised improvements for air quality which has an AQMA
SO21: Science Vale Active Travel Network	Cross-District	IF2: Transport	1	1	1	3	1	3	0	1	0	0	1	2	2	2	3	3	10	-Health inequalities relatively low on extents of route. -Would support notable increase in physical activity - current levels are low in Didcot and south Abingdon. -Would support enhanced mental health - currently a high rate of diagnosed depression and anxiety in both Didcot and Abingdon although it is lower in Wantage & Grove.
SO23: Cycle Connection between Berinsfield/Culham to Oxford via the Roman Road bridleway	Cross-District	IF2: Transport	1	1	1	2	1	2	0	1	0	0	1	2	2	2	2	2	8	-Health inequalities moderate on route and into south Oxford -Would support notable increase in physical activity - current levels are very low on route -Would support enhanced mental health - currently a high rate of diagnosed depression and anxiety relatively high at Berinsfield and in south Oxford
SO24: Improvements to cycle routes to rail stations	South Oxfordshire District-Wide	IF2: Transport	1	1	1	1	0	1	0	0	0	0	0	1	1	1	1	1	4	-Potential for some modal shift to rail stations. Likely to be limited to those who currently drive to the station
SO26: Benson to Wallingford cycle route minor improvements	South Oxfordshire District-Wide	IF2: Transport	1	1	1	2	0	2	0	0	0	0	0	1	1	1	1	1	5	-Potential for modal shift for journeys between Benson & Wallingford. Limited potential due to relatively small-scale nature of scheme. -Relatively low health inequalities in Wallingford & Benson -Rates of diagnosed depression in Wallingford moderate

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			H1A	H1B	H1 MAX	H2A	H2B	H2 MAX	H3A	H3B	H3C	H3D	H3 MAX	H4A	H4B	H4 MAX	H5A			H5 MAX
SO27: Didcot Town Cycle Improvements	7. Didcot & Wallingford	IF2: Transport	1	1	1	2	0	2	0	0	0	0	0	1	1	1	2	2	6	-Limited potential for localised modal shift to active modes in Didcot town centre. -Would support enhanced mental health - currently a high rate of diagnosed depression and anxiety in Didcot -Low health inequalities in Didcot
SO28: Garden Line Cycle Improvements	7. Didcot & Wallingford	IF2: Transport	1	1	1	2	2	2	0	0	0	0	0	1	1	1	2	2	6	-Limited potential for localised modal shift to active modes - more of a recreational route -Would support enhanced mental health - currently a high rate of diagnosed depression and anxiety in Didcot
SO29: Premium cycle route between Didcot, Crowmarsh Gifford and Wallingford	7. Didcot & Wallingford	IF2: Transport	2	2	2	3	0	3	0	0	0	0	2	2	2	2	2	2	9	-Potential for modal shift for journeys between Didcot & Wallingford which could reduce traffic levels on the A4130. -Higher rates of diagnosed depression and anxiety in Didcot and Wallingford
SO30: Thame to Haddenham cycle route	Cross-County	IF2: Transport	2	2	2	2	0	2	0	0	0	0	2	2	2	1	1	7	-Potential for modal shift for journeys between Thame and Haddenham. -Low - moderate levels of diagnosed depression in Thame	
SO31: Didcot Parkway interchange cycling improvements	7. Didcot & Wallingford	IF2: Transport	1	1	1	1	0	1	0	0	0	0	1	1	1	1	1	4	-Potential for some modal shift to Didcot Parkway Station. Likely to be limited to those who currently drive to the station	
SO40: Strategic Rapid Transit Park and Ride & Bus Priority Improvements on A4074 corridor	Cross-District	IF2: Transport	2	2	2	1	0	1	0	0	0	0	3	3	3	1	1	7	-Potential for notable impact on modal shift from car to public transport -Moderate health inequalities in south Oxford -Potential to encourage localised shift to active modes to and from bus stops	
SO45: Culham Railway Station Enhancements	South Oxfordshire District-Wide	IF2: Transport	0	0	0	1	0	1	0	0	0	0	1	1	1	0	0	2	-Offers further potential for increased rail capacity and some potential for further modal shift including for commuting journeys to and from Culham, however, limited given station already exists	
SO48: A4074 Golden Balls Roundabout Improvement and B4015 Widening	South Oxfordshire District-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Potential for additional traffic on A4074 and B4015 corridors, however, potential benefits for bus movement therefore neutral impact
SO53: A40 Link Road through Bayswater Brook from the A40 at Marsh Lane interchange to east of Sandhills	Cross-District	IF2: Transport	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	-Negligible impact - may displace some vehicles from A40 -Very limited potential to encourage some localised modal shift for bus use / active travel
SO62: New access on to A4074 from Berinsfield allocation	10. Berinsfield	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Potential for additional traffic on A4074 corridor -Limited / no impact on physical activity -May have some localised benefit by re-routing traffic away from Berinsfield village centre
SO64: Berinsfield Roundabout (A4074 / A415) Junction Upgrade	10. Berinsfield	IF2: Transport	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	-Some limited potential to support localised modal shift to active modes (assuming facilities upgraded) -Current area has low levels of physical activity
SO65: Stadhampton & Chiselhampton Bypass: Associated with Chalgrove connecting with the B480	11. Chalgrove	IF2: Transport	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	1	-Potential for minor benefit in air quality by removing traffic from Stadhampton & Chiselhampton village centres -Current health inequality low
SO66: Cuxham Bypass connecting with the B480	11. Chalgrove	IF2: Transport	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	1	-Potential for minor benefit in air quality by removing traffic from Cuxham village centre -Current health inequality low
SO69: New and upgraded cycling connections to Oxford, Berinsfield & Watlington via B480 and Burcot Lane / Dorchester Road / Stadhampton Road	Cross-District	IF2: Transport	1	1	1	2	1	2	0	1	0	0	1	2	2	2	2	2	8	-Health inequalities moderate on route and into south Oxford -Would support notable increase in physical activity - current levels are low on route -Would support enhanced mental health - currently a high rate of diagnosed depression and anxiety relatively high at nearby surgery in Berinsfield and in south Oxford -Potential to support enhanced cycling accessibility of GP surgeries
SO74: B480 Gateway Scheme including cycle lane improvements and bus priority measures	Cross-District	IF2: Transport	2	2	2	2	0	2	0	0	0	0	2	2	2	1	1	7	-Potential for some strategic level modal shift to sustainable modes for journeys into Oxford - particularly from growth site at Northfield and south of Grenoble Road -Potential for localised modal shift to active modes as a result of local improvements -Scheme adjacent to areas of high health inequality.	
SO75: Pedestrian and Cycle Bridge over A40 Northern Bypass	Cross-District	IF2: Transport	1	1	1	2	0	2	0	1	0	0	1	1	1	1	1	6	-Potential to support some localised mode shift to active modes -Area next to an area with very low levels of physical activity and high levels of deprivation -Supports improved access by bike to health services given removal of severance barriers	
SO76: Central Didcot Corridor improvement Scheme	7. Didcot & Wallingford	IF2: Transport	1	1	1	2	0	2	0	0	0	0	2	2	2	2	2	7	-Potential for localised modal shift to active modes in Didcot town centre. -Would support enhanced mental health - currently a high rate of diagnosed depression and anxiety in Didcot -Low health inequalities in Didcot	
SO83: Didcot Northern Perimeter Road Phase 3	7. Didcot & Wallingford	IF2: Transport	0	0	0	1	0	1	0	0	0	0	-1	-1	-1	0	0	0	0	-Potential for minor uplift in active travel given provision of segregated facilities. -Potential for induced additional traffic.
SO88: Town-wide Controlled Parking Zone in Didcot	7. Didcot & Wallingford	IF2: Transport	1	1	1	1	1	1	0	0	0	0	1	1	1	1	1	4	-Potential for modal shift to sustainable modes as a result of introducing parking charges	

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			H1A	H1B	H1 MAX	H2A	H2B	H2 MAX	H3A	H3B	H3C	H3D	H3 MAX	H4A	H4B	H4 MAX	H5A			H5 MAX
WO16: Pedestrian Cycle improvements from Curbridge Road along Thorney Leys to Station Lane employment	9. Witney	IF2: Transport	1	1	1	1	1	1	0	0	0	0	0	1	1	1	1	1	4	-Potential for modal shift to active modes
WO37: Bablock Hythe Crossing of River Thames	West Oxfordshire District-Wide	IF2: Transport	1	1	1	1	1	1	0	1	0	0	1	1	1	1	1	1	5	-Potential for localised modal shift to active modes by providing a direct connection for rural communities towards Cumnor. Limited impact due to relatively low number of people living locally. -Potential to enhance accessibility of local health service facilities by active travel modes.
WO52: Witney to Carterton Cycleway	West Oxfordshire District-Wide	IF2: Transport	2	2	2	2	0	2	0	0	0	0	1	1	1	2	2	7	-Potential for modal shift to active modes for inter-urban journeys, albeit limited due to relatively low cost of scheme -Potential for traffic reduction -Carterton has high levels of diagnosed depression and anxiety whilst Witney has moderate levels. -Witney has some pockets of moderate - high levels of health inequality	
WO55: Cycle Route from Eynsham - Oxford on B4044	Cross-District	IF2: Transport	2	2	2	3	0	3	0	0	0	0	2	2	2	1	1	8	-Notable potential for modal shift to active modes - particularly from Garden Town at Eynsham. -Crosses through area of moderate health inequalities -Potential to support traffic reduction on A40 and A34. -Relatively low levels of depression & anxiety	
WO57: Footpath / cycleway connecting Hanborough through Bladon to Woodstock	West Oxfordshire District-Wide	IF2: Transport	1	1	1	2	0	2	0	0	0	0	1	1	1	1	1	5	-Some potential for modal shift to active modes - particularly from growth areas at Eynsham and Woodstock. Limited impact due to low number of destinations -Potential to support traffic reduction on A40 and A34. -Low health inequalities -Relatively low levels of depression & anxiety	
WO58: East Witney Active Travel Package	9. Witney	IF2: Transport	1	1	1	1	0	1	0	0	0	0	1	1	1	1	1	4	-Potential to support localised mode shift to active modes, albeit limited due to small nature of scheme and enhancements proposed.	
WO59: Cycle Route between Eynsham and Hanborough Station and other bridgeway upgrades	12. Eynsham & Long Hanborough	IF2: Transport	1	1	1	2	1	2	0	0	1	0	1	1	1	1	1	6	-Some potential for modal shift to rail, however, combined journey time savings versus travelling via B4044 to Oxford would make impact limited. -Moderate levels of physical inactivity in Eynsham	
WO60: Saltcross Garden Village crossings of A40	12. Eynsham & Long Hanborough	IF2: Transport	0	0	0	1	0	1	0	0	0	0	1	1	1	1	1	3	-Potential to support localised mode shift to active modes for journeys into Eynsham, albeit limited due to small nature of scheme and enhancements proposed.	
WO78: Shores Green Slip Roads on A40	9. Witney	IF2: Transport	0	0	0	1	0	1	0	0	0	0	1	1	1	0	0	2	-Potential to induce additional traffic using A40 -Potential for vehicles to avoid having to drive through Witney town centre which could result in increase in localised improvements for air quality including in Witney which has a designated AQMA	
WO79: Improvements to Bridge Street & Staple Hall junctions including public realm and traffic	9. Witney	IF2: Transport	1	1	1	1	0	1	0	0	0	0	2	2	2	1	1	5	-Some localised potential for modal shift to active modes -Potential to reduce pollutants in Witney designated AQMA by introducing	
WO80: Improvements to Oxford Hill/Cogges Hill Road/Jubilee Way junction	9. Witney	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Potential to induce localised additional traffic as a result of increased capacity
WO81: Re-designating the A4095 via Jubilee Way, Oxford Hill, A40 at Shores Green to Ducklington Lane and Thorney Leys.	9. Witney	IF2: Transport	1	1	1	1	0	1	0	0	0	0	1	1	1	0	0	3	-Some localised potential for modal shift to active modes -Potential to reduce pollutants in Witney designated AQMA	
WO84: Improve access by road to Carterton including upgrade of B4477 and West facing slips at A40/B4477	West Oxfordshire District-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	0	0	-1	-Potential to induce additional localised pollutants a result of improving appeal of using car travel	
WO85: Remove Primary Route Status from A44 and implement weight restrictions in town centre	6. Chipping Norton	IF2: Transport	1	1	1	0	0	0	0	0	0	0	1	1	1	1	1	3	-Generally neutral impact, however, reduction in HGV movements through Chipping Norton likely to have minor benefit on air quality.	
WO86: Provision of additional off street public car parking spaces	9. Witney	IF2: Transport	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	0	0	-1	-Potential to induce additional traffic for journeys made to Witney town centre (assuming off-street car parking would represent a net uplift)	
C16: Market Square Walking and Cycling Improvements	4. Bicester	IF2: Transport	2	1	2	2	0	2	0	0	0	0	1	1	1	1	1	6	-Potential for limited localised modal shift to active modes. Physical activity in town relatively very low. -Bicester has some pockets of health inequality	
C17: Banbury Road walking and cycling improvements	4. Bicester	IF2: Transport	2	1	2	2	0	2	0	0	0	0	1	1	1	1	1	6	-Potential for limited localised modal shift to active modes. Physical activity in town relatively very low. -Bicester has some pockets of health inequality	
C18: Buckingham Road walking and cycling improvements	4. Bicester	IF2: Transport	2	1	2	2	0	2	0	0	0	0	1	1	1	1	1	6	-Potential for limited localised modal shift to active modes. Physical activity in town relatively very low. -Bicester has some pockets of health inequality	
C41: Pedestrianisation of part of Kidlington High Street	14. South Cherwell Area & Woodstock	IF2: Transport	1	1	1	2	0	2	0	0	0	0	1	1	1	1	1	5	-Potential for limited localised modal shift to active modes. Physical activity very low in area	
C47: Public realm improvements on the A4260 between Benmead Road & Yarnton Road	14. South Cherwell Area & Woodstock	IF2: Transport	1	1	1	1	0	1	0	0	0	0	1	1	1	1	1	4	-Potential for limited localised modal shift to active modes. Physical activity very low in area	
C50: Sandy Lane – pedestrian and cycle new link over railway	14. South Cherwell Area & Woodstock	IF2: Transport	1	1	1	1	0	1	0	0	0	0	1	1	1	1	1	4	-Potential for localised modal shift to active modes from, however, connection already exists and would constitute a quality upgrade. -Low levels of surrounding health inequalities	
C58: Upgrade existing footbridge over the railway linking to Northern Gateway	14. South Cherwell Area & Woodstock	IF2: Transport	1	1	1	1	0	1	0	0	0	0	1	1	1	1	1	4	-Potential for localised modal shift to active modes from, however, connection already exists and would constitute a quality upgrade. -Low levels of surrounding health inequalities	

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			H1A	H1B	H1 MAX	H2A	H2B	H2 MAX	H3A	H3B	H3C	H3D	H3 MAX	H4A	H4B	H4 MAX	H5A			H5 MAX
C62: Cycle and pedestrian improvements along Langford Lane	14. South Cherwell Area & Woodstock	IF2: Transport	1	1	1	1	0	1	0	0	0	0	0	1	1	1	1	1	4	-Potential for localised modal shift to active modes from, however, scheme scale limited.
C69: Improvements to A41 gateway corridor to Bicester including bus priority measures	Cherwell District-Wide	IF2: Transport	2	2	2	1	1	1	0	0	0	0	0	3	3	3	1	1	7	-Potential to reduce pollutants associated with nearby AQMA -Potential to boost localised active travel for journeys to and from bus stops
C72: Rejuvenating or relocating Banbury Bus Station to provide enhanced capacity	3. Banbury	IF2: Transport	2	2	2	1	1	1	0	0	0	0	2	2	2	1	1	6	-Banbury has very high pockets of health inequalities; particularly to the west -Banbury has two AQMAs in place and there is potential for this scheme to address this. -There s a potential for a enhanced bus station to enhance modal shift to public transport and induce low levels of increased physical activity	
C83: P&R at London Oxford Airport (approx. 1,100 Spaces)	Cross-District	IF2: Transport	1	1	1	1	1	1	0	0	0	0	2	2	2	1	1	5	-Potential for some onward journeys to be made by active travel instead of car. -Potential for mode shift to reduce NO2 & PM10 emissions and impact on Oxford & Kidlington AQMAs	
C84: Bus priority and bus stop improvements along the A4260 / A4165	14. South Cherwell Area & Woodstock	IF2: Transport	1	1	1	1	1	1	0	0	0	0	2	2	2	1	1	5	-Potential for some additional journeys to be made by active travel to and from bus stops -Potential for mode shift to reduce NO2 & PM10 emissions and impact on Oxford & Kidlington AQMAs	
C86: Junction improvements facilitating cross-corridor bus movements A44 to / from A4260	Cross-District	IF2: Transport	1	1	1	1	1	1	0	0	0	0	2	2	2	1	1	5	-Potential for some additional journeys to be made by active travel to and from bus stops -Potential for mode shift to reduce NO2 & PM10 emissions and impact on Oxford & Kidlington AQMAs	
C87: Bus priority improvements on the A44 between Langford Lane and Bladon Roundabout	Cross-District	IF2: Transport	1	1	1	1	1	1	0	0	0	0	2	2	2	1	1	5	-Potential for some additional journeys to be made by active travel to and from bus stops -Potential for mode shift to reduce NO2 & PM10 emissions (which are high around Kidlington) and impact on Oxford AQMA	
C89: Expansion of Oxford Parkway P&R (approx. 1,000 spaces)	14. South Cherwell Area & Woodstock	IF2: Transport	1	1	1	1	1	1	0	0	0	0	2	2	2	1	1	5	-Potential for some onward journeys to be made by active travel instead of car. -Potential for mode shift to reduce NO2 & PM10 emissions and impact on Oxford & Kidlington AQMAs	
C96: Re-designing Banbury Station forecourt to improve multi-modal interchange	3. Banbury	IF2: Transport	2	2	2	1	1	1	0	0	0	0	2	2	2	1	1	6	-Potential for interchange journeys by active travel modes. -Banbury covered by two AQMAs and modal shift potential has a potentially positive impact	
C100: London Road level crossing - solution for closure	4. Bicester	IF2: Transport	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	-Potential to reduce community severance and increase accessibility of GP services by active travel -Potential to reduce impact of queuing traffic	
C102: Bicester Eastern Corridor highway capacity improvements	4. Bicester	IF2: Transport	-1	-1	-1	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-3	-Potential for additional capacity to induce additional traffic. -Road located in an area with already higher levels of depression and anxiety	
C103: Charbridge Lane Additional Capacity of new bridge to Gavray Drive	4. Bicester	IF2: Transport	-1	-1	-1	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-3	-Potential for additional capacity to induce additional traffic. -Road located in an area with already higher levels of depression and anxiety	
C104: Bicester south east perimeter road	4. Bicester	IF2: Transport	-1	-1	-1	0	0	0	0	0	0	0	0	0	0	-1	-1	-2	-Road may alleviate existing impact on Bicester AQMA, however, may induce additional traffic.	
C109: Bicester A4095 Realignment Scheme	4. Bicester	IF2: Transport	-1	-1	-1	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-3	-Potential for additional capacity to induce additional traffic. -Road located in an area with already higher levels of depression and anxiety	
C114: Improving capacity & bus priority of Cherwell Street/ A4620 Windsor Street corridor	3. Banbury	IF2: Transport	-1	-1	-1	1	1	1	0	0	1	0	1	-1	-1	-1	-1	-1	-1	-Potential for induced traffic -Road located in an area with high levels of health inequality and depression -Road located adjacent to AQMA -Potential for improved active travel connections to increase some physical activity locally
C117: East-west strategic movements: Hennef Way corridor A422 Improvements	3. Banbury	IF2: Transport	-1	-1	-1	1	1	1	0	0	1	0	1	-1	-1	-1	-1	-1	-1	-Potential for induced traffic -Road located in an area with high levels of health inequality and depression -Road located adjacent to AQMA -Potential for improved active travel connections to increase some physical activity locally
C118: East-west strategic movements: Warwick Road Corridor Improvements	3. Banbury	IF2: Transport	-1	-1	-1	0	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-3	-Potential for induced traffic -Road located in an area with high levels of health inequality and depression -Road located adjacent to AQMA -Potential for improved active travel connections to increase some physical activity locally
C120: Review of Banbury Town Centre traffic circulation	3. Banbury	IF2: Transport	-1	-1	-1	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-3	-Potential for induced traffic. -Road located adjacent to AQMA -Potential to enhance conditions for active travel modes on minor roads if revised circulation removes traffic	
C125: M40 Junction 10 Capacity Improvements	Cherwell District-Wide	IF2: Transport	-1	-1	-1	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-3	-Potential for induced traffic	
C126: Central corridor: Kings End and Queens Avenue through to Field Street	4. Bicester	IF2: Transport	1	1	1	1	1	1	0	0	0	0	2	2	2	1	1	5	-Scheme in an AQMA and may enhance air quality through traffic reductions -Scheme in an area with high levels of physical inactivity	

Scheme	Spatial Impact	Infrastructure Type	Health															Total	Brief Scoring Justification		
			H1A	H1B	H1 MAX	H2A	H2B	H2 MAX	H3A	H3B	H3C	H3D	H3 MAX	H4A	H4B	H4 MAX	H5A			H5 MAX	
C131: Access to Banbury North (New M40 Slips)	Cherwell District-Wide	IF2: Transport	-1	-1	-1	0	0	0	0	0	0	0	0	0	-1	-1	-1	0	0	-2	-May reroute some traffic away from Hennef Way and reduce traffic in Banbury. -Potential to induce additional traffic
C132: Banbury South East Link Road east of M40 J11	3. Banbury	IF2: Transport	-1	-1	-1	0	0	0	0	0	0	0	0	-1	-1	-1	0	0	-2	-May reroute some traffic away from Hennef Way and reduce traffic in Banbury. -Potential to induce additional traffic	
OC4: Cycle Hire Stations	Oxford City Wide	IF2: Transport	2	2	2	2	2	2	0	0	0	0	0	2	2	2	2	2	8	-Potential to encourage modal shift to active modes. -Oxford covered by AQMA	
OC6: Emergency Active Travel Schemes	Oxford City Wide	IF2: Transport	2	2	2	2	2	2	0	0	0	0	0	2	2	2	2	2	8	-Potential to encourage modal shift to active modes. -Oxford covered by AQMA	
OC8: Broad Street Part Pedestrianisation and Public Realm Improvements	1. Oxford City	IF2: Transport	1	1	1	1	1	1	0	0	0	0	0	2	2	2	2	2	6	-Potential for modal shift and to reduce pollutants as a consequence of reducing traffic -Potential to create a more inclusive environment on Broad Street	
OC24: Abingdon Road Corridor Improvements	Cross-District	IF2: Transport	1	1	1	2	0	2	0	0	0	0	0	2	2	2	2	2	7	-Potential to support increased physical activity. Physical activity in Abingdon currently relatively very low.	
OC25: B4495 Corridor Improvements (Hollow Way/ Between Towns Road/ Donnington Bridge)	1. Oxford City	IF2: Transport	1	1	1	2	0	2	0	0	0	0	0	1	1	1	1	1	5	-Potential to support limited modal shift for orbital routes	
OC26: Banbury Road & Oxford Road Corridor Improvements	Cross-District	IF2: Transport	1	1	1	3	0	3	0	0	0	0	0	2	2	2	2	2	8	-Scheme would provide a direct active travel connection to growth areas in Kidlington, Begbroke, Yarnton and Woodstock -Potential to support notable modal shift to active modes for journeys to and from Oxford. Would also link into Oxford Parkway station	
OC28: Iffley Road Corridor Improvements	1. Oxford City	IF2: Transport	2	2	2	2	0	2	0	0	0	0	0	2	2	2	1	1	7	-Potential to support localised increased physical activity, however, limited due to small nature of scheme. Also scheme is a quietway rather than a direct route. -Health inequality and physical inactivity high on route	
OC29: Cowley Road/ Garsington Road/ Watlington Road Corridor Improvements	1. Oxford City	IF2: Transport	3	3	3	3	0	3	0	0	0	0	0	2	2	2	2	2	10	-Potential to support localised increased physical activity due to direct nature of route and potential for mode shift. -Health inequality and physical inactivity very high on route	
OC31: Eastern Bypass A423 / A3133 Kennington to Cowley Bus Priority Improvement Scheme	1. Oxford City	IF2: Transport	2	2	2	1	0	1	0	0	0	0	0	2	2	2	1	1	6	-Potential for notable impact on modal shift from car to public transport -Adjacent to area of high health inequalities in Cowley and Littlemore -Potential to encourage localised shift to active modes to and from bus stops	
OC32: Northern Bypass corridor improvements between Cutteslowe Roundabout to Mash Lane including bus lanes	1. Oxford City	IF2: Transport	1	1	1	1	0	1	0	0	0	0	0	2	2	2	1	1	5	-Potential for notable impact on modal shift from car to public transport -Adjacent to area of low-moderate health inequalities -Potential to encourage localised shift to active modes to and from bus stops -Air Quality low on corridor at present	
OC36: Traffic Filters and Supporting Measures	1. Oxford City	IF2: Transport	1	1	1	1	0	1	0	0	0	0	0	2	2	2	2	2	6	-Potential to support localised modal shift to active modes by restricting traffic. Supports reduction of traffic noise impact in local neighbourhoods	
OC39: Zero Emission Zone (Phase II)	Oxford City Wide	IF2: Transport	2	2	2	2	2	2	0	0	0	0	0	3	3	3	2	2	9	-Reduction in traffic levels in the ZEZ -Potential to create a friendlier space for active travel	
OC40: Controlled Parking Zones (city-wide)	Oxford City Wide	IF2: Transport	1	1	1	1	1	1	0	0	0	0	0	2	2	2	1	1	5	-Potential for modal shift to sustainable modes as a result of introducing parking charges	
IHUB9: MaaSCAV: Smart Traffic lights	Oxfordshire County-Wide	IF2: Transport	1	1	1	0	0	0	0	0	0	0	0	2	2	2	0	0	3	-Scale of scheme has the potential to reduce impact of air quality from congestion across the county	
IHUB10: DRIVEN Project: Updating of ATC to live blackcats	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	-Potential to support more efficient management of traffic network which could result in improved air quality as a result of less congestion	
IHUB12: Endeavour Project: Parking bay sensors	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	-Potential to support more efficient management of traffic network which could result in improved air quality as a result of less congestion / circulating traffic	
IHUB13: 5G Heart project: Fibre connectivity to roadside assets	Oxfordshire County-Wide	IF2: Transport	1	1	1	0	0	0	1	0	0	0	1	0	0	0	0	0	2	-Its healthcare applications (remote driver safety, telehealth) has the potential to support improved healthcare service provision	
OCCTA1: A40 Crossing at Collinwood Road	1. Oxford City	IF2: Transport	1	1	1	1	1	1	0	0	0	0	0	1	1	1	1	1	4	-Located adjacent to an area of high health inequality / physical inactivity -Potential to support enhanced air quality through mode shift	
OCCP&R1: Park & Ride at Cumnor (1,200 Spaces)	Cross-District	IF2: Transport	1	1	1	1	1	1	0	0	0	0	0	2	2	2	1	1	5	-Potential for some onward journeys to be made by active travel instead of car. -Potential for mode shift to reduce NO2 & PM10 emissions and impact on Oxford AQMA	

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OCCP&R2: Park & Ride Extension at Thornhill (465 Spaces)	Oxford City Wide	IF2: Transport	1	1	1	1	1	1	0	0	0	0	0	1	1	1	1	1	4	-Potential for some onward journeys to be made by active travel instead of car. -Potential for mode shift to reduce NO2 & PM10 emissions and impact on Oxford AQMA
BSIP1: County-wide traffic signals upgrade to enable bus priority	Oxfordshire County-Wide	IF2: Transport	1	1	1	1	1	1	0	0	0	0	0	1	1	1	1	1	4	-Potential to support some modal shift to bus which would have a positive impact on incidental physical activity to and from bus stops across Oxfordshire
BSIP2: Barton Waynflete Road Link (One Way Bus Only Road)	1. Oxford City	IF2: Transport	1	1	1	2	2	2	0	0	0	0	0	1	1	1	1	1	5	-Link adjacent to an area with high levels of deprivation and physical inactivity which this would support
BSIP3: A34 Bus Priority Scheme Phase 1 - Hinksey Hill A34 Northbound Exit	Cross-District	IF2: Transport	1	1	1	2	2	2	0	0	0	0	0	1	1	1	2	2	6	-Link adjacent serves areas with higher levels of health deprivation, including depression and anxiety. Incidental physical activity would support this
BSIP4: Bus priority improvements at Pear Tree Park & Ride junction	Cross-District	IF2: Transport	1	1	1	1	1	1	0	0	0	0	0	1	1	1	1	1	4	-Potential to support some modal shift to bus which would have a positive impact on incidental physical activity to and from bus stops -Serves areas with relatively low levels of health inequality
BSIP5: Benson Lane, Crowmarsh junction bus priority scheme	7. Didcot & Wallingford	IF2: Transport	1	1	1	1	1	1	0	0	0	0	0	1	1	1	1	1	4	-Potential to support some modal shift to bus which would have a positive impact on incidental physical activity to and from bus stops -Serves areas with relatively low levels of health inequality
BSIP6: Horspath Driftway bus priority scheme	1. Oxford City	IF2: Transport	1	1	1	2	2	2	0	0	0	0	0	1	1	1	2	2	6	-Link adjacent serves areas with higher levels of health deprivation, including depression and anxiety. Incidental physical activity would support this
C112: Car parking routing and guidance system	3. Banbury	IF2: Transport	1	1	1	1	1	1	0	0	0	0	0	1	1	1	0	0	3	-Potential minor positive impact on air quality from reduction in circulating traffic in town centre.
OXG1: Oxford Smaller Scale Active Travel Schemes	1. Oxford City	IF2: Transport	2	2	2	2	2	2	0	0	0	0	0	2	2	2	2	2	8	-Potential for modal shift to active travel modes for journeys in Oxford.
WOG1: Witney Walking and Cycling Package of Improvements	9. Witney	IF2: Transport	1	1	1	2	2	2	0	0	0	0	0	2	2	2	1	1	6	-Witney in an area of lower levels of physical activity. -Schemes would have a positive impact on Witney AQMA
WOG2: Carterton Active Travel Improvement Scheme Package	5. Carterton	IF2: Transport	1	1	1	1	1	1	0	0	0	0	0	1	1	1	1	1	4	-Carterton in an area of lower levels of physical activity.
WOG3: Eynsham Active Travel Improvement Package	12. Eynsham & Long Hanborough	IF2: Transport	1	1	1	1	1	1	0	0	0	0	0	1	1	1	0	0	3	-Eynsham in an area of lower levels of physical activity. -Eynsham has relatively low levels of depression and anxiety - hence a neutral impact
CG1: Bicester Active Travel Package	4. Bicester	IF2: Transport	1	1	1	2	2	2	0	0	0	0	0	1	1	1	1	1	5	-Bicester has higher levels of physical inactivity than elsewhere in Oxfordshire. -Limited potential for modal shift
WO98: West End Link Road flood storage area on the flood plain of the River Windrush	9. Witney	IF3: Flood Alleviation	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2	-Potential indirect benefits to mental health through avoidance of flood events in Witney. -Potential for scheme to enhance accessibility for people walking to green space along the River Windrush
WO99: Flood storage upstream of Hailey Road in Witney	9. Witney	IF3: Flood Alleviation	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2	-Potential indirect benefits to mental health through avoidance of flood events in Witney. -Potential for scheme to enhance accessibility for people walking to green space along the River Windrush
WO94: Flood storage upstream and downstream of Crawley	9. Witney	IF3: Flood Alleviation	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2	-Potential indirect benefits to mental health through avoidance of flood events in Witney and Crawley. -Potential for scheme to enhance accessibility for people walking to green space along the River Windrush
VoWH70: Two form-entry primary school at Dalton Barracks	2. Abingdon & Surrounds	IF4: Education	1	1	1	1	0	1	0	0	0	0	0	1	1	1	1	1	4	-Early years facility provides structured physical activity and the potential to increase accessibility of support schemes e.g. Healthy Start programme. -More local school to Dalton Barracks may promote walking and cycling journeys to be made.
VoWH71: One form entry primary school, East of Kingston Bagpuize	2. Abingdon & Surrounds	IF4: Education	1	1	1	1	0	1	0	0	0	0	0	1	1	1	1	1	4	-Early years facility provides structured physical activity and the potential to increase accessibility of support schemes e.g. Healthy Start programme. -More local school to Kingston Bagpuize may promote walking and cycling journeys to be made.
VoWH72: New Primary School serving NW Grove	8. Wantage & Grove	IF4: Education	0	0	0	1	0	1	0	0	0	0	0	1	1	1	1	1	3	-More local school to NW Grove may promote walking and cycling journeys
VoWH74: New Primary School facilities on Land south of Park Road, Faringdon	16. Faringdon & Shrivenham	IF4: Education	0	0	0	1	0	1	0	0	0	0	0	1	1	1	1	1	3	-More local school to Faringdon may promote walking and cycling journeys to be made.
VoWH75: 1FE primary school at North Shrivenham	16. Faringdon & Shrivenham	IF4: Education	0	0	0	1	0	1	0	0	0	0	0	1	1	1	1	1	3	-More local school to Shrivenham may promote walking and cycling journeys to be made.
SO102: Primary School capacity increases including at least one new school site to serve Berinsfield	10. Berinsfield	IF4: Education	0	0	0	1	0	1	0	0	0	0	0	1	1	1	1	1	3	-More local school to Berinsfield may promote walking and cycling journeys to be made.

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SO106: Two x 2 Form Entry primary schools at Chalgrove (including early years)	11. Chalgrove	IF4: Education	1	1	1	1	0	1	0	0	0	0	0	1	1	1	1	1	4	-Early years facility provides structured physical activity and the potential to increase accessibility of support schemes e.g. Healthy Start programme. -More local school to Chalgrove may promote walking and cycling journeys to be made.
SO107: Two Two Form Entry primary schools at Culham (including early years)	2. Abingdon & Surrounds	IF4: Education	1	1	1	1	0	1	0	0	0	0	0	1	1	1	1	1	4	-Early years facility provides structured physical activity and the potential to increase accessibility of support schemes e.g. Healthy Start programme. -More local school to Culham may promote walking and cycling journeys to be made.
SO108: 900 place secondary school at Culham	2. Abingdon & Surrounds	IF4: Education	1	1	1	2	0	2	0	0	0	0	0	1	1	1	1	1	5	-More local school to Culham may promote walking and cycling journeys to be made. -Potential for on-site sport facilities to promote enhanced levels of physical activity in community - current levels in area estimated to be relatively low
S109: One new 3-form-entry primary school at Grenoble Road.	13. Grenoble Road & Northfield	IF4: Education	1	1	1	2	0	2	0	0	0	0	0	1	1	1	1	1	5	-More local school to Grenoble Road may promote walking and cycling journeys to be made. -Potential for on-site sport facilities to promote enhanced levels of physical activity in community - current levels in area estimated to be relatively low
SO111: New 1.5 FE Primary School at Bayswater Brook site (including early years)	17. Bayswater Brook	IF4: Education	1	1	1	1	0	1	0	0	0	0	0	1	1	1	1	1	4	-More local school to Bayswater Brook may promote walking and cycling journeys to be made. Current area has very low levels of physical activity -Adjacent to an area with high levels of health inequality
SO112: Three Form Entry Primary School at Northfield (including early years)	13. Grenoble Road & Northfield	IF4: Education	1	1	1	1	0	1	0	0	0	0	0	1	1	1	1	1	4	-More local school to Northfield may promote walking and cycling journeys to be made. Current area has very low levels of physical activity -Adjacent to an area with high levels of health inequality
SO116: One new consolidated 1,500 place secondary school	11. Chalgrove	IF4: Education	0	0	0	1	0	1	0	0	0	0	0	1	1	1	1	1	3	-More local school to Chalgrove may promote walking and cycling journeys to be made. -Potential for on-site sport facilities to promote enhanced levels of physical activity in community - current levels in area estimated to be moderate
SO117: A 1,500 place secondary school at Grenoble Road	13. Grenoble Road & Northfield	IF4: Education	1	1	1	2	0	2	0	0	0	0	0	1	1	1	1	1	5	-More local school to Grenoble Road may promote walking and cycling journeys to be made. -Potential for on-site sport facilities to promote enhanced levels of physical activity in community - current levels in area estimated to be very low
SO119: Expansion of secondary school capacity by 2fe, potentially at Icknield Community College	South Oxfordshire District-Wide	IF4: Education	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	-Potential for on-site sport facilities to promote enhanced levels of physical activity in community - current levels in area estimated to be relatively high
SO120: One new 8 Form Entry secondary school in Didcot North East	7. Didcot & Wallingford	IF4: Education	1	1	1	2	0	2	0	0	0	0	0	1	1	1	1	1	5	-More local school to Didcot may promote walking and cycling journeys to be made.
WO105: New 1.5FE Primary School, West Eynsham (including nursery)	12. Eynsham & Long Hanborough	IF4: Education	1	1	1	1	0	1	0	0	0	0	0	1	1	1	1	1	4	-More local school to west Eynsham may promote walking and cycling journeys to be made. Current physical activity rates low-moderate in area -Early years facility provides structured physical activity and the potential to increase accessibility of support schemes e.g. Healthy Start programme.
WO106: 2FE Primary school (including nursery), North Witney	9. Witney	IF4: Education	1	1	1	1	0	1	0	0	0	0	0	1	1	1	1	1	4	-More local school to north Witney may promote walking and cycling journeys to be made. Current physical activity rates low-moderate in area -Early years facility provides structured physical activity and the potential to increase accessibility of support schemes e.g. Healthy Start programme.
WO107: Up to 2 x 2FE Primary schools (including nursery), to serve Saltcross Garden Village	12. Eynsham & Long Hanborough	IF4: Education	1	1	1	1	0	1	0	0	0	0	0	1	1	1	1	1	4	-More local school to north Eynsham garden village may promote walking and cycling journeys to be made. Current physical activity rates low-moderate in area -Early years facility provides structured physical activity and the potential to increase accessibility of support schemes e.g. Healthy Start programme.
WO108: 2FE Primary school (including nursery), East of Chipping Norton	6. Chipping Norton	IF4: Education	1	1	1	1	0	1	0	0	0	0	0	1	1	1	1	1	4	-More local school to Chipping Norton may promote walking and cycling journeys to be made. Current physical activity rates moderate in area -Early years facility provides structured physical activity and the potential to increase accessibility of support schemes e.g. Healthy Start programme.
WO110: Improvements and capacity increases to existing primary school provision by approximately 1 form entry in Witney and surrounding area.	9. Witney	IF4: Education	0	0	0	1	0	1	0	0	0	0	0	1	1	1	1	1	3	-Enhanced local capacity in Witney may promote walking and cycling journeys to be made to school.
WO113: Capacity increases at existing primary schools in Woodstock, Eynsham, Enstone and Stanton Harcourt / Sutton	14. South Cherwell Area & Woodstock	IF4: Education	0	0	0	1	0	1	0	0	0	0	0	1	1	1	1	1	3	-Enhanced local capacity may promote walking and cycling journeys to be made to school.
WO114: Secondary school additional provision (Either Expansion of Woodgreen School and/or Henry Box School)	9. Witney	IF4: Education	1	1	1	2	0	2	0	0	0	0	0	1	1	1	1	1	5	-More local school in Witney may promote walking and cycling journeys to be made. -Potential for on-site sport facilities to promote enhanced levels of physical activity in community - current levels in area estimated to be relatively low.

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WO116: New secondary school or split-site expansion of Bartholomew School	12. Eynsham & Long Hanborough	IF4: Education	0	0	0	1	0	1	0	0	0	0	0	1	1	1	1	1	3	-More local school in Eynsham may promote walking and cycling journeys to be made. -Potential for on-site sport facilities to promote enhanced levels of physical activity in community - current levels in area estimated to be moderate.
WO117: Extensions to Marlborough School, Woodstock	14. South Cherwell Area & Woodstock	IF4: Education	0	0	0	1	0	1	0	0	0	0	0	1	1	1	1	1	3	-More local school in Eynsham may promote walking and cycling journeys to be made. -Potential for on-site sport facilities to promote enhanced levels of physical activity in community - current levels in area estimated to be moderate.
WO118: Expansion of Carterton Community College	5. Carterton	IF4: Education	0	0	0	1	0	1	0	0	0	0	0	1	1	1	1	1	3	-Expanded school in Carterton may promote walking and cycling journeys to be made. -Potential for enhanced on-site sport facilities to promote enhanced levels of
WO119: New adult learning centre	9. Witney	IF4: Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	Potential to enhance depression levels in Witney which are moderate.
C144: Primary School 2 FE (NW Eco Town)	4. Bicester	IF4: Education	0	0	0	1	0	1	0	0	0	0	0	1	1	1	1	1	3	-Enhanced local capacity may promote some walking and cycling journeys to be made to school.
C145: Primary School 2 FE (NW Eco Town)	4. Bicester	IF4: Education	0	0	0	1	0	1	0	0	0	0	0	1	1	1	1	1	3	-Enhanced local capacity may promote some walking and cycling journeys to be made to school.
C146: Primary School 2 FE (NW Eco Town)	4. Bicester	IF4: Education	0	0	0	1	0	1	0	0	0	0	0	1	1	1	1	1	3	-Enhanced local capacity may promote some walking and cycling journeys to be made to school.
C147: Gagle Brook Primary School Phase 2 (1 FE)	4. Bicester	IF4: Education	0	0	0	1	0	1	0	0	0	0	0	1	1	1	1	1	3	-Enhanced local capacity may promote some walking and cycling journeys to
C151: 2FE primary school - South of Salt Way	3. Banbury	IF4: Education	1	1	1	1	0	1	0	0	0	0	0	1	1	1	1	1	4	-Enhanced local capacity may promote some walking and cycling journeys to be made to school. -High rates of deprivation in local area
C152: Expansion of Longford Park Primary School from 1.5FE to 2FE	3. Banbury	IF4: Education	1	1	1	1	0	1	0	0	0	0	0	0	0	0	1	1	3	-Enhanced local capacity may promote some walking and cycling journeys to be made to school. -High rates of deprivation in local area
C159: Expansion of Heyford Park School plus equivalent of a new 1 - 1.5 FE primary school	15. Upper Heyford	IF4: Education	0	0	0	1	0	1	0	0	0	0	0	1	1	1	1	1	3	-Enhanced local capacity may promote some walking and cycling journeys to be made to school.
C160: Primary School 2FE at Land East of Oxford Road	14. South Cherwell Area & Woodstock	IF4: Education	0	0	0	1	0	1	0	0	0	0	0	1	1	1	1	1	3	-Enhanced local capacity may promote some walking and cycling journeys to be made to school.
C161: Additional permanent accommodation at Edward Field Primary School	14. South Cherwell Area & Woodstock	IF4: Education	0	0	0	1	0	1	0	0	0	0	0	1	1	1	1	1	3	-Enhanced local capacity may promote some walking and cycling journeys to be made to school.
C162: Primary School 3FE at Land East of the A44	14. South Cherwell Area & Woodstock	IF4: Education	0	0	0	1	0	1	0	0	0	0	0	1	1	1	1	1	3	-Enhanced local capacity may promote some walking and cycling journeys to be made to school.
C163: Primary School 2FE at Land East of the A44	14. South Cherwell Area & Woodstock	IF4: Education	0	0	0	1	0	1	0	0	0	0	0	1	1	1	1	1	3	-Enhanced local capacity may promote some walking and cycling journeys to be made to school.
C164: Enhancements to William Fletcher Primary School including additional playing field land and expansion by 0.5 FE	14. South Cherwell Area & Woodstock	IF4: Education	1	1	1	2	0	2	0	0	0	0	0	1	1	1	1	1	5	-Enhanced local capacity may promote some walking and cycling journeys to be made to school. -Additional sports pitches may promote increased physical activity levels - current physical activity levels in Kidlington very low
C165: Secondary school (1100- place) at Land East of the A44	14. South Cherwell Area & Woodstock	IF4: Education	1	1	1	2	0	2	0	0	0	0	0	1	1	1	1	1	5	-More local school may promote walking and cycling journeys to be made. -Potential for on-site sport facilities to promote enhanced levels of physical activity in community - current levels in area estimated to be very low.
C166: New secondary school provision in North West Bicester including shared use cultural facilities	4. Bicester	IF4: Education	1	1	1	2	0	2	0	0	0	0	0	1	1	1	1	1	5	-More local school may promote walking and cycling journeys to be made. -Potential for on-site sport facilities to promote enhanced levels of physical activity in community - current levels in area estimated to be very low.
C168: New secondary school provision in Banbury	3. Banbury	IF4: Education	1	1	1	2	0	2	0	0	0	0	0	1	1	1	1	1	5	-More local school may promote walking and cycling journeys to be made. -Potential for on-site sport facilities to promote enhanced levels of physical activity in community - current levels in area estimated to be very low.
OC44: Extensions to primary schools equivalent to 0.5FE, to cater for Oxford North and cumulative sites	1. Oxford City	IF4: Education	0	0	0	1	0	1	0	0	0	0	0	1	1	1	1	1	3	-Enhanced local capacity may promote some walking and cycling journeys to be made to school.
OC55: 0.5FE Expansion to Barton Park Primary School	1. Oxford City	IF4: Education	0	0	0	1	0	1	0	0	0	0	0	1	1	1	1	1	3	-Enhanced local capacity may promote some walking and cycling journeys to be made to school.

Scheme	Spatial Impact	Infrastructure Type	Health																Total	Brief Scoring Justification
			H1A	H1B	H1 MAX	H2A	H2B	H2 MAX	H3A	H3B	H3C	H3D	H3 MAX	H4A	H4B	H4 MAX	H5A	H5 MAX		
OCCE1: New SEN School serving southern Oxfordshire	Cross-District	IF4: Education	3	3	3	2	0	2	0	0	0	0	0	0	0	0	2	2	7	-Significant potential to reduce health inequalities including through increasing access to health services -Potential to provide structured physical activity and specialist support. Physical activity levels in Didcot very low -Potential to improve SEN children's mental health over the longer term. Current levels in Didcot are relatively high
OIP1: The Energy Systems Accelerator	1. Oxford City	IF6: Innovation & Enterprise	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2	-Increased skilled employment supports mental wellbeing and reduce health inequalities
OIP2: Clinical Biomanufacturing Facility	1. Oxford City	IF6: Innovation & Enterprise	2	1	2	0	0	0	0	0	0	0	0	0	0	0	1	1	3	-Increased skilled employment supports mental wellbeing and reduce health inequalities. Levels of depression and anxiety low in Oxford -Potential of facility to support the development of manufacturing processes
OIP3: BioEscalator 2 (Global Health & Life Sciences Cluster)	1. Oxford City	IF6: Innovation & Enterprise	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2	-Increased skilled employment supports mental wellbeing and reduce health inequalities. Levels of depression and anxiety low in Oxford
OIP4: Gateway to the UK Space Sector, Harwell	7. Didcot & Wallingford	IF6: Innovation & Enterprise	1	1	1	0	0	0	0	0	0	0	0	0	0	0	2	2	3	-Increased skilled employment supports mental wellbeing and reduce health inequalities. Levels of depression and anxiety high in Didcot and the surrounding
OIP5: Disruptive Innovation in Space Centre, Harwell	7. Didcot & Wallingford	IF6: Innovation & Enterprise	1	1	1	0	0	0	0	0	0	0	0	0	0	0	2	2	3	-Increased skilled employment supports mental wellbeing and reduce health inequalities. Levels of depression and anxiety high in Didcot and the surrounding
OIP6: Space AI and Autonomy Lab, Harwell	Oxfordshire County-Wide	IF6: Innovation & Enterprise	1	1	1	0	0	0	0	0	0	0	0	0	0	0	2	2	3	-Increased skilled employment supports mental wellbeing and reduce health inequalities. Levels of depression and anxiety high in Didcot and the surrounding
OIP7: Oxford – Singapore AI and Human-Machine Collaboration Institute	1. Oxford City	IF6: Innovation & Enterprise	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2	-Increased skilled employment supports mental wellbeing and reduce health inequalities. Levels of depression and anxiety low in Oxford
OIP8: Locate Oxford Global Innovation Campus	Oxfordshire County-Wide	IF6: Innovation & Enterprise	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2	-Increased skilled employment supports mental wellbeing and reduce health inequalities. Levels of depression and anxiety low in Oxford
OIP20: West's End Global Innovation District	Oxfordshire County-Wide	IF6: Innovation & Enterprise	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2	-Increased skilled employment supports mental wellbeing and reduce health inequalities. Levels of depression and anxiety low in Oxford
OIP21: Creative and Cultural Industries Hub	1. Oxford City	IF6: Innovation & Enterprise	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2	-Increased skilled employment supports mental wellbeing and reduce health inequalities. Levels of depression and anxiety low in Oxford
OIP22: Facility for Industrial Scale-Up Support, Harwell	7. Didcot & Wallingford	IF6: Innovation & Enterprise	1	1	1	0	0	0	0	0	0	0	0	0	0	0	2	2	3	-Increased skilled employment supports mental wellbeing and reduce health inequalities. Levels of depression and anxiety high in Didcot and the surrounding
OIP31: Howbery Park Centre of Excellence in Climate Change	7. Didcot & Wallingford	IF6: Innovation & Enterprise	1	1	1	0	0	0	0	0	0	0	0	0	0	0	2	2	3	-Increased skilled employment supports mental wellbeing and reduce health inequalities. Levels of depression and anxiety high in Wallingford and the surrounding
VoWH83: Dalton Barracks Parkland	2. Abingdon & Surrounds	IF7: Green & Blue Infrastructure	1	1	1	2	3	3	0	0	0	0	0	1	1	1	2	2	7	-Potential to increase increased physical activity - current levels are low to moderate -Current access to green space in the immediate surrounding area is low
VoWH106: Restoration of the Wilts and Berks Canal from Melksham to Swindon, Wantage/Grove and Abingdon	Cross-County	IF7: Green & Blue Infrastructure	1	1	1	2	2	2	0	0	0	0	0	1	1	1	2	2	6	-Potential to increase increased physical activity - current levels are low to moderate -Current access to green space in the immediate surrounding area is low - would enhance this -Supports improved air quality from some low levels of modal shift and green infrastructure - two nearby AQMA and high concentration of NO2 emissions from A34
SO140: Didcot North East Nature park and Green Infrastructure Corridor	7. Didcot & Wallingford	IF7: Green & Blue Infrastructure	1	1	1	2	3	3	0	0	0	0	0	1	1	1	2	2	7	-Potential to increase increased physical activity - current levels are low to moderate -Current access to green space in the immediate surrounding area is low - would enhance this -Supports improved air quality from green infrastructure -Potential to improve people's mental health - relatively high rates of depression and anxiety in Didcot

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			H1A	H1B	H1 MAX	H2A	H2B	H2 MAX	H3A	H3B	H3C	H3D	H3 MAX	H4A	H4B	H4 MAX	H5A			H5 MAX
WO144: Evenlode Green Ribbon & Catchment Schemes including habitat restoration	West Oxfordshire District-Wide	IF7: Green & Blue Infrastructure	1	1	1	2	2	2	0	0	0	0	0	1	1	1	2	2	6	-Potential to increase increased physical activity - current levels are low to moderate -Current access to green space in the immediate surrounding area is low - would enhance this -Supports minor improved air quality from green infrastructure -Potential to improve people's mental health - moderate rates of depression and anxiety along corridor
C178: Community Woodland (43ha) – Chesterton (Burnehyll Community Woodland)	4. Bicester	IF7: Green & Blue Infrastructure	1	2	2	2	2	2	0	0	0	0	0	1	1	1	2	2	7	-Supports increased physical activity (current levels in Bicester very low) alongside improved access to green space - current access in Bicester is moderate - high -Supports reduction in health inequality - scheme adjacent to areas with high levels of health deprivation -Supports improved air quality from green infrastructure - site located close to an AQMA -Potential to improve people's mental health - relatively high rates of depression and anxiety in Didcot
C182: Banbury Country Park Improvements	3. Banbury	IF7: Green & Blue Infrastructure	1	2	2	2	1	2	0	0	0	0	0	1	1	1	2	2	7	-Located in an area with moderate - high IMD health deprivation -Located in an area with very low levels of physical activity -Involves upgrade to an existing park rather than creation of new park - hence lower scorings reflect this -Potential to reduce air quality impact from nearby M40
C218: Improving blue and green infrastructure in multiple green spaces in Bicester including Bure Park & Langford Brook Park.	4. Bicester	IF7: Green & Blue Infrastructure	1	2	2	2	1	2	0	0	0	0	0	1	1	1	2	2	7	-Located in an area with moderate - high IMD health deprivation -Located in an area with very low levels of physical activity -Involves upgrade to an existing park rather than creation of new park - hence lower scorings reflect this
C231: Nature conservation area incorporating community orchard and with potential to link to and extend Stratfield Brake DWS	14. South Cherwell Area & Woodstock	IF7: Green & Blue Infrastructure	1	1	1	2	2	2	0	0	0	0	0	1	1	1	2	2	6	-Located in an area with low IMD health deprivation -Located in an area with very low levels of physical activity -Notably improves access to outdoor green space in nature -Levels of depression in Kidlington moderate
C234: Nature conservation area on land to the east of the railway line and north of Sandy Lane	14. South Cherwell Area & Woodstock	IF7: Green & Blue Infrastructure	1	1	1	2	2	2	0	0	0	0	0	1	1	1	2	2	6	-Located in an area with low IMD health deprivation -Located in an area with very low levels of physical activity -Notably improves access to outdoor green space in nature -Levels of depression in Kidlington moderate
C236: New community woodland to the east of Dolton Lane	14. South Cherwell Area & Woodstock	IF7: Green & Blue Infrastructure	1	1	1	2	2	2	0	0	0	0	0	1	1	1	2	2	6	-Located in an area with low IMD health deprivation -Located in an area with very low levels of physical activity -Notably improves access to outdoor green space in nature -Levels of depression in Kidlington moderate
C250: Local Nature Reserve based on Rowel Brook at Land East of the A44	14. South Cherwell Area & Woodstock	IF7: Green & Blue Infrastructure	1	1	1	1	3	3	0	0	0	0	0	0	0	0	2	2	6	-Located in an area with low IMD health deprivation -Located in an area with very low levels of physical activity -Improved access to outdoor green space in nature -Levels of depression in Kidlington moderate
C216: Measures for the protection and enhancement of the Oxford Canal corridor and towpath including habitat restoration	14. South Cherwell Area & Woodstock	IF7: Green & Blue Infrastructure	1	1	1	2	1	2	0	0	0	0	0	1	1	1	1	1	5	-Located in an area with low IMD health deprivation -Located in an area with very low levels of physical activity -Minor upgrades to improve access to outdoor green space in nature -Levels of depression in Kidlington moderate
C235: Local Nature Reserve at Land West of Yarnton	14. South Cherwell Area & Woodstock	IF7: Green & Blue Infrastructure	1	1	1	1	2	2	0	0	0	0	0	0	0	0	1	1	4	-Located in an area with low IMD health deprivation -Located in an area with very low levels of physical activity -Minor upgrades to improve access to outdoor green space in nature -Levels of depression in Kidlington/Yarnton moderate -Small scale scheme means impact limited
C251: Local Nature Reserve on Frogwelldown Lane	14. South Cherwell Area & Woodstock	IF7: Green & Blue Infrastructure	1	1	1	1	2	2	0	0	0	0	0	0	0	0	1	1	4	-Located in an area with low IMD health deprivation -Located in an area with very low levels of physical activity -Minor upgrades to improve access to outdoor green space in nature -Levels of depression in Kidlington/Yarnton moderate -Small scale scheme means impact limited
SO168: Upgrade of Abbey Sports Centre & Library to accommodate new community facilities in a 'community hub'	10. Berinsfield	IF8: Community & Cultural	2	2	2	2	2	2	0	0	0	0	0	0	0	0	2	2	6	-Potential to support increased physical activity levels and reduce health inequalities (current physical activity in surrounding area is low) -Potential to improve local mental health - currently a relatively high rate of depression in surrounding area -Required to ensure sufficient capacity to accommodate growth. Some existing capacity available -Potential to address some health inequalities -Potential to support mental health - current surrounding area has moderate rate of diagnosed depression and anxiety

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			H1A	H1B	H1 MAX	H2A	H2B	H2 MAX	H3A	H3B	H3C	H3D	H3 MAX	H4A	H4B	H4 MAX	H5A	H5 MAX		
WO157: Witney Arts Centre	9. Witney	IF8: Community & Cultural	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2	-Potential to support mental health and tackle some health inequalities. Witney has low - moderate levels of reported depression & anxiety
WO161: Enhanced Library Provision at Witney, Carterton, Chipping Norton, Eynsham and Woodstock	West Oxfordshire District-Wide	IF8: Community & Cultural	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	2	-Potential to support mental health and tackle some health inequalities. These places have moderate levels of reported depression & anxiety
OC49: Blackbird Leys Regeneration New Community Hub	1. Oxford City	IF8: Community & Cultural	2	2	2	2	0	2	0	0	0	0	0	0	0	0	2	2	6	-Potential to support increased physical activity levels and reduce health inequalities (current physical activity in surrounding area in Blackbird Leys is very low and has a high level of health inequality) -Potential to improve local mental health - currently a relatively high level of diagnosed depression in area
OC56: Refurbishment and extension of Ferry Leisure Centre	1. Oxford City	IF9: Sport & Leisure	1	1	1	2	0	2	0	0	0	0	0	0	0	0	2	2	5	-Supports addressing health inequalities. Current area has low levels of health deprivation -Supports increased physical activity, however, levels are already relatively high in area -Supports reducing depression / anxiety. Current area has relatively low rates
WO167: Outdoor floodlit training area and/or ATP, Woodstock	14. South Cherwell Area & Woodstock	IF9: Sport & Leisure	1	1	1	3	2	3	0	0	0	0	0	0	0	0	2	2	6	-Potential to encourage physical activity. Area has very low levels of physical activity. -Potential to support mental health. Moderate - high levels of depression / anxiety diagnosed
WO169: Provision of ATP plus potential additional changing facilities, Burford	5. Carterton	IF9: Sport & Leisure	1	1	1	2	2	2	0	0	0	0	0	0	0	0	2	2	5	-Potential to encourage physical activity. Area has low-moderate levels of physical activity. -Potential to support mental health. Moderate - high levels of depression / anxiety diagnosed
WO171: Additional outdoor playing pitch provision and changing facilities in Witney	9. Witney	IF9: Sport & Leisure	1	1	1	2	1	2	0	0	0	0	0	0	0	0	2	2	5	-Potential to encourage physical activity. Area has low-moderate levels of physical activity. -Potential to support mental health. Moderate - high levels of depression / anxiety diagnosed
WO172: Additional outdoor playing pitch provision and changing facilities, Carterton	5. Carterton	IF9: Sport & Leisure	1	1	1	2	2	2	0	0	0	0	0	0	0	0	2	2	5	-Potential to encourage physical activity. Area has low-moderate levels of physical activity. -Potential to support mental health. Moderate - high levels of depression / anxiety diagnosed
WO173: Replacement of Windrush Leisure Centre	9. Witney	IF9: Sport & Leisure	1	2	2	3	0	3	0	0	0	0	0	0	0	0	2	2	7	-Potential to improve physical activity levels - local area has relatively very low levels of physical activity. -Moderate health inequalities in Witney -Potential to improve mental health - local area has moderate - high levels of diagnosed depression or anxiety
WO175: Enhanced community use, changing and reception areas at Carterton Community College Sports Hall and ATP	5. Carterton	IF9: Sport & Leisure	1	1	1	2	0	2	0	0	0	0	0	0	0	0	2	2	5	-Potential to improve physical activity levels - local area has relatively moderate levels of physical activity. -Potential to improve mental health - local area has moderate - high levels of diagnosed depression or anxiety
C275: Development of Kidlington Leisure Centre, including focus on additional learner pool provision	14. South Cherwell Area & Woodstock	IF9: Sport & Leisure	1	1	1	3	0	3	0	0	0	0	0	0	0	0	2	2	6	-Potential to improve physical activity levels - local area has relatively very low levels of physical activity. -Potential to improve mental health - local area has moderate - high levels of diagnosed depression or anxiety
C282: Relocation of Banbury United Football Club	3. Banbury	IF9: Sport & Leisure	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	2	-Some limited potential for community use of pitches
C292: Formal sport pitches provision at Land South East of Kidlington	14. South Cherwell Area & Woodstock	IF9: Sport & Leisure	1	1	1	2	1	2	0	0	0	0	0	0	0	0	2	2	5	-Potential to improve physical activity levels - local area has relatively very low levels of physical activity. -Potential to improve mental health - local area has moderate - high levels of diagnosed depression or anxiety

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			H1A	H1B	H1 MAX	H2A	H2B	H2 MAX	H3A	H3B	H3C	H3D	H3 MAX	H4A	H4B	H4 MAX	H5A			H5 MAX
C293: Sports hall at new Secondary School for shared community use	14. South Cherwell Area & Woodstock	IF9: Sport & Leisure	1	1	1	2	1	2	0	0	0	0	0	0	0	0	2	2	5	-Potential to improve physical activity levels - local area has relatively very low levels of physical activity.
C294: Additional swimming pool space by replacement pool of 25m x 6 lane pool plus teaching pool at Kidlington and Gosford Leisure Centre	14. South Cherwell Area & Woodstock	IF9: Sport & Leisure	1	1	1	3	1	3	0	0	0	0	0	0	0	0	2	2	6	-Potential to improve physical activity levels - local area has relatively very low levels of physical activity. -Potential to improve mental health - local area has moderate - high levels of diagnosed depression or anxiety
C291: Converting existing Hockey AGP at Kidlington and Gosford Leisure Centre to 3G	14. South Cherwell Area & Woodstock	IF9: Sport & Leisure	1	1	1	2	1	2	0	0	0	0	0	0	0	0	2	2	5	-Potential to improve physical activity levels - local area has relatively very low levels of physical activity. -Potential to improve mental health - local area has moderate - high levels of diagnosed depression or anxiety
VoWH186: New GP Surgery in Abingdon	2. Abingdon & Surrounds	IF10: Primary Healthcare & Adult Social Care	2	2	2	0	0	0	3	3	0	0	3	0	0	0	1	1	6	-Required to ensure sufficient capacity from housing growth. Current surgery nearby approaching capacity -Potential to address some health inequalities - current area has low levels of inequality. -Potential to support mental health - current surrounding area has a relatively low rate of diagnosed depression and anxiety
VoWH187: Expansion of Faringdon GP Surgery	16. Faringdon & Shrivenham	IF10: Primary Healthcare & Adult Social Care	2	2	2	0	0	0	2	0	0	0	2	0	0	0	1	1	5	-Required to ensure sufficient capacity from housing growth. Current surgery has some capacity but this is likely to be absorbed by growth nearby over the short - medium term -Potential to address some health inequalities - current area has low levels of inequality. -Potential to support mental health - current surrounding area has a moderate rate of diagnosed depression and anxiety
VoWH190: New GP Surgery at Mably Way in Wantage	8. Wantage & Grove	IF10: Primary Healthcare & Adult Social Care	2	2	2	0	0	0	3	1	0	0	3	0	0	0	1	1	6	-Required to ensure sufficient capacity from Grove housing growth. Current surgery is near capacity -Potential to address some health inequalities - current area has low levels of inequality. -Potential to support mental health - current surrounding area has a relatively low rate of diagnosed depression and anxiety
VoWH192: New GP surgery at Great Western Park in Didcot	7. Didcot & Wallingford	IF10: Primary Healthcare & Adult Social Care	2	2	2	0	0	0	3	1	0	0	3	0	0	0	2	2	7	-CCG strategy notes a critical need for enhanced GP capacity in Didcot -Potential to address some health inequalities in Didcot - current area has moderate levels of inequality. -Potential to support mental health - current surrounding area has a relatively high rate of diagnosed depression and anxiety
SO208: GP Provision at Berinsfield	10. Berinsfield	IF10: Primary Healthcare & Adult Social Care	2	2	2	0	0	0	2	1	0	0	2	0	0	0	2	2	6	-Required to ensure sufficient capacity from housing growth. Current surgery has capacity but this is likely to be absorbed by growth nearby over the medium term -Potential to address some health inequalities - current area has low levels of inequality. -Potential to support mental health - current surrounding area has a high rate of diagnosed depression and anxiety
SO209: New GP surgery in the Chalgrove area	11. Chalgrove	IF10: Primary Healthcare & Adult Social Care	2	2	2	0	0	0	2	2	0	0	2	0	0	0	2	2	6	-Nearest GP surgery is in Watlington which is remote from Chalgrove -Required to support growth at Chalgrove -Potential to address some health inequalities -Potential to support mental health - current surrounding area has a relatively high rate of diagnosed depression and anxiety
SO210: New GP surgery provision at Culham	2. Abingdon & Surrounds	IF10: Primary Healthcare & Adult Social Care	2	2	2	0	0	0	2	2	0	0	2	0	0	0	1	1	5	-Required to ensure sufficient capacity from Culham growth -Potential to address some health inequalities - current area has low levels of inequality. -Potential to support mental health - current surrounding area has a relatively low rate of diagnosed depression and anxiety
SO214: Expansion / reconfiguration of Morland House Surgery	17. Bayswater Brook	IF10: Primary Healthcare & Adult Social Care	1	1	1	0	0	0	2	0	0	0	2	0	0	0	2	2	5	-Required to ensure sufficient capacity from Bayswater Brook and Wheatley growth -Potential to address some health inequalities - current area has low levels of inequality. -Potential to support mental health - current surrounding area has a relatively low rate of diagnosed depression and anxiety
SO216: New or expanded GP premises to serve Wallingford	7. Didcot & Wallingford	IF10: Primary Healthcare & Adult Social Care	1	1	1	0	0	0	3	0	0	0	3	0	0	0	2	2	6	-Required to ensure sufficient capacity from growth. Current surgery is at or near capacity -Potential to address some health inequalities - current area has low levels of inequality. -Potential to support mental health - current surrounding area has a high rate of diagnosed depression and anxiety
SO217: Expansion of Woodlands Medical Centre	7. Didcot & Wallingford	IF10: Primary Healthcare & Adult Social Care	2	2	2	0	0	0	2	0	0	0	2	0	0	0	2	2	6	-CCG strategy notes a critical need for enhanced GP capacity in Didcot and this would support this to some extent -Potential to address some health inequalities in Didcot - current area has moderate levels of inequality. -Potential to support mental health - current surrounding area has a relatively high rate of diagnosed depression and anxiety
SO259: New GP Surgery at Valley Park	7. Didcot & Wallingford	IF10: Primary Healthcare & Adult Social Care	2	2	2	0	0	0	3	1	0	0	3	0	0	0	2	2	7	-CCG strategy notes a critical need for enhanced GP capacity in Didcot -Potential to address some health inequalities in Didcot - current area has moderate levels of inequality. -Potential to support mental health - current surrounding area has a relatively high rate of diagnosed depression and anxiety

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			H1A	H1B	H1 MAX	H2A	H2B	H2 MAX	H3A	H3B	H3C	H3D	H3 MAX	H4A	H4B	H4 MAX	H5A			H5 MAX
WO176: Relocation of GP practices in Woodstock	14. South Cherwell Area & Woodstock	IF10: Primary Healthcare & Adult Social Care	2	2	2	0	0	0	2	1	0	0	2	0	0	0	1	1	5	-Required to ensure sufficient capacity from Wheatley housing growth. Current surgery is at or near capacity -Potential to address some health inequalities - current area has low levels of inequality. -Potential to support mental health - current surrounding area has a relatively low rate of diagnosed depression and anxiety
WO191: Expansion of Chipping Norton Health Centre	6. Chipping Norton	IF10: Primary Healthcare & Adult Social Care	1	1	1	0	0	0	2	0	0	0	2	0	0	0	2	2	5	-Required to ensure sufficient capacity from Chipping Norton housing growth. Current surgery is at or near capacity -Potential to address some health inequalities - current area has low levels of inequality. -Potential to support mental health - current surrounding area has a moderate rate of diagnosed depression and anxiety
C304: New GP Surgery to serve South Bicester	4. Bicester	IF10: Primary Healthcare & Adult Social Care	1	1	1	0	0	0	3	0	0	0	3	0	0	0	2	2	6	-Required to ensure sufficient capacity from Bicester housing growth. Current surgery is at / over capacity -Potential to address some health inequalities - current area has low levels of inequality. -Potential to support mental health - current surrounding area has a moderate rate of diagnosed depression and anxiety
C305: Additional GP provision in North Banbury	3. Banbury	IF10: Primary Healthcare & Adult Social Care	1	1	1	0	0	0	2	0	0	0	2	0	0	0	2	2	5	-Required to ensure sufficient capacity from Banbury housing growth. Some local capacity in short term in local area -Potential to address some health inequalities - current area has low levels of inequality. -Potential to support mental health - current surrounding area has a moderate rate of diagnosed depression and anxiety
C306: Additional GP provision in South Banbury	3. Banbury	IF10: Primary Healthcare & Adult Social Care	2	2	2	0	0	0	3	0	0	0	3	0	0	0	2	2	7	-Required to ensure sufficient capacity from Banbury housing growth. Some local capacity in short term in local area -Potential to address some health inequalities - current area has moderate - high rates of inequality -Potential to support mental health - current surrounding area has a moderate rate of diagnosed depression and anxiety
C311: New or expanded GP premises in Kidlington area	14. South Cherwell Area & Woodstock	IF10: Primary Healthcare & Adult Social Care	1	1	1	0	0	0	2	0	0	0	2	0	0	0	2	2	5	-Required to ensure sufficient capacity from Kidlington / Woodstock housing growth. Some limited local capacity in short term in local area -Potential to address some health inequalities - current area has low rates of inequality -Potential to support mental health - current surrounding area has a moderate rate of diagnosed depression and anxiety
C347: New GP premises to serve North West Bicester	4. Bicester	IF10: Primary Healthcare & Adult Social Care	1	1	1	0	0	0	3	0	0	0	3	0	0	0	2	2	6	-Required to ensure sufficient capacity from Bicester housing growth. Current surgery is at / over capacity -Potential to address some health inequalities - current area has low levels of inequality. -Potential to support mental health - current surrounding area has a moderate rate of diagnosed depression and anxiety
OC51: New Health Centre for Summertown	1. Oxford City	IF10: Primary Healthcare & Adult Social Care	2	2	2	0	0	0	3	1	0	0	3	0	0	0	1	1	6	-Required to ensure sufficient capacity from Oxford growth. OCCG Estates strategy identifies urgent need to increase capacity in Oxford
WO180: New waste transfer station	West Oxfordshire District-Wide	IF11: Waste & Recycling	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	-Potential localised air quality benefits
WO187: New one pump 2 bay fire station in Carterton	West Oxfordshire District-Wide	IF13: Emergency Services	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	-Greater potential for community outreach to reduce risk to vulnerable people from injury or death
WO188: Various Thames Valley Police schemes including adaptation of Witney, Carterton, and	West Oxfordshire District-Wide	IF13: Emergency Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WO189: 2-3 ambulance standby points in the District including ambulances	West Oxfordshire District-Wide	IF13: Emergency Services	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	-Greater potential to respond within target times
C338: Relocation of Bicester Fire Station	4. Bicester	IF13: Emergency Services	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	-Greater potential for community outreach to reduce risk to vulnerable people from injury or death
C339: Relocation of Banbury Fire Station	3. Banbury	IF13: Emergency Services	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	-Greater potential for community outreach to reduce risk to vulnerable people from injury or death

Scheme	Spatial Impact	Infrastructure Type	Place-Shaping																		TOTAL	Brief Scoring Justification
			S1A	S1 MAX	S2A	S2B	S2C	S2D	S2E	S2 MAX	S3A	S3B	S3 MAX	S4A	S4B	S4C	S4 MAX	S5A	S5B	S5 MAX		
VoWH19: Retrofitting to install Air Source Heat Pumps and Solar PV cells at Vale of White Horse Council leisure centres	Vale of White Horse District-Wide	IF1: Energy	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	-Indirect impact of ensuring long term impact of leisure centres with positive impacts on community cohesion.
SO20: Retrofitting to install Air Source Heat Pumps and Solar PV cells at South Oxfordshire Leisure Centres	South Oxfordshire District-Wide	IF1: Energy	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	-Indirect impact of ensuring long term impact of leisure centres with positive impacts on community cohesion.
C1: CHP and use of heat from Ardley Energy Recovery Facility	4. Bicester	IF1: Energy	1	1	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	2	-Indirect impact of ensuring long term impact of local facilities with positive impacts on community cohesion and ensuring local facilities can continue to be provided.
OC1: Uprating of a section of the 132kV cable at Osney Lane Bulk Supply Point	Oxford City Wide	IF1: Energy	1	1	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	2	-Indirect impact of ensuring long term impact of local facilities with positive impacts on community cohesion and ensuring local facilities can continue to be provided.
OC2: Yarnton Bulk Supply Point Reinforcement	Cross-District	IF1: Energy	1	1	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	2	-Indirect impact of ensuring long term impact of local facilities with positive impacts on community cohesion and ensuring local facilities can continue to be provided.
OC3: New substation required to support the Diamond Place regeneration	1. Oxford City	IF1: Energy	1	1	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	2	-Indirect impact of ensuring long term impact of local facilities with positive impacts on community cohesion and ensuring local facilities can continue to be provided.
WOS: 0.5km of improvements to the gas network around Witney	9. Witney	IF1: Energy	1	1	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	2	-Indirect impact of ensuring long term impact of local facilities with positive impacts on community cohesion and ensuring local facilities can continue to be provided.
WO6: Gas network reinforcement equivalent to 450M x 250mm in Witney	9. Witney	IF1: Energy	1	1	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	2	-Indirect impact of ensuring long term impact of local facilities with positive impacts on community cohesion and ensuring local facilities can continue to be provided.
C9: 300m of expansion and realignment in the gas infrastructure around Banbury	3. Banbury	IF1: Energy	1	1	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	2	-Indirect impact of ensuring long term impact of local facilities with positive impacts on community cohesion and ensuring local facilities can continue to be provided.
ORC1: Oxford Station Additional Through Platform & Associated Line Capacity Upgrades	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	2	-Some potential to enhance social connectivity -Limited potential to increase local active travel use to and from station
ORC2: Cowley Branch Line Improvements including two new stations at Oxford Science Park & Oxford Business Park	Oxfordshire County-Wide	IF2: Transport	1	1	0	0	0	0	0	0	0	0	0	2	2	0	2	1	1	1	4	-Potential to enhance social connectivity -Limited potential to increase local active travel use to and from station -Potential to support economic viability of establishing further local facilities
ORC6: Grade Separation of Didcot East Rail Junction	Sub-National	IF2: Transport	1	1	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	3	-Some potential to enhance social connectivity through increased rail frequency -Limited potential to increase local active travel use to and from station
ORC7: Didcot Parkway station – additional platform	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	2	-Some potential to enhance social connectivity through increased rail frequency -Limited potential to increase local active travel use to and from station
ORC8: Didcot Goods Line upgrade & line extension to Milton Junction	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	2	-Some potential to enhance social connectivity through increased rail frequency -Limited potential to increase local active travel use to and from station
ORC9: Wolvercote Rail Junction Capacity Upgrades	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	2	-Some potential to enhance social connectivity through increased rail frequency -Limited potential to increase local active travel use to and from station
ORC11: Hanborough Station additional platform including Cotswolds line capacity upgrades	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	2	-Some potential to enhance social connectivity through increased rail frequency -Limited potential to increase local active travel use to and from station
ORC13: New Rail Station at Grove	Oxfordshire County-Wide	IF2: Transport	1	1	0	0	0	0	0	0	0	0	0	2	2	0	2	1	1	1	4	-Some potential to enhance social connectivity through increased rail frequency -Limited potential to increase local active travel use to and from station -Potential to support economic viability of establishing local facilities
ORC14: Grove – rail line loop extension and additional crossovers	Oxfordshire County-Wide	IF2: Transport	1	1	0	0	0	0	0	0	0	0	0	2	2	0	2	1	1	1	4	-Some potential to enhance social connectivity through increased rail frequency -Limited potential to increase local active travel use to and from station
ORC15: Oxford North Rail Junction – additional line bypassing junction on Up side	Oxfordshire County-Wide	IF2: Transport	1	1	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	3	-Some potential to enhance social connectivity through increased rail frequency -Limited potential to increase local active travel use to and from station -Potential to support economic viability of establishing local facilities
ORC16: Oxford Canal Rail Junction – crossover between Up and Down Blechley Lines	Oxfordshire County-Wide	IF2: Transport	1	1	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	3	-Some potential to enhance social connectivity through increased rail frequency -Limited potential to increase local active travel use to and from station

Scheme	Spatial Impact	Infrastructure Type	Place-Shaping																		TOTAL	Brief Scoring Justification		
			S1A	S1 MAX	S2A	S2B	S2C	S2D	S2E	S2 MAX	S3A	S3B	S3 MAX	S4A	S4B	S4C	S4 MAX	S5A	S5B	S5 MAX				
ORC17: New Rail Station at Begbroke	Oxfordshire County-Wide	IF2: Transport	1	1	0	0	0	0	0	0	0	0	0	0	2	2	0	2	1	1	1	4	-Some potential to enhance social connectivity through increased rail frequency -Limited potential to increase local active travel use to and from station -Potential to support economic viability of establishing local facilities	
ORC18: Didcot North Junction – third rail line north of junction	Oxfordshire County-Wide	IF2: Transport	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	3	-Some potential to enhance social connectivity through increased rail frequency -Limited potential to increase local active travel use to and from station	
OLCWIP1: Canal Path Walking and Cycling Improvements	Cross-District	IF2: Transport	0	0	0	0	1	0	0	1	0	0	0	1	1	0	1	1	1	1	1	3	-Minor impact on casualty reduction given off-road nature of route. -Limited potential to induce increased cycling due to recreational nature of route.	
OLCWIP2: Walton Street Active Travel Improvements	1. Oxford City	IF2: Transport	0	0	0	0	1	1	0	1	0	0	0	0	1	0	1	1	1	1	1	3	-Potential to support localised increase in active travel mode share, however, limited due to small nature of scheme. Also scheme is a quietway rather than a direct route. -Collision review indicates minor impact on reducing KSIs	
OLCWIP3: Woodstock Road Active Travel Improvements	Cross-District	IF2: Transport	0	0	0	0	2	1	0	2	0	0	0	0	1	1	1	3	3	3	3	6	-Route has a relatively high number of serious / fatal collisions involving people cycling -Route would serve growth areas with notable potential for modal shift for journeys to Oxford	
OLCWIP5: North Oxford Path	1. Oxford City	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	1	1	2	-Negligible impact on casualty reduction given off-road nature of route. -Limited potential to induce increased cycling due to recreational nature of route.	
OLCWIP6: Marston Active Travel Improvements	1. Oxford City	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2	2	2	3	-Negligible impact on casualty reduction given off-road nature of route. -Limited potential to induce increased cycling due to quiet route	
OLCWIP8: Northway & Barton Active Travel Improvements	1. Oxford City	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	1	1	2	-Negligible impact on casualty reduction given off-road nature of route. -Limited potential to induce increased cycling due to quiet route	
OLCWIP9: Headington Path	1. Oxford City	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	1	1	2	-Negligible impact on casualty reduction given off-road nature of route. -Limited potential to induce increased cycling due to quiet route	
OLCWIP10: Headington Active Travel Improvements	1. Oxford City	IF2: Transport	1	1	0	0	1	0	0	1	0	0	0	0	1	0	1	3	3	3	3	6	-Potential to support increase in large active travel mode share -Collision review indicates likely to be low - moderate impact on reducing KSIs involving people cycling -Potential to support establishment of local facilities	
OLCWIP12: Old Road Active Travel Improvement	1. Oxford City	IF2: Transport	1	1	0	0	2	0	0	2	0	0	0	0	1	0	1	2	2	2	2	6	-Potential to support moderate increase in active travel mode share -Collision review indicates likely to be moderate - moderate impact on reducing KSIs involving people cycling	
OLCWIP13: Barracks Lane and Horspath Active Travel Improvement	Cross-District	IF2: Transport	0	0	0	0	1	0	0	1	0	0	0	0	1	0	1	2	2	2	2	4	-Potential to support moderate increase in active travel mode share -Collision review indicates likely to be low impact on reducing KSIs involving people cycling	
OLCWIP15: Blackbird Leys Active Travel Improvements	1. Oxford City	IF2: Transport	0	0	0	0	1	0	0	1	0	0	0	0	1	0	1	2	2	2	2	4	-Potential to support moderate increase in active travel mode share -Collision review indicates likely to be low impact on reducing KSIs involving people cycling	
OLCWIP16: Littlemore Active Travel Improvements	1. Oxford City	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2	2	2	3	-Potential to support moderate increase in active travel mode share -Collision review indicates no impact on reducing KSIs involving people cycling	
OLCWIP18: Rose Hill Active Travel Improvements	1. Oxford City	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	1	1	2	-Negligible impact on casualty reduction given off-road nature of route. -Limited potential to induce increased cycling due to quiet route	
OLCWIP21: South Oxford Path Walking and Cycling Improvements	Cross-District	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	1	1	2	-Negligible impact on casualty reduction given off-road nature of route. -Limited potential to induce increased cycling due to quiet route	
OLCWIP25: Botley Rd Walking and Cycling Improvements	Cross-District	IF2: Transport	0	0	0	0	1	0	0	1	0	0	0	0	1	0	1	2	2	2	2	4	-Potential to support notable increase in active travel mode share -Collision review indicate moderate impact on reducing KSIs involving people cycling	
OLCWIP28: Oxford Ring Road Active Travel Improvements	Oxford City Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	1	1	2	-Negligible impact on casualty reduction -Limited potential to induce increased cycling due to orbital nature	
OLCWIP29: City Centre Active Travel Improvements	1. Oxford City	IF2: Transport	1	1	0	1	1	0	0	1	0	0	0	0	2	0	2	1	1	1	1	5	-Potential to create places for the community to meet. -Localised benefits for community & road safety -Potential for a minor impact to connect communities	
OLCWIP30: Jackdaw River Bridge	1. Oxford City	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	1	1	2	-Negligible impact on casualty reduction	
OLCWIP31: Low Traffic Neighbourhoods	Oxford City Wide	IF2: Transport	0	0	0	0	1	0	0	1	0	0	0	1	1	0	1	1	2	2	2	4	-Removal/reduction of traffic in residential areas reduces potential vehicular conflict with pedestrians -Potential to support localised mode shift to active modes	
OLCWIP32: Signing and parking Active Travel Improvements	Oxford City Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	-Potential for minor benefit on active travel mode share by improving convenience

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			S1A	S1 MAX	S2A	S2B	S2C	S2D	S2E	S2 MAX	S3A	S3B	S3 MAX	S4A	S4B	S4C	S4 MAX	S5A	S5B			S5 MAX
VoWH22: A34 Bus Priority Phase 2 - bus lane between Lodge Hill-Hinksey Hill & Lodge Hill Park and Ride	Cross-District	IF2: Transport	1	1	0	0	0	0	0	0	0	0	0	2	2	0	2	1	1	1	4	-Potential to support establishment of local facilities -Potential to reduce isolation of rural communities in South Oxfordshire and Vale of White Horse; particularly older people -Potential to support incidental active travel use as part of wider public transport journeys
VoWH25: Signalised Junction Improvements at the A420 / Coxwell Road Junction	16. Faringdon & Shrivenham	IF2: Transport	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	-Potential to reduce collision rate at junction by removing conflicts which currently exist. Note that there have been several KSIs in proximity
VoWH26: Access improvements to the A4185 at Harwell Campus	7. Didcot & Wallingford	IF2: Transport	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	-Potential to reduce collision rate at junction by removing conflicts which currently exist. Note that there have been several KSIs in proximity
VoWH41: Grove Northern Link Road Missing Link	8. Wantage & Grove	IF2: Transport	1	1	0	0	1	1	0	1	0	0	0	1	1	0	1	1	1	1	4	-Potential to support provision of additional local services -Provision of active travel facilities has the potential to support limited modal shift to active modes -Potential minor road safety benefits in Grove for active travel through traffic displacement
VoWH50: Marcham Bypass and Frilford Junction	2. Abingdon & Surrounds	IF2: Transport	1	1	0	0	1	1	0	1	0	0	0	1	1	0	1	1	1	1	4	-Potential to support provision of additional local services -Provision of active travel facilities has the potential to support limited modal shift to active modes -Potential road safety benefits in Marcham by reducing potential for conflict with pedestrians in town centre. 1 serious accident involving a pedestrian occurred in last five years
VOWH51: Milton Heights Pedestrian and Cycle Bridge	7. Didcot & Wallingford	IF2: Transport	1	1	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	3	-This would involve upgrading of the existing walking and cycling route avoiding the roundabout so impact likely to be limited. -Potential to support some very localised mode shift to active modes. -Potential to support more direct journeys by active modes to access key services -No collisions involving pedestrians or cyclists in surrounding area
VOWH52: Shippon & Abingdon Pedestrian and Cycle Bridge	2. Abingdon & Surrounds	IF2: Transport	1	1	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	3	-This would involve upgrading of the existing walking and cycling route avoiding the roundabout so impact likely to be limited. -Potential to support some very localised mode shift to active modes. -Potential to support more direct journeys by active modes to access key services -No collisions involving pedestrians or cyclists in surrounding area
VOWH53: Barrow Road / unamed road (to Gozards Ford) junction upgrade	2. Abingdon & Surrounds	IF2: Transport	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	-Potential to reduce collision rate at junction by removing conflicts which currently exist. Note that there have been several KSIs (including one fatality) in proximity
VOWH54: Unnamed road (to Gozards Ford)/A415 junction upgrade	2. Abingdon & Surrounds	IF2: Transport	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	-Potential to reduce collision rate at junction by removing conflicts which currently exist. Note that there have been several KSIs in proximity
VOWH55: Long Tow/Wootton Road junction upgrade	2. Abingdon & Surrounds	IF2: Transport	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	-Potential to reduce collision rate at junction by removing conflicts which currently exist. Note that there have been several KSIs in proximity
VOWH56: A415/A420 link road	2. Abingdon & Surrounds	IF2: Transport	1	1	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	2	-Neutral impact on collisions - roundabouts on A420 and A415 may increase conflict potential
VoWH57: Steventon Signalised Junction and A4130 Widening (West of Milton Interchange)	7. Didcot & Wallingford	IF2: Transport	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2	-Potential to improve road safety at junction for people walking and cycling given limited provision currently available -Potential to induce some localised mode shift for journeys in the area
VoWH58: Rowstock Roundabout Improvement	7. Didcot & Wallingford	IF2: Transport	0	0	0	0	2	0	1	2	0	0	0	1	1	0	1	1	0	1	4	-Potential to improve road safety at junction for people walking and cycling given limited provision currently available. Ksi at roundabout involving a cyclist recently -Potential to induce some localised mode shift for journeys in the area
VoWH59: A34 Lodge Hill Interchange Upgrade including South Facing Slips	Vale of White Horse District-Wide	IF2: Transport	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1	1	2	-Potential for minor benefit for active modes by removing traffic from Abingdon
SO21: Science Vale Active Travel Network	Cross-District	IF2: Transport	1	1	0	0	2	1	0	2	0	0	0	2	2	1	2	3	3	3	8	-Potential to support provision of additional local services -Potential to reduce collisions involving people cycling. Current surrounding road network (e.g. B4017 and A417) have several KSIs in area involving people walking and cycling -Potential to enhance community cohesion and reduce severance barrier caused by A34. -Scale of scheme means there is potential for notable modal shift - particularly for commuting trips to Harwell Campus
SO23: Cycle Connection between Berinsfield/Culham to Oxford via the Roman Road Bridleway	Cross-District	IF2: Transport	1	1	0	0	2	1	0	2	0	0	0	2	2	1	2	3	3	3	8	-Potential to support provision and improve accessibility of additional local services -Potential to reduce collisions involving people cycling. A4074 has several KSIs involving people cycling -Potential to enhance community cohesion along A4074 -Scale of scheme means there is potential for notable modal shift - particularly for commuting trips to south Oxford
SO24: Improvements to cycle routes to rail stations	South Oxfordshire District-Wide	IF2: Transport	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1	1	2	-Potential for minor benefits in reducing conflicts with people cycling to station -Potential to support increased mode share as part of wider public transport journeys
SO26: Benson to Wallingford cycle route minor improvements	South Oxfordshire District-Wide	IF2: Transport	1	1	0	0	1	0	0	1	0	0	0	1	1	0	1	2	2	2	5	-Potential to have beneficial impact on KSI rate on A4074 involving people cycling. 1 KSI occurred on A4074 in last 5 years. -Potential to support establishment of local services -Potential to support mode shift to active modes, albeit limited due to minor nature of scheme

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			S1A	S1 MAX	S2A	S2B	S2C	S2D	S2E	S2 MAX	S3A	S3B	S3 MAX	S4A	S4B	S4C	S4 MAX	S5A	S5B			S5 MAX
SO27: Didcot Town Cycle Improvements	7. Didcot & Wallingford	IF2: Transport	1	1	0	0	1	0	0	1	0	0	0	1	1	0	1	2	2	2	5	-Potential for road safety benefits in Didcot by reducing conflicts for people cycling. There are 3 KSIs involving people cycling in Didcot -Potential to support modal shift to active modes in Didcot. Current active travel mode share in Didcot relatively low compared to other OxiS towns
SO28: Garden Line Cycle Improvements	7. Didcot & Wallingford	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	2	-Potential to improve access to green space for people cycling and improve community cohesion -Potential to support mode shift albeit likely to be more of a recreational route -Negligible impact on safety
SO29: Premium cycle route between Didcot, Crowmarsh Gifford and Wallingford	7. Didcot & Wallingford	IF2: Transport	1	1	0	0	0	0	0	0	0	0	0	1	2	0	2	3	3	3	6	-Negligible impact on road safety given current corridor has no KSIs -Potential to support establishment of local services and amenities -Potential to support notable mode shift to active modes for journeys between Didcot and Wallingford. Current active travel mode share in Didcot is relatively low
SO30: Thame to Haddenham cycle route	Cross-County	IF2: Transport	1	1	0	0	1	0	0	1	0	0	0	1	2	0	2	3	3	3	7	-Potential to reduce KSIs in Thame involving people cycling - there is 1 KSI in the town involving a cyclist
SO31: Didcot Parkway interchange cycling improvements	7. Didcot & Wallingford	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	-Potential to support minor mode shift for active modes to station
SO40: Strategic Rapid Transit Park and Ride & Bus Priority Improvements on A4074 corridor	Cross-District	IF2: Transport	1	1	0	0	0	0	0	0	0	0	0	2	2	0	2	0	1	1	4	-Potential to support establishment of local facilities -Potential to reduce isolation of rural communities in South Oxfordshire;
SO45: Culham Railway Station Enhancements	South Oxfordshire District-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	1	2	-Potential for minor enhancement in community integration -Potential for minor increase in active travel use as part of wider rail journeys
SO48: A4074 Golden Balls Roundabout Improvement and B4015 Widening	South Oxfordshire District-Wide	IF2: Transport	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	-Potential to reduce KSIs on B4015 approach to roundabout
SO53: A40 Link Road through Bayswater Brook from the A40 at Marsh Lane interchange to east of Sandhills	Cross-District	IF2: Transport	1	1	0	0	1	0	0	1	0	0	0	1	1	0	1	0	0	0	3	-Potential to enhance accessibility of local services
SO62: New access on to A4074 from Berinsfield allocation	10. Berinsfield	IF2: Transport	1	1	0	0	1	0	0	1	0	0	0	1	1	0	1	0	0	0	3	-Potential to enhance accessibility of local services -Potential for minor beneficial impact on road safety - several KSIs on A4074 corridor in vicinity of alternative junction
SO64: Berinsfield Roundabout (A4074 / A415) Junction Upgrade	10. Berinsfield	IF2: Transport	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	1	0	1	2	-Potential to improve road safety at junction, however, currently low KSIs at roundabout -Potential for minor benefit for active mode share (assuming facilities upgraded)
SO65: Stadhampton & Chiselhampton Bypass: Associated with Chalgrove connecting with the B480	11. Chalgrove	IF2: Transport	1	1	0	0	1	0	0	1	0	0	0	1	1	0	1	1	1	1	4	-Potential to enhance accessibility of local services and reduce isolation for surrounding rural communities -Potential to reduce conflict in towns, however, limited number of KSIs in villages at present -Potential to improve conditions for active modes in villages
SO66: Cuxham Bypass connecting with the B480	11. Chalgrove	IF2: Transport	1	1	0	0	1	0	0	1	0	0	0	1	1	0	1	1	1	1	4	-Potential to enhance accessibility of local services and reduce isolation for surrounding rural communities -Potential to reduce conflict in towns, however, limited number of KSIs in village at present -Potential to improve conditions for active modes in village
SO69: New and upgraded cycling connections to Oxford, Berinsfield & Watlington via B480 and Burcot Lane / Dorchester Road / Stadhampton Road	Cross-District	IF2: Transport	1	1	0	0	2	1	0	2	0	0	0	2	2	1	2	3	3	3	8	-Potential to support provision and improve accessibility of additional local services -Potential to reduce collisions involving people cycling. B480 has several KSIs involving people cycling -Potential to enhance community cohesion along B480 -Scale of scheme means there is potential for notable modal shift - particularly for commuting trips to south Oxford
SO74: B480 Gateway Scheme including cycle lane improvements and bus priority measures	Cross-District	IF2: Transport	0	0	0	0	1	0	0	1	0	0	0	2	2	0	2	1	2	2	5	-Potential to support establishment of local facilities -Potential to reduce isolation of rural communities in South Oxfordshire; particularly older people -Potential to support incidental active travel use as part of wider public transport journeys
SO75: Pedestrian and Cycle Bridge over A40 Northern Bypass	Cross-District	IF2: Transport	2	2	0	0	1	1	0	1	0	0	0	1	1	0	1	1	1	1	5	-Potential to enhance accessibility of local services and reduce isolation/severance caused by A40 in Bayswater Brook -Potential to support some localised mode shift to active modes. -A40 has several KSIs involving pedestrians
SO76: Central Didcot Corridor Improvement Scheme	7. Didcot & Wallingford	IF2: Transport	1	1	0	0	2	0	0	2	0	0	0	2	2	0	2	3	3	3	8	-Potential for road safety benefits in Didcot by reducing conflicts for people cycling. There are 3 KSIs involving people cycling in Didcot -Potential to support modal shift to active modes in Didcot. Current active travel mode share in Didcot relatively low compared to other OxiS towns
SO83: Didcot Northern Perimeter Road Phase 3	7. Didcot & Wallingford	IF2: Transport	1	1	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	3	-Potential to enhance accessibility of local services and reduce isolation for surrounding rural communities -Potential to support increased active travel from facilities

Scheme	Spatial Impact	Infrastructure Type	Place-Shaping																	TOTAL	Brief Scoring Justification	
			S1A	S1 MAX	S2A	S2B	S2C	S2D	S2E	S2 MAX	S3A	S3B	S3 MAX	S4A	S4B	S4C	S4 MAX	S5A	S5B			S5 MAX
SO88: Town-wide Controlled Parking Zone in Didcot	7. Didcot & Wallingford	IF2: Transport	0	0	0	0	1	1	0	1	0	0	0	0	0	0	2	2	2	3	-Potential to induce modal shift to sustainable modes -Reduction in traffic and indiscriminate parking has potential positive impact on improving general road safety.	
WO16: Pedestrian Cycle Improvements from Curbridge Road along Thorney Leys to Station Lane employment	9. Witney	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	2	-Potential to support increased active travel to employment sites	
WO37: Bablock Hythe Crossing of River Thames	West Oxfordshire District-Wide	IF2: Transport	2	2	0	0	1	0	0	1	0	0	0	2	2	0	2	1	1	1	6	within a high area of deprivation in relation to accessing services. -Potential to enhance road safety for people cycling by avoiding lengthy diversion route -Potential to support localised active travel journeys towards Cumnor
WO52: Witney to Carterton Cycleway	West Oxfordshire District-Wide	IF2: Transport	1	1	0	0	1	0	0	1	0	0	0	1	2	0	2	3	3	3	7	-Potential to reduce KSIs on current on-road road involving cyclists -Potential to promote modal shift to active modes for journeys between Witney and Carterton
WO55: Cycle Route from Eynsham - Oxford on B4044	Cross-District	IF2: Transport	1	1	0	0	3	0	0	3	0	0	0	1	2	0	2	3	3	3	9	-Potential to reduce KSIs on current on-road road involving cyclists. The B4044 has a relatively high number of KSIs involving cyclists -Potential to promote modal shift to active modes for journeys between Eynsham and Oxford
WO57: Footpath / cycleway connecting Hanborough through Bladon to Woodstock	West Oxfordshire District-Wide	IF2: Transport	1	1	0	0	1	0	0	1	0	0	0	1	1	0	1	2	2	2	5	-Potential to reduce KSIs on current on-road road involving cyclists. Some KSIs in Hanborough and on approach to Woodstock involve people cycling -Potential to promote localised modal shift to active modes for journeys between Woodstock and Hanborough
WO58: East Witney Active Travel Package	9. Witney	IF2: Transport	0	0	0	0	1	0	0	1	0	0	0	0	1	0	1	1	1	1	3	-Localised nature of package means there is some limited potential to promote modal shift for localised journeys
WO59: Cycle Route between Eynsham and Hanborough Station and other brideway upgrades	12. Eynsham & Long Hanborough	IF2: Transport	1	1	0	0	1	0	0	1	0	0	0	1	2	1	2	1	2	2	6	-Potential to promote modal shift for journeys made to Hanborough Station from Garden Village -Potential to enhance road safety there are some KSIs involving cyclists on the A44
WO60: Saltcross Garden Village crossings of A40	12. Eynsham & Long Hanborough	IF2: Transport	1	1	0	0	1	0	0	1	0	0	0	1	1	0	1	1	1	1	4	-Potential to enhance connectivity to local services in Eynsham -Potential to reduce KSIs involving active modes crossing A40. 2 KSIs recorded here -Potential to promote localised mode shift for journeys between garden village and Eynsham
WO78: Shores Green Slip Roads on A40	9. Witney	IF2: Transport	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	1	2	-Potential for minor benefit for active modes by removing traffic from Witney town centre	
WO79: Improvements to Bridge Street & Staple Hall Junctions including public realm and traffic management	9. Witney	IF2: Transport	0	0	1	1	1	0	0	1	0	0	0	2	2	1	2	1	1	1	4	-Public realm improvements may improve localised perception of safety and provide a space for the local community to meet -Traffic management measures have the potential to reduce KSIs involving active modes in vicinity
WO80: Improvements to Oxford Hill/Cogges Hill Road/Jubilee Way junction	9. Witney	IF2: Transport	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	1	-May reduce conflicts at junction
WO81: Re-designating the A4095 via Jubilee Way, Oxford Hill, A40 at Shores Green to Ducklington Lane and Thorney Leys.	9. Witney	IF2: Transport	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	-May result in some traffic avoiding Witney town centre which may have a positive impact for active modes.
WO84: Improve access by road to Carterton including upgrade of B4477 and West facing slips at A40/B4477	West Oxfordshire District-Wide	IF2: Transport	1	1	0	0	1	1	0	1	0	0	0	1	1	0	1	0	0	0	3	-Potential to enhance road safety on B477 which has several KSIs -Potential to reduce traffic routing through Carterton by providing direct link to A40
WO85: Remove Primary Route Status from A44 and implement weight restrictions in town centre	6. Chipping Norton	IF2: Transport	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	1	2	-Potential to enhance conditions for active modes in Chipping Norton	
WO86: Provision of additional off street public car parking spaces	9. Witney	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Negligible impact
C16: Market Square Walking and Cycling Improvements	4. Bicester	IF2: Transport	0	0	0	0	1	0	0	1	0	0	0	2	2	0	2	1	2	2	5	-Potential to promote localised mode shift -Public realm improvements would create a place for the community to meet.
C17: Banbury Road walking and cycling improvements	4. Bicester	IF2: Transport	1	1	0	0	0	1	0	1	0	0	0	1	2	0	2	2	2	2	6	-Potential to promote mode shift for journeys into Bicester town centre
C18: Buckingham Road walking and cycling improvements	4. Bicester	IF2: Transport	1	1	0	0	0	1	0	1	0	0	0	1	2	0	2	2	2	2	6	-Potential to promote mode shift for journeys into Bicester town centre
C41: Pedestrianisation of part of Kidlington High Street	14. South Cherwell Area & Woodstock	IF2: Transport	0	0	0	1	1	0	0	1	0	0	0	2	2	1	2	1	2	2	5	-Removing vehicles from High Street has potential to create a place where people can meet as well as promote localised mode shift for journeys

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			S1A	S1 MAX	S2A	S2B	S2C	S2D	S2E	S2 MAX	S3A	S3B	S3 MAX	S4A	S4B	S4C	S4 MAX	S5A	S5B			S5 MAX
C47: Public realm improvements on the A4260 between Benmead Road & Yarnton Road	14. South Cherwell Area & Woodstock	IF2: Transport	0	0	0	1	1	0	0	1	0	0	0	1	1	0	1	1	2	2	4	-Lower speed environment would have safety benefits for active modes -Public realm improvements may improve people's perception of safety
C50: Sandy Lane – pedestrian and cycle new link over railway	14. South Cherwell Area & Woodstock	IF2: Transport	2	2	0	0	1	1	0	1	0	0	0	1	1	0	1	1	1	1	5	-Would remove conflict at level crossing for active travel journeys -Potential to enhance connectivity to local services in Kidlington from proposed growth sites
C58: Upgrade existing footbridge over the railway linking to Northern Gateway	14. South Cherwell Area & Woodstock	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	2	-Minor beneficial impact for mode shift given provision of accessible facilities.
C62: Cycle and pedestrian improvements along Langford Lane	14. South Cherwell Area & Woodstock	IF2: Transport	2	2	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	4	-Potential to enhance connectivity of local services as well as promote localised mode shift
C69: Improvements to A41 gateway corridor to Bicester including bus priority measures	Cherwell District-Wide	IF2: Transport	1	1	0	0	0	0	0	0	0	0	0	2	2	0	2	1	1	1	4	-Potential for induced active travel -Potential for reduced loneliness as a result of enhancing bus connectivity from Bicester
C72: Rejuvenating or Relocating Banbury Bus Station to provide enhanced capacity	3. Banbury	IF2: Transport	1	1	0	0	0	0	0	0	0	0	0	1	2	0	2	1	1	1	4	-Potential for induced active travel -Potential for reduced loneliness as a result of enhancing bus connectivity from Banbury
C83: P&R at London Oxford Airport (approx. 1,100 Spaces)	Cross-District	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	2	-Traffic reduction may result in lower number of KSI collisions on A420, A44 and at the Kidlington Roundabout which have a high collision rate.
C84: Bus priority and bus stop improvements along the A4260 / A4165	14. South Cherwell Area & Woodstock	IF2: Transport	1	1	0	0	0	0	0	0	0	0	0	2	2	0	2	1	1	1	4	-Potential for increased public transport accessibility to key services -Potential for reduced loneliness due to enhanced connectivity by bus to wider towns in Oxfordshire
C86: Junction improvements facilitating cross-corridor bus movements A44 to / from A4260	Cross-District	IF2: Transport	1	1	0	0	0	0	0	0	0	0	0	2	2	0	2	1	1	1	4	-Potential for increased public transport accessibility to key services -Potential for reduced loneliness due to enhanced connectivity by bus to wider towns in Oxfordshire - particularly Oxford -Traffic reduction may result in lower number of KSI collisions on A44 and at the Bladon & Peartree Roundabouts which have a higher collision rate.
C87: Bus priority improvements on the A44 between Langford Lane and Bladon Roundabout	Cross-District	IF2: Transport	1	1	0	0	0	0	0	0	0	0	0	2	2	0	2	1	1	1	4	-Potential for increased public transport accessibility to key services -Potential for reduced loneliness due to enhanced connectivity by bus to wider towns in Oxfordshire
C89: Expansion of Oxford Parkway P&R (approx. 1,000 spaces)	14. South Cherwell Area & Woodstock	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	2	-Traffic reduction may result in lower number of KSI collisions on A420, the Kidlington Roundabout and A420 / A40 roundabout which have a high collision rate. -Potential increased active travel for onward journeys to and from the P&R
C96: Re-designing Banbury Station forecourt to improve multi-modal interchange	3. Banbury	IF2: Transport	1	1	0	1	1	0	0	1	0	0	0	2	2	0	2	1	1	1	5	-Potential for induced active travel -Potential for reduced loneliness as a result of enhancing bus connectivity from Banbury -Public realm creates a place for the community to meet and wider potential to have a minor impact on perception of people's safety
C100: London Road level crossing - solution for closure	4. Bicester	IF2: Transport	2	2	0	0	1	0	0	1	0	0	0	2	2	0	2	0	0	0	5	Potential for increased community connectivity by removing severance barrier
C102: Bicester Eastern Corridor highway capacity improvements	4. Bicester	IF2: Transport	0	0	0	0	1	1	0	1	0	0	0	-1	-1	N/A	-1	0	0	0	0	-Upgrade to a modern road standard may have a minor beneficial impact on road safety -Potential for increased community severance to proposed growth sites on east side of road
C103: Charbridge Lane Additional Capacity of new bridge to Gavray Drive	4. Bicester	IF2: Transport	0	0	0	0	1	1	0	1	0	0	0	-1	-1	N/A	-1	0	0	0	0	-Upgrade to a modern road standard may have a minor beneficial impact on road safety -Potential for increased community severance to proposed growth sites on east side of road
C104: Bicester south east perimeter road	4. Bicester	IF2: Transport	0	0	0	0	2	1	0	2	0	0	0	-1	-1	N/A	-1	1	1	1	2	-Road likely to reduce high number of KSIs on A41 involving people walking and cycling -May increase community severance - particularly to employment sites
C109: Bicester A4095 Realignment Scheme	4. Bicester	IF2: Transport	0	0	0	0	1	1	0	1	0	0	0	-1	-1	N/A	-1	0	0	0	0	-Road likely to reduce KSIs on approach to junction with Howes Lane -May increase community severance - particularly to eco-town
C114: Improving capacity & bus priority of Cherwell Street/ A4620 Windsor Street corridor	3. Banbury	IF2: Transport	0	0	0	0	1	1	0	1	0	0	0	1	1	N/A	1	1	1	1	3	-Potential for scheme to reduce KSIs - particularly those involving active modes on the A4260. -Potential for scheme to reduce community severance by enhancing active travel connections
C117: East-west strategic movements: Hennef Way corridor A422 Improvements	3. Banbury	IF2: Transport	0	0	0	0	1	1	0	1	0	0	0	1	1	N/A	1	1	1	1	3	-Potential for scheme to improve safety - particularly for cyclists at Hennef Way / Ermont Way junction. -Potential of new crossings to reduce community severance
C118: East-west strategic movements: Warwick Road Corridor Improvements	3. Banbury	IF2: Transport	0	0	0	0	1	1	0	1	0	0	0	0	0	N/A	0	0	0	0	1	-Potential for upgraded scheme to reduce KSIs on A422
C120: Review of Banbury Town Centre traffic circulation	3. Banbury	IF2: Transport	0	0	0	0	1	0	0	1	0	0	0	0	0	N/A	0	1	1	1	2	-Potential to enhance safety for active modes assuming scheme removes traffic from minor side roads
C125: M40 Junction 10 Capacity Improvements	Cherwell District-Wide	IF2: Transport	0	0	0	0	2	2	0	2	0	0	0	0	0	N/A	0	0	0	0	2	-Potential to ensure continued operational safety on M40 mainline corridor
C126: Central corridor: Kings End and Queens Avenue through to Field Street	4. Bicester	IF2: Transport	1	1	0	0	1	1	0	1	0	0	0	2	2	1	2	1	1	1	5	-Public realm enhancements may increase opportunities for social cohesion and reduce community severance.
C131: Access to Banbury North (New M40 Slips)	Cherwell District-Wide	IF2: Transport	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	1	-Potential to reduce KSIs on Hennef Way
C132: Banbury South East Link Road east of M40 J11	3. Banbury	IF2: Transport	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	1	-Potential to reduce KSIs on Hennef Way and on Ermont Way

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			S1A	S1 MAX	S2A	S2B	S2C	S2D	S2E	S2 MAX	S3A	S3B	S3 MAX	S4A	S4B	S4C	S4 MAX	S5A	S5B			S5 MAX
OC4: Cycle Hire Stations	Oxford City Wide	IF2: Transport	1	1	0	0	0	0	0	0	0	0	0	1	2	0	2	2	2	2	5	-Limited potential to influence safety -Potential to enhance community connectivity across Oxford -Potential to promote modal shift to active modes
OC6: Emergency Active Travel Schemes	Oxford City Wide	IF2: Transport	1	1	0	0	2	0	0	2	0	0	0	1	2	0	2	2	2	2	7	-Potential to reduce occurrence of people using active travel modes involved in KSIs -Potential to promote modal shift to active modes
OC8: Broad Street Part Pedestrianisation and Public Realm Improvements	1. Oxford City	IF2: Transport	0	0	1	2	2	0	0	2	0	0	0	2	2	0	2	2	2	2	6	-Potential to create an inclusive public realm to promote community cohesion -Potential to reduce incidence of pedestrians involved in KSIs on Broad Street -Potential to enhance community safety perception as a result of enhanced public realm
OC24: Abingdon Road Corridor Improvements	Cross-District	IF2: Transport	0	0	0	0	2	0	0	2	0	0	0	1	0	1	2	2	2	5	-Potential to support notable increase in active travel mode share -Collision review indicate moderate - high impact on reducing KSIs involving people cycling	
OC25: B4495 Corridor Improvements (Hollow Way/ Between Towns Road/ Donnington Bridge)	1. Oxford City	IF2: Transport	0	0	0	0	1	0	0	1	0	0	0	1	0	1	1	1	1	3	-Low-moderate impact on casualty reduction -Limited potential to induce increased cycling due to orbital nature	
OC26: Banbury Road & Oxford Road Corridor Improvements	Cross-District	IF2: Transport	1	1	0	0	3	0	0	3	0	0	0	1	0	1	2	2	2	7	-Potential to support increase in active travel mode share between Oxford, Kidlington & Woodstock on new direct route. -Collision review indicates likely to be significant impact on reducing KSIs - particularly at Kidlington Roundabout -Potential to support establishment of local facilities	
OC28: Ifley Road Corridor Improvements	1. Oxford City	IF2: Transport	0	0	0	0	2	0	0	2	0	0	0	1	0	1	3	3	3	6	-Potential to support notable increase in active travel mode share -Collision review indicate moderate - high impact on reducing KSIs involving people cycling	
OC29: Cowley Road/ Garsington Road/ Watlington Road Corridor Improvements	1. Oxford City	IF2: Transport	1	1	0	0	2	0	0	2	0	0	0	1	0	1	2	2	2	6	-Potential to support moderate increase in active travel mode share -Collision review indicates likely to be moderate-high impact on reducing KSIs involving people cycling	
OC31: Eastern Bypass A423 / A3133 Kennington to Cowley Bus Priority Improvement Scheme	1. Oxford City	IF2: Transport	1	1	0	0	0	0	1	1	0	0	0	2	2	0	2	1	1	1	5	-Potential to support establishment of local facilities -Potential to support enhanced community connectivity for people travelling by bus -Potential to support incidental active travel use as part of wider public transport journeys
OC32: Northern Bypass corridor improvements between Cutteslowe Roundabout to Mash Lane including bus lanes	1. Oxford City	IF2: Transport	1	1	0	0	0	0	1	1	0	0	0	2	2	0	2	1	1	1	5	-Potential to support establishment of local facilities -Potential to support enhanced community connectivity for people travelling by bus -Potential to support incidental active travel use as part of wider public transport journeys -Potential to support enhanced emergency vehicle access
OC36: Traffic Filters and Supporting Measures	1. Oxford City	IF2: Transport	0	0	0	0	1	0	0	1	0	0	0	1	1	0	1	1	2	2	4	-Removal/reduction of traffic in residential areas reduces potential vehicular conflict with pedestrians -Potential to support localised mode shift to active modes
OC39: Zero Emission Zone (Phase II)	Oxford City Wide	IF2: Transport	1	1	0	0	2	0	0	2	0	0	0	2	0	2	2	2	2	7	-Potential to induce modal shift to active modes -Traffic reduction has a potential positive impact on reducing conflict with active modes and improve community cohesion.	
OC40: Controlled Parking Zones (city-wide)	Oxford City Wide	IF2: Transport	0	0	0	0	1	1	0	1	0	0	0	1	1	0	1	2	2	2	4	-Potential to induce modal shift to sustainable modes -Reduction in traffic and indiscriminate parking has potential positive impact on improving general road safety.
IHUB9: MaaS/CAV: Smart Traffic lights	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	-Potential to improve emergency vehicle response times across County
IHUB10: DRIVEN Project: Updating of ATC to live blackcats	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	-Potential to support improved emergency vehicle response times
IHUB12: Endeavour Project: Parking bay sensors	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Neutral Impact
IHUB13: 5G Heart project: Fibre connectivity to roadside assets	Oxfordshire County-Wide	IF2: Transport	0	0	0	1	1	0	0	1	0	0	0	2	2	0	2	0	0	0	3	-Increased digital connectivity has the potential to reduce loneliness -Applications in driver safety (e.g. autonomous vehicles) has the potential to improve road safety
OCCTA1: A40 Crossing at Collinwood Road	1. Oxford City	IF2: Transport	1	1	0	0	1	1	0	1	0	0	0	2	2	0	2	1	1	1	5	-Potential to reduce conflict for people crossing A40. Current location has several slight collisions involving pedestrians -Potential to reduce community severance from A40 to access local services
OCCP&R1: Park & Ride at Cumnor (1,200 Spaces)	Cross-District	IF2: Transport	0	0	0	0	1	1	0	1	0	0	0	1	1	0	1	1	1	1	3	-Traffic reduction may result in lower number of KSI collisions on Botley Road
OCCP&R2: Park & Ride Extension at Thornhill (465 Spaces)	Oxford City Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	2	-Neutral impact -Some potential to increase active travel use for onward journeys made by bus
BSIP1: County-wide traffic signals upgrade to enable bus priority	Oxfordshire County-Wide	IF2: Transport	1	1	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	3	-Would support integration of communities throughout Oxfordshire through more reliable bus journey times
BSIP2: Barton Waynflete Road Link (One Way Bus Only Road)	1. Oxford City	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	2	-Neutral impact -Some potential to increase active travel use for onward journeys made by bus
BSIP3: A34 Bus Priority Scheme Phase 1 - Hinksey Hill A34 Northbound Exit	Cross-District	IF2: Transport	1	1	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	3	-Neutral impact -Some potential to increase active travel use for onward journeys made by bus

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			S1A	S1 MAX	S2A	S2B	S2C	S2D	S2E	S2 MAX	S3A	S3B	S3 MAX	S4A	S4B	S4C	S4 MAX	S5A	S5B			S5 MAX	
BSIP4: Bus priority improvements at Pear Tree Park & Ride Junction	Cross-District	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	2	-Would support integration of communities throughout Oxfordshire through more reliable bus journey times -Some potential to increase active travel use for onward journeys made by bus
BSIP5: Benson Lane, Crowmarsh Junction bus priority scheme	7. Didcot & Wallingford	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	2	-Would support integration of communities throughout Oxfordshire through more reliable bus journey times -Some potential to increase active travel use for onward journeys made by bus
BSIP6: Horspath Driftway bus priority scheme	1. Oxford City	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	1	2	-Neutral impact -Some potential to increase active travel use for onward journeys made by bus
C112: Car parking routeing and guidance system	3. Banbury	IF2: Transport	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1	1	1	2	-Minor potential for uplift in active travel as a consequence of reduced circulating traffic.
OXG1: Oxford Smaller Scale Active Travel Schemes	1. Oxford City	IF2: Transport	0	0	0	0	1	0	0	1	0	0	0	1	1	0	1	2	2	2	2	4	-Potential to reduce conflict with active modes. -Potential for modal shift to active modes.
WOG1: Witney Walking and Cycling Package of Improvements	9. Witney	IF2: Transport	0	0	0	0	1	0	0	1	0	0	0	1	1	0	1	2	2	2	2	4	-Potential to reduce conflict with active modes. -Potential for modal shift to active modes.
WOG2: Carterton Active Travel Improvement Scheme Package	5. Carterton	IF2: Transport	0	0	0	0	1	0	0	1	0	0	0	1	1	0	1	1	1	1	1	3	-Potential to reduce conflict with active modes. -Potential for modal shift to active modes.
WOG3: Eynsham Active Travel Improvement Package	12. Eynsham & Long Hanborough	IF2: Transport	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1	1	1	2	-Potential to reduce conflict with active modes. -Potential for localised limited modal shift to active modes. -Loneliness levels in Eynsham relatively low - hence neutral impact
CG1: Bicester Active Travel Package	4. Bicester	IF2: Transport	1	1	0	0	1	0	0	1	0	0	0	1	1	1	1	2	2	2	2	5	-Limited potential for modal shift to active modes. -Causeway public realm improvements may have a minor beneficial impact on community cohesion.
WO98: West End Link Road flood storage area on the flood plain of the River Windrush	9. Witney	IF3: Flood Alleviation	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	-Potential indirect benefits to mental health through avoidance of flood events in Witney. -Potential for scheme to enhance accessibility for people walking to green space along the River Windrush
WO99: Flood storage upstream of Hailey Road in Witney	9. Witney	IF3: Flood Alleviation	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	-Potential indirect benefits to mental health through avoidance of flood events in Witney. -Potential for scheme to enhance accessibility for people walking to green space along the River Windrush
WO94: Flood storage upstream and downstream of Crawley	9. Witney	IF3: Flood Alleviation	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	-Potential indirect benefits to mental health through avoidance of flood events in Witney. -Potential for scheme to enhance accessibility for people walking to green space along the River Windrush
VoWH70: Two form-entry primary school at Dalton Barracks	2. Abingdon & Surrounds	IF4: Education	3	3	1	1	0	0	0	1	0	0	0	0	1	0	1	1	1	1	1	6	-Dalton Barracks located in an area with very high IMD rating for remoteness to key services (e.g. education). -Potential for minor long term impact on community safety from early years provision -Potential for more local journeys to be made by active modes to school -Supports local community integration by creating a new place for people to meet
VoWH71: One form entry primary school, East of Kingston Bagpuize	2. Abingdon & Surrounds	IF4: Education	3	3	1	1	0	0	0	1	0	0	0	0	1	0	1	1	1	1	1	6	-East of Kingston Bagpuize located in an area with very high IMD rating for remoteness to key services (e.g. education). -Potential for minor long term impact on community safety from early years provision -Potential for more local journeys in KB to be made by active modes to school -Supports local community integration by creating a new place for people to meet
VoWH72: New Primary School serving NW Grove	8. Wantage & Grove	IF4: Education	3	3	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	1	1	5	-NW Grove located in an area with a moderate-high IMD rating for remoteness to key services (e.g. education).
VoWH74: New Primary School facilities on Land south of Park Road, Faringdon	16. Faringdon & Shrivenham	IF4: Education	2	2	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	1	1	4	-South of Faringdon located in an area with a moderate IMD rating for remoteness to key services (e.g. education). -Potential for more local journeys in Faringdon to be made by active modes to school -Supports local community integration by creating a new place for people to meet
VoWH75: 1FE primary school at North Shrivenham	16. Faringdon & Shrivenham	IF4: Education	2	2	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	1	1	4	-North Shrivenham located in an area with a low-moderate IMD rating for remoteness to key services (e.g. education). -Potential for more local journeys in Shrivenham to be made by active modes to school -Supports local community integration by creating a new place for people to meet
SO102: Primary School capacity increases including at least one new school site to serve Berinsfield	10. Berinsfield	IF4: Education	2	2	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	1	1	4	-Berinsfield located in an area with a low-moderate IMD rating for remoteness to key services (e.g. education). -Potential for more local journeys in Berinsfield to be made by active modes to school -Supports local community integration by creating a new place for people to meet

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			S1A	S1 MAX	S2A	S2B	S2C	S2D	S2E	S2 MAX	S3A	S3B	S3 MAX	S4A	S4B	S4C	S4 MAX	S5A	S5B	S5 MAX		
SO106: Two x 2 Form Entry primary schools at Chalgrove (including early years)	11. Chalgrove	IF4: Education	2	2	1	1	0	0	0	0	1	0	0	0	1	0	1	1	1	1	5	-Chalgrove located in an area with a low-moderate IMD rating for remoteness to key services (e.g. education). -Potential for minor long term impact on community safety from early years provision -Potential for more local journeys to be made by active modes to school -Supports local community integration by creating a new place for people to meet
SO107: Two Two Form Entry primary schools at Culham (including early years)	2. Abingdon & Surrounds	IF4: Education	3	3	1	1	0	0	0	1	0	0	0	1	0	1	1	1	1	1	6	-Culham with a high IMD rating for remoteness to key services (e.g. education). -Potential for minor long term impact on community safety from early years pro -Supports local community integration by creating a new place for people to meet -Potential for more local journeys to be made by active modes to school
SO108: 900 place secondary school at Culham	2. Abingdon & Surrounds	IF4: Education	3	3	0	0	0	0	0	0	1	0	1	0	1	0	1	1	1	1	6	-Culham with a high IMD rating for remoteness to key services (e.g. education). -Potential for increased local participation in arts and cultural activities -Potential for more local journeys to be made by active modes to school -Supports local community integration by creating a new place for people to meet
S109: One new 3-form-entry primary school at Grenoble Road.	13. Grenoble Road & Northfield	IF4: Education	3	3	0	0	0	0	0	0	1	0	1	1	1	0	1	1	1	1	6	-Site located in an area with a low-moderate IMD rating for remoteness to key services (e.g. education). -Potential for increased local participation in arts and cultural activities -Potential for more local journeys to be made by active modes to school -Supports local community integration by creating a new place for people to meet
SO111: New 1.5 FE Primary School at Bayswater Brook site (including early years)	17. Bayswater Brook	IF4: Education	3	3	0	0	0	0	0	0	1	0	1	1	1	0	1	1	1	1	6	-Northfield located in an area with very high levels of deprivation for remoteness to key services (e.g. education). -Potential for increased local participation in arts and cultural activities -Potential for more local journeys to be made by active modes to school -Supports local community integration by creating a new place for people to meet
SO112: Three Form Entry Primary School at Northfield (including early years)	13. Grenoble Road & Northfield	IF4: Education	3	3	0	0	0	0	0	0	1	0	1	1	1	0	1	1	1	1	6	-Northfield located in an area with very high levels of deprivation for remoteness to key services (e.g. education). -Potential for increased local participation in arts and cultural activities -Potential for more local journeys to be made by active modes to school -Supports local community integration by creating a new place for people to meet
SO116: One new consolidated 1,500 place secondary school	11. Chalgrove	IF4: Education	2	2	0	0	0	0	0	0	1	0	1	1	1	0	1	1	1	1	5	-Chalgrove located in an area with a low-moderate IMD rating for remoteness to key services (e.g. education). -Potential for increased local participation in arts and cultural activities -Potential for more local journeys to be made by active modes to school -Supports local community integration by creating a new place for people to meet
SO117: A 1,500 place secondary school at Grenoble Road	13. Grenoble Road & Northfield	IF4: Education	3	3	0	0	0	0	0	0	1	0	1	1	1	0	1	1	1	1	6	-Site located in an area with a low-moderate IMD rating for remoteness to key services (e.g. education). -Potential for increased local participation in arts and cultural activities -Potential for more local journeys to be made by active modes to school -Supports local community integration by creating a new place for people to meet
SO119: Expansion of secondary school capacity by 2fe, potentially at Icknield Community College	South Oxfordshire District-Wide	IF4: Education	2	2	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	1	4	-Watlington located in an area with a moderate IMD rating for remoteness to key services (e.g. education). -Potential for increased local participation in arts and cultural activities -Potential for more local journeys to be made by active modes to school
SO120: One new 8 Form Entry secondary school in Didcot North East	7. Didcot & Wallingford	IF4: Education	2	2	0	0	0	0	0	0	1	0	1	1	1	0	1	1	1	1	5	-Didcot located in an area with a moderate IMD rating for remoteness to key services (e.g. education). -Potential for increased local participation in arts and cultural activities -Potential for more local journeys to be made by active modes to school -Supports local community integration by creating a new place for people to meet
WO105: New 1.5FE Primary School, West Eynsham (including nursery)	12. Eynsham & Long Hanborough	IF4: Education	3	3	0	0	0	0	0	0	1	0	1	1	1	0	1	1	1	1	6	-Located in an area with a high IMD rating for remoteness to key services (e.g. education). -Potential for increased local participation in arts and cultural activities -Potential for more local journeys to be made by active modes to school -Supports local community integration by creating a new place for people to meet

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WO106: 2FE Primary school (including nursery), North Witney	9. Witney	IF4: Education	2	2	0	0	0	0	0	0	0	1	0	1	1	1	0	1	1	1	1	5	-Didcot located in an area with a moderate IMD rating for remoteness to key services (e.g. education). -Potential for increased local participation in arts and cultural activities -Potential for more local journeys to be made by active modes to school -Supports local community integration by creating a new place for people to meet	
WO107: Up to 2 x 2FE Primary schools (including nursery), to serve Saltcross Garden Village	12. Enysham & Long Hanborough	IF4: Education	3	3	0	0	0	0	0	0	0	1	0	1	1	1	0	1	1	1	1	6	-Located in an area with a high IMD rating for remoteness to key services (e.g. education). -Potential for increased local participation in arts and cultural activities -Potential for more local journeys to be made by active modes to school -Supports local community integration by creating a new place for people to meet	
WO108: 2FE Primary school (including nursery), East of Chipping Norton	6. Chipping Norton	IF4: Education	3	3	0	0	0	0	0	0	0	1	0	1	1	1	0	1	1	1	1	6	-Located in an area with a high IMD rating for remoteness to key services (e.g. education). -Potential for increased local participation in arts and cultural activities -Potential for more local journeys to be made by active modes to school -Supports local community integration by creating a new place for people to meet	
WO110: Improvements and capacity increases to existing primary school provision by approximately 1 form entry in Witney and surrounding area.	9. Witney	IF4: Education	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	-Witney located in an area with a low-moderate IMD rating for remoteness to key services (e.g. education). -Potential for more local journeys to be made by active modes to school
WO113: Capacity increases at existing primary schools in Woodstock, Eynsham, Enstone and Stanton Harcourt / Sutton	14. South Cherwell Area & Woodstock	IF4: Education	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	-Witney located in an area with a low IMD rating for remoteness to key services (e.g. education). -Potential for more local journeys to be made by active modes to school
WO114: Secondary school additional provision (Either Expansion of Woodgreen School and/or Henry Box School)	9. Witney	IF4: Education	2	2	0	0	0	0	0	0	0	1	1	1	1	1	0	1	1	1	1	5	-Witney located in an area with a low-moderate IMD rating for remoteness to key services (e.g. education). -Potential for more local journeys to be made by active modes to school -Potential for increased local participation in arts / culture due to on-site facilities -Supports local community integration by creating a new place for people to meet	
WO116: New secondary school or split-site expansion of Bartholomew School	12. Enysham & Long Hanborough	IF4: Education	3	3	0	0	0	0	0	0	0	1	1	1	1	1	0	1	1	1	1	6	-Witney located in an area with a moderate-high IMD rating for remoteness to key services (e.g. education). -Potential for more local journeys to be made by active modes to school -Potential for increased local participation in arts / culture due to possible on-site facilities -Supports local community integration by creating a new place for people to meet	
WO117: Extensions to Marlborough School, Woodstock	14. South Cherwell Area & Woodstock	IF4: Education	3	3	0	0	0	0	0	0	0	1	1	1	0	0	0	0	1	1	1	5	-Woodstock located in an area with a moderate-high IMD rating for remoteness to key services (e.g. education). -Potential for more local journeys to be made by active modes to school -Potential for increased local participation in arts / culture due to possible on-site facilities	
WO118: Expansion of Carterton Community College	5. Carterton	IF4: Education	2	2	0	0	0	0	0	0	0	1	1	1	0	0	0	0	1	1	1	4	-Carterton located in an area with a low-moderate IMD rating for remoteness to key services (e.g. education). -Potential for more local journeys to be made by active modes to school -Potential for increased local participation in arts / culture due to possible on-site facilities	
WO119: New adult learning centre	9. Witney	IF4: Education	2	2	0	0	0	0	0	0	0	0	0	0	1	2	0	2	0	0	0	4	-Witney located in an area with a low-moderate IMD rating for remoteness to key services (e.g. education). -Adult learning centre creates a place for the community to meet.	
C144: Primary School 2 FE (NW Eco Town)	4. Bicester	IF4: Education	3	3	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	5	-Located in an area with a very low IMD rating for remoteness to key services (e.g. education). -Potential for more local journeys to be made by active modes to school -Supports local community integration by creating a new place for people to meet	
C145: Primary School 2 FE (NW Eco Town)	4. Bicester	IF4: Education	3	3	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	5	-Located in an area with a very low IMD rating for remoteness to key services (e.g. education). -Potential for more local journeys to be made by active modes to school -Supports local community integration by creating a new place for people to meet	
C146: Primary School 2 FE (NW Eco Town)	4. Bicester	IF4: Education	3	3	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	5	-Located in an area with a very low IMD rating for remoteness to key services (e.g. education). -Potential for more local journeys to be made by active modes to school -Supports local community integration by creating a new place for people to meet	

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C147: Gagle Brook Primary School Phase 2 (1 FE)	4. Bicester	IF4: Education	3	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	5	-Located in an area with a very low IMD rating for remoteness to key services (e.g. education). -Potential for more local journeys to be made by active modes to school -Supports local community integration by creating a new place for people to meet
C151: 2FE primary school - South of Salt Way	3. Banbury	IF4: Education	2	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	4	-Located in an area with a moderate IMD rating for remoteness to key services (e.g. education). -Potential for more local journeys to be made by active modes to school -Supports local community integration by creating a new place for people to meet
C152: Expansion of Longford Park Primary School from 1.5FE to 2FE	3. Banbury	IF4: Education	2	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	4	-Located in an area with a moderate IMD rating for remoteness to key services (e.g. education). -Potential for more local journeys to be made by active modes to school -Supports local community integration by creating a new place for people to meet
C159: Expansion of Heyford Park School plus equivalent of a new 1 - 1.5 FE primary school	15. Upper Heyford	IF4: Education	3	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	5	-Located in an area with a very low IMD rating for remoteness to key services (e.g. education). -Potential for more local journeys to be made by active modes to school -Supports local community integration by creating a new place for people to meet
C160: Primary School 2FE at Land East of Oxford Road	14. South Cherwell Area & Woodstock	IF4: Education	2	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	4	-Located in an area with a moderate IMD rating for remoteness to key services (e.g. education). -Potential for more local journeys to be made by active modes to school -Supports local community integration by creating a new place for people to meet
C161: Additional permanent accommodation at Edward Field Primary School	14. South Cherwell Area & Woodstock	IF4: Education	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	-Located in an area with a low-moderate IMD rating for remoteness to key services (e.g. education). -Potential for more local journeys to be made by active modes to school
C162: Primary School 3FE at Land East of the A44	14. South Cherwell Area & Woodstock	IF4: Education	2	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	4	-Located in an area with a low-moderate IMD rating for remoteness to key services (e.g. education). -Potential for more local journeys to be made by active modes to school -Supports local community integration by creating a new place for people to meet
C163: Primary School 2FE at Land East of the A44	14. South Cherwell Area & Woodstock	IF4: Education	2	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	4	-Located in an area with a low-moderate IMD rating for remoteness to key services (e.g. education). -Potential for more local journeys to be made by active modes to school -Supports local community integration by creating a new place for people to meet
C164: Enhancements to William Fletcher Primary School including additional playing field land and expansion by 0.5 FE	14. South Cherwell Area & Woodstock	IF4: Education	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	-Located in an area with a low-moderate IMD rating for remoteness to key services (e.g. education). -Potential for more local journeys to be made by active modes to school
C165: Secondary school (1100- place) at Land East of the A44	14. South Cherwell Area & Woodstock	IF4: Education	2	2	0	0	0	0	0	0	0	1	0	1	1	1	0	1	1	1	1	1	5	-Located in an area with a low-moderate IMD rating for remoteness to key services (e.g. education). -Potential for more local journeys to be made by active modes to school -Supports local community integration by creating a new place for people to meet
C166: New secondary school provision in North West Bicester including shared use cultural facilities	4. Bicester	IF4: Education	3	3	0	0	0	0	0	0	0	1	0	1	1	1	0	1	1	1	1	1	6	-Located in an area with a high IMD rating for remoteness to key services (e.g. education). -Potential for more local journeys to be made by active modes to school -Supports local community integration by creating a new place for people to meet
C168: New secondary school provision in Banbury	3. Banbury	IF4: Education	2	2	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	1	4	-Located in an area with a low-moderate IMD rating for remoteness to key services (e.g. education). -Potential for more local journeys to be made by active modes to school -Supports local community integration by creating a new place for people to meet
OC44: Extensions to primary schools equivalent to 0.5FE, to cater for Oxford North and cumulative sites	1. Oxford City	IF4: Education	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	-Located in an area with a low-moderate IMD rating for remoteness to key services (e.g. education). -Potential for more local journeys to be made by active modes to school
OC55: 0.5FE Expansion to Barton Park Primary School	1. Oxford City	IF4: Education	2	2	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	1	4	-Located in an area with a low-moderate IMD rating for remoteness to key services (e.g. education). -Potential for more local journeys to be made by active modes to school -Supports local community integration by creating a new place for people to meet
OCCE1: New SEN School serving southern Oxfordshire	Cross-District	IF4: Education	2	2	0	0	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	4	-Located in an area with a low-moderate IMD rating for remoteness to key services (e.g. education). -Creates new place for the community to meet and supports integration

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OIP1: The Energy Systems Accelerator	1. Oxford City	IF6: Innovation & Enterprise	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	-Potential to support social integration in Oxford
OIP2: Clinical Biomufacturing Facility	1. Oxford City	IF6: Innovation & Enterprise	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	-Potential to support social integration in Oxford
OIP3: BioEscalator 2 (Global Health & Life Sciences Cluster)	1. Oxford City	IF6: Innovation & Enterprise	1	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	-Potential to support social integration in Oxford
OIP4: Gateway to the UK Space Sector, Harwell	7. Didcot & Wallingford	IF6: Innovation & Enterprise	1	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	-Potential to support social integration
OIP5: Disruptive Innovation in Space Centre, Harwell	7. Didcot & Wallingford	IF6: Innovation & Enterprise	1	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	-Potential to support social integration -Located in area with high levels of geographical barrier deprivation
OIP6: Space AI and Autonomy Lab, Harwell	Oxfordshire County-Wide	IF6: Innovation & Enterprise	1	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	-Potential to support social integration -Located in area with high levels of geographical barrier deprivation
OIP7: Oxford – Singapore AI and Human-Machine Collaboration Institute	1. Oxford City	IF6: Innovation & Enterprise	1	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	-Potential to support social integration in Oxford
OIP8: Locate Oxford Global Innovation Campus	Oxfordshire County-Wide	IF6: Innovation & Enterprise	2	2	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	3	-Potential to support social integration in Kidlington -Located in an area with low-medium levels of deprivation from geographic services
OIP20: West's End Global Innovation District	Oxfordshire County-Wide	IF6: Innovation & Enterprise	2	2	1	1	0	0	0	1	0	0	0	1	1	0	1	0	0	0	4	-Potential to support social integration in Oxford by creating places to meet -Located in an area with low levels of deprivation from geographic services, however, adjacent to an area with very high deprivation -Located in an area with relatively high crime rates
OIP21: Creative and Cultural Industries Hub	1. Oxford City	IF6: Innovation & Enterprise	1	1	0	0	0	0	0	0	2	2	2	1	1	0	1	0	0	0	4	-Potential to support increased in participation in arts and culture county-wide
OIP22: Facility for Industrial Scale-Up Support, Harwell	7. Didcot & Wallingford	IF6: Innovation & Enterprise	1	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	-Potential to support social integration -Located in area with high levels of geographical barrier deprivation
OIP31: Howbery Park Centre of Excellence in Climate Change	7. Didcot & Wallingford	IF6: Innovation & Enterprise	1	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	-Potential to support social integration -Located in area with high levels of geographical barrier deprivation
VoWH83: Dalton Barracks Parkland	2. Abingdon & Surrounds	IF7: Green & Blue Infrastructure	1	1	1	1	0	0	0	1	0	0	0	1	1	3	3	0	0	0	5	-Potential to support improved community safety - crime rate in Abingdon moderate. -Significantly improves access to outdoor green space - current access levels in area relatively low.
VoWH106: Restoration of the Wilts and Berks Canal from Melksham to Swindon, Wantage/Grove and Abingdon	Cross-County	IF7: Green & Blue Infrastructure	0	0	1	1	0	0	0	1	0	0	0	1	1	2	2	1	1	1	4	-Potential to support improved community safety -Significantly improves access to outdoor green space - current access levels in area relatively low. -Promotes modal shift to cycling and walking from new infrastructure
SO140: Didcot North East Nature park and Green Infrastructure Corridor	7. Didcot & Wallingford	IF7: Green & Blue Infrastructure	1	1	1	1	0	0	0	1	0	0	0	1	1	3	3	0	0	0	5	-Potential to support improved community safety -Significantly improves access to outdoor green space - current access levels in area relatively low.
WO144: Evenlode Green Ribbon & Catchment Schemes including habitat restoration	West Oxfordshire District-Wide	IF7: Green & Blue Infrastructure	0	0	1	1	0	0	0	1	0	0	0	1	1	2	2	0	0	0	3	-Potential to support improved community safety -Significantly improves access to outdoor green space - current access levels in area relatively low.
C178: Community Woodland (43ha) – Chesterton (Burnehyll Community Woodland)	4. Bicester	IF7: Green & Blue Infrastructure	1	1	1	1	0	0	0	1	0	0	0	1	1	2	2	0	0	0	4	-Potential to support improved community safety -Significantly improves access to outdoor green space - current access levels in area moderate - high
C182: Banbury Country Park Improvements	3. Banbury	IF7: Green & Blue Infrastructure	1	1	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	2	-Involves upgrade to existing park - hence the lower scores assigned.
C218: Improving blue and green infrastructure in multiple green spaces in Bicester including Bure Park & Langford Brook Park.	4. Bicester	IF7: Green & Blue Infrastructure	1	1	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	2	-Involves upgrade to existing park - hence the lower scores assigned.
C231: Nature conservation area incorporating community orchard and with potential to link to and extend Stratfield Brake DWS	14. South Cherwell Area & Woodstock	IF7: Green & Blue Infrastructure	1	1	1	1	0	0	0	1	0	0	0	2	2	2	2	0	0	0	4	-Potential to support improved community safety -Improves access to outdoor green space - current access levels in area moderate - high
C234: Nature conservation area on land to the	14. South Cherwell Area &	IF7: Green & Blue Infrastructure	1	1	1	1	0	0	0	1	0	0	0	2	2	2	2	0	0	0	4	-Potential to support improved community safety
C236: New community woodland to the east of Dalton Lane	14. South Cherwell Area & Woodstock	IF7: Green & Blue Infrastructure	1	1	1	1	0	0	0	1	0	0	0	2	2	2	2	0	0	0	4	-Potential to support improved community safety -Improves access to outdoor green space - current access levels in area moderate - high
C250: Local Nature Reserve based on Rowel Brook at Land East of the A44	14. South Cherwell Area & Woodstock	IF7: Green & Blue Infrastructure	1	1	1	1	0	0	0	1	0	0	0	2	2	2	2	0	0	0	4	-Potential to support improved community safety -Improves access to outdoor green space - current access levels in area moderate - high
C216: Measures for the protection and enhancement of the Oxford Canal corridor and towpath including habitat restoration	14. South Cherwell Area & Woodstock	IF7: Green & Blue Infrastructure	1	1	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	3	-Limited potential due to smallscale nature of schemes -Small potential for localised modal shift to active modes on towpath
C235: Local Nature Reserve at Land West of Yarnton	14. South Cherwell Area & Woodstock	IF7: Green & Blue Infrastructure	1	1	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	2	-Limited potential due to smallscale nature of schemes
C251: Local Nature Reserve on Frogwelldown Lane	14. South Cherwell Area & Woodstock	IF7: Green & Blue Infrastructure	1	1	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	2	-Limited potential due to smallscale nature of schemes
SO168: Upgrade of Abbey Sports Centre & Library to accommodate new community facilities in a 'community hub'	10. Berinsfield	IF8: Community & Cultural	2	2	0	1	0	0	0	1	2	0	2	2	2	0	2	0	0	0	7	-Supports community integration by providing a place for people to meet. -Potential for centre to host arts and culture activities and boost access to library facilities -Potential to support liveable community through providing enhanced local facilities -Potential to improve community cohesion
WO157: Witney Arts Centre	9. Witney	IF8: Community & Cultural	1	1	1	1	0	0	0	1	3	0	3	2	2	0	2	0	0	0	7	-Potential to boost participation in arts & culture -Potential to reduce local levels of loneliness

Scheme	Spatial Impact	Infrastructure Type	Place-Shaping																		TOTAL	Brief Scoring Justification
			S1A	S1 MAX	S2A	S2B	S2C	S2D	S2E	S2 MAX	S3A	S3B	S3 MAX	S4A	S4B	S4C	S4 MAX	S5A	S5B	S5 MAX		
WO161: Enhanced library provision at Witney, Carterton, Chipping Norton, Eynsham and Woodstock	West Oxfordshire District-Wide	IF8: Community & Cultural	0	0	0	1	0	0	0	0	1	2	0	2	2	0	2	0	0	0	5	-Potential to boost participation in arts & culture -Potential to reduce local levels of loneliness -Potential to support reduction in levels of anti-social behaviour by
OC49: Blackbird Leys Regeneration New Community Hub	1. Oxford City	IF8: Community & Cultural	1	1	1	2	0	0	0	2	1	0	1	2	2	0	2	0	0	0	6	-Supports community integration by providing a place for people to meet. -Potential for centre to host arts and culture activities -Located in area of high crime rates. Potential to support improved community safety
OC56: Refurbishment and extension of Ferry Leisure Centre	1. Oxford City	IF9: Sport & Leisure	2	2	1	1	0	0	0	1	0	0	0	2	2	0	2	0	0	0	5	-Supports liveable communities in north Oxford -Located in an area of relatively high crime rates. May support improved community safety -Potential to reduce local levels of loneliness
WO167: Outdoor floodlit training area and/or ATP, Woodstock	14. South Cherwell Area & Woodstock	IF9: Sport & Leisure	1	1	0	1	0	0	0	1	0	0	0	1	1	2	2	0	0	0	4	-Potential to support community safety and reduce anti-social behaviour. Crime rates in surrounding area low - moderate -Improves access to outdoor green space. Access in surrounding area is low
WO169: Provision of ATP plus potential additional changing facilities, Burford	5. Carterton	IF9: Sport & Leisure	1	1	0	1	0	0	0	1	0	0	0	1	1	2	2	0	0	0	4	-Potential to support community safety and reduce anti-social behaviour. Crime rates in surrounding area low - moderate -Improves access to outdoor green space. Access in surrounding area is low
WO171: Additional outdoor playing pitch provision and changing facilities in Witney	9. Witney	IF9: Sport & Leisure	1	1	0	2	0	0	0	2	0	0	0	1	1	1	1	0	0	0	4	-Potential to support community safety and reduce anti-social behaviour. Crime rates in surrounding area low - moderate -Improves access to outdoor green space. Access in surrounding area is moderate - high
WO172: Additional outdoor playing pitch provision and changing facilities, Carterton	5. Carterton	IF9: Sport & Leisure	1	1	0	2	0	0	0	2	0	0	0	1	1	2	2	0	0	0	5	-Potential to support community safety and reduce anti-social behaviour. Crime rates in surrounding area low - moderate -Improves access to outdoor green space. Access in surrounding area is low
WO173: Replacement of Windrush Leisure Centre	9. Witney	IF9: Sport & Leisure	1	1	0	2	0	0	0	2	0	0	0	2	2	0	2	0	0	0	5	-Potential to reduce anti-social behaviour. Surrounding crime rate is moderate - high -Potential for community integration
WO175: Enhanced community use, changing and reception areas at Carterton Community College Sports Hall and ATP	5. Carterton	IF9: Sport & Leisure	1	1	0	2	0	0	0	2	0	0	0	1	1	0	1	0	0	0	4	-Potential to reduce anti-social behaviour. Surrounding crime rate is moderate - high -Potential for community integration limited due to small scale of scheme
C275: Development of Kidlington Leisure Centre, including focus on additional learner pool provision	14. South Cherwell Area & Woodstock	IF9: Sport & Leisure	1	1	0	1	0	0	0	1	0	0	0	2	2	0	2	0	0	0	4	-Potential to reduce anti-social behaviour. Surrounding crime rate is low -Potential for community integration
C282: Relocation of Banbury United Football Club	3. Banbury	IF9: Sport & Leisure	1	1	0	0	0	0	0	0	0	0	0	2	2	0	2	0	0	0	3	-Potential for community integration
C292: Formal sport pitches provision at Land South East of Kidlington	14. South Cherwell Area & Woodstock	IF9: Sport & Leisure	1	1	0	1	0	0	0	1	0	0	0	2	2	0	2	0	0	0	4	-Potential to reduce anti-social behaviour. Surrounding crime rate is low -Potential for community integration
C293: Sports hall at new Secondary School for shared community use	14. South Cherwell Area & Woodstock	IF9: Sport & Leisure	1	1	0	1	0	0	0	1	0	0	0	2	2	0	2	0	0	0	4	-Potential to reduce anti-social behaviour. Surrounding crime rate is low -Potential for community integration
C294: Additional swimming pool space by replacement pool of 25m x 6 lane pool plus teaching pool at Kidlington and Gosford Leisure Centre	14. South Cherwell Area & Woodstock	IF9: Sport & Leisure	1	1	0	1	0	0	0	1	0	0	0	2	2	0	2	0	0	0	4	-Potential to reduce anti-social behaviour. Surrounding crime rate is low -Potential for community integration
C291: Converting existing Hockey AGP at Kidlington and Gosford Leisure Centre to 3G	14. South Cherwell Area & Woodstock	IF9: Sport & Leisure	1	1	0	1	0	0	0	1	0	0	0	2	2	0	2	0	0	0	4	-Potential to reduce anti-social behaviour. Surrounding crime rate is low -Potential for community integration
VoWH186: New GP Surgery in Abingdon	2. Abingdon & Surrounds	IF10: Primary Healthcare & Adult Social Care	3	3	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	4	-Potential to support liveable community through providing local GP surgery -Potential to improve community cohesion
VoWH187: Expansion of Faringdon GP Surgery	16. Faringdon & Shrivenham	IF10: Primary Healthcare & Adult Social Care	1	1	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	2	-Potential to support liveable community through providing enhanced local GP surgery -Potential to improve community cohesion
VoWH190: New GP Surgery at Mably Way in Wantage	8. Wantage & Grove	IF10: Primary Healthcare & Adult Social Care	3	3	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	4	-Potential to support liveable community through providing local GP surgery -Potential to improve community cohesion
VoWH192: New GP surgery at Great Western Park in Didcot	7. Didcot & Wallingford	IF10: Primary Healthcare & Adult Social Care	3	3	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	4	-Potential to support liveable community through providing local GP surgery -Potential to improve community cohesion
SO208: GP Provision at Berinsfield	10. Berinsfield	IF10: Primary Healthcare & Adult Social Care	2	2	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	3	-Potential to support liveable community through providing enhanced local GP surgery. Current area is located adjacent to an area with higher isolation from local services -Potential to improve community cohesion -Potential to support liveable community through providing local GP surgery in Chalgrove
SO209: New GP surgery in the Chalgrove area	11. Chalgrove	IF10: Primary Healthcare & Adult Social Care	3	3	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	5	-Potential to support liveable community through providing local GP surgery -Potential to improve community cohesion
SO210: New GP surgery provision at Culham	2. Abingdon & Surrounds	IF10: Primary Healthcare & Adult Social Care	2	2	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	4	-Potential to support liveable community through providing local GP surgery -Potential to improve community cohesion -Potential to support active travel mode share for local journeys

Scheme	Spatial Impact	Infrastructure Type	Place-Shaping																	TOTAL	Brief Scoring Justification		
			S1A	S1 MAX	S2A	S2B	S2C	S2D	S2E	S2 MAX	S3A	S3B	S3 MAX	S4A	S4B	S4C	S4 MAX	S5A	S5B			S5 MAX	
SO214: Expansion / reconfiguration of Morland House Surgery	17. Bayswater Brook	IF10: Primary Healthcare & Adult Social Care	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	-Potential to support liveable community through providing local GP surgery -Potential to improve community cohesion	
SO216: New or expanded GP premises to serve Wallingford	7. Didcot & Wallingford	IF10: Primary Healthcare & Adult Social Care	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	-Potential to support liveable community through providing enhanced local GP surgery. Current area is located adjacent to an area with higher isolation from local services -Potential to improve community cohesion	
SO217: Expansion of Woodlands Medical Centre	7. Didcot & Wallingford	IF10: Primary Healthcare & Adult Social Care	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	-Potential to support liveable community through providing enhanced local GP surgery. Current area is located adjacent to an area with low-moderate isolation from local services -Potential to improve community cohesion	
SO259: New GP Surgery at Valley Park	7. Didcot & Wallingford	IF10: Primary Healthcare & Adult Social Care	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	-Potential to support liveable community through providing new local GP surgery. Current area is located adjacent to an area with higher isolation from local services -Potential to improve community cohesion	
WO176: Location of GP practices in Woodstock	14. South Cherwell Area & Woodstock	IF10: Primary Healthcare & Adult Social Care	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	-Potential to support liveable community through providing enhanced local GP surgery -Potential to improve community cohesion	
WO191: Expansion of Chipping Norton Health Centre	6. Chipping Norton	IF10: Primary Healthcare & Adult Social Care	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	-Potential to support liveable community through providing enhanced local GP surgery. Current area is located adjacent to an area with high isolation from local services -Potential to improve community cohesion	
C304: New GP Surgery to serve South Bicester	4. Bicester	IF10: Primary Healthcare & Adult Social Care	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	-Potential to support liveable community through providing new local GP surgery. Current area is located adjacent to an area with high isolation from local services -Potential to improve community cohesion	
C305: Additional GP provision in North Banbury	3. Banbury	IF10: Primary Healthcare & Adult Social Care	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	-Potential to support liveable community through providing new local GP surgery. Current area is located in an area with moderate isolation from local services -Potential to improve community cohesion	
C306: Additional GP provision in South Banbury	3. Banbury	IF10: Primary Healthcare & Adult Social Care	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	-Potential to support liveable community through providing new local GP surgery. Current area is located in an area with low isolation from local services -Potential to improve community cohesion	
C311: New or expanded GP premises in Kidlington area	14. South Cherwell Area & Woodstock	IF10: Primary Healthcare & Adult Social Care	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	-Potential to support liveable community through providing enhanced local GP surgery -Potential to improve community cohesion	
C347: New GP premises to serve North West Bicester	4. Bicester	IF10: Primary Healthcare & Adult Social Care	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	-Potential to support liveable community through providing new local GP surgery. Current area is located in an area with high isolation from local services -Potential to improve community cohesion	
OC51: New Health Centre for Summertown	1. Oxford City	IF10: Primary Healthcare & Adult Social Care	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	-Potential to support liveable community through providing enhanced local GP surgery	
WO180: New waste transfer station	West Oxfordshire District-Wide	IF11: Waste & Recycling	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Neutral impact
WO187: New one pump 2 bay fire station in Carterton	West Oxfordshire District-Wide	IF13: Emergency Services	1	1	1	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	4	-Greater potential for community outreach to reduce risk to vulnerable people from being the victims of doorstep crime. -Potential for faster emergency response times throughout West Oxfordshire - current response times are below Oxfordshire Fire and Rescue standards
WO188: Various Thames Valley Police schemes including adaptation of Witney, Carterton, and Woodstock Police Stations	West Oxfordshire District-Wide	IF13: Emergency Services	0	0	2	2	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	2	-Greater potential to respond to incidents more quickly -Potential to reduce anti-social behaviour and enhance community safety
WO189: 2-3 ambulance standby points in the District including ambulances	West Oxfordshire District-Wide	IF13: Emergency Services	0	0	0	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	-Greater potential to respond to incidents more quickly
C338: Relocation of Bicester Fire Station	4. Bicester	IF13: Emergency Services	1	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	3	-Greater potential for community outreach to reduce risk to vulnerable people from being the victims of doorstep crime. -Potential for faster emergency response times throughout Cherwell-current response times are marginally below Oxfordshire Fire and Rescue standards
C339: Relocation of Banbury Fire Station	3. Banbury	IF13: Emergency Services	1	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	3	-Greater potential for community outreach to reduce risk to vulnerable people from being the victims of doorstep crime. -Potential for faster emergency response times throughout Cherwell-current response times are marginally below Oxfordshire Fire and Rescue standards

Scheme Name	Spatial Impact	Infrastructure Type	Productivity																	TOTAL	Brief Scoring Justification	
			P1A	P1B	P1C	P1_MAX	P2A	P2B	P2_MAX	P3A	P3B	P3_MAX	P4A	P4_MAX	P5A	P5B	P5C	P5D	P5_MAX			
VoWH19: Retrofitting to install Air Source Heat Pumps and Solar PV cells at Vale of White Horse Council leisure centres	Vale of White Horse District-Wide	IF1: Energy	0	0	0	0	1	1	1	1	1	1	1	0	0	1	0	0	1	1	3	- Potential to support increased GVA output and employment - Long term future of leisure centres would support reducing inequalities in district
SO20: Retrofitting to install Air Source Heat Pumps and Solar PV cells at South Oxfordshire Leisure Centres	South Oxfordshire District-Wide	IF1: Energy	0	0	0	0	1	1	1	1	1	1	1	0	0	1	0	0	1	1	3	- Potential to support increased GVA output and employment - Long term future of leisure centres would support reducing inequalities in district
C1: CHP and use of heat from Ardley Energy Recovery Facility	4. Bicester	IF1: Energy	1	0	0	1	1	1	1	2	2	2	1	1	2	0	0	1	2	7	- Potential to support provision of local school services - Potential to support deprivation through reduced fuel poverty - Identified as necessary to delivery housing growth - Potential to support increased GVA output and employment as a result of growth	
OC1: Uprating of a section of the 132kV cable at Osney Lane Bulk Supply Point	Oxford City Wide	IF1: Energy	1	0	0	1	0	0	0	3	3	3	2	2	2	0	0	1	2	8	- Potential to support provision of local school services - Potential to support deprivation through reduced fuel poverty - Identified as critical to deliver housing growth - Potential to support increased GVA output and employment as a result of growth	
OC2: Yarnton Bulk Supply Point Reinforcement	Cross-District	IF1: Energy	1	0	0	1	0	0	0	3	3	3	2	2	2	0	0	1	2	8	- Potential to support provision of local school services - Potential to support deprivation through reduced fuel poverty - Identified as critical to deliver housing growth - Potential to support increased GVA output and employment as a result of growth	
OC3: New substation required to support the Diamond Place regeneration	1. Oxford City	IF1: Energy	1	0	0	1	0	0	0	3	3	3	2	2	2	0	0	1	2	8	- Potential to support provision of local school services - Potential to support deprivation through reduced fuel poverty - Identified as critical to deliver housing growth - Potential to support increased GVA output and employment as a result of growth	
WO5: 0.5km of improvements to the gas network around Witney	9. Witney	IF1: Energy	1	0	0	1	0	0	0	2	2	2	0	0	1	0	0	1	1	4	- Potential to support provision of local school services - Identified as necessary to delivery housing growth - Potential to support increased GVA output and employment as a result of growth	
WO6: Gas network reinforcement equivalent to 450M x 250mm in Witney	9. Witney	IF1: Energy	1	0	0	1	0	0	0	2	2	2	1	1	1	0	0	1	1	5	- Potential to support provision of local school services - Identified as necessary to delivery housing growth - Potential to support increased GVA output and employment as a result of growth	
C9: 300m of expansion and realignment in the gas infrastructure around Banbury	3. Banbury	IF1: Energy	1	0	0	1	0	0	0	2	2	2	0	0	1	0	0	1	1	4	- Potential to support provision of local school services - Identified as necessary to delivery housing growth - Potential to support increased GVA output and employment as a result of growth	
ORC1: Oxford Station Additional Through Platform & Associated Line Capacity Upgrades	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	1	1	1	2	2	2	1	1	2	0	0	2	2	6	- Potential for widened economic inclusion due to increased accessibility of the labour market - Identified in ORC study as necessary to support housing growth - Potential for increased GVA output and employment as a result of enhanced connectivity	
ORC2: Cowley Branch Line Improvements including two new stations at Oxford Science Park & Oxford Business Park	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	3	2	3	2	2	2	2	2	2	0	0	2	2	9	- Potential for widened economic inclusion due to increased accessibility of the labour market. Cowley in an area of very high deprivation - Identified in ORC study as necessary to support housing growth - Potential for increased GVA output and employment as a result of enhanced connectivity	
ORC6: Grade Separation of Didcot East Rail Junction	Sub-National	IF2: Transport	0	0	0	0	1	1	1	3	3	3	2	2	2	0	0	2	2	8	- Potential for widened economic inclusion due to increased accessibility of the labour market - Identified in ORC study as necessary to support housing growth. Scale of scheme means that this applicable to all of Oxfordshire - Potential for increased GVA output and employment as a result of enhanced connectivity	

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			P1A	P1B	P1C	P1_MAX	P2A	P2B	P2_MAX	P3A	P3B	P3_MAX	P4A	P4_MAX	P5A	P5B	P5C	P5D	P5_MAX		
ORC7: Didcot Parkway station – additional platform	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	1	1	1	2	2	2	1	1	1	0	0	1	1	5	-Potential for widened economic inclusion due to increased accessibility of the labour market -Identified in ORC study as necessary to support housing growth. -Potential for increased GVA output and employment as a result of enhanced connectivity, however, minor given station already exists
ORC8: Didcot Goods Line upgrade & line extension to Milton Junction	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	1	1	1	2	2	2	1	1	1	0	0	1	2	6	-Potential for widened economic inclusion due to increased accessibility of the labour market -Identified in ORC study as necessary to support housing growth -Potential for increased GVA output and employment as a result of enhanced connectivity
ORC9: Wolvercote Rail Junction Capacity Upgrades	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	1	1	1	2	2	2	1	1	1	0	0	1	1	5	-Potential for widened economic inclusion due to increased accessibility of the labour market -Identified in ORC study as necessary to support housing growth -Potential for increased GVA output and employment as a result of enhanced connectivity
ORC11: Hanborough Station additional platform including Cotswolds line capacity upgrades	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	1	1	1	2	2	2	0	0	1	0	0	1	1	4	-Potential for widened economic inclusion due to increased accessibility of the labour market -Identified in ORC study as necessary to support housing growth. -Potential for increased GVA output and employment as a result of enhanced connectivity, however, minor given station already exists
ORC13: New Rail Station at Grove	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	1	1	1	2	2	2	0	0	2	0	0	2	2	5	-Potential for widened economic inclusion due to increased accessibility of the labour market -Identified in ORC study as necessary to support housing growth. -Potential for increased GVA output and employment as a result of enhanced connectivity
ORC14: Grove – rail line loop extension and additional crossovers	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	1	1	1	2	2	2	0	0	2	0	0	2	2	5	-Potential for widened economic inclusion due to increased accessibility of the labour market -Identified in ORC study as necessary to support housing growth. -Potential for increased GVA output and employment as a result of enhanced connectivity
ORC15: Oxford North Rail Junction – additional line bypassing junction on Up side	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	1	1	1	2	2	2	0	0	1	0	0	1	1	4	-Potential for widened economic inclusion due to increased accessibility of the labour market -Identified in ORC study as necessary to support housing growth. -Potential for increased GVA output and employment as a result of enhanced connectivity, however, minor given station already exists
ORC16: Oxford Canal Rail Junction – crossover between Up and Down Bletchley Lines	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	1	1	1	2	2	2	0	0	1	0	0	1	1	4	-Potential for widened economic inclusion due to increased accessibility of the labour market -Identified in ORC study as necessary to support housing growth. -Potential for increased GVA output and employment as a result of enhanced connectivity, however, minor given station already exists
ORC17: New Rail Station at Begbroke	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	1	1	1	2	2	2	0	0	2	0	0	2	2	5	-Potential for widened economic inclusion due to increased accessibility of the labour market -Identified in ORC study as necessary to support housing growth. -Potential for increased GVA output and employment as a result of enhanced connectivity
ORC18: Didcot North Junction – third rail line north of junction	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	1	1	1	2	2	2	0	0	1	0	0	1	1	4	-Potential for widened economic inclusion due to increased accessibility of the labour market -Identified in ORC study as necessary to support housing growth. -Potential for increased GVA output and employment as a result of enhanced connectivity
OLCWIP1: Canal Path Walking and Cycling Improvements	Cross-District	IF2: Transport	0	0	0	0	1	1	1	1	1	1	0	0	0	1	1	0	1	3	-Widened economic inclusion -Supports housing and employment growth in Oxford -Increased GVA in Oxford
OLCWIP2: Walton Street Active Travel Improvements	1. Oxford City	IF2: Transport	0	0	0	0	1	1	1	1	1	1	0	0	0	1	1	0	1	3	-Widened economic inclusion -Supports housing and employment growth in Oxford -Increased GVA in Oxford
OLCWIP3: Woodstock Road Active Travel Improvements	Cross-District	IF2: Transport	0	0	0	0	1	1	1	1	1	1	0	0	0	2	2	0	2	4	-Would serve areas with very low levels of deprivation -Increased GVA

Scheme Name	Spatial Impact	Infrastructure Type	Productivity																	TOTAL	Brief Scoring Justification
			P1A	P1B	P1C	P1 MAX	P2A	P2B	P2 MAX	P3A	P3B	P3 MAX	P4A	P4 MAX	P5A	P5B	P5C	P5D	P5 MAX		
OLCWIP5: North Oxford Path	1. Oxford City	IF2: Transport	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	0	1	2	-Widened economic inclusion -Negligible impact on housing growth in Oxford due to scheme scale -Increased GVA
OLCWIP6: Marston Active Travel Improvements	1. Oxford City	IF2: Transport	0	0	0	0	2	1	2	0	0	0	0	0	0	1	1	0	1	3	-Widened economic inclusion. Passes through an area of high deprivation -Negligible impact on housing growth in Oxford due to scheme scale -Increased GVA
OLCWIP8: Northway & Barton Active Travel Improvements	1. Oxford City	IF2: Transport	0	0	0	0	2	1	2	1	1	1	0	0	0	1	1	0	1	4	-Widened economic inclusion. Passes through an area of moderate deprivation -Supports housing growth in Oxford -Increased GVA
OLCWIP9: Headington Path	1. Oxford City	IF2: Transport	0	0	0	0	2	1	2	1	1	1	0	0	0	1	1	0	1	4	-Widened economic inclusion. Passes through an area of moderate deprivation -Supports housing growth in Oxford -Increased GVA
OLCWIP10: Headington Active Travel Improvements	1. Oxford City	IF2: Transport	0	0	0	0	2	2	2	1	1	1	0	0	1	1	1	1	1	4	-Widened economic inclusion. Passes through an area of moderate deprivation -Supports housing growth in Oxford -Increased GVA
OLCWIP12: Old Road Active Travel Improvement	1. Oxford City	IF2: Transport	0	0	0	0	2	2	2	1	1	1	0	0	0	1	1	0	1	4	-Widened economic inclusion. Passes through an area of moderate deprivation -Supports housing growth in Oxford -Increased GVA
OLCWIP13: Barracks Lane and Horspath Active Travel Improvement	Cross-District	IF2: Transport	0	0	0	0	1	1	1	2	2	2	1	1	0	1	1	0	1	5	-Widened economic inclusion. -Supports housing growth from sites at Northfield -Increased GVA
OLCWIP15: Blackbird Leys Active Travel Improvements	1. Oxford City	IF2: Transport	0	0	0	0	3	3	3	2	2	2	1	1	0	1	1	1	1	7	-Widened economic inclusion. Passes through an area of high deprivation -Supports housing growth from sites at Northfield and South of Grenoble Road -Increased GVA
OLCWIP16: Littlemore Active Travel Improvements	1. Oxford City	IF2: Transport	0	0	0	0	2	2	2	2	2	2	1	1	0	1	1	0	1	6	-Widened economic inclusion. Passes through an area of moderate deprivation -Supports housing growth from site at South of Grenoble Road -Increased GVA
OLCWIP18: Rose Hill Active Travel Improvements	1. Oxford City	IF2: Transport	0	0	0	0	2	2	2	2	2	2	1	1	0	1	1	0	1	6	-Widened economic inclusion. Passes through an area of moderate deprivation -Supports housing growth from site at South of Grenoble Road -Increased GVA
OLCWIP21: South Oxford Path Walking and Cycling Improvements	Cross-District	IF2: Transport	0	0	0	0	1	1	1	1	1	1	1	1	0	1	1	0	1	4	-Widened economic inclusion. Passes through an area of low deprivation -Supports housing growth -Supports innovation ecosystem given would connect to innovation sites in South Oxford -Increased GVA
OLCWIP25: Botley Rd Walking and Cycling Improvements	Cross-District	IF2: Transport	0	0	0	0	1	1	1	1	1	1	1	1	0	1	1	0	1	4	-Widened economic inclusion. Passes through an area of low deprivation -Supports housing growth -Supports innovation ecosystem given would connect to innovation sites in West End -Increased GVA
OLCWIP28: Oxford Ring Road Active Travel Improvements	Oxford City Wide	IF2: Transport	0	0	0	0	2	2	2	1	1	1	1	1	0	1	1	0	1	5	-Widened economic inclusion. Passes through a range of areas including those with high deprivation Supports housing growth -Increased GVA
OLCWIP29: City Centre Active Travel Improvements	1. Oxford City	IF2: Transport	0	0	0	0	2	2	2	1	1	1	2	2	1	1	1	2	2	7	-Widened economic inclusion. City centre has a relatively high level of deprivation -Supports housing and employment growth -Increased GVA - potential to support city centre economic recovery
OLCWIP30: Jackdaw River Bridge	1. Oxford City	IF2: Transport	0	0	0	0	1	1	1	1	1	1	1	1	0	1	1	1	1	4	-Widened economic inclusion -Supports housing growth in Oxford -Increased GVA
OLCWIP31: Low Traffic Neighbourhoods	Oxford City Wide	IF2: Transport	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	0	1	2	-Widened economic inclusion -Negligible impact on housing growth in Oxford
OLCWIP32: Signing and parking Active Travel Improvements	Oxford City Wide	IF2: Transport	0	0	0	0	0	0	0	1	1	1	0	0	0	1	1	0	1	2	-Negligible Impact

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			P1A	P1B	P1C	P1_MAX	P2A	P2B	P2_MAX	P3A	P3B	P3_MAX	P4A	P4_MAX	P5A	P5B	P5C	P5D	P5_MAX		
VoWH22: A34 Bus Priority Phase 2 - bus lane between Lodge Hill-Hinksey Hill & Lodge Hill Park and Ride	Cross-District	IF2: Transport	0	0	0	0	2	2	2	1	1	1	1	1	2	1	1	2	2	6	-Widened economic inclusion due to increased accessibility of the labour market. Bicester has areas with relatively high deprivation -Supports housing and employment growth in Bicester -Increased GVA
VoWH25: Signalised Junction Improvements at the A420 / Coxwell Road Junction	16. Faringdon & Shrivenham	IF2: Transport	0	0	0	0	0	0	0	3	3	3	0	0	1	0	0	1	1	4	-Critical to support housing growth -Potential for increased GVA and employment from growth
VoWH26: Access improvements to the A4185 at Harwell Campus	7. Didcot & Wallingford	IF2: Transport	0	0	0	0	0	0	0	0	0	0	3	3	2	0	0	2	2	5	-Supports employment growth at Harwell Campus
VoWH41: Grove Northern Link Road Missing Link	8. Wantage & Grove	IF2: Transport	0	0	0	0	0	0	0	3	3	3	0	0	2	0	0	1	2	5	-Identified as critical to support housing delivery in Grove -Growth supports increased GVA output and employment
VoWH50: Marcham Bypass and Frilford Junction	2. Abingdon & Surrounds	IF2: Transport	0	0	0	0	0	0	0	1	1	1	0	0	2	0	0	1	2	3	-Supports housing delivery in Marcham and Abingdon -Growth supports increased GVA output and employment
VOWH51: Milton Heights Pedestrian and Cycle Bridge	7. Didcot & Wallingford	IF2: Transport	0	0	0	0	1	1	1	2	2	2	1	1	1	1	0	0	1	5	-Identified as necessary to deliver housing growth -Would support employment at Milton Park
VOWH52: Shippon & Abingdon Pedestrian and Cycle Bridge	2. Abingdon & Surrounds	IF2: Transport	0	0	0	0	1	1	1	2	2	2	0	0	1	1	0	0	1	4	-Identified as necessary to deliver housing growth
VOWH53: Barrow Road / unamed road (to Gozzards Ford) junction upgrade	2. Abingdon & Surrounds	IF2: Transport	0	0	0	0	0	0	0	3	3	3	0	0	1	0	0	1	1	4	-Critical to support housing growth -Potential for increased GVA and employment from growth
VOWH54: Unnamed road (to Gozzards Ford)/A415 junction upgrade	2. Abingdon & Surrounds	IF2: Transport	0	0	0	0	0	0	0	3	3	3	0	0	1	0	0	1	1	4	-Critical to support housing growth -Potential for increased GVA and employment from growth
VOWH55: Long Tow/Wootton Road junction upgrade	2. Abingdon & Surrounds	IF2: Transport	0	0	0	0	0	0	0	3	3	3	0	0	1	0	0	1	1	4	-Critical to support housing growth -Potential for increased GVA and employment from growth
VOWH56: A415/A420 link road	2. Abingdon & Surrounds	IF2: Transport	0	0	0	0	0	0	0	3	3	3	0	0	1	0	0	1	1	4	-Critical to support housing growth -Potential for increased GVA and employment from growth
VoWH57: Steventon Signalised Junction and A4130 Widening (West of Milton Interchange)	7. Didcot & Wallingford	IF2: Transport	0	0	0	0	0	0	0	2	2	2	0	0	1	0	0	1	1	3	-Necessary to support housing growth -Potential for increased GVA and employment from growth
VoWH58: Rowstock Roundabout Improvement	7. Didcot & Wallingford	IF2: Transport	0	0	0	0	1	1	1	3	3	3	1	1	1	0	0	1	1	6	-Critical to support housing growth -Would support accessibility of Harwell Campus -Potential for increased GVA and employment from growth -Potential to reduce inequalities from bus priority and active travel improvement
VoWH59: A34 Lodge Hill Interchange Upgrade including South Facing Slips	Vale of White Horse District-Wide	IF2: Transport	0	0	0	0	0	0	0	3	3	3	0	0	2	1	1	1	2	5	-Identified as critical to support growth -Increased GVA as a result of growth and improved connectivity -Negligible impact on addressing deprivation
SO21: Science Vale Active Travel Network	Cross-District	IF2: Transport	0	0	0	0	2	2	2	1	1	1	2	2	2	2	2	2	2	7	-Notable potential for widened economic inclusion. Some areas of moderate deprivation in Didcot -Supports housing growth in Didcot and Grove -Supports employment growth in Didcot and at Harwell Campus -Increased GVA
SO23: Cycle Connection between Berinsfield/Culham to Oxford via the Roman Road bridleway	Cross-District	IF2: Transport	0	0	0	0	2	2	2	2	2	2	1	1	2	2	2	2	2	7	-Notable potential for widened economic inclusion. South Oxford has very high levels of deprivation -Identified as necessary to support housing growth -Supports employment growth at Culham and in South Oxford -Increased GVA from growth and enhanced connectivity
SO24: Improvements to cycle routes to rail stations	South Oxfordshire District-Wide	IF2: Transport	0	0	0	0	1	1	1	1	1	1	0	0	0	1	1	0	1	3	-Potential for widened economic inclusion. -Supports housing growth in South Oxfordshire -Supports employment growth in South Oxfordshire -Increased GVA

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			P1A	P1B	P1C	P1 MAX	P2A	P2B	P2 MAX	P3A	P3B	P3 MAX	P4A	P4 MAX	P5A	P5B	P5C	P5D	P5 MAX		
SO26: Benson to Wallingford cycle route minor improvements	South Oxfordshire District-Wide	IF2: Transport	0	0	0	0	1	1	1	1	1	1	0	0	1	1	1	0	1	3	-Potential for widened economic inclusion. -Supports housing growth in Wallingford -Increased GVA
SO27: Didcot Town Cycle Improvements	7. Didcot & Wallingford	IF2: Transport	0	0	0	0	2	2	2	2	2	2	1	1	1	1	1	1	1	6	-Notable potential for widened economic inclusion. Some areas of moderate deprivation in Didcot town centre -Supports housing growth in Didcot -Supports employment growth in Didcot -Increased GVA
SO28: Garden Line Cycle Improvements	7. Didcot & Wallingford	IF2: Transport	0	0	0	0	1	1	1	2	2	2	1	1	1	1	1	1	1	5	-Potential for widened economic inclusion -Supports housing growth in Didcot - particularly from Garden Town -Supports employment growth in Didcot -Increased GVA
SO29: Premium cycle route between Didcot, Crowmarsh Gifford and Wallingford	7. Didcot & Wallingford	IF2: Transport	0	0	0	0	2	2	2	2	2	2	1	1	2	1	1	1	2	7	-Notable potential for widened economic inclusion. Some areas of moderate deprivation in Didcot town centre -Supports housing growth in Didcot -Supports employment growth in Didcot and Wallingford -Increased GVA from improved connectivity
SO30: Thame to Haddenham cycle route	Cross-County	IF2: Transport	0	0	0	0	1	1	1	2	2	2	0	0	2	1	1	1	2	5	-Potential for widened economic inclusion. Thame has low levels of deprivation -Supports housing growth in Thame -Supports employment growth in Didcot and Wallingford -Increased GVA from improved connectivity
SO31: Didcot Parkway interchange cycling improvements	7. Didcot & Wallingford	IF2: Transport	0	0	0	0	1	1	1	1	1	1	0	0	1	1	1	1	1	3	-Potential for widened economic inclusion albeit limited due to scale of scheme -Supports housing growth in Didcot -Increased GVA from improved connectivity (limited)
SO40: Strategic Rapid Transit Park and Ride & Bus Priority Improvements on A4074 corridor	Cross-District	IF2: Transport	0	0	0	0	3	3	3	3	3	3	2	2	2	2	2	2	2	10	-Widened economic inclusion due to increased accessibility of the labour market. South Oxford has very high levels of deprivation -Supports housing growth at South of Grenoble Road and from Berinsfield -Supports employment growth at key sites in area -Increased GVA
SO45: Culham Railway Station Enhancements	South Oxfordshire District-Wide	IF2: Transport	0	0	0	0	1	1	1	3	3	3	2	2	1	1	1	1	1	7	-Widened economic inclusion due to increased accessibility of the labour market (albeit minor) -Important to support housing growth at Culham -Supports employment growth at Culham Science Centre -Increased GVA
SO48: A4074 Golden Balls Roundabout Improvement and B4015 Widening	South Oxfordshire District-Wide	IF2: Transport	0	0	0	0	0	0	0	3	3	3	1	1	2	1	1	1	2	6	-Identified as critical to support housing growth in SOLP -Increased growth and connectivity supports increased GVA output
SO53: A40 Link Road through Bayswater Brook from the A40 at Marsh Lane interchange to east of Sandhills	Cross-District	IF2: Transport	0	0	0	0	0	0	0	3	3	3	0	0	2	1	1	1	2	5	-Identified as critical to support housing growth in SOLP -Increased growth and connectivity supports increased GVA output
SO62: New access on to A4074 from Berinsfield allocation	10. Berinsfield	IF2: Transport	0	0	0	0	0	0	0	3	3	3	0	0	2	1	1	1	2	5	-Identified as critical to support housing growth in SOLP -Increased growth and connectivity supports increased GVA output
SO64: Berinsfield Roundabout (A4074 / A415) Junction Upgrade	10. Berinsfield	IF2: Transport	0	0	0	0	0	0	0	3	3	3	0	0	1	0	0	1	1	4	-Critical to support housing growth -Potential for increased GVA and employment from growth
SO65: Stadhampton & Chiselhampton Bypass: Associated with Chalgrove connecting with the B480	11. Chalgrove	IF2: Transport	0	0	0	0	0	0	0	3	3	3	0	0	1	0	0	1	1	4	-Critical to support housing growth -Potential for increased GVA and employment from growth
SO66: Cuxham Bypass connecting with the B480	11. Chalgrove	IF2: Transport	0	0	0	0	0	0	0	3	3	3	0	0	1	0	0	1	1	4	-Critical to support housing growth -Potential for increased GVA and employment from growth
SO69: New and upgraded cycling connections to Oxford, Berinsfield & Watlington via B480 and Burcot Lane / Dorchester Road / Stadhampton Road	Cross-District	IF2: Transport	0	0	0	0	2	2	2	2	2	2	0	0	2	2	2	2	2	6	-Notable potential for widened economic inclusion. South Oxford has very high levels of deprivation -Identified as necessary to support housing growth -Increased GVA from growth and enhanced connectivity

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			P1A	P1B	P1C	P1 MAX	P2A	P2B	P2 MAX	P3A	P3B	P3 MAX	P4A	P4 MAX	P5A	P5B	P5C	P5D	P5 MAX		
SO74: B480 Gateway Scheme including cycle lane improvements and bus priority measures	Cross-District	IF2: Transport	0	0	0	0	3	3	3	3	3	3	2	2	2	1	1	2	2	10	-Widened economic inclusion due to increased accessibility of the labour market. South Oxford has very high levels of deprivation -Supports housing growth at South of Grenoble Road and from Chalgrove -Supports employment growth at key sites in area -Increased GVA
SO75: Pedestrian and Cycle Bridge over A40 Northern Bypass	Cross-District	IF2: Transport	0	0	0	0	1	1	1	2	2	2	0	0	1	1	0	0	1	4	-Identified as necessary to deliver housing growth -Growth would support increased GVA and economic output
SO76: Central Didcot Corridor improvement Scheme	7. Didcot & Wallingford	IF2: Transport	0	0	0	0	2	2	2	2	2	2	1	1	2	1	1	2	2	7	-Notable potential for widened economic inclusion. Some areas of moderate deprivation in Didcot town centre -Supports housing growth in Didcot -Supports employment growth in Didcot -Increased GVA
SO83: Didcot Northern Perimeter Road Phase 3	7. Didcot & Wallingford	IF2: Transport	0	0	0	0	0	0	0	3	3	3	1	1	2	1	1	1	2	6	-Identified as critical to support housing growth in SOLP -Increased growth and connectivity supports increased GVA output
SO88: Town-wide Controlled Parking Zone in Didcot	7. Didcot & Wallingford	IF2: Transport	0	0	0	0	0	0	0	1	1	1	1	1	1	0	0	1	1	3	-Identified as desirable to support housing growth in SOLP -Increased growth and connectivity supports increased GVA output
WO16: Pedestrian Cycle improvements from Curbridge Road along Thorney Leys to Station Lane employment	9. Witney	IF2: Transport	0	0	0	0	1	1	1	1	1	1	0	0	0	1	1	0	1	3	-Potential for widened economic inclusion -Identified as desirable to support housing growth in Witney -Increased GVA, albeit minor due to small scale of scheme
WO37: Bablock Hythe Crossing of River Thames	West Oxfordshire District-Wide	IF2: Transport	0	0	0	0	1	1	1	0	0	0	0	0	1	1	1	1	1	2	-Potential for widened economic inclusion in rural areas -Negligible relationship to housing growth given remoteness from sites -Increased GVA as a result of enhanced connectivity
WO52: Witney to Carterton Cycleway	West Oxfordshire District-Wide	IF2: Transport	0	0	0	0	2	2	2	2	2	2	0	0	1	1	1	1	1	5	-Potential for widened economic inclusion. Witney has areas of high deprivation -Identified as necessary to support housing growth -Increased GVA
WO55: Cycle Route from Eynsham - Oxford on B4044	Cross-District	IF2: Transport	0	0	0	0	2	2	2	2	2	2	1	1	1	1	1	1	1	6	-Potential for widened economic inclusion. South Eynsham has moderate levels of deprivation -Identified as necessary to support housing growth in Eynsham -Supports delivery of innovation floorspace at Eynsham garden town -Increased GVA
WO57: Footpath / cycleway connecting Hanborough through Bladon to Woodstock	West Oxfordshire District-Wide	IF2: Transport	0	0	0	0	1	1	1	1	1	1	0	0	0	1	1	0	1	3	-Potential for widened economic inclusion. Eynsham has moderate levels of deprivation -Identified as desirable to support housing growth -Increased GVA
WO58: East Witney Active Travel Package	9. Witney	IF2: Transport	0	0	0	0	1	1	1	2	2	2	0	0	0	0	0	0	0	3	-Potential for widened economic inclusion. Witney has high rates of deprivation, however, scheme scale limited -Identified as necessary to support housing growth -Negligible impact on GVA
WO59: Cycle Route between Eynsham and Hanborough Station and other bridleway upgrades	12. Eynsham & Long Hanborough	IF2: Transport	0	0	0	0	1	1	1	2	2	2	1	1	1	1	1	1	1	5	-Potential for widened economic inclusion. -Identified as necessary to support housing growth -Supports innovation floorspace at Eynsham garden town -Increased GVA
WO60: Saltcross Garden Village crossings of A40	12. Eynsham & Long Hanborough	IF2: Transport	0	0	0	0	1	1	1	2	2	2	1	1	0	0	0	1	1	5	-Potential for widened economic inclusion. -Identified as necessary to support housing growth -Supports delivery of innovation floorspace at Eynsham garden town -Minor benefit on employment as a result of supporting innovation floorspace delivery
WO78: Shores Green Slip Roads on A40	9. Witney	IF2: Transport	0	0	0	0	0	0	0	3	3	3	0	0	2	1	1	1	2	5	-Identified as critical to support growth in Witney -Increased GVA as a result of growth and improved connectivity -Negligible impact on addressing deprivation in Witney
WO79: Improvements to Bridge Street & Staple Hall junctions including public realm and traffic management	9. Witney	IF2: Transport	0	0	0	0	1	1	1	2	2	2	0	0	1	1	1	1	1	4	-Potential for widened economic inclusion. Scheme adjacent to areas of high deprivation -Identified as necessary to support housing growth -Increased GVA

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			P1A	P1B	P1C	P1 MAX	P2A	P2B	P2 MAX	P3A	P3B	P3 MAX	P4A	P4 MAX	P5A	P5B	P5C	P5D	P5 MAX				
WO80: Improvements to Oxford Hill/Cogges Hill Road/Jubilee Way junction	9. Witney	IF2: Transport	0	0	0	0	0	0	0	0	0	3	3	3	0	0	1	1	1	1	1	4	-Potential for widened economic inclusion. Scheme adjacent to areas of high deprivation -Identified as necessary to support housing growth -Increased GVA
WO81: Re-designating the A4095 via Jubilee Way, Oxford Hill, A40 at Shores Green to Ducklington Lane and Thorney Leys.	9. Witney	IF2: Transport	0	0	0	0	0	0	0	0	0	2	2	2	0	0	1	0	0	1	1	3	-Scheme identified as necessary to support housing growth -Negligible impact on addressing deprivation -Supports increased GVA and employment as a result of growth
WO84: Improve access by road to Carterton including upgrade of B4477 and West facing slips at A40/B4477	West Oxfordshire District-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	2	2	2	0	0	2	1	1	2	2	4	-Scheme identified as necessary to support housing growth -Negligible impact on addressing deprivation -Supports increased GVA and employment as a result of growth and improved connectivity
WO85: Remove Primary Route Status from A44 and implement weight restrictions in town centre	6. Chipping Norton	IF2: Transport	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	-Identified as desirable to support housing growth -Neutral impact on GVA and employment.
WO86: Provision of additional off street public car parking spaces	9. Witney	IF2: Transport	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	1	1	1	1	2	-Desirable to support housing growth in Witney -May support increase in activity in Witney town centre with an associated positive impact on GVA
C16: Market Square Walking and Cycling Improvements	4. Bicester	IF2: Transport	0	0	0	0	1	1	1	2	2	2	0	0	0	1	1	0	1	1	1	4	-Potential to support widened economic inclusion. Bicester has high levels of deprivation -Identified as necessary to support growth -Increased GVA and productivity benefits
C17: Banbury Road walking and cycling improvements	4. Bicester	IF2: Transport	0	0	0	0	2	2	2	2	2	2	0	0	0	1	1	0	1	1	1	5	-Potential to support widened economic inclusion. Bicester has high levels of deprivation -Identified as necessary to support growth -Increased GVA and productivity benefits
C18: Buckingham Road walking and cycling improvements	4. Bicester	IF2: Transport	0	0	0	0	2	2	2	2	2	2	0	0	1	1	1	1	1	1	1	5	-Potential to support widened economic inclusion. Bicester has high levels of deprivation -Identified as necessary to support growth -Increased GVA and productivity benefits
C41: Pedestrianisation of part of Kidlington High Street	14. South Cherwell Area & Woodstock	IF2: Transport	0	0	0	0	1	1	1	2	2	2	0	0	1	1	1	2	2	2	2	5	-Potential to support widened economic inclusion. -Identified as necessary to support growth -Increased GVA from growth and potential to support increased activity on high street
C47: Public realm improvements on the A4260 between Benmead Road & Yarrton Road	14. South Cherwell Area & Woodstock	IF2: Transport	0	0	0	0	1	1	1	2	2	2	0	0	1	1	1	1	1	1	1	4	-Potential to support widened economic inclusion. -Identified as necessary to support growth -Increased GVA from growth
C50: Sandy Lane – pedestrian and cycle new link over railway	14. South Cherwell Area & Woodstock	IF2: Transport	0	0	0	0	0	0	0	3	3	3	1	1	1	1	1	1	1	1	1	5	-Potential to support widened economic inclusion. -Identified as critical to support growth -Increased GVA from growth
C58: Upgrade existing footbridge over the railway linking to Northern Gateway	14. South Cherwell Area & Woodstock	IF2: Transport	0	0	0	0	1	1	1	1	1	1	1	1	0	0	0	0	1	1	1	4	-Potential to support widened economic inclusion - particularly for disabled people -Identified as desirable to support housing growth -Supports establishment of employment sites at Northern Gateway -Increased GVA from growth
C62: Cycle and pedestrian improvements along Langford Lane	14. South Cherwell Area & Woodstock	IF2: Transport	0	0	0	0	1	1	1	3	3	3	0	0	0	1	1	0	1	1	1	5	-Potential to support widened economic inclusion albeit deprivation in Kidlington area low -Identified as critical to support growth -Increased GVA from growth
C69: Improvements to A41 gateway corridor to Bicester including bus priority measures	Cherwell District-Wide	IF2: Transport	0	0	0	0	2	2	2	2	2	2	0	0	2	1	1	2	2	2	2	6	-Potential to support widened economic inclusion from enhanced connectivity to labour market. Bicester has relatively high rates of deprivation -Identified as necessary to support housing and employment growth in Bicester -Increased GVA from growth
C72: Rejuvenating or Relocating Banbury Bus Station to provide enhanced capacity	3. Banbury	IF2: Transport	0	0	0	0	1	1	1	2	2	2	0	0	2	1	1	2	2	2	2	5	-Significant pockets of deprivation in Banbury which enhanced bus connectivity may positively impact -Supports growth in Banbury
C83: P&R at London Oxford Airport (approx. 1,100 Spaces)	Cross-District	IF2: Transport	0	0	0	0	1	1	1	2	2	2	0	0	1	1	1	1	1	1	1	4	-Limited levels of deprivation in Kidlington -Supports Cherwell LPPR growth in Kidlington - noted as "necessary"
C84: Bus priority and bus stop improvements along the A4260 / A4165	14. South Cherwell Area & Woodstock	IF2: Transport	0	0	0	0	2	2	2	3	3	3	0	0	2	2	2	2	2	2	2	7	-Scheme identified as critical to supporting the 4500 homes planned in Kidlington -Increased opportunities for people in Kidlington to access job opportunities
C86: Junction improvements facilitating cross-corridor bus movements A44 to / from A4260	Cross-District	IF2: Transport	0	0	0	0	2	2	2	3	3	3	0	0	2	2	2	2	2	2	2	7	-Scheme identified as critical to supporting the 4500 homes planned in Kidlington -Increased opportunities for people in Kidlington to access job opportunities

Scheme Name	Spatial Impact	Infrastructure Type	Productivity																	TOTAL	Brief Scoring Justification	
			P1A	P1B	P1C	P1 MAX	P2A	P2B	P2 MAX	P3A	P3B	P3 MAX	P4A	P4 MAX	P5A	P5B	P5C	P5D	P5 MAX			
C87: Bus priority improvements on the A44 between Langford Lane and Bladon Roundabout	Cross-District	IF2: Transport	0	0	0	0	2	2	2	3	3	3	1	1	2	2	2	2	2	2	8	-Scheme identified as critical to supporting the 4500 homes planned in Kidlington -Increased opportunities for people in emerging communities at Begbroke to access job opportunities -Supports access to new life sciences site at Northern Gateway in Oxford North
C89: Expansion of Oxford Parkway P&R (approx. 1,000 spaces)	14. South Cherwell Area & Woodstock	IF2: Transport	0	0	0	0	1	1	1	2	2	2	0	0	2	2	2	2	2	2	5	-Limited impact on deprivation given scheme only increases car park capacity -Would support growth in the Cherwell Local Plan - identified as necessary
C96: Re-designing Banbury Station forecourt to improve multi-modal interchange	3. Banbury	IF2: Transport	0	0	0	0	2	2	2	1	1	1	0	0	2	2	2	2	2	2	5	Significant pockets of deprivation in Banbury which enhanced rail station connectivity may positively impact -Supports growth in Banbury, albeit only identified as desirable
C100: London Road level crossing - solution for closure	4. Bicester	IF2: Transport	0	0	0	0	1	1	1	2	2	2	0	0	2	2	2	2	2	2	5	-Limited impact on deprivation given remoteness of high deprivation areas either side of railway. -Identified as necessary to support housing growth in Bicester
C102: Bicester Eastern Corridor highway capacity improvements	4. Bicester	IF2: Transport	0	0	0	0	0	0	0	3	3	3	0	0	2	2	2	3	3	6	-Critical to unlocking development growth - particularly strategic employment sites proposed	
C103: Charbridge Lane Additional Capacity of new bridge to Gavray Drive	4. Bicester	IF2: Transport	0	0	0	0	0	0	0	3	3	3	0	0	2	2	2	3	3	6	-Critical to unlocking development growth - particularly strategic employment sites proposed	
C104: Bicester south east perimeter road	4. Bicester	IF2: Transport	0	0	0	0	0	0	0	3	3	3	0	0	2	2	2	3	3	6	-Critical to unlocking development growth - particularly strategic employment sites proposed	
C109: Bicester A4095 Realignment Scheme	4. Bicester	IF2: Transport	0	0	0	0	0	0	0	3	3	3	0	0	2	2	2	2	2	5	-Critical to unlocking development growth	
C114: Improving capacity & bus priority of Cherwell Street/ A4620 Windsor Street corridor	3. Banbury	IF2: Transport	0	0	0	0	0	0	0	3	3	3	0	0	2	2	2	2	2	2	5	Critical to unlocking development growth
C117: East-west strategic movements: Hennef Way corridor A422 Improvements	3. Banbury	IF2: Transport	0	0	0	0	0	0	0	3	3	3	0	0	2	2	2	2	2	2	5	-Critical to unlocking development growth
C118: East-west strategic movements: Warwick Road Corridor Improvements	3. Banbury	IF2: Transport	0	0	0	0	0	0	0	2	2	2	0	0	2	2	2	2	2	2	4	-Necessary to unlock development growth
C120: Review of Banbury Town Centre traffic circulation	3. Banbury	IF2: Transport	0	0	0	0	0	0	0	2	2	2	0	0	1	1	1	1	1	1	3	-Necessary to unlock development growth
C125: M40 Junction 10 Capacity Improvements	Cherwell District-Wide	IF2: Transport	0	0	0	0	0	0	0	3	3	3	2	2	2	2	2	2	2	2	7	-Identified as critical to unlock development at Upper Heyford, including Upper Heyford Creative City
C126: Central corridor: Kings End and Queens Avenue through to Field Street	4. Bicester	IF2: Transport	0	0	0	0	1	1	1	2	2	2	0	0	2	2	2	2	2	2	5	-Necessary to unlock housing and employment sites. -Adjacent to area of high IMD
C131: Access to Banbury North (New M40 Slips)	Cherwell District-Wide	IF2: Transport	0	0	0	0	0	0	0	2	2	2	0	0	2	2	2	2	2	2	4	-Provides future resilience to unlock growth in Banbury.
C132: Banbury South East Link Road east of M40 J11	3. Banbury	IF2: Transport	0	0	0	0	0	0	0	2	2	2	0	0	2	2	2	2	2	2	4	-Provides future resilience to unlock growth in Banbury.
OC4: Cycle Hire Stations	Oxford City Wide	IF2: Transport	0	0	0	0	2	2	2	1	1	1	1	1	2	2	2	2	2	2	6	-Potential to address pockets of deprivation across Oxford -Supports future housing delivery
OC6: Emergency Active Travel Schemes	Oxford City Wide	IF2: Transport	0	0	0	0	2	2	2	1	1	1	1	1	2	2	2	2	2	2	6	-Potential to address pockets of deprivation across Oxford -Supports future housing delivery
OC8: Broad Street Part Pedestrianisation and Public Realm Improvements	1. Oxford City	IF2: Transport	0	0	0	0	1	1	1	1	1	1	1	1	2	2	2	3	3	6	-Potential to promote higher pedestrian footfall on Broad Street	
OC24: Abingdon Road Corridor Improvements	Cross-District	IF2: Transport	0	0	0	0	1	1	1	2	2	2	1	1	1	1	1	1	1	1	5	-Widened economic inclusion. Passes through an area of low deprivation -Supports housing growth in Abingdon
OC25: B4495 Corridor Improvements (Hollow Way/ Between Towns Road/ Donnington Bridge)	1. Oxford City	IF2: Transport	0	0	0	0	1	1	1	1	1	1	0	0	0	1	1	0	1	3	-Widened economic inclusion. Passes through an area of low deprivation -Supports housing growth -Increased GVA	
OC26: Banbury Road & Oxford Road Corridor Improvements	Cross-District	IF2: Transport	0	0	0	0	1	1	1	2	2	2	1	1	0	1	1	0	1	5	-Widened economic inclusion -Supports housing and employment growth in Oxford and Kidlington -Increased GVA	

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			P1A	P1B	P1C	P1_MAX	P2A	P2B	P2_MAX	P3A	P3B	P3_MAX	P4A	P4_MAX	P5A	P5B	P5C	P5D	P5_MAX		
OC28: Ifley Road Corridor Improvements	1. Oxford City	IF2: Transport	0	0	0	0	2	2	2	2	2	2	1	1	0	1	1	0	1	6	-Widened economic inclusion. Passes through an area of moderate deprivation -Supports housing growth from site at South of Grenoble Road
OC29: Cowley Road/ Garsington Road/ Watlington Road Corridor Improvements	1. Oxford City	IF2: Transport	0	0	0	0	3	3	3	2	2	2	1	1	0	1	1	1	1	7	-Widened economic inclusion. Passes through an area of high deprivation -Supports housing growth from sites at Northfield and South of Grenoble Road -Increased GVA
OC31: Eastern Bypass A423 / A3133 Kennington to Cowley Bus Priority Improvement Scheme	1. Oxford City	IF2: Transport	0	0	0	0	2	2	2	2	2	2	1	1	2	1	1	2	2	7	-Widened economic inclusion due to increased accessibility of the labour market. South Oxford has high areas of deprivation -Supports housing and employment growth - identified as essential to support growth -Increased GVA
OC32: Northern Bypass corridor improvements between Cutteslowe Roundabout to Mash Lane including bus lanes	1. Oxford City	IF2: Transport	0	0	0	0	1	1	1	2	2	2	0	0	2	1	1	2	2	5	-Widened economic inclusion due to increased accessibility of the labour market. -Supports housing and employment growth - identified as essential to support growth -Increased GVA
OC36: Traffic Filters and Supporting Measures	1. Oxford City	IF2: Transport	0	0	0	0	1	1	1	0	0	0	0	0	0	1	1	0	1	2	-Widened economic inclusion -Negligible impact on housing growth in Oxford -Increased GVA
OC39: Zero Emission Zone (Phase II)	Oxford City Wide	IF2: Transport	0	0	0	0	2	2	2	1	1	1	1	1	2	2	2	2	2	6	-Potential to reduce inequalities in Oxford city centre. Current deprivation rates are high -Supports growth from both housing and employment sites
OC40: Controlled Parking Zones (city-wide)	Oxford City Wide	IF2: Transport	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	4	
IHUB9: MaaS/CAV: Smart Traffic lights	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	-Potential to have a positive impact on GVA as a result of reduced congestion
IHUB10: DRIVEN Project: Updating of ATC to live blackcats	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	-Potential to have a positive impact on GVA as a result of reduced congestion
IHUB12: Endeavour Project: Parking bay sensors	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	1	2	2	-Potential to have a positive impact on GVA as a result of reduced congestion and improved parking access
IHUB13: 5G Heart project: Fibre connectivity to roadside assets	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	0	0	0	1	1	1	1	1	2	2	2	2	2	4	-Potential to promote increased GVA
OCCTA1: A40 Crossing at Collinwood Road	1. Oxford City	IF2: Transport	0	0	0	0	1	1	1	2	2	2	0	0	1	1	1	1	1	4	-Located adjacent to an area of high deprivation -Identified as necessary to support growth -Supports increased GVA output from growth and enhance connectivity
OCCP&R1: Park & Ride at Cumnor (1,200 Spaces)	Cross-District	IF2: Transport	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	4	-Limited levels of deprivation in Cumnor -Supports housing and employment growth in Oxford - particularly around Botley
OCCP&R2: Park & Ride Extension at Thornhill (465 Spaces)	Oxford City Wide	IF2: Transport	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	4	-Moderate levels of deprivation in locality, however, scheme would involve upgrade of existing facility so
BSIP1: County-wide traffic signals upgrade to enable bus priority	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	2	2	2	1	1	1	1	1	1	1	1	1	1	5	-Potential to support County-wide growth
BSIP2: Barton Waynflete Road Link (One Way Bus Only Road)	1. Oxford City	IF2: Transport	0	0	0	0	2	2	2	2	2	2	1	1	1	1	1	1	1	6	-Potential to support growth in Barton area of Oxford and at Bayswater Brook -Located in an area with higher levels of deprivation
BSIP3: A34 Bus Priority Scheme Phase 1 - Hinksey Hill A34 Northbound Exit	Cross-District	IF2: Transport	0	0	0	0	2	2	2	1	1	1	1	1	1	2	2	2	2	6	-Would support housing growth including in Abingdon -Would support area with higher levels of deprivation
BSIP4: Bus priority improvements at Pear Tree Park & Ride junction	Cross-District	IF2: Transport	0	0	0	0	2	2	2	1	1	1	1	1	1	1	1	1	1	5	Would support nearby growth
BSIP5: Benson Lane, Crowmarsh junction bus priority scheme	7. Didcot & Wallingford	IF2: Transport	0	0	0	0	2	2	2	1	1	1	1	1	1	1	1	1	1	5	-Would support nearby Growth in Watlington, albeit limited
BSIP6: Horspath Driftway bus priority scheme	1. Oxford City	IF2: Transport	0	0	0	0	2	2	2	1	1	1	1	1	1	1	1	1	1	5	-Would support growth in area
C112: Car parking routeing and guidance system	3. Banbury	IF2: Transport	0	0	0	0	0	0	0	1	1	1	0	0	1	1	1	1	1	2	-Potential to support proposed growth in Banbury

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			P1A	P1B	P1C	P1 MAX	P2A	P2B	P2 MAX	P3A	P3B	P3 MAX	P4A	P4 MAX	P5A	P5B	P5C	P5D	P5 MAX		
OXG1: Oxford Smaller Scale Active Travel Schemes	1. Oxford City	IF2: Transport	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	4	-Widened economic inclusion -Supports housing and employment growth in Oxford -Increased GVA
WOG1: Witney Walking and Cycling Package of Improvements	9. Witney	IF2: Transport	0	0	0	0	2	2	2	2	2	2	0	0	1	1	1	1	1	5	-Identified as necessary to support growth in Witney which has a relatively high level of barriers to housing -Witney has higher levels of deprivation than other parts of Oxfordshire
WOG2: Carterton Active Travel Improvement Scheme Package	5. Carterton	IF2: Transport	0	0	0	0	1	1	1	1	1	1	0	0	1	1	1	1	1	3	-Identified as necessary to support growth in Carterton , however, only 1,700 homes. -Carterton has relatively low deprivation compared to other parts of Oxfordshire
WOG3: Eynsham Active Travel Improvement Package	12. Eynsham & Long Hanborough	IF2: Transport	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	4	-Identified as necessary to support growth in Eynsham including garden town -Eynsham has relatively low levels of deprivation compared to other parts of Oxfordshire
CG1: Bicester Active Travel Package	4. Bicester	IF2: Transport	0	0	0	0	2	2	2	1	1	1	0	0	2	2	2	1	2	5	-Identified as desirable to deliver housing in Witney. -Potential to address deprivation in Witney - particularly in areas located along high flood risk areas -Potential for economic benefits as a result of avoiding flood events.
WO98: West End Link Road flood storage area on the flood plain of the River Windrush	9. Witney	IF3: Flood Alleviation	0	0	0	0	2	2	2	2	2	2	0	0	2	2	2	1	2	6	-Identified as necessary to deliver housing in Witney. -Potential to address deprivation in Witney - particularly in areas located along high flood risk areas -Potential for economic benefits as a result of avoiding flood events.
WO99: Flood storage upstream of Hailey Road in Witney	9. Witney	IF3: Flood Alleviation	0	0	0	0	1	1	1	2	2	2	0	0	1	1	1	1	1	4	-Identified as necessary to deliver housing in Witney. -Potential to address deprivation in Witney - particularly in areas located along high flood risk areas -Potential for economic benefits as a result of avoiding flood events (minor due to small scheme scale)
WO94: Flood storage upstream and downstream of Crawley	9. Witney	IF3: Flood Alleviation	0	0	0	0	1	1	1	2	2	2	0	0	1	1	1	1	1	4	-Identified as necessary to deliver housing in Witney. -Potential to address deprivation in Witney - particularly in areas located along high flood risk areas -Potential for economic benefits as a result of avoiding flood events (minor due to small scheme scale)
VoWH70: Two form-entry primary school at Dalton Barracks	2. Abingdon & Surrounds	IF4: Education	3	0	0	3	1	1	1	2	2	2	0	0	1	1	1	1	1	7	-Located in an area with a need for significant increases in school capacity. -Located an area with low levels of deprivation. -Scheme identified as essential to unlocking housing growth. -Potential for short term economic benefits from early years provision and long term economic benefits from better educational attainment
VoWH71: One form entry primary school, East of Kingston Bagpuize	2. Abingdon & Surrounds	IF4: Education	2	0	0	2	1	1	1	2	2	2	0	0	1	1	1	1	1	6	-Located in an area with a need for some increases in school capacity. -Located an area with low levels of deprivation. -Scheme identified as essential to unlocking housing growth. -Potential for short term economic benefits from early years provision and long term economic benefits from better educational attainment
VoWH72: New Primary School serving NW Grove	8. Wantage & Grove	IF4: Education	3	0	0	3	1	1	1	2	2	2	0	0	1	1	1	1	1	7	-Located in an area with a need for increases in school capacity.
VoWH74: New Primary School facilities on Land south of Park Road, Faringdon	16. Faringdon & Shrivenham	IF4: Education	3	0	0	3	1	2	2	2	2	2	0	0	1	1	1	1	1	8	-Located in an area with a need for significant increases in school capacity. -Located an area with moderate levels of deprivation - particularly income. -Scheme linked to unlocking approximately 1300 new homes -Potential for long term economic benefits from better educational attainment
VoWH75: 1FE primary school at North Shrivenham	16. Faringdon & Shrivenham	IF4: Education	2	0	0	2	1	1	1	2	2	2	0	0	1	1	1	1	1	6	-Located in an area with a need for some increase in school capacity. -Located an area with low levels of deprivation - particularly income. -Scheme linked to unlocking approximately 1300 new homes -Potential for long term economic benefits from better educational attainment

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			P1A	P1B	P1C	P1 MAX	P2A	P2B	P2 MAX	P3A	P3B	P3 MAX	P4A	P4 MAX	P5A	P5B	P5C	P5D	P5 MAX		
SO102: Primary School capacity increases including at least one new school site to serve Berinsfield	10. Berinsfield	IF4: Education	2	0	0	2	2	2	2	3	3	3	0	0	1	1	1	1	1	8	-Located in an area with a need for some increase in school capacity. -Located an area with moderate - high levels of deprivation. -Scheme identified as critical to unlocking growth -Potential for long term economic benefits from better educational attainment
SO106: Two x 2 Form Entry primary schools at Chalgrove (including early years)	11. Chalgrove	IF4: Education	3	0	0	3	1	1	1	3	3	3	0	0	1	1	1	1	1	8	-Located in an area with a need for some increase in school capacity. -Located an area with low levels of deprivation. -Scheme critical to unlocking growth at Chalgrove -Potential for long term economic benefits from better educational attainment
SO107: Two Two Form Entry primary schools at Culham (including early years)	2. Abingdon & Surrounds	IF4: Education	3	0	0	3	1	1	1	3	3	3	0	0	1	1	1	1	1	8	-Located in an area with a need for some increase in school capacity. -Located an area with low levels of deprivation. -Scheme critical to unlocking housing growth at Culham -Potential for long term economic benefits from better educational attainment
SO108: 900 place secondary school at Culham	2. Abingdon & Surrounds	IF4: Education	3	0	0	3	1	1	1	3	3	3	0	0	1	1	1	1	1	8	-Located in an area with a need for some increase in school capacity. -Located an area with low levels of deprivation. -Scheme critical to unlocking housing growth at Culham -Potential for long term economic benefits from better educational attainment
SO109: One new 3-form-entry primary school at Grenoble Road.	13. Grenoble Road & Northfield	IF4: Education	3	0	0	3	1	1	1	3	3	3	0	0	1	1	1	1	1	8	-Located in an area with a need for some increase in school capacity. -Located an area with low levels of deprivation. -Scheme critical to unlocking housing growth at Grenoble Road -Potential for long term economic benefits from better educational attainment
SO111: New 1.5 FE Primary School at Bayswater Brook site (including early years)	17. Bayswater Brook	IF4: Education	3	0	0	3	1	1	1	3	3	3	0	0	1	1	1	1	1	8	-Located in an area with a need for some increase in school capacity. -Located adjacent to an area with moderate levels of deprivation. -Scheme critical to unlocking housing growth at Bayswater Brook -Potential for long term economic benefits from better educational attainment
SO112: Three Form Entry Primary School at Northfield (including early years)	13. Grenoble Road & Northfield	IF4: Education	3	0	0	3	1	1	1	3	3	3	0	0	1	1	1	1	1	8	-Located in an area with a need for some increase in school capacity. -Located adjacent to an area with moderate levels of deprivation. -Scheme critical to unlocking housing growth at Northfield -Potential for long term economic benefits from better educational attainment
SO116: One new consolidated 1,500 place secondary school	11. Chalgrove	IF4: Education	3	0	0	3	1	1	1	3	3	3	0	0	1	1	1	1	1	8	-Located in an area with a need for some increase in school capacity. -Located an area with low levels of deprivation. -Scheme critical to unlocking housing growth at Grenoble Road -Potential for long term economic benefits from better educational attainment
SO117: A 1,500 place secondary school at Grenoble Road	13. Grenoble Road & Northfield	IF4: Education	3	0	0	3	1	1	1	3	3	3	0	0	1	1	1	1	1	8	-Located in an area with a need for some increase in school capacity. -Located an area with low levels of deprivation. -Scheme critical to unlocking housing growth at Chalgrove -Potential for long term economic benefits from better educational attainment
SO119: Expansion of secondary school capacity by 2fe, potentially at Icknield Community College	South Oxfordshire District-Wide	IF4: Education	3	0	0	3	1	1	1	2	2	2	0	0	1	1	1	1	1	7	-Located in an area with a high need for increase in school capacity. -Located an area with low levels of deprivation. -Scheme important to deliver wider growth across South Oxfordshire -Potential for long term economic benefits from better educational attainment

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			P1A	P1B	P1C	P1 MAX	P2A	P2B	P2 MAX	P3A	P3B	P3 MAX	P4A	P4 MAX	P5A	P5B	P5C	P5D	P5 MAX		
SO120: One new 8 Form Entry secondary school in Didcot North East	7. Didcot & Wallingford	IF4: Education	3	0	0	3	1	1	1	3	3	3	0	0	1	1	1	1	1	8	-Located in an area with a high need for increase in school capacity. -Located an area with low levels of deprivation. -Scheme supports significant housing growth in Didcot
WO105: New 1.5FE Primary School, West Eynsham (including nursery)	12. Eynsham & Long Hanborough	IF4: Education	2	0	0	2	1	1	1	3	3	3	0	0	1	1	1	1	1	7	-Located in an area with some need for increase in school capacity. -Located an area with low levels of deprivation. -Scheme supports significant housing growth at Eynsham -Potential for long term economic benefits from better educational attainment
WO106: 2FE Primary school (including nursery), North Witney	9. Witney	IF4: Education	2	0	0	2	1	1	1	3	3	3	0	0	1	1	1	1	1	7	-Located in an area with some need for increase in school capacity. -Located an area with low levels of deprivation. -Scheme supports significant housing growth in Witney -Potential for long term economic benefits from better educational attainment
WO107: Up to 2 x 2FE Primary schools (including nursery), to serve Saltcross Garden Village	12. Eynsham & Long Hanborough	IF4: Education	3	0	0	3	1	1	1	3	3	3	0	0	1	1	1	1	1	8	-Located in an area with significant need for increase in school capacity to accommodate garden village -Located an area with low levels of deprivation. -Scheme supports significant housing growth at Eynsham -Potential for long term economic benefits from better educational attainment
WO108: 2FE Primary school (including nursery), East of Chipping Norton	6. Chipping Norton	IF4: Education	2	0	0	2	1	1	1	3	3	3	0	0	1	1	1	1	1	7	-Located in an area with some need for increase in school capacity to accommodate growth -Located an area with low levels of deprivation. -Scheme supports housing growth in Chipping Norton -Potential for long term economic benefits from better educational attainment
WO110: Improvements and capacity increases to existing primary school provision by approximately 1 form entry in Witney and surrounding area.	9. Witney	IF4: Education	2	0	0	2	1	1	1	3	3	3	0	0	1	1	1	1	1	7	-Located in an area with some need for increase in school capacity. -Located an area with low-moderate levels of deprivation. -Scheme identified as critical to support housing growth -Potential for long term economic benefits from better educational attainment
WO113: Capacity increases at existing primary schools in Woodstock, Eynsham, Enstone and Stanton Harcourt / Sutton	14. South Cherwell Area & Woodstock	IF4: Education	2	0	0	2	1	1	1	3	3	3	0	0	1	1	1	1	1	7	-Located in an area with some existing need for increase in school capacity. -Located an area with low-moderate levels of deprivation. -Scheme identified as critical to support housing growth -Potential for long term economic benefits from better educational attainment
WO114: Secondary school additional provision (Either Expansion of Woodgreen School and/or Henry Box School)	9. Witney	IF4: Education	2	0	0	2	1	1	1	3	3	3	0	0	1	1	1	1	1	7	-Located in an area with some pre-existing need for increase in school capacity. -Located an area with low-moderate levels of deprivation. -Scheme identified as critical to support housing growth -Potential for long term economic benefits from better educational attainment
WO116: New secondary school or split-site expansion of Bartholomew School	12. Eynsham & Long Hanborough	IF4: Education	3	0	0	3	1	1	1	3	3	3	0	0	1	1	1	1	1	8	-Located in an area with moderate pre-existing need for increase in school capacity. -Located an area with low-moderate levels of deprivation. -Scheme identified as critical to support housing growth at garden village -Potential for long term economic benefits from better educational attainment
WO117: Extensions to Marlborough School, Woodstock	14. South Cherwell Area & Woodstock	IF4: Education	2	0	0	2	1	1	1	2	2	2	0	0	1	1	1	1	1	6	-Located in an area with some pre-existing need for increase in school capacity. -Located an area with low levels of deprivation. -Scheme identified as necessary to support housing growth in Woodstock -Potential for long term economic benefits from better

Scheme Name	Spatial Impact	Infrastructure Type	Productivity																	TOTAL	Brief Scoring Justification
			P1A	P1B	P1C	P1 MAX	P2A	P2B	P2 MAX	P3A	P3B	P3 MAX	P4A	P4 MAX	P5A	P5B	P5C	P5D	P5 MAX		
WO118: Expansion of Carterton Community College	5. Carterton	IF4: Education	2	0	0	2	1	1	1	2	2	2	0	0	1	1	1	1	1	6	-Located in an area with low pre-existing need for increase in school capacity. -Located an area with low-medium levels of deprivation. -Scheme identified as necessary to support housing growth in Carterton (1700 homes) -Potential for long term economic benefits from better educational attainment
WO119: New adult learning centre	9. Witney	IF4: Education	0	2	0	2	2	2	2	2	2	2	1	1	2	2	2	2	2	9	-Witney has moderate levels of deprivation. -Supports housing delivery - scheme identified as necessary. -Supports people in Witney to retrain
C144: Primary School 2 FE (NW Eco Town)	4. Bicester	IF4: Education	3	0	0	3	1	1	1	3	3	3	0	0	1	1	1	1	1	8	-Located in an area with lhigh pre-existing need for increase in school capacity. -Located an area with low-medium levels of deprivation. -Scheme identified as critical to support housing growth in Bicester -Potential for long term economic benefits from better educational attainment
C145: Primary School 2 FE (NW Eco Town)	4. Bicester	IF4: Education	3	0	0	3	1	1	1	3	3	3	0	0	1	1	1	1	1	8	-Located in an area with lhigh pre-existing need for increase in school capacity. -Located an area with low-medium levels of deprivation. -Scheme identified as critical to support housing growth in Bicester -Potential for long term economic benefits from better educational attainment
C146: Primary School 2 FE (NW Eco Town)	4. Bicester	IF4: Education	3	0	0	3	1	1	1	3	3	3	0	0	1	1	1	1	1	8	-Located in an area with lhigh pre-existing need for increase in school capacity. -Located an area with low-medium levels of deprivation. -Scheme identified as critical to support housing growth in Bicester -Potential for long term economic benefits from better educational attainment
C147: Gagle Brook Primary School Phase 2 (1 FE)	4. Bicester	IF4: Education	3	0	0	3	1	1	1	3	3	3	0	0	1	1	1	1	1	8	-Located in an area with lhigh pre-existing need for increase in school capacity. -Located an area with low-medium levels of deprivation. -Scheme identified as critical to support housing growth in Bicester -Potential for long term economic benefits from better educational attainment
C151: 2FE primary school - South of Salt Way	3. Banbury	IF4: Education	3	0	0	3	1	1	1	3	3	3	0	0	1	1	1	1	1	8	-Located in an area with high pre-existing need for increase in school capacity. -Located an area with high levels of deprivation. -Scheme identified as critical to support housing growth in Banbury -Potential for long term economic benefits from better educational attainment
C152: Expansion of Longford Park Primary School from 1.5FE to 2FE	3. Banbury	IF4: Education	2	0	0	2	1	1	1	3	3	3	0	0	1	1	1	1	1	7	-Located in an area with high pre-existing need for increase in school capacity, however, capacity increase relatively limited -Located an area with high levels of deprivation. -Scheme identified as critical to support housing growth in Banbury -Potential for long term economic benefits from better educational attainment
C159: Expansion of Heyford Park School plus equivalent of a new 1 - 1.5 FE primary school	15. Upper Heyford	IF4: Education	2	0	0	2	1	1	1	3	3	3	0	0	1	1	1	1	1	7	-Located in an area with low pre-existing need for increase in school capacity. -Located an area with low-medium levels of deprivation. -Scheme identified as critical to support housing growth in Kidlington -Potential for long term economic benefits from better educational attainment

Scheme Name	Spatial Impact	Infrastructure Type	Productivity																	TOTAL	Brief Scoring Justification
			P1A	P1B	P1C	P1 MAX	P2A	P2B	P2 MAX	P3A	P3B	P3 MAX	P4A	P4 MAX	P5A	P5B	P5C	P5D	P5 MAX		
C160: Primary School 2FE at Land East of Oxford Road	14. South Cherwell Area & Woodstock	IF4: Education	2	0	0	2	1	1	1	3	3	3	0	0	1	1	1	1	1	7	-Located in an area with low pre-existing need for increase in school capacity. -Located an area with low-medium levels of deprivation. -Scheme identified as critical to support housing growth in Kidlington -Potential for long term economic benefits from better educational attainment
C161: Additional permanent accommodation at Edward Field Primary School	14. South Cherwell Area & Woodstock	IF4: Education	2	0	0	2	1	1	1	3	3	3	0	0	1	1	1	1	1	7	-Located in an area with low pre-existing need for increase in school capacity. -Located an area with low-medium levels of deprivation. -Scheme identified as critical to support housing growth in Kidlington -Potential for long term economic benefits from better educational attainment
C162: Primary School 3FE at Land East of the A44	14. South Cherwell Area & Woodstock	IF4: Education	2	0	0	2	1	1	1	3	3	3	0	0	1	1	1	1	1	7	-Located in an area with low pre-existing need for increase in school capacity. -Located an area with low-medium levels of deprivation. -Scheme identified as critical to support housing growth in Kidlington -Potential for long term economic benefits from better educational attainment
C163: Primary School 2FE at Land East of the A44	14. South Cherwell Area & Woodstock	IF4: Education	2	0	0	2	1	1	1	3	3	3	0	0	1	1	1	1	1	7	-Located in an area with low pre-existing need for increase in school capacity. -Located an area with low-medium levels of deprivation. -Scheme identified as critical to support housing growth in Kidlington -Potential for long term economic benefits from better educational attainment
C164: Enhancements to William Fletcher Primary School including additional playing field land and expansion by 0.5 FE	14. South Cherwell Area & Woodstock	IF4: Education	2	0	0	2	1	1	1	3	3	3	0	0	1	1	1	1	1	7	-Located in an area with low pre-existing need for increase in school capacity. -Located an area with low-medium levels of deprivation. -Scheme identified as critical to support housing growth in Kidlington -Potential for long term economic benefits from better educational attainment
C165: Secondary school (1100- place) at Land East of the A44	14. South Cherwell Area & Woodstock	IF4: Education	3	0	0	3	1	1	1	3	3	3	0	0	1	1	1	1	1	8	-Located in an area with low pre-existing need for increase in school capacity, however, significant growth planned in area. -Located an area with low-medium levels of deprivation. -Scheme identified as critical to support housing growth in Kidlington -Potential for long term economic benefits from better educational attainment
C166: New secondary school provision in North West Bicester including shared use cultural facilities	4. Bicester	IF4: Education	3	0	0	3	1	1	1	3	3	3	0	0	1	1	1	1	1	8	-Located in an area with high pre-existing need for increase in school capacity and significant growth planned in area. -Located an area with low-medium levels of deprivation. -Scheme identified as critical to support housing growth in Bicester -Potential for long term economic benefits from better educational attainment
C168: New secondary school provision in Banbury	3. Banbury	IF4: Education	2	0	0	2	1	1	1	3	3	3	0	0	1	1	1	1	1	7	-Located in an area with some pre-existing need for increase in school capacity and significant growth planned in area. -Located an area with low-medium levels of deprivation. -Scheme identified as critical to support housing growth in Banbury -Potential for long term economic benefits from better educational attainment
OC44: Extensions to primary schools equivalent to 0.5FE, to cater for Oxford North and cumulative sites	1. Oxford City	IF4: Education	2	0	0	2	1	1	1	2	2	2	0	0	1	1	1	1	1	6	-Located in an area with some pre-existing need for increase in school capacity -Located an area with low-medium levels of deprivation. -Scheme supports delivery of housing in Oxford (6,900) -Potential for long term economic benefits from better educational attainment
OC55: 0.5FE Expansion to Barton Park Primary School	1. Oxford City	IF4: Education	2	0	0	2	1	1	1	2	2	2	0	0	1	1	1	1	1	6	-Located in an area with some pre-existing need for increase in school capacity -Located an area with high levels of deprivation. -Scheme supports delivery of housing in Oxford (6,900) -Potential for long term economic benefits from better educational attainment

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			P1A	P1B	P1C	P1 MAX	P2A	P2B	P2 MAX	P3A	P3B	P3 MAX	P4A	P4 MAX	P5A	P5B	P5C	P5D	P5 MAX			
OCCE1: New SEN School serving southern Oxfordshire	Cross-District	IF4: Education	0	0	3	3	2	2	2	2	2	2	2	0	0	1	1	1	2	2	9	-Addresses pressing need for expanded SEN capacity -Located an area with medium-high levels of deprivation. -Scheme supports delivery of housing across Oxfordshire -Potential for long term economic benefits from integrating people with SEND into employment
OIP1: The Energy Systems Accelerator	1. Oxford City	IF6: Innovation & Enterprise	0	1	0	1	1	1	1	1	1	1	1	3	3	3	3	3	3	3	9	-Builds Oxfordshire's reputation as a global innovation hub -Supports skilled employment -Potential to address local pockets of deprivation in Oxford -On-site teaching and knowledge sharing facility potential to upskill local people
OIP2: Clinical Biomanufacturing Facility	1. Oxford City	IF6: Innovation & Enterprise	0	0	0	0	1	1	1	1	1	1	2	2	2	2	2	2	2	2	6	-Builds Oxfordshire's reputation as a global innovation hub -Supports skilled employment -Potential to address local pockets of deprivation in Oxford -500 sqm floorspace only which limits potential impact
OIP3: BioEscalator 2 (Global Health & Life Sciences Cluster)	1. Oxford City	IF6: Innovation & Enterprise	0	0	0	0	1	1	1	1	1	1	3	3	2	2	2	2	3	3	8	-Builds Oxfordshire's reputation as a global innovation hub -Supports skilled employment -Potential to address local pockets of deprivation in Oxford -Sizeable facility
OIP4: Gateway to the UK Space Sector, Harwell	7. Didcot & Wallingford	IF6: Innovation & Enterprise	0	1	0	1	1	1	1	1	1	1	3	3	2	2	2	3	3	9	-Builds Oxfordshire's reputation as a global innovation hub -Supports skilled employment -Potential to address local pockets of deprivation in Didcot -On-site teaching and knowledge sharing facility potential to upskill local people	
OIP5: Disruptive Innovation in Space Centre, Harwell	7. Didcot & Wallingford	IF6: Innovation & Enterprise	0	0	0	0	1	1	1	1	1	1	3	3	2	2	2	3	3	8	-Builds Oxfordshire's reputation as a global innovation hub -Supports skilled employment -Potential to address local pockets of deprivation in Didcot	
OIP6: Space AI and Autonomy Lab, Harwell	Oxfordshire County-Wide	IF6: Innovation & Enterprise	0	1	0	1	1	1	1	1	1	1	3	3	3	2	2	2	3	9	-Builds Oxfordshire's reputation as a global innovation hub -Supports skilled employment -Close links with University may support employment pathways -GVA output forecast to be £650m -Potential to address local pockets of deprivation in Didcot	
OIP7: Oxford – Singapore AI and Human-Machine Collaboration Institute	1. Oxford City	IF6: Innovation & Enterprise	0	1	0	1	1	1	1	1	1	1	2	2	2	2	2	2	2	7	-Builds Oxfordshire's reputation as a global innovation hub -Supports skilled employment -Close links with academia supports employment pathways -Potential to address local pockets of deprivation	
OIP8: Locate Oxford Global Innovation Campus	Oxfordshire County-Wide	IF6: Innovation & Enterprise	1	2	0	2	1	1	1	3	3	3	3	3	3	3	3	3	3	12	-Supports integration between education and employment pathways -Supports creation of significant number of jobs -Delivers a significant number of key worker properties and affordable housing	
OIP20: West's End Global Innovation District	Oxfordshire County-Wide	IF6: Innovation & Enterprise	0	1	0	1	2	2	2	2	2	2	3	3	3	3	3	3	3	11	-Supports integration between education and employment pathways -Supports creation of significant number of jobs -Delivers a significant number of key worker properties and affordable housing -Supports employment for apprenticeships -Located in an area with high levels of deprivation	
OIP21: Creative and Cultural Industries Hub	1. Oxford City	IF6: Innovation & Enterprise	0	0	0	0	2	2	2	1	1	1	2	2	1	1	1	2	2	7	-Directly creates jobs -Located in an area with high levels of deprivation	
OIP22: Facility for Industrial Scale-Up Support, Harwell	7. Didcot & Wallingford	IF6: Innovation & Enterprise	0	0	0	0	1	1	1	1	1	1	3	3	2	2	2	3	3	8	-Builds Oxfordshire's reputation as a global innovation hub -Supports skilled employment -Sizeable facility with over 7000 sqm of floorspace -Potential to address local pockets of deprivation in Didcot	

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			P1A	P1B	P1C	P1_MAX	P2A	P2B	P2_MAX	P3A	P3B	P3_MAX	P4A	P4_MAX	P5A	P5B	P5C	P5D	P5_MAX			
OIP31: Howbery Park Centre of Excellence in Climate Change	7. Didcot & Wallingford	IF6: Innovation & Enterprise	0	1	0	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	7	-Supports links to training opportunities -Supports 327 high value jobs
VoWH83: Dalton Barracks Parkland	2. Abingdon & Surrounds	IF7: Green & Blue Infrastructure	0	0	0	0	1	1	1	3	3	3	0	0	1	1	1	0	1	5	-Identified as essential to support housing growth. -Low levels of existing deprivation in proximity to proposed scheme	
VoWH106: Restoration of the Wilts and Berks Canal from Melksham to Swindon, Wantage/Grove and Abingdon	Cross-County	IF7: Green & Blue Infrastructure	0	0	0	0	1	1	1	1	1	1	0	0	2	2	2	0	2	4	-Increased GVA as a result of increased green infrastructure. -Supports housing delivery (identified as desirable) -Relatively low levels of deprivation on canal	
SO140: Didcot North East Nature park and Green Infrastructure Corridor	7. Didcot & Wallingford	IF7: Green & Blue Infrastructure	0	0	0	0	1	1	1	2	2	2	0	0	1	1	1	0	1	4	-Increased GVA as a result of increased green infrastructure. -Supports housing delivery (identified as necessary) -Relatively low levels of deprivation on canal	
WO144: Evenlode Green Ribbon & Catchment Schemes including habitat restoration	West Oxfordshire District-Wide	IF7: Green & Blue Infrastructure	0	0	0	0	1	1	1	1	1	1	0	0	1	1	1	0	1	3	-Increased GVA as a result of increased green infrastructure. -Supports housing delivery (identified as desirable) -Relatively low levels of deprivation on canal	
C178: Community Woodland (43ha) – Chesterton (Burnehyll Community Woodland)	4. Bicester	IF7: Green & Blue Infrastructure	0	0	0	0	1	1	1	2	2	2	0	0	1	1	1	0	1	4		
C182: Banbury Country Park Improvements	3. Banbury	IF7: Green & Blue Infrastructure	0	0	0	0	2	1	2	1	1	1	0	0	1	1	1	0	1	4	-Noted as desirable to support growth -Banbury has a high concentration of areas with high levels of deprivation	
C218: Improving blue and green infrastructure in multiple green spaces in Bicester including Bure Park & Langford Brook Park.	4. Bicester	IF7: Green & Blue Infrastructure	0	0	0	0	1	1	1	1	1	1	0	0	1	1	1	0	1	3	-Noted as desirable to support growth -Bicester has some areas with moderate levels of deprivation	
C231: Nature conservation area incorporating community orchard and with potential to link to and extend Stratfield Brake DWS	14. South Cherwell Area & Woodstock	IF7: Green & Blue Infrastructure	0	0	0	0	1	1	1	1	1	1	0	0	1	1	1	0	1	3	-Noted as desirable to support growth -Kidlington has low levels of deprivation	
C234: Nature conservation area on land to the east of the railway line and north of Sandy Lane	14. South Cherwell Area & Woodstock	IF7: Green & Blue Infrastructure	0	0	0	0	1	1	1	2	2	2	0	0	1	1	1	0	1	4	-Noted as necessary to support housing delivery (4500 homes) -Kidlington has low levels of deprivation	
C236: New community woodland to the east of Dolton Lane	14. South Cherwell Area & Woodstock	IF7: Green & Blue Infrastructure	0	0	0	0	1	1	1	2	2	2	0	0	1	1	1	0	1	4	-Noted as necessary to support housing delivery (4500 homes) -Kidlington has low levels of deprivation	
C250: Local Nature Reserve based on Rowel Brook at Land East of the A44	14. South Cherwell Area & Woodstock	IF7: Green & Blue Infrastructure	0	0	0	0	1	1	1	2	2	2	0	0	1	1	1	0	1	4	-Noted as necessary to support housing delivery (4500 homes) -Kidlington has low levels of deprivation	
C216: Measures for the protection and enhancement of the Oxford Canal corridor and towpath including habitat restoration	14. South Cherwell Area & Woodstock	IF7: Green & Blue Infrastructure	0	0	0	0	1	1	1	2	2	2	0	0	1	1	1	0	1	4	-Noted as necessary to support housing delivery (4500 homes) -Kidlington has low levels of deprivation	
C235: Local Nature Reserve at Land West of Yarnton	14. South Cherwell Area & Woodstock	IF7: Green & Blue Infrastructure	0	0	0	0	1	1	1	2	2	2	0	0	1	1	1	0	1	4	-Noted as necessary to support housing delivery (4500 homes) -Kidlington has low levels of deprivation	
C251: Local Nature Reserve on Frogwelldown Lane	14. South Cherwell Area & Woodstock	IF7: Green & Blue Infrastructure	0	0	0	0	1	1	1	2	2	2	0	0	1	1	1	0	1	4	-Noted as necessary to support housing delivery (4500 homes) -Kidlington has low levels of deprivation	
SO168: Upgrade of Abbey Sports Centre & Library to accommodate new community facilities in a 'community hub'	10. Berinsfield	IF8: Community & Cultural	0	1	0	1	2	2	2	2	2	2	0	0	1	1	1	1	1	6	-Necessary to deliver local housing growth. -Potential to address inequalities. Local level of deprivation is moderate - high	
WO157: Witney Arts Centre	9. Witney	IF8: Community & Cultural	0	1	0	1	2	2	2	1	1	1	0	0	1	1	1	1	1	5	-Potential to support employment pathways for young people and adults -Identified as desirable to deliver housing growth -Surrounding area has relatively high levels of deprivation	
WO161: Enhanced Library Provision at Witney, Carterton, Chipping Norton, Eynsham and Woodstock	West Oxfordshire District-Wide	IF8: Community & Cultural	0	0	0	0	1	1	1	1	1	1	0	0	1	1	1	1	1	3	-Identified as desirable to deliver housing growth -Surrounding area has relatively high levels of deprivation	
OC49: Blackbird Leys Regeneration New Community Hub	1. Oxford City	IF8: Community & Cultural	0	1	0	1	3	3	3	1	1	1	0	0	1	1	1	1	1	6	-Supports some housing growth -Surrounding area has very high levels of deprivation	

Scheme Name	Spatial Impact	Infrastructure Type	Productivity																	TOTAL	Brief Scoring Justification	
			P1A	P1B	P1C	P1 MAX	P2A	P2B	P2 MAX	P3A	P3B	P3 MAX	P4A	P4 MAX	P5A	P5B	P5C	P5D	P5 MAX			
OC56: Refurbishment and extension of Ferry Leisure Centre	1. Oxford City	IF9: Sport & Leisure	0	0	0	0	2	2	2	1	1	1	0	0	1	1	1	1	1	1	4	-Supports housing growth -Surrounding area has low - moderate levels of deprivation
WO167: Outdoor floodlit training area and/or ATP, Woodstock	14. South Cherwell Area & Woodstock	IF9: Sport & Leisure	0	0	0	0	1	0	1	1	1	1	0	0	1	1	1	1	0	1	3	-Potential to reduce deprivation. Area in a low deprivation area -Identified as desirable to support housing growth
WO169: Provision of ATP plus potential additional changing facilities, Burford	5. Carterton	IF9: Sport & Leisure	0	0	0	0	1	0	1	1	1	1	0	0	1	1	1	1	0	1	3	-Potential to reduce deprivation. Area in a low deprivation area -Identified as desirable to support housing growth
WO171: Additional outdoor playing pitch provision and changing facilities in Witney	9. Witney	IF9: Sport & Leisure	0	0	0	0	2	0	2	2	2	2	0	0	1	1	1	1	0	1	5	-Potential to reduce deprivation. Area in a medium - high deprivation area -Identified as necessary to support housing growth
WO172: Additional outdoor playing pitch provision and changing facilities, Carterton	5. Carterton	IF9: Sport & Leisure	0	0	0	0	1	0	1	2	2	2	0	0	1	1	1	1	0	1	4	-Potential to reduce deprivation. Area in a low deprivation area -Identified as necessary to support housing growth
WO173: Replacement of Windrush Leisure Centre	9. Witney	IF9: Sport & Leisure	0	0	0	0	2	0	2	1	1	1	0	0	1	1	1	1	1	1	4	-Potential to reduce deprivation. Area in a moderate - high deprivation area -Identified as desirable to support housing growth
WO175: Enhanced community use, changing and reception areas at Carterton Community College Sports Hall and ATP	5. Carterton	IF9: Sport & Leisure	0	0	0	0	1	0	1	1	1	1	0	0	1	1	1	1	1	1	3	-Potential to reduce deprivation. Area in a low deprivation area -Identified as desirable to support housing growth
C275: Development of Kidlington Leisure Centre, including focus on additional learner pool provision	14. South Cherwell Area & Woodstock	IF9: Sport & Leisure	0	0	0	0	1	0	1	1	1	1	0	0	1	1	1	1	1	1	3	-Potential to reduce deprivation. Area in a low deprivation area -Identified as desirable to support housing growth
C282: Relocation of Banbury United Football Club	3. Banbury	IF9: Sport & Leisure	0	0	0	0	2	0	2	3	3	3	0	0	2	1	1	1	2	2	7	-Identified as critical to support housing growth -Scheme in an area of moderate - high deprivation -Potential to generate supporting employment
C292: Formal sport pitches provision at Land South East of Kidlington	14. South Cherwell Area & Woodstock	IF9: Sport & Leisure	0	0	0	0	1	0	1	2	2	2	0	0	1	1	1	1	0	1	4	-Identified as necessary to support housing growth -Scheme in an area of low deprivation
C293: Sports hall at new Secondary School for shared community use	14. South Cherwell Area & Woodstock	IF9: Sport & Leisure	0	0	0	0	1	0	1	2	2	2	0	0	1	1	1	1	0	1	4	-Identified as necessary to support housing growth -Scheme in an area of low deprivation
C294: Additional swimming pool space by replacement pool of 25m x 6 lane pool plus teaching pool at Kidlington and Gosford Leisure Centre	14. South Cherwell Area & Woodstock	IF9: Sport & Leisure	0	0	0	0	1	0	1	2	2	2	0	0	1	1	1	1	1	1	4	-Identified as necessary to support housing growth -Scheme in an area of low deprivation
C291: Converting existing Hockey AGP at Kidlington and Gosford Leisure Centre to 3G	14. South Cherwell Area & Woodstock	IF9: Sport & Leisure	0	0	0	0	1	0	1	2	2	2	0	0	1	1	1	1	0	1	4	-Identified as necessary to support housing growth -Scheme in an area of low deprivation
VoWH186: New GP Surgery in Abingdon	2. Abingdon & Surrounds	IF10: Primary Healthcare & Adult Social Care	0	0	0	0	1	0	1	3	3	3	0	0	1	1	1	1	0	1	5	-Critical to deliver local housing growth. -Potential to address inequalities. Local level of deprivation is low
VoWH187: Expansion of Faringdon GP Surgery	16. Faringdon & Shrivenham	IF10: Primary Healthcare & Adult Social Care	0	0	0	0	1	0	1	2	2	2	0	0	1	1	1	1	0	1	4	-Necessary to deliver local housing growth. -Potential to address inequalities. Local level of deprivation is low
VoWH190: New GP Surgery at Mably Way in Wantage	8. Wantage & Grove	IF10: Primary Healthcare & Adult Social Care	0	0	0	0	1	0	1	3	3	3	0	0	1	1	1	1	0	1	5	-Critical to deliver local housing growth. -Potential to address inequalities. Local level of deprivation is low
VoWH192: New GP surgery at Great Western Park in Didcot	7. Didcot & Wallingford	IF10: Primary Healthcare & Adult Social Care	0	0	0	0	1	0	1	3	3	3	0	0	1	1	1	1	1	1	5	-Critical to deliver local housing growth. -Potential to address inequalities. Local level of deprivation is low - moderate
SO208: GP Provision at Berinsfield	10. Berinsfield	IF10: Primary Healthcare & Adult Social Care	0	0	0	0	1	0	1	3	3	3	0	0	1	1	1	1	0	1	5	-Critical to deliver local housing growth. -Potential to address inequalities. Local level of deprivation is low
SO209: New GP surgery in the Chalgrove area	11. Chalgrove	IF10: Primary Healthcare & Adult Social Care	0	0	0	0	1	0	1	3	2	3	0	0	1	1	1	1	1	1	5	-Critical to deliver local housing growth. -Potential to address inequalities. Local level of deprivation is low - moderate
SO210: New GP surgery provision at Culham	2. Abingdon & Surrounds	IF10: Primary Healthcare & Adult Social Care	0	0	0	0	1	0	1	3	2	3	0	0	1	1	1	1	1	1	5	-Critical to deliver local housing growth. -Potential to address inequalities. Local level of deprivation is low - moderate
SO214: Expansion / reconfiguration of Morland House Surgery	17. Bayswater Brook	IF10: Primary Healthcare & Adult Social Care	0	0	0	0	1	0	1	2	2	2	0	0	1	1	1	1	1	1	4	-Critical to deliver local housing growth. -Potential to address inequalities. Local level of deprivation is low - moderate
SO216: New or expanded GP premises to serve Wallingford	7. Didcot & Wallingford	IF10: Primary Healthcare & Adult Social Care	0	0	0	0	1	0	1	2	2	2	0	0	1	1	1	1	1	1	4	-Necessary to deliver local housing growth. -Potential to address inequalities. Local level of deprivation is low

Scheme Name	Spatial Impact	Infrastructure Type	Productivity																	TOTAL	Brief Scoring Justification
			P1A	P1B	P1C	P1 MAX	P2A	P2B	P2 MAX	P3A	P3B	P3 MAX	P4A	P4 MAX	P5A	P5B	P5C	P5D	P5 MAX		
SO217: Expansion of Woodlands Medical Centre	7. Didcot & Wallingford	IF10: Primary Healthcare & Adult Social Care	0	0	0	0	1	0	1	2	2	2	0	0	1	1	1	1	1	4	-Necessary to deliver local housing growth. -Potential to address inequalities. Local level of deprivation is low
S0259: New GP Surgery at Valley Park	7. Didcot & Wallingford	IF10: Primary Healthcare & Adult Social Care	0	0	0	0	1	0	1	3	3	3	0	0	1	1	1	1	1	5	-Critical to deliver local housing growth. -Potential to address inequalities. Local level of deprivation is low
WO176: Relocation of GP practices in Woodstock	14. South Cherwell Area & Woodstock	IF10: Primary Healthcare & Adult Social Care	0	0	0	0	1	0	1	2	2	2	0	0	1	1	1	1	1	4	-Necessary to deliver local housing growth. -Potential to address inequalities. Local level of deprivation is low.
WO191: Expansion of Chipping Norton Health Centre	6. Chipping Norton	IF10: Primary Healthcare & Adult Social Care	0	0	0	0	1	0	1	2	2	2	0	0	1	1	1	1	1	4	-Necessary to deliver local housing growth. -Potential to address inequalities. Local level of deprivation is low.
C304: New GP Surgery to serve South Bicester	4. Bicester	IF10: Primary Healthcare & Adult Social Care	0	0	0	0	1	0	1	3	3	3	0	0	1	1	1	1	1	5	-Critical to deliver local housing growth. -Potential to address inequalities. Local level of deprivation is low
C305: Additional GP provision in North Banbury	3. Banbury	IF10: Primary Healthcare & Adult Social Care	0	0	0	0	2	0	2	3	3	3	0	0	1	1	1	1	1	6	-Critical to deliver local housing growth. -Potential to address inequalities. Local level of deprivation is moderate-high
C306: Additional GP provision in South Banbury	3. Banbury	IF10: Primary Healthcare & Adult Social Care	0	0	0	0	2	0	2	3	3	3	0	0	1	1	1	1	1	6	-Critical to deliver local housing growth. -Potential to address inequalities. Local level of deprivation is moderate-high
C311: New or expanded GP premises in Kidlington area	14. South Cherwell Area & Woodstock	IF10: Primary Healthcare & Adult Social Care	0	0	0	0	1	0	1	3	3	3	0	0	1	1	1	1	1	5	-Critical to deliver local housing growth. -Potential to address inequalities. Local level of deprivation is low
C347: New GP premises to serve North West Bicester	4. Bicester	IF10: Primary Healthcare & Adult Social Care	0	0	0	0	1	0	1	3	3	3	0	0	1	1	1	1	1	5	-Critical to deliver local housing growth. -Potential to address inequalities. Local level of deprivation is low-moderate
OC51: New Health Centre for Summertown	1. Oxford City	IF10: Primary Healthcare & Adult Social Care	0	0	0	0	1	0	1	2	2	2	0	0	0	0	0	1	1	4	-Supports housing growth. -Potential to address inequalities. Local level of deprivation is low - moderate
WO180: New waste transfer station	West Oxfordshire District-Wide	IF11: Waste & Recycling	0	0	0	0	0	0	0	3	3	3	1	1	2	2	2	1	2	6	-Identified as critical to support housing delivery in West Oxfordshire. -Supports continued economic growth of West Oxfordshire
WO187: New one pump 2 bay fire station in Carterton	West Oxfordshire District-Wide	IF13: Emergency Services	0	0	0	0	1	0	1	3	3	3	1	1	1	1	1	1	1	6	-Identified as critical to support housing growth -Increased potential for community outreach to support vulnerable people -Reduces potential GVA loss from fires
WO188: Various Thames Valley Police schemes including adaptation of Witney, Carterton, and Woodstock Police Stations	West Oxfordshire District-Wide	IF13: Emergency Services	0	0	0	0	0	0	0	1	1	1	0	0	1	1	1	1	1	2	-Identified as preferred to support housing growth
WO189: 2-3 ambulance standby points in the District including ambulances	West Oxfordshire District-Wide	IF13: Emergency Services	0	0	0	0	0	0	0	2	2	2	0	0	1	1	1	1	1	3	-Identified as necessary to support housing growth
C338: Relocation of Bicester Fire Station	4. Bicester	IF13: Emergency Services	0	0	0	0	1	0	1	2	2	2	0	0	1	1	1	1	1	4	-Identified as critical to support housing growth -Increased potential for community outreach to support vulnerable people -Reduces potential GVA loss from fires
C339: Relocation of Banbury Fire Station	3. Banbury	IF13: Emergency Services	0	0	0	0	1	0	1	2	2	2	0	0	1	1	1	1	1	4	-Identified as critical to support housing growth -Increased potential for community outreach to support vulnerable people -Reduces potential GVA loss from fires

Scheme	Spatial Impact	Infrastructure Type	Connectivity																	TOTAL	Brief Scoring Justification	
			C1A	C1 MAX	C2A	C2B	C2C	C2 MAX	C3A	C3B	C3 MAX	C4A	C4B	C4C	C4D	C4 MAX	C5A	C5B	C5C			C5 MAX
VoWH19: Retrofitting to install Air Source Heat Pumps and Solar PV cells at Vale of White Horse Council leisure centres	Vale of White Horse District-Wide	IF1: Energy	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	3	-Renewable heat scheme would reduce reliance on fossil fuel heating
SO20: Retrofitting to install Air Source Heat Pumps and Solar PV cells at South Oxfordshire Leisure Centres	South Oxfordshire District-Wide	IF1: Energy	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	3	-Renewable heat scheme would reduce reliance on fossil fuel heating
C1: CHP and use of heat from Ardley Energy Recovery Facility	4. Bicester	IF1: Energy	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	3	-Renewable heat scheme would reduce reliance on fossil fuel heating
OC1: Uprating of a section of the 132kV cable at Osney Lane Bulk Supply Point	Oxford City Wide	IF1: Energy	0	0	3	0	0	3	0	0	0	0	0	0	2	2	0	0	0	0	5	-Notable impact on increasing electricity network capacity -Potential to support increased EV uptake
OC2: Yarnton Bulk Supply Point Reinforcement	Cross-District	IF1: Energy	0	0	3	0	0	3	0	0	0	0	0	0	2	2	0	0	0	0	5	-Notable impact on increasing electricity network capacity -Potential to support increased EV uptake
OC3: New substation required to support the Diamond Place regeneration	1. Oxford City	IF1: Energy	0	0	3	0	0	3	0	0	0	0	0	0	2	2	0	0	0	0	5	-Notable impact on increasing electricity network capacity -Potential to support increased EV uptake
WOS: 0.5km of improvements to the gas network around Witney	9. Witney	IF1: Energy	0	0	N/A	N/A	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-Potential to increase reliance on gas heating
WO6: Gas network reinforcement equivalent to 450M x 250mm in Witney	9. Witney	IF1: Energy	0	0	N/A	N/A	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-Potential to increase reliance on gas heating
C9: 300m of expansion and realignment in the gas infrastructure around Banbury	3. Banbury	IF1: Energy	0	0	N/A	N/A	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-Potential to increase reliance on gas heating
ORC1: Oxford Station Additional Through Platform & Associated Line Capacity Upgrades	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	1	0	2	0	2	2	2	4	-Potential to promote mode shift through improved capacity -Potential to improve public transport journey times and reliability for journeys external to Oxfordshire
ORC2: Cowley Branch Line Improvements including two new stations at Oxford Science Park & Oxford Business Park	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	3	0	2	0	3	0	2	2	2	5	-Potential to promote mode shift through provision of new stations and services in south Oxford -Potential to improve public transport journey times and reliability for journeys external to Oxfordshire
ORC6: Grade Separation of Didcot East Rail Junction	Sub-National	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	3	0	3	0	3	2	3	6	-Potential to promote mode shift through improved capacity -Potential to improve public transport journey times and reliability for journeys external to Oxfordshire, including on main GWR corridor
ORC7: Didcot Parkway station – additional platform	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	2	2	2	3	-Potential to promote mode shift through improved capacity -Potential to improve public transport journey times and reliability for journeys from Didcot external to Oxfordshire
ORC8: Didcot Goods Line upgrade & line extension to Milton Junction	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	2	2	2	3	-Potential to promote mode shift through improved capacity -Potential to improve public transport journey times and reliability for journeys external to Oxfordshire
ORC9: Wolvercote Rail Junction Capacity Upgrades	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	2	0	2	0	2	2	2	4	-Potential to promote mode shift through improved capacity -Potential to improve public transport journey times and reliability for journeys external to Oxfordshire
ORC11: Hanborough Station additional platform including Cotswolds line capacity upgrades	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	2	0	2	0	2	2	2	4	-Potential to promote mode shift through improved capacity -Potential to improve public transport journey times and reliability for journeys external to Oxfordshire
ORC13: New Rail Station at Grove	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	3	0	3	0	2	2	2	5	-Potential to notable benefits in promoting mode shift through provision of new station and services in Grove -Potential to improve public transport journey times and reliability for journeys external to Oxfordshire
ORC14: Grove – rail line loop extension and additional crossovers	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	3	0	3	0	2	2	2	5	-Potential to notable benefits in promoting mode shift through provision of new station and services in Grove -Potential to improve public transport journey times and reliability for journeys external to Oxfordshire
ORC15: Oxford North Rail Junction – additional line bypassing junction on Up side	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	2	2	2	4	-Potential to promote mode shift through improved capacity -Potential to improve public transport journey times and reliability for journeys external to Oxfordshire
ORC16: Oxford Canal Rail Junction – crossover between Up and Down Blethley Lines	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	2	2	2	4	-Potential to promote mode shift through improved capacity -Potential to improve public transport journey times and reliability for journeys external to Oxfordshire
ORC17: New Rail Station at Begbroke	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	3	0	3	0	2	2	2	5	-Potential to notable benefits in promoting mode shift through provision of new station and services in Kidlington area -Potential to improve public transport journey times and reliability for journeys external to Oxfordshire
ORC18: Didcot North Junction – third rail line north of junction	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2	2	2	4	-Potential to promote mode shift through improved capacity -Potential to improve public transport journey times and reliability for journeys external to Oxfordshire
OLCWIP1: Canal Path Walking and Cycling Improvements	Cross-District	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	-Minor impact on casualty reduction given off-road nature of route. -Limited potential to induce increased cycling due to recreational nature of route.
OLCWIP2: Walton Street Active Travel Improvements	1. Oxford City	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	-Potential to support localised increase in active travel mode share, however, limited due to small nature of scheme. Also scheme is a quietway rather than a direct route.
OLCWIP3: Woodstock Road Active Travel Improvements	Cross-District	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2	-Potential to support increase in large active travel mode share

Scheme	Spatial Impact	Infrastructure Type	Connectivity																	TOTAL	Brief Scoring Justification		
			C1A	C1 MAX	C2A	C2B	C2C	C2 MAX	C3A	C3B	C3 MAX	C4A	C4B	C4C	C4D	C4 MAX	C5A	C5B	C5C			C5 MAX	
OLCWIP5: North Oxford Path	1. Oxford City	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	1	-Limited potential to induce increased cycling due to recreational nature of route.
OLCWIP6: Marston Active Travel Improvements	1. Oxford City	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	-Limited potential to induce increased cycling due to quiet route
OLCWIP8: Northway & Barton Active Travel	1. Oxford City	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	-Limited potential to induce increased cycling due to quiet route
OLCWIP9: Headington Path	1. Oxford City	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	-Limited potential to induce increased cycling due to quiet route
OLCWIP10: Headington Active Travel Improvements	1. Oxford City	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	-Potential to support increase in large active travel mode share
OLCWIP12: Old Road Active Travel Improvement	1. Oxford City	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	-Potential to support moderate increase in active travel mode share
OLCWIP13: Barracks Lane and Horspath Active Travel Improvement	Cross-District	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	-Potential to support moderate increase in active travel mode share
OLCWIP15: Blackbird Leys Active Travel Improvements	1. Oxford City	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	-Potential to support moderate increase in active travel mode share
OLCWIP16: Littlemore Active Travel Improvements	1. Oxford City	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	-Potential to support moderate increase in active travel mode share
OLCWIP18: Rose Hill Active Travel Improvements	1. Oxford City	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	-Limited potential to induce increased cycling due to quiet route
OLCWIP21: South Oxford Path Walking and Cycling Improvements	Cross-District	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	-Limited potential to induce increased cycling due to quiet route
OLCWIP25: Botley Rd Walking and Cycling Improvements	Cross-District	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	-Potential to support notable increase in active travel mode share
OLCWIP28: Oxford Ring Road Active Travel Improvements	Oxford City Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	-Limited potential to induce increased cycling due to orbital nature
OLCWIP29: City Centre Active Travel	1. Oxford City	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	-Some limited potential to promote mode shift to active modes in city
OLCWIP30: Jackdaw River Bridge	1. Oxford City	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	-Limited potential for mode shift to active modes
OLCWIP31: Low Traffic Neighbourhoods	Oxford City Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	-Potential to support localised mode shift to active modes
OLCWIP32: Signing and parking Active Travel Improvements	Oxford City Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	-Potential for minor benefit on active travel mode share by improving convenience
VoWH22: A34 Bus Priority Phase 2 - bus lane between Lodge Hill-Hinksey Hill & Lodge Hill Park and Ride	Cross-District	IF2: Transport	0	0	0	0	0	0	0	0	0	3	0	3	0	3	-1	3	3	3	3	6	-Notable potential for enhanced journey times and reliability by bus on A34 including journeys between Abingdon and Oxford. -Potential to support incidental active travel use as part of wider public transport journeys
VoWH25: Signalised Junction Improvements at the A420 / Coxwell Road Junction	16. Faringdon & Shrivenham	IF2: Transport	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	1	1	2	-Minor potential to improve vehicular journey times through junction. -Negligible impact on sustainable modes
VoWH26: Access improvements to the A4185 at Harwell Campus	7. Didcot & Wallingford	IF2: Transport	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	1	2	-Minor potential to improve vehicular journey times through junction. -Negligible impact on sustainable modes
VoWH41: Grove Northern Link Road Missing Link	8. Wantage & Grove	IF2: Transport	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	1	2	-Minor potential to improve vehicular journey times in Grove and to external destinations
VoWH50: Marcham Bypass and Frilford Junction	2. Abingdon & Surrounds	IF2: Transport	0	0	0	0	0	0	0	0	0	1	2	2	0	2	1	0	0	1	1	3	-Potential to improve vehicular journey times in Marcham and to external destinations towards A34. High delay on A415 -Provision of active travel facilities has the potential to support limited modal shift to active modes
VoWH51: Milton Heights Pedestrian and Cycle Bridge	7. Didcot & Wallingford	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	-Minor potential for mode shift to active modes in the local area
VoWH52: Shipon & Abingdon Pedestrian and Cycle Bridge	2. Abingdon & Surrounds	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	-Minor potential for mode shift to active modes in the local area
VoWH53: Barrow Road / unamed road (to Gozards Ford) junction upgrade	2. Abingdon & Surrounds	IF2: Transport	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	-Minor potential to improve vehicular journey times through junction. -Negligible impact on sustainable modes
VoWH54: Unnamed road (to Gozards Ford)/A415 junction upgrade	2. Abingdon & Surrounds	IF2: Transport	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	-Minor potential to improve vehicular journey times through junction. -Negligible impact on sustainable modes
VoWH55: Long Tow/Wootton Road junction upgrade	2. Abingdon & Surrounds	IF2: Transport	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	-Minor potential to improve vehicular journey times through junction. -Negligible impact on sustainable modes
VoWH56: A415/A420 link road	2. Abingdon & Surrounds	IF2: Transport	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	-Potential to improve vehicular journey time reliability travelling towards A420 -Negligible impact on sustainable modes
VoWH57: Steventon Signalised Junction and A4130 Widening (West of Milton Interchange)	7. Didcot & Wallingford	IF2: Transport	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	1	0	1	1	3	-Potential to improve vehicular journey times through junctions. Some moderate delay on A4130 corridor -Negligible impact on sustainable modes
VoWH58: Rowstock Roundabout Improvement	7. Didcot & Wallingford	IF2: Transport	0	0	0	0	0	0	0	0	0	2	2	0	0	2	1	1	0	1	1	3	-Potential to improve vehicular journey times through junctions. Some moderate delay on A4130 corridor -Potential to promote modal shift to sustainable modes
VoWH59: A34 Lodge Hill Interchange Upgrade including South Facing Slips	Vale of White Horse District-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	1	3	0	0	3	2	1	0	2	2	5	-Potential to improve vehicular journey times from Abingdon to other OxIS towns and external destinations on A34 -Potential for minor localised potential for mode shift in Abingdon
SO21: Science Vale Active Travel Network	Cross-District	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	-Scale of scheme means there is potential for notable modal shift - particularly for commuting trips to Harwell Campus
SO23: Cycle connection between Berinsfield/Culham to Oxford via the Roman Road	Cross-District	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	-Scale of scheme means there is potential for notable modal shift - particularly for commuting trips to and from Culham and to South Oxford
SO24: Improvements to cycle routes to rail stations	South Oxfordshire District-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	1	-Potential to support increased mode share as part of wider public transport journeys
SO26: Benson to Wallingford cycle route minor improvements	South Oxfordshire District-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	-Potential to support mode shift to active modes, albeit limited due to minor nature of scheme
SO27: Didcot Town Cycle Improvements	7. Didcot & Wallingford	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	-Potential to support modal shift to active modes in Didcot. Current active travel mode share in Didcot relatively low compared to other OxIS towns

Scheme	Spatial Impact	Infrastructure Type	Connectivity																	TOTAL	Brief Scoring Justification	
			C1A	C1 MAX	C2A	C2B	C2C	C2 MAX	C3A	C3B	C3 MAX	C4A	C4B	C4C	C4D	C4 MAX	C5A	C5B	C5C			C5 MAX
SO28: Garden Line Cycle Improvements	7. Didcot & Wallingford	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	-Potential to support mode shift albeit likely to be more of a recreational route
SO29: Premium cycle route between Didcot, Crowmarsh Gifford and Wallingford	7. Didcot & Wallingford	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2	-Potential to support notable mode shift to active modes for journeys between Didcot and Wallingford. Current active travel mode share in Didcot is relatively low
SO30: Thame to Haddenham cycle route	Cross-County	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2	-Potential to support notable mode shift to active modes for local journeys between Thame and Haddenham.
SO31: Didcot Parkway interchange cycling improvements	7. Didcot & Wallingford	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	1	-Potential to support minor mode shift for active modes to station
SO40: Strategic Rapid Transit Park and Ride & Bus Priority Improvements on A4074 corridor	Cross-District	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	3	0	3	-1	2	2	2	5	-Potential to promote mode shift to public transport -Potential for notable improvement in public transport journey time reduction and reliability for journeys from South Oxfordshire towards Oxford -Potential to support incidental active travel use as part of wider public transport journeys
SO45: Culham Railway Station Enhancements	South Oxfordshire District-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	1	1	2	-Potential to promote minor mode shift through improved capacity -Potential to improve public transport journey times and reliability for journeys external to Oxfordshire
SO48: A4074 Golden Balls Roundabout Improvement and B4015 Widening	South Oxfordshire District-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	1	3	-Potential to reduce delay on A4074 and B4015 corridors for vehicles
SO53: A40 Marsh Lane through bypass water brook from the A40 at Marsh Lane interchange to east of Marsh Lane	Cross-District	IF2: Transport	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2	-Potential to reduce delay on A40 which has moderate levels of delay
SO62: New access on to A4074 from Berinsfield allocation	10. Berinsfield	IF2: Transport	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	1	3	-Potential to reduce journey times from Berinsfield by vehicle to key destinations
SO64: Berinsfield Roundabout (A4074 / A415) Junction Upgrade	10. Berinsfield	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	0	0	1	3	-Potential to reduce journey times from Berinsfield by vehicle to key destinations
SO65: Stadthampton & Chiselhampton Bypass: Associated with Chalgrove connecting with the B480	11. Chalgrove	IF2: Transport	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	1	3	-Potential to reduce journey times from Chalgrove to key destinations
SO66: Cuxham Bypass connecting with the B480	11. Chalgrove	IF2: Transport	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2	-Potential to reduce journey times from Chalgrove to key destinations -Limited delay in Cuxham village so potential to improve journey times limited
SO69: New and upgraded cycling connections to Oxford, Berinsfield & Watlington via B480 and Burcot Lane / Dorchester Road / Stadthampton Road	Cross-District	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2	-Scale of scheme means there is potential for notable modal shift - particularly for commuting trips to South Oxford
SO74: B480 Gateway Scheme including cycle lane improvements and bus priority measures	Cross-District	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	1	1	1	3	-Potential to support mode shift to public transport for journeys from South Oxfordshire e.g. Chalgrove, Northfield to Oxford -Potential to support incidental active travel use as part of wider public transport journeys
SO75: Pedestrian and Cycle Bridge over A40 Northern Bypass	Cross-District	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	-Potential to support mode shift to active modes for journeys to Oxford
SO76: Central Didcot Corridor improvement Scheme	7. Didcot & Wallingford	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	0	0	0	2	-Potential to support modal shift to active modes in Didcot. Current active travel mode share in Didcot relatively low compared to other OXIS towns
SO83: Didcot Northern Perimeter Road Phase 3	7. Didcot & Wallingford	IF2: Transport	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	1	3	-Potential to reduce delay for vehicular journeys through Didcot -Potential to support increased active travel from facilities
SO88: Town-wide Controlled Parking Zone in Didcot	7. Didcot & Wallingford	IF2: Transport	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	-Potential to support localised mode shift
WO20: Pedestrian cycle improvements from Curbridge Road along Thorney Leys to Station	9. Witney	IF2: Transport	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	-Potential to support localised mode shift
WO37: Bablock Hylthe Crossing of River Thames	West Oxfordshire District-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	-Potential to support increased active travel to employment sites
WO52: Witney to Carterton Cycleway	West Oxfordshire District-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2	-Potential to support modal shift to active travel for journeys between the towns
WO55: Cycle Route from Eynsham - Oxford on B4044	Cross-District	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2	-Potential to promote modal shift to active modes for journeys between Eynsham and Oxford
WO57: Footpath / cycleway connecting Hanborough through Bladon to Woodstock	West Oxfordshire District-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	-Potential to promote localised modal shift to active modes for journeys between Woodstock and Hanborough
WO58: East Witney Active Travel Package	9. Witney	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Localised nature of package means there is only limited potential to promote modal shift for localised journeys
WO59: Cycle route between Eynsham and Hanborough Station and other bridleway	12. Eynsham & Long Hanborough	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	-Potential to promote modal shift for journeys made to Hanborough Station from Garden Village
WO60: Saltcross Garden Village crossings of A40	12. Eynsham & Long Hanborough	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Potential to promote limited localised mode shift for journeys between garden village and Eynsham (Neutral Impact)

Scheme	Spatial Impact	Infrastructure Type	Connectivity																	TOTAL	Brief Scoring Justification		
			C1A	C1 MAX	C2A	C2B	C2C	C2 MAX	C3A	C3B	C3 MAX	C4A	C4B	C4C	C4D	C4 MAX	C5A	C5B	C5C			C5 MAX	
WO78: Shores Green Slip Roads on A40	9. Witney	IF2: Transport	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	1	0	2	4	-Potential to reduce vehicular journey time delay by avoiding Witney town centre -Potential for minor benefit for active modes by removing traffic from Witney town centre	
WO79: Improvements to Bridge Street & Staple Hill junctions including public realm and traffic management	9. Witney	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Negligible Impact
WO80: Improvements to Oxford Hill/Cogges Hill Road/Jubilee Way junction	9. Witney	IF2: Transport	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	1	-Potential for minor localised mode shift potential
WO81: Re-designating the A4095 via Jubilee Way, Oxford Hill, A40 at Shores Green to Ducklington Lane and Thorney Leys.	9. Witney	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-Negligible Impact
WO84: Improve access by road to Carterton including upgrade of B4477 and West facing slips at A40/B4477	West Oxfordshire District-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	1	2	0	0	2	2	0	0	2	4	-Potential to reduce vehicular journey time delay by avoiding Carterton town centre -Potential for minor benefit for active modes by removing traffic from Carterton	
WO85: Remove primary route status from A44 and implement weight restrictions in town	6. Chipping Norton	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	1	-Potential to enhance conditions for active modes in Chipping Norton
WO86: Provision of additional off street public car parking spaces	9. Witney	IF2: Transport	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	-Potential for spaces to include enhanced electric vehicle charging provision
C16: Market Square Walking and Cycling Improvements	4. Bicester	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	1	-Negligible Impact
C17: Banbury Road walking and cycling improvements	4. Bicester	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	1	-Potential to promote mode shift for journeys into Bicester town centre
C18: Buckingham Road walking and cycling improvements	4. Bicester	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	1	-Potential to promote mode shift for journeys into Bicester town centre
C41: Pedestrianisation of part of Kidlington High Street	14. South Cherwell Area & Woodstock	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	1	-Negligible Impact
C47: Public realm improvements on the A4260 between Benmead Road & Yarnton Road	14. South Cherwell Area & Woodstock	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	1	-Lower speed environment may promote localised mode shift to active modes
C50: Sandy Lane – pedestrian and cycle new link over railway	14. South Cherwell Area & Woodstock	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	1	-Negligible Impact
C58: Upgrade existing footbridge over the railway linking to Northern Gateway	14. South Cherwell Area & Woodstock	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	1	-Negligible Impact
C62: Cycle and pedestrian improvements along Langford Lane	14. South Cherwell Area & Woodstock	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	1	-Potential to enhance connectivity of local services as well as promote localised mode shift
C69: Improvements to A41 gateway corridor to Bicester including bus priority measures	Cherwell District-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	3	0	3	0	2	0	2	5	5	-Potential for mode shift to public transport -Potential to enhance journey time reliability for buses for journeys to and from Bicester. High degree of delay on A41 corridor
C72: Rejuvenating or Relocating Banbury Bus Station to provide enhanced capacity	3. Banbury	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	0	1	2	2	-Enhanced bus station may increase bus reliability/capacity of routes and promote some modal shift
C83: P&R at London Oxford Airport (approx. 1,100 Spaces)	Cross-District	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2	2	-Potential to promote some modal shift from car to bus / active modes, albeit limited given no accompanying bus priority measures -Evidence indicates the A4260 has a high degree of journey time variability at present with a potential for mode shift and greater competitiveness with car journeys
C84: Bus priority and bus stop improvements along the A4260 / A4165	14. South Cherwell Area & Woodstock	IF2: Transport	0	0	0	0	0	0	0	0	0	3	0	3	0	3	0	1	1	1	4	4	-Evidence indicates the A44 has a moderate degree of journey time variability at present with a potential for mode shift and greater competitiveness with car journeys
C86: Junction improvements facilitating cross-corridor bus movements A44 to / from A4260	Cross-District	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	1	1	1	3	3	-Evidence indicates the A44 has a moderate degree of journey time variability at present with a potential for mode shift and greater competitiveness with car journeys
C87: Bus priority improvements on the A44 between Langford Lane and Bladon Roundabout	Cross-District	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	1	1	1	3	3	-Evidence indicates the A44 has a moderate degree of journey time variability at present with a potential for mode shift and greater competitiveness with car journeys
C89: Expansion of Oxford Parkway P&R (approx. 1,000 spaces)	14. South Cherwell Area & Woodstock	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2	2	-Potential to promote some modal shift from car to rail / bus / active modes. No impact on journey times.
C96: Re-designing Banbury Station forecourt to improve multi-modal interchange	3. Banbury	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	1	0	2	0	1	0	1	3	3	-Potential for increase sustainable transport mode share. -Potential for overall reduced journey times across bus & rail to key external destinations from Banbury
C100: London Road level crossing - solution for closure	4. Bicester	IF2: Transport	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2	2	-Reduces vehicular journey time variability
C102: Bicester Eastern Corridor highway capacity improvements	4. Bicester	IF2: Transport	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	1	3	3	-Potential to improve journey time variability on A4421
C103: Charbridge Lane Additional Capacity of new bridge to Gavray Drive	4. Bicester	IF2: Transport	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	1	3	3	-Potential to improve journey time variability on A4421
C104: Bicester south east perimeter road	4. Bicester	IF2: Transport	0	0	0	0	0	0	0	0	0	0	3	0	0	3	1	0	0	1	4	4	-Potential to improve journey time variability on A41 which has a moderate-high rate of variability at present

Scheme	Spatial Impact	Infrastructure Type	Connectivity																	TOTAL	Brief Scoring Justification	
			C1A	C1 MAX	C2A	C2B	C2C	C2 MAX	C3A	C3B	C3 MAX	C4A	C4B	C4C	C4D	C4 MAX	C5A	C5B	C5C			C5 MAX
C109: Bicester A4095 Realignment Scheme	4. Bicester	IF2: Transport	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	1	3	-Potential to improve journey time variability on A4095 which has a moderate rate of variability at present
C114: Improving capacity & bus priority of Cherwell Street/ A4620 Windsor Street corridor	3. Banbury	IF2: Transport	0	0	0	0	0	0	0	0	0	1	2	0	0	2	1	0	0	1	3	-Potential to improve journey time variability on A4260 which has a high rate of variability at present
C117: East-west strategic movements: Hennef Way corridor A422 Improvements	3. Banbury	IF2: Transport	0	0	0	0	0	0	0	0	0	1	2	0	0	2	1	0	0	1	3	-Potential to improve journey time variability on A422 which has a high rate of variability at present
C118: East-west strategic movements: Warwick Road Corridor Improvements	3. Banbury	IF2: Transport	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	1	3	-Potential to improve journey time variability on A422 which has a high rate of variability at present
C120: Review of Banbury Town Centre traffic circulation	3. Banbury	IF2: Transport	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	1	-Potential to improve vehicular journey times in the town centre.
C125: M40 Junction 10 Capacity Improvements	Cherwell District-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	0	3	1	0	3	2	1	0	2	5	-Potential to reduce journey time variability for vehicles accessing M40
C126: Central corridor: Kings End and Queens Avenue through to Field Street	4. Bicester	IF2: Transport	0	0	0	0	0	0	0	0	0	1	-1	0	0	1	0	0	0	0	1	-Potential to increase journey time variability on B4030 -Potential to encourage higher active travel mode share
C131: Access to Banbury North (New M40 Slips)	Cherwell District-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	0	3	1	0	3	2	1	0	2	5	-Potential to reduce journey time variability on Hennef Way which has a high degree of delay.
C132: Banbury South East Link Road east of M40 J11	3. Banbury	IF2: Transport	0	0	0	0	0	0	0	0	0	0	2	1	0	2	1	1	0	1	3	-Potential to reduce journey time variability on Hennef Way which has a high degree of delay.
OC4: Cycle Hire Stations	Oxford City Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2	Potential for modal shift
OC6: Emergency Active Travel Schemes	Oxford City Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	2	-1	0	0	2	0	0	0	0	2	Potential for modal shift
OC8: Broad Street Part Pedestrianisation and Public Realm Improvements	1. Oxford City	IF2: Transport	0	0	0	0	0	0	0	0	0	2	-1	0	0	2	0	0	0	0	2	Potential for modal shift
OC24: Abingdon Road Corridor Improvements	Cross-District	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2	-Potential to support notable increase in active travel mode share
OC25: B4495 Corridor Improvements (Hollow Way/ Between Towns Road/ Donnington Bridge)	1. Oxford City	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	-Limited potential to induce increased cycling due to orbital nature
OC26: Banbury Road & Oxford Road Corridor Improvements	Cross-District	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2	-Potential to support increase in active travel mode share between Oxford, Kidlington & Woodstock on new direct route.
OC28: Ifley Road Corridor Improvements	1. Oxford City	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2	-Potential to support notable increase in active travel mode share
OC29: Cowley Road/ Garsington Road/ Watlington Road Corridor Improvements	1. Oxford City	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2	-Potential to support moderate increase in active travel mode share
OC31: Eastern Bypass A423 / A3133 Kennington to Cowley Bus Priority Improvement Scheme	1. Oxford City	IF2: Transport	0	0	0	0	0	0	0	0	0	3	0	3	0	3	0	2	2	2	5	-Potential to support incidental active travel use as part of wider public
OC32: Western bypass corridor improvements between Cutteslowe Roundabout to Mash Lane	1. Oxford City	IF2: Transport	0	0	0	0	0	0	0	0	0	3	0	3	0	3	0	2	2	2	5	-Potential to support incidental active travel use as part of wider public
OC36: Traffic Filters and Supporting Measures	1. Oxford City	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	-Potential to support localised mode shift to active modes
OC39: Zero Emission Zone (Phase II)	Oxford City Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	1	3	3	0	1	0	1	4	-Traffic reduction in city centre has potential to improve bus journey times
OC40: Controlled Parking Zones (city-wide)	Oxford City Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	2	1	0	1	2	0	1	0	1	3	-Reduction in indiscriminate parking has potential to improve journey times
IHUB9: MaaS/CAV: Smart Traffic lights	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	0	0	2	4	-Potential to support improved vehicular journey time reliability across Oxfordshire
IHUB10: DRIVEN Project: Updating of ATC to live blackcats	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	1	2	-Potential to support improved vehicular journey time reliability across Oxfordshire
IHUB12: Endeavour Project: Parking bay sensors	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2	-Potential to support improved vehicular journey time reliability across Oxfordshire
IHUB13: 5G Heart project: Fibre connectivity to roadside assets	Oxfordshire County-Wide	IF2: Transport	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	-Potential to improve digital 5G access through use of public assets
OCC2A1: A40 Crossing at Collinwood Road	1. Oxford City	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	-Potential for localised mode shift to access local services
OCCPR1: Park & Ride at Cumnor (1,200 Spaces)	Cross-District	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2	-Potential for mode shift to buses for onward journeys into Oxford
OCCPR2: Park & Ride Extension at Thornhill (465 Spaces)	Oxford City Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	-Potential for mode shift to buses for onward journeys into Oxford. Likely to be limited given scheme would involve capacity expansion
BSIP1: County-wide traffic signals upgrade to enable bus priority	Oxfordshire County-Wide	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	3	0	3	0	2	0	2	5	-Supports more competitive bus journey times within the County and to external destinations
BSIP2: Barton Waynflete Road Link (One Way Bus Only Road)	1. Oxford City	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	2	0	2	0	2	0	2	4	-Supports more competitive bus journey times within the County and to external destinations
BSIP3: A34 Bus Priority Scheme Phase 1 - Hinksey Hill A34 Northbound Exit	Cross-District	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	3	0	3	0	2	0	2	5	-Supports more competitive bus journey times within the County and to external destinations
BSIP4: Bus priority improvements at Pear Tree Park & Ride junction	Cross-District	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	2	0	2	0	2	0	2	4	-Supports more competitive bus journey times -More reliable bus journey times supports mode shift
BSIP5: Benson Lane, Crowmarsh junction bus priority scheme	7. Didcot & Wallingford	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	2	0	2	0	2	0	2	4	-Supports more competitive bus journey times within the County and to external destinations -More reliable bus journey times supports mode shift

Scheme	Spatial Impact	Infrastructure Type	Connectivity																	TOTAL	Brief Scoring Justification	
			C1A	C1 MAX	C2A	C2B	C2C	C2 MAX	C3A	C3B	C3 MAX	C4A	C4B	C4C	C4D	C4 MAX	C5A	C5B	C5C			C5 MAX
BSIP6: Horspath Driftway bus priority scheme	1. Oxford City	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	2	0	2	0	2	0	2	4	-Supports more competitive bus journey times within the County and to external destinations -More reliable bus journey times supports mode shift
C112: Car parking routing and guidance system	3. Banbury	IF2: Transport	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	1	-Potential to improve journey time variability in Banbury through reduction
OXG1: Oxford Smaller Scale Active Travel Schemes	1. Oxford City	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2	
WOG1: Witney Walking and Cycling Package of Improvements	9. Witney	IF2: Transport	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2	
WOG2: Carterton Active Travel Improvement Scheme Package	5. Carterton	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	
WOG3: Eynsham Active Travel Improvement Package	12. Eynsham & Long Hanborough	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	
CG1: Bicester Active Travel Package	4. Bicester	IF2: Transport	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	
WO98: West End Link Road flood storage area on the flood plain of the River Windrush	9. Witney	IF3: Flood Alleviation	0	0	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2	Minor beneficial impact for resilience of key utility services in Witney.
WO99: Flood storage upstream of Hailey Road in Witney	9. Witney	IF3: Flood Alleviation	0	0	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2	Minor beneficial impact for resilience of key utility services in Witney.
WO94: Flood storage upstream and downstream	9. Witney	IF3: Flood Alleviation	0	0	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2	Minor beneficial impact for resilience of key utility services in Witney.
VoWH70: Two form-entry primary school at Dalton Barracks	2. Abingdon & Surrounds	IF4: Education	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	-Potential for more local journeys to be made by active modes to school
VoWH71: One form entry primary school, East of Kingston Bagpuize	2. Abingdon & Surrounds	IF4: Education	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	-Potential for more local journeys to be made by active modes to school
VoWH72: New Primary School serving NW Grove	8. Wantage & Grove	IF4: Education	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	-Potential for more local journeys to be made by active modes to school
VoWH74: New Primary School facilities on Land south of Park Road, Faringdon	16. Faringdon & Shrivenham	IF4: Education	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	-Potential for more local journeys to be made by active modes to school
VoWH75: 1FE primary school at North Shrivenham	16. Faringdon & Shrivenham	IF4: Education	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	-Potential for more local journeys to be made by active modes to school
SO102: Primary School capacity increases including at least one new school site to serve Berinsfield	10. Berinsfield	IF4: Education	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	-Potential for more local journeys to be made by active modes to school
SO106: Two x 2 Form Entry primary schools at Chalgrove (including early years)	11. Chalgrove	IF4: Education	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	-Potential for more local journeys to be made by active modes to school
SO107: Two Two Form Entry primary schools at Culham (including early years)	2. Abingdon & Surrounds	IF4: Education	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	-Potential for more local journeys to be made by active modes to school
SO108: 900 place secondary school at Culham	2. Abingdon & Surrounds	IF4: Education	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	-Potential for more local journeys to be made by active modes to school
SO109: One new 3-form-entry primary school at Grenoble Road.	13. Grenoble Road & Northfield	IF4: Education	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	-Potential for more local journeys to be made by active modes to school
SO111: New 1.5 FE Primary School at Bayswater Brook site (including early years)	17. Bayswater Brook	IF4: Education	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	-Potential for more local journeys to be made by active modes to school
SO112: Three Form Entry Primary School at Northfield (including early years)	13. Grenoble Road & Northfield	IF4: Education	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	-Potential for more local journeys to be made by active modes to school
SO116: One new consolidated 1,500 place secondary school	11. Chalgrove	IF4: Education	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	-Potential for more local journeys to be made by active modes to school
SO117: A 1,500 place secondary school at Grenoble Road	13. Grenoble Road & Northfield	IF4: Education	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	-Potential for more local journeys to be made by active modes to school
SO119: Expansion of secondary school capacity by 2fe, potentially at Icknield Community College	South Oxfordshire District-Wide	IF4: Education	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	-Potential for more local journeys to be made by active modes to school
SO120: One new 8 Form Entry secondary school in Didcot North East	7. Didcot & Wallingford	IF4: Education	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	-Potential for more local journeys to be made by active modes to school
WO105: New 1.5FE Primary School, West Eynsham (including nursery)	12. Eynsham & Long Hanborough	IF4: Education	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	-Potential for more local journeys to be made by active modes to school
WO106: 2FE Primary school (including nursery), North Witney	9. Witney	IF4: Education	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	-Potential for more local journeys to be made by active modes to school
WO107: Up to 2 x 2FE Primary schools (including nursery), to serve Saltcross Garden Village	12. Eynsham & Long Hanborough	IF4: Education	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	-Potential for more local journeys to be made by active modes to school
WO108: 2FE Primary school (including nursery), East of Chipping Norton	6. Chipping Norton	IF4: Education	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	-Potential for more local journeys to be made by active modes to school
WO110: Improvements and capacity increases to existing primary school provision by approximately 1 form entry in Witney and surrounding area.	9. Witney	IF4: Education	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	-Potential for more local journeys to be made by active modes to school
WO113: Capacity increases at existing primary schools in Woodstock, Eynsham, Enstone and Stanton Harcourt / Sutton	14. South Cherwell Area & Woodstock	IF4: Education	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	-Potential for more local journeys to be made by active modes to school
WO114: Secondary school additional provision (Either Expansion of Woodgreen School and/or Henry Box School)	9. Witney	IF4: Education	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	-Potential for more local journeys to be made by active modes to school

OxIS Scheme ID	Scheme	Spatial Impact	Scheme Category	Pathway 3A							Pathway 3B			Total Growth Score (3A or 3B)
				Relevance Identified?	Relevance to Growth (Through IDP & Engagement)	Housing Level Supported	Level of Employment Growth Supported	Growth Level	Importance to Supporting Growth	Pathway 3A Total	Applicability?	Level of Employment Growth	Level of Employment Growth	
VoWH19	VoWH19: Retrofitting to install Air Source Heat Pumps and Solar PV cells at Vale of White Horse Council leisure centres	Vale of White Horse District-Wide	IF1: Energy	No	Desirable	8	4	8	1	9	N/A	N/A	N/A	9
SO20	SO20: Retrofitting to install Air Source Heat Pumps and Solar PV cells at South Oxfordshire Leisure Centres	South Oxfordshire District-Wide	IF1: Energy	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
C1	C1: CHP and use of heat from Ardley Energy Recovery Facility	4. Bicester	IF1: Energy	Yes	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
OC1	OC1: Uprating of a section of the 132kV cable at Osney Lane Bulk Supply Point	Oxford City Wide	IF1: Energy	Yes	Critical	8	8	8	8	16	N/A	N/A	N/A	16
OC2	OC2: Yarnton Bulk Supply Point Reinforcement	Cross-District	IF1: Energy	Yes	Critical	8	8	8	8	16	N/A	N/A	N/A	16
OC3	OC3: New substation required to support the Diamond Place regeneration	1. Oxford City	IF1: Energy	Yes	Critical	8	8	8	8	16	N/A	N/A	N/A	16
W05	W05: 0.5km of improvements to the gas network around Witney	9. Witney	IF1: Energy	Yes	Necessary	6	4	6	4	10	N/A	N/A	N/A	10
W06	W06: Gas network reinforcement equivalent to 450M x 250mm in Witney	9. Witney	IF1: Energy	Yes	Necessary	6	4	6	4	10	N/A	N/A	N/A	10
C9	C9: 300m of expansion and realignment in the gas infrastructure around Banbury	3. Banbury	IF1: Energy	Yes	Critical	8	8	8	8	16	N/A	N/A	N/A	16
ORC1	ORC1: Oxford Station Additional Through Platform & Associated Line Capacity Upgrades	Oxfordshire County-Wide	IF2: Transport	Yes	Essential	8	8	8	4	12	N/A	N/A	N/A	12
ORC2	ORC2: Cowley Branch Line Improvements including two new stations at Oxford Science Park & Oxford Business Park	Oxfordshire County-Wide	IF2: Transport	No	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
ORC6	ORC6: Grade Separation of Didcot East Rail Junction	Sub-National	IF2: Transport	No	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
ORC7	ORC7: Didcot Parkway station – additional platform	Oxfordshire County-Wide	IF2: Transport	No	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
ORC8	ORC8: Didcot Goods Line upgrade & line extension to Milton Junction	Oxfordshire County-Wide	IF2: Transport	No	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
ORC9	ORC9: Wolvercote Rail Junction Capacity Upgrades	Oxfordshire County-Wide	IF2: Transport	No	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
ORC11	ORC11: Hanborough Station additional platform including Cotswolds line capacity upgrades	Oxfordshire County-Wide	IF2: Transport	No	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
ORC13	ORC13: New Rail Station at Grove	Oxfordshire County-Wide	IF2: Transport	No	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
ORC14	ORC14: Grove – rail line loop extension and additional crossovers	Oxfordshire County-Wide	IF2: Transport	No	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
ORC15	ORC15: Oxford North Rail Junction – additional line bypassing junction on Up side	Oxfordshire County-Wide	IF2: Transport	No	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
ORC16	ORC16: Oxford Canal Rail Junction – crossover between Up and Down Blechley Lines	Oxfordshire County-Wide	IF2: Transport	No	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
ORC17	ORC17: New Rail Station at Begbroke	Oxfordshire County-Wide	IF2: Transport	Yes	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
ORC18	ORC18: Didcot North Junction – third rail line north of junction	Oxfordshire County-Wide	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
OLCWIP1	OLCWIP1: Canal Path Walking and Cycling Improvements	Cross-District	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
OLCWIP2	OLCWIP2: Walton Street Active Travel Improvements	1. Oxford City	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
OLCWIP3	OLCWIP3: Woodstock Road Active Travel Improvements	Cross-District	IF2: Transport	No	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
OLCWIP5	OLCWIP5: North Oxford Path	1. Oxford City	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
OLCWIP6	OLCWIP6: Marston Active Travel Improvements	1. Oxford City	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
OLCWIP8	OLCWIP8: Northway & Barton Active Travel Improvements	1. Oxford City	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
OLCWIP9	OLCWIP9: Headington Path	1. Oxford City	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
OLCWIP10	OLCWIP10: Headington Active Travel Improvements	1. Oxford City	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
OLCWIP12	OLCWIP12: Old Road Active Travel Improvement	1. Oxford City	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
OLCWIP13	OLCWIP13: Barracks Lane and Horspath Active Travel Improvement	Cross-District	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
OLCWIP15	OLCWIP15: Blackbird Leys Active Travel Improvements	1. Oxford City	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
OLCWIP16	OLCWIP16: Littlemore Active Travel Improvements	1. Oxford City	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
OLCWIP18	OLCWIP18: Rose Hill Active Travel Improvements	1. Oxford City	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
OLCWIP21	OLCWIP21: South Oxford Path Walking and Cycling Improvements	Cross-District	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
OLCWIP25	OLCWIP25: Botley Rd Walking and Cycling Improvements	Cross-District	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
OLCWIP28	OLCWIP28: Oxford Ring Road Active Travel Improvements	Oxford City Wide	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9

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OLCWIP29	OLCWIP29: City Centre Active Travel Improvements	1. Oxford City	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
OLCWIP30	OLCWIP30: Jackdaw River Bridge	1. Oxford City	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
OLCWIP31	OLCWIP31: Low Traffic Neighbourhoods	Oxford City Wide	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
OLCWIP32	OLCWIP32: Signing and parking Active Travel Improvements	Oxford City Wide	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
VoWH22	VoWH22: A34 Bus Priority Phase 2 - bus lane between Lodge Hill-Hinksey Hill & Lodge Hill Park and Ride	Cross-District	IF2: Transport	No	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
VoWH25	VoWH25: Signalised Junction Improvements at the A420 / Coxwell Road Junction	16. Faringdon & Shrivenham	IF2: Transport	No	Critical	2	2	2	8	10	N/A	N/A	N/A	10
VoWH26	VoWH26: Access improvements to the A4185 at Harwell Campus	7. Didcot & Wallingford	IF2: Transport	No	Essential	8	8	8	4	12	N/A	N/A	N/A	12
VoWH41	VoWH41: Grove Northern Link Road Missing Link	8. Wantage & Grove	IF2: Transport	Yes	Critical	6	2	6	8	14	N/A	N/A	N/A	14
VoWH50	VoWH50: Marcham Bypass and Frilford Junction	2. Abingdon & Surrounds	IF2: Transport	No	Critical	8	2	8	8	16	N/A	N/A	N/A	16
VoWH51	VoWH51: Milton Heights Pedestrian and Cycle Bridge	7. Didcot & Wallingford	IF2: Transport	Yes	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
VoWH52	VoWH52: Shippon & Abingdon Pedestrian and Cycle Bridge	2. Abingdon & Surrounds	IF2: Transport	Yes	Necessary	8	2	8	4	12	N/A	N/A	N/A	12
VoWH53	VoWH53: Barrow Road / unnamed road (to Gozards Ford) junction upgrade	2. Abingdon & Surrounds	IF2: Transport	Yes	Critical	8	2	8	8	16	N/A	N/A	N/A	16
VoWH54	VoWH54: Unnamed road (to Gozards Ford)/A415 junction upgrade	2. Abingdon & Surrounds	IF2: Transport	Yes	Critical	8	2	8	8	16	N/A	N/A	N/A	16
VoWH55	VoWH55: Long Tow/Wootton Road junction upgrade	2. Abingdon & Surrounds	IF2: Transport	Yes	Critical	8	2	8	8	16	N/A	N/A	N/A	16
VoWH56	VoWH56: A415/A420 link road	2. Abingdon & Surrounds	IF2: Transport	Yes	Critical	8	2	8	8	16	N/A	N/A	N/A	16
VoWH57	VoWH57: Stevenston Signalised Junction and A4130 Widening (West of Milton Interchange)	7. Didcot & Wallingford	IF2: Transport	Yes	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
VoWH58	VoWH58: Rowstock Roundabout Improvement	7. Didcot & Wallingford	IF2: Transport	Yes	Critical	8	8	8	8	16	N/A	N/A	N/A	16
VoWH59	VoWH59: A34 Lodge Hill Interchange Upgrade including South Facing Slips	Vale of White Horse District-Wide	IF2: Transport	Yes	Critical	8	4	8	8	16	N/A	N/A	N/A	16
SO21	SO21: Science Vale Active Travel Network	Cross-District	IF2: Transport	No	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
SO23	SO23: Cycle Connection between Berinsfield/Culham to Oxford via the Roman Road bridleway	Cross-District	IF2: Transport	Yes	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
SO24	SO24: Improvements to cycle routes to rail stations	South Oxfordshire District-Wide	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
SO26	SO26: Benson to Wallingford cycle route minor improvements	South Oxfordshire District-Wide	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
SO27	SO27: Didcot Town Cycle Improvements	7. Didcot & Wallingford	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
SO28	SO28: Garden Line Cycle Improvements	7. Didcot & Wallingford	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
SO29	SO29: Premium cycle route between Didcot, Crommarsh Gifford and Wallingford	7. Didcot & Wallingford	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
SO30	SO30: Thame to Haddenham cycle route	Cross-County	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
SO31	SO31: Didcot Parkway interchange cycling improvements	7. Didcot & Wallingford	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
SO40	SO40: Strategic Rapid Transit Park and Ride & Bus Priority Improvements on A4074 corridor	Cross-District	IF2: Transport	No	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
SO45	SO45: Culham Railway Station Enhancements	South Oxfordshire District-Wide	IF2: Transport	No	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
SO48	SO48: A4074 Golden Balls Roundabout Improvement and B4015 Widening	South Oxfordshire District-Wide	IF2: Transport	No	Critical	8	8	8	8	16	N/A	N/A	N/A	16
SO53	SO53: A40 Link Road through Bayswater Brook from the A40 at Marsh Lane interchange to east	Cross-District	IF2: Transport	Yes	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
SO62	SO62: New access on to A4074 from Berinsfield allocation	10. Berinsfield	IF2: Transport	Yes	Critical	4	2	4	8	12	N/A	N/A	N/A	12
SO64	SO64: Berinsfield Roundabout (A4074 / A415) Junction Upgrade	10. Berinsfield	IF2: Transport	Yes	Critical	4	2	4	8	12	N/A	N/A	N/A	12
SO65	SO65: Stadthampton & Chiselhampton Bypass: Associated with Chalgrove connecting with the B480	11. Chalgrove	IF2: Transport	Yes	Critical	4	2	4	8	12	N/A	N/A	N/A	12
SO66	SO66: Cuxham Bypass connecting with the B480	11. Chalgrove	IF2: Transport	Yes	Critical	4	2	4	8	12	N/A	N/A	N/A	12
SO69	SO69: New and upgraded cycling connections to Oxford, Berinsfield & Watlington via B480 and Burcot Lane / Dorchester Road / Stadthampton Road	Cross-District	IF2: Transport	Yes	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
SO74	SO74: B480 Gateway Scheme including cycle lane improvements and bus priority measures	Cross-District	IF2: Transport	No	Necessary	8	8	8	4	12	N/A	N/A	N/A	12

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SO75	SO75: Pedestrian and Cycle Bridge over A40 Northern Bypass	Cross-District	IF2: Transport	Yes	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
SO76	SO76: Central Didcot Corridor Improvement Scheme	7. Didcot & Wallingford	IF2: Transport	No	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
SO83	SO83: Didcot Northern Perimeter Road Phase 3	7. Didcot & Wallingford	IF2: Transport	No	Critical	8	8	8	8	16	N/A	N/A	N/A	16
SO88	SO88: Town-wide Controlled Parking Zone in Didcot	7. Didcot & Wallingford	IF2: Transport	Yes	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
WO16	WO16: Pedestrian Cycle improvements from Curbridge Road along Thorney Leys to Station Lane employment	9. Witney	IF2: Transport	Yes	Necessary	6	4	6	4	10	N/A	N/A	N/A	10
WO37	WO37: Bablock Hythe Crossing of River Thames	West Oxfordshire District-Wide	IF2: Transport	Yes	Preferred	8	8	8	1	9	N/A	N/A	N/A	9
WO52	WO52: Witney to Carterton Cycleway	West Oxfordshire District-Wide	IF2: Transport	Yes	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
WO55	WO55: Cycle Route from Eynsham - Oxford on B4044	Cross-District	IF2: Transport	Yes	Preferred	8	8	8	1	9	N/A	N/A	N/A	9
WO57	WO57: Footpath / cycleway connecting Hanborough through Bladon to Woodstock	West Oxfordshire District-Wide	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
WO58	WO58: East Witney Active Travel Package	9. Witney	IF2: Transport	Yes	Necessary	6	4	6	4	10	N/A	N/A	N/A	10
WO59	WO59: Cycle Route between Eynsham and Hanborough Station and other bridleway upgrades	12. Eynsham & Long Hanborough	IF2: Transport	Yes	Preferred	6	8	8	1	9	N/A	N/A	N/A	9
WO60	WO60: Saltcross Garden Village crossings of A40	12. Eynsham & Long Hanborough	IF2: Transport	Yes	Necessary	6	8	8	4	12	N/A	N/A	N/A	12
WO78	WO78: Shores Green Slip Roads on A40	9. Witney	IF2: Transport	Yes	Critical	6	4	6	8	14	N/A	N/A	N/A	14
WO79	WO79: Improvements to Bridge Street & Staple Hall junctions including public realm and traffic management	9. Witney	IF2: Transport	Yes	Necessary	6	4	6	4	10	N/A	N/A	N/A	10
WO80	WO80: Improvements to Oxford Hill/Cogges Hill Road/Jubilee Way junction	9. Witney	IF2: Transport	Yes	Critical	6	4	6	8	14	N/A	N/A	N/A	14
WO81	WO81: Re-designating the A4095 via Jubilee Way, Oxford Hill, A40 at Shores Green to Ducklington Lane and Thorney Leys.	9. Witney	IF2: Transport	Yes	Necessary	6	4	6	4	10	N/A	N/A	N/A	10
WO84	WO84: Improve access by road to Carterton including upgrade of B4477 and West facing slips at A40/B4477	West Oxfordshire District-Wide	IF2: Transport	No	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
WO85	WO85: Remove Primary Route Status from A44 and implement weight restrictions in town centre	6. Chipping Norton	IF2: Transport	Yes	Preferred	2	2	2	1	3	N/A	N/A	N/A	3
WO86	WO86: Provision of additional off street public car parking spaces	9. Witney	IF2: Transport	Yes	Necessary	6	4	6	4	10	N/A	N/A	N/A	10
C16	C16: Market Square Walking and Cycling Improvements	4. Bicester	IF2: Transport	Yes	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
C17	C17: Banbury Road walking and cycling improvements	4. Bicester	IF2: Transport	Yes	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
C18	C18: Buckingham Road walking and cycling improvements	4. Bicester	IF2: Transport	Yes	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
C41	C41: Pedestrianisation of part of Kidlington High Street	14. South Cherwell Area & Woodstock	IF2: Transport	Yes	Necessary	8	0	8	4	12	N/A	N/A	N/A	12
C47	C47: Public realm improvements on the A4260 between Benmead Road & Yarnton Road	14. South Cherwell Area & Woodstock	IF2: Transport	Yes	Necessary	8	0	8	4	12	N/A	N/A	N/A	12
C50	C50: Sandy Lane – pedestrian and cycle new link over railway	14. South Cherwell Area & Woodstock	IF2: Transport	Yes	Critical	8	0	8	8	16	N/A	N/A	N/A	16
C58	C58: Upgrade existing footbridge over the railway linking to Northern Gateway	14. South Cherwell Area & Woodstock	IF2: Transport	Yes	Critical	8	0	8	8	16	N/A	N/A	N/A	16
C62	C62: Cycle and pedestrian improvements along Langford Lane	14. South Cherwell Area & Woodstock	IF2: Transport	Yes	Critical	8	0	8	8	16	N/A	N/A	N/A	16
C69	C69: Improvements to A41 gateway corridor to Bicester including bus priority measures	Cherwell District-Wide	IF2: Transport	Yes	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
C72	C72: Rejuvenating or Reloating Banbury Bus Station to provide enhanced capacity	3. Banbury	IF2: Transport	Yes	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
C83	C83: P&R at London Oxford Airport (approx. 1,100 Spaces)	Cross-District	IF2: Transport	Yes	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
C84	C84: Bus priority and bus stop improvements along the A4260 / A4165	14. South Cherwell Area & Woodstock	IF2: Transport	Yes	Critical	8	0	8	8	16	N/A	N/A	N/A	16
C86	C86: Junction improvements facilitating cross-corridor bus movements A44 to / from A4260	Cross-District	IF2: Transport	Yes	Critical	8	8	8	8	16	N/A	N/A	N/A	16
C87	C87: Bus priority improvements on the A44 between Langford Lane and Bladon Roundabout	Cross-District	IF2: Transport	Yes	Critical	8	8	8	8	16	N/A	N/A	N/A	16
C89	C89: Expansion of Oxford Parkway P&R (approx. 1,000 spaces)	14. South Cherwell Area & Woodstock	IF2: Transport	Yes	Necessary	8	0	8	4	12	N/A	N/A	N/A	12
C96	C96: Re-designing Banbury Station forecourt to improve multi-modal interchange	3. Banbury	IF2: Transport	Yes	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
C100	C100: London Road level crossing - solution for closure	4. Bicester	IF2: Transport	Yes	Necessary	8	8	8	4	12	N/A	N/A	N/A	12

OxIS Scheme ID	Scheme	Spatial Impact	Scheme Category	Pathway 3A							Pathway 3B			Total Growth Score (3A or 3B)
				Relevance Identified?	Relevance to Growth (Through IDP & Engagement)	Housing Level Supported	Level of Employment Growth Supported	Growth Level	Importance to Supporting Growth	Pathway 3A Total	Applicability?	Level of Employment Growth	Level of Employment Growth	
C102	C102: Bicester Eastern Corridor highway capacity improvements	4. Bicester	IF2: Transport	Yes	Critical	8	8	8	8	16	N/A	N/A	N/A	16
C103	C103: Charbridge Lane Additional Capacity of new bridge to Gavray Drive	4. Bicester	IF2: Transport	Yes	Critical	8	8	8	8	16	N/A	N/A	N/A	16
C104	C104: Bicester south east perimeter road	4. Bicester	IF2: Transport	Yes	Critical	8	8	8	8	16	N/A	N/A	N/A	16
C109	C109: Bicester A4095 Realignment Scheme	4. Bicester	IF2: Transport	Yes	Critical	8	8	8	8	16	N/A	N/A	N/A	16
C114	C114: Improving capacity & bus priority of Cherwell Street/ A4620 Windsor Street corridor	3. Banbury	IF2: Transport	Yes	Critical	8	8	8	8	16	N/A	N/A	N/A	16
C117	C117: East-west strategic movements: Hennef Way corridor A422 Improvements	3. Banbury	IF2: Transport	Yes	Critical	8	8	8	8	16	N/A	N/A	N/A	16
C118	C118: East-west strategic movements: Warwick Road Corridor Improvements	3. Banbury	IF2: Transport	No	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
C120	C120: Review of Banbury Town Centre traffic circulation	3. Banbury	IF2: Transport	No	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
C125	C125: M40 Junction 10 Capacity Improvements	Cherwell District-Wide	IF2: Transport	Yes	Critical	8	8	8	8	16	N/A	N/A	N/A	16
C126	C126: Central corridor: Kings End and Queens Avenue through to Field Street	4. Bicester	IF2: Transport	Yes	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
C131	C131: Access to Banbury North (New M40 Slips)	Cherwell District-Wide	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
C132	C132: Banbury South East Link Road east of M40 J11	3. Banbury	IF2: Transport	Yes	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
OC4	OC4: Cycle Hire Stations	Oxford City Wide	IF2: Transport	Yes	Essential	8	8	8	4	12	N/A	N/A	N/A	12
OC6	OC6: Emergency Active Travel Schemes	Oxford City Wide	IF2: Transport	Yes	Essential	8	8	8	4	12	N/A	N/A	N/A	12
OC8	OC8: Broad Street Part Pedestrianisation and Public Realm Improvements	1. Oxford City	IF2: Transport	Yes	Essential	8	8	8	4	12	N/A	N/A	N/A	12
OC24	OC24: Abingdon Road Corridor Improvements	Cross-District	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
OC25	OC25: B4495 Corridor Improvements (Hollow Way/ Between Towns Road/ Donnington Bridge)	1. Oxford City	IF2: Transport	No	Essential	8	8	8	4	12	N/A	N/A	N/A	12
OC26	OC26: Banbury Road & Oxford Road Corridor Improvements	Cross-District	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
OC28	OC28: Ifley Road Corridor Improvements	1. Oxford City	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
OC29	OC29: Cowley Road/ Garsington Road/ Watlington Road Corridor Improvements	1. Oxford City	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
OC31	OC31: Eastern Bypass A423 / A3133 Kennington to Cowley Bus Priority Improvement Scheme	1. Oxford City	IF2: Transport	No	Essential	8	8	8	4	12	N/A	N/A	N/A	12
OC32	OC32: Northern Bypass corridor improvements between Cutteslowe Roundabout to Mash Lane including bus lanes	1. Oxford City	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
OC36	OC36: Traffic Filters and Supporting Measures	1. Oxford City	IF2: Transport	Yes	Essential	8	8	8	4	12	N/A	N/A	N/A	12
OC39	OC39: Zero Emission Zone (Phase II)	Oxford City Wide	IF2: Transport	Yes	Essential	8	8	8	4	12	N/A	N/A	N/A	12
OC40	OC40: Controlled Parking Zones (city-wide)	Oxford City Wide	IF2: Transport	Yes	Essential	8	8	8	4	12	N/A	N/A	N/A	12
IHUB9	IHUB9: MaaSCAV: Smart Traffic lights	Oxfordshire County-Wide	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
IHUB10	IHUB10: DRIVEN Project: Updating of ATC to live blackcats	Oxfordshire County-Wide	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
IHUB12	IHUB12: Endeavour Project: Parking bay sensors	Oxfordshire County-Wide	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
IHUB13	IHUB13: 5G Heart project: Fibre connectivity to roadside assets	Oxfordshire County-Wide	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
OCCTA1	OCCTA1: A40 Crossing at Collinwood Road	1. Oxford City	IF2: Transport	Yes	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
OCCP&R1	OCCP&R1: Park & Ride at Cumnor (1,200 Spaces)	Cross-District	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
OCCP&R2	OCCP&R2: Park & Ride Extension at Thornhill (465 Spaces)	Oxford City Wide	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
BSIP1	BSIP1: County-wide traffic signals upgrade to enable bus priority	Oxfordshire County-Wide	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
BSIP2	BSIP2: Barton Waynflete Road Link (One Way Bus Only Road)	1. Oxford City	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
BSIP3	BSIP3: A34 Bus Priority Scheme Phase 1 - Hinksey Hill A34 Northbound Exit	Cross-District	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
BSIP4	BSIP4: Bus priority improvements at Pear Tree Park & Ride junction	Cross-District	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
BSIP5	BSIP5: Benson Lane, Crowmarsh junction bus priority scheme	7. Didcot & Wallingford	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
BSIP6	BSIP6: Horspath Driftway bus priority scheme	1. Oxford City	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
C112	C112: Car parking routing and guidance system	3. Banbury	IF2: Transport	Yes	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
OXG1	OXG1: Oxford Smaller Scale Active Travel Schemes	1. Oxford City	IF2: Transport	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
WOG1	WOG1: Witney Walking and Cycling Package of Improvements	9. Witney	IF2: Transport	Yes	Necessary	6	4	6	4	10	N/A	N/A	N/A	10
WOG2	WOG2: Carterton Active Travel Improvement Scheme Package	5. Carterton	IF2: Transport	Yes	Necessary	4	2	4	4	8	N/A	N/A	N/A	8
WOG3	WOG3: Eynsham Active Travel Improvement Package	12. Eynsham & Long Hanborough	IF2: Transport	Yes	Necessary	6	8	8	4	12	N/A	N/A	N/A	12
CG1	CG1: Bicester Active Travel Package	4. Bicester	IF2: Transport	Yes	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
WO98	WO98: West End Link Road flood storage area on the flood plain of the River Windrush	9. Witney	IF3: Flood Alleviation	Yes	Preferred	6	4	6	1	7	N/A	N/A	N/A	7

OxIS Scheme ID	Scheme	Spatial Impact	Scheme Category	Pathway 3A							Pathway 3B			Total Growth Score (3A or 3B)
				Relevance Identified?	Relevance to Growth (Through IDP & Engagement)	Housing Level Supported	Level of Employment Growth Supported	Growth Level	Importance to Supporting Growth	Pathway 3A Total	Applicability?	Level of Employment Growth	Level of Employment Growth	
WO99	WO99: Flood storage upstream of Halley Road in Witney	9. Witney	IF3: Flood Alleviation	Yes	Necessary	6	4	6	4	10	N/A	N/A	N/A	10
WO94	WO94: Flood storage upstream and downstream of Crawley	9. Witney	IF3: Flood Alleviation	Yes	Necessary	6	4	6	4	10	N/A	N/A	N/A	10
VoWH70	VoWH70: Two form-entry primary school at Dalton Barracks	2. Abingdon & Surrounds	IF4: Education	Yes	Essential	8	2	8	4	12	N/A	N/A	N/A	12
VoWH71	VoWH71: One form entry primary school, East of Kingston Bagpuize	2. Abingdon & Surrounds	IF4: Education	Yes	Essential	8	2	8	4	12	N/A	N/A	N/A	12
VoWH72	VoWH72: New Primary School serving NW Grove Development	8. Wantage & Grove	IF4: Education	Yes	Essential	6	2	6	4	10	N/A	N/A	N/A	10
VoWH74	VoWH74: New Primary School facilities on Land south of Park Road, Faringdon	16. Faringdon & Shrivenham	IF4: Education	No	Critical	2	2	2	8	10	N/A	N/A	N/A	10
VoWH75	VoWH75: 1FE primary school at North Shrivenham	16. Faringdon & Shrivenham	IF4: Education	No	Critical	2	2	2	8	10	N/A	N/A	N/A	10
SO105	SO102: Primary School capacity increases including at least one new school site to serve Berinsfield	10. Berinsfield	IF4: Education	Yes	Critical	4	2	4	8	12	N/A	N/A	N/A	12
SO106	SO106: Two x 2 Form Entry primary schools at Chalgrove (including early years)	11. Chalgrove	IF4: Education	No	Critical	4	2	4	8	12	N/A	N/A	N/A	12
SO107	SO107: Two Two Form Entry primary schools at Culham (including early years)	2. Abingdon & Surrounds	IF4: Education	No	Critical	8	2	8	8	16	N/A	N/A	N/A	16
SO108	SO108: 900 place secondary school at Culham	2. Abingdon & Surrounds	IF4: Education	No	Critical	8	2	8	8	16	N/A	N/A	N/A	16
SO109	SO109: One new 3-form-entry primary school at Grenoble Road.	13. Grenoble Road & Northfield	IF4: Education	No	Critical	6	2	6	8	14	N/A	N/A	N/A	14
SO111	SO111: New 1.5 FE Primary School at Bayswater Brook site (including early years)	17. Bayswater Brook	IF4: Education	No	Critical	2	0	2	8	10	N/A	N/A	N/A	10
SO112	SO112: Three Form Entry Primary School at Northfield (including early years)	13. Grenoble Road & Northfield	IF4: Education	No	Critical	6	2	6	8	14	N/A	N/A	N/A	14
SO116	SO116: One new consolidated 1,500 place secondary school	11. Chalgrove	IF4: Education	No	Critical	4	2	4	8	12	N/A	N/A	N/A	12
SO117	SO117: A 1,500 place secondary school at Grenoble Road	13. Grenoble Road & Northfield	IF4: Education	No	Critical	6	2	6	8	14	N/A	N/A	N/A	14
SO119	SO119: Expansion of secondary school capacity by 2fe, potentially at Ickfield Community College	South Oxfordshire District-Wide	IF4: Education	No	Critical	8	8	8	8	16	N/A	N/A	N/A	16
SO120	SO120: One new 8 Form Entry secondary school in Didcot North East	7. Didcot & Wallingford	IF4: Education	No	Critical	8	8	8	8	16	N/A	N/A	N/A	16
WO105	WO105: New 1.5FE Primary School, West Eynsham (including nursery)	12. Eynsham & Long Hanborough	IF4: Education	Yes	Critical	6	8	8	8	16	N/A	N/A	N/A	16
WO106	WO106: 2FE Primary school (including nursery), North Witney	9. Witney	IF4: Education	Yes	Critical	6	4	6	8	14	N/A	N/A	N/A	14
WO107	WO107: Up to 2 x 2FE Primary schools (including nursery), to serve Saltcross Garden Village	12. Eynsham & Long Hanborough	IF4: Education	Yes	Critical	6	8	8	8	16	N/A	N/A	N/A	16
WO108	WO108: 2FE Primary school (including nursery), East of Chipping Norton	6. Chipping Norton	IF4: Education	Yes	Critical	2	2	2	8	10	N/A	N/A	N/A	10
WO110	WO110: Improvements and capacity increases to existing primary school provision by approximately 1 form entry in Witney and surrounding area.	9. Witney	IF4: Education	Yes	Critical	6	4	6	8	14	N/A	N/A	N/A	14
WO113	WO113: Capacity increases at existing primary schools in Woodstock, Eynsham, Enstone and Stanton Harcourt / Sutton	14. South Cherwell Area & Woodstock	IF4: Education	No	Critical	8	0	8	8	16	N/A	N/A	N/A	16
WO114	WO114: Secondary school additional provision (Either Expansion of Woodgreen School and/or Henry Box School)	9. Witney	IF4: Education	Yes	Critical	6	4	6	8	14	N/A	N/A	N/A	14
WO116	WO116: New secondary school or split-site expansion of Bartholomew School	12. Eynsham & Long Hanborough	IF4: Education	Yes	Critical	6	8	8	8	16	N/A	N/A	N/A	16
WO117	WO117: Extensions to Marlborough School, Woodstock	14. South Cherwell Area & Woodstock	IF4: Education	Yes	Necessary	8	0	8	4	12	N/A	N/A	N/A	12
WO118	WO118: Expansion of Carterton Community College	5. Carterton	IF4: Education	Yes	Necessary	4	2	4	4	8	N/A	N/A	N/A	8
WO119	WO119: New adult learning centre	9. Witney	IF4: Education	Yes	Necessary	6	4	6	4	10	N/A	N/A	N/A	10
C144	C144: Primary School 2 FE (NW Eco Town)	4. Bicester	IF4: Education	Yes	Critical	8	8	8	8	16	N/A	N/A	N/A	16
C145	C145: Primary School 2 FE (NW Eco Town)	4. Bicester	IF4: Education	Yes	Critical	8	8	8	8	16	N/A	N/A	N/A	16
C146	C146: Primary School 2 FE (NW Eco Town)	4. Bicester	IF4: Education	Yes	Critical	8	8	8	8	16	N/A	N/A	N/A	16
C147	C147: Gagle Brook Primary School Phase 2 (1 FE)	4. Bicester	IF4: Education	Yes	Critical	8	8	8	8	16	N/A	N/A	N/A	16
C151	C151: 2FE primary school - South of Salt Way	3. Banbury	IF4: Education	Yes	Critical	8	8	8	8	16	N/A	N/A	N/A	16
C152	C152: Expansion of Longford Park Primary School from 1.5FE to 2FE	3. Banbury	IF4: Education	Yes	Critical	8	8	8	8	16	N/A	N/A	N/A	16
C159	C159: Expansion of Heyford Park School plus equivalent of a new 1 - 1.5 FE primary school	15. Upper Heyford	IF4: Education	Yes	Critical	4	4	4	8	12	N/A	N/A	N/A	12
C160	C160: Primary School 2FE at Land East of Oxford Road	14. South Cherwell Area & Woodstock	IF4: Education	Yes	Critical	8	0	8	8	16	N/A	N/A	N/A	16
C161	C161: Additional permanent accommodation at Edward Field Primary School	14. South Cherwell Area & Woodstock	IF4: Education	Yes	Critical	8	0	8	8	16	N/A	N/A	N/A	16
C162	C162: Primary School 3FE at Land East of the A44	14. South Cherwell Area & Woodstock	IF4: Education	Yes	Critical	8	0	8	8	16	N/A	N/A	N/A	16

OxIS Scheme ID	Scheme	Spatial Impact	Scheme Category	Pathway 3A							Pathway 3B			Total Growth Score (3A or 3B)
				Relevance Identified?	Relevance to Growth (Through IDP & Engagement)	Housing Level Supported	Level of Employment Growth Supported	Growth Level	Importance to Supporting Growth	Pathway 3A Total	Applicability?	Level of Employment Growth	Level of Employment Growth	
C163	C163: Primary School 2FE at Land East of the A44	14. South Cherwell Area & Woodstock	IF4: Education	Yes	Critical	8	0	8	8	16	N/A	N/A	N/A	16
C164	C164: Enhancements to William Fletcher Primary School including additional playing field land and expansion by 0.5 FE	14. South Cherwell Area & Woodstock	IF4: Education	Yes	Critical	8	0	8	8	16	N/A	N/A	N/A	16
C165	C165: Secondary school (1100- place) at Land East of the A44	14. South Cherwell Area & Woodstock	IF4: Education	Yes	Critical	8	0	8	8	16	N/A	N/A	N/A	16
C166	C166: New secondary school provision in North West Bicester including shared use cultural facilities	4. Bicester	IF4: Education	Yes	Critical	8	8	8	8	16	N/A	N/A	N/A	16
C168	C168: New secondary school provision in Banbury	3. Banbury	IF4: Education	Yes	Critical	8	8	8	8	16	N/A	N/A	N/A	16
OC44	OC44: Extensions to primary schools equivalent to 0.5FE, to cater for Oxford North and cumulative sites	1. Oxford City	IF4: Education	No	Essential	8	8	8	4	12	N/A	N/A	N/A	12
OC55	OC55: 0.5FE Expansion to Barton Park Primary School	1. Oxford City	IF4: Education	No	Critical	8	8	8	8	16	N/A	N/A	N/A	16
OCCE1	OCCE1: New SEN School serving southern Oxfordshire	Cross-District	IF4: Education	No	Critical	8	8	8	8	16	N/A	N/A	N/A	16
OIP1	OIP1: The Energy Systems Accelerator	1. Oxford City	IF6: Innovation & Enterprise	N/A	N/A	0	0	0	0	0	Yes	Yes	16	16
OIP2	OIP2: Clinical Biomufacturing Facility	1. Oxford City	IF6: Innovation & Enterprise	N/A	N/A	0	0	0	0	0	Yes	Yes	4	4
OIP3	OIP3: BioEscalator 2 (Global Health & Life Sciences Cluster)	1. Oxford City	IF6: Innovation & Enterprise	N/A	N/A	0	0	0	0	0	Yes	Yes	4	4
OIP4	OIP4: Gateway to the UK Space Sector, Harwell	7. Didcot & Wallingford	IF6: Innovation & Enterprise	N/A	N/A	0	0	0	0	0	Yes	Yes	10	10
OIP5	OIP5: Disruptive Innovation in Space Centre, Harwell	7. Didcot & Wallingford	IF6: Innovation & Enterprise	N/A	N/A	0	0	0	0	0	Yes	Yes	4	4
OIP6	OIP6: Space AI and Autonomy Lab, Harwell	Oxfordshire County-Wide	IF6: Innovation & Enterprise	N/A	N/A	0	0	0	0	0	Yes	Yes	4	4
OIP7	OIP7: Oxford – Singapore AI and Human-Machine Collaboration Institute	1. Oxford City	IF6: Innovation & Enterprise	N/A	N/A	0	0	0	0	0	Yes	Yes	4	4
OIP8	OIP8: Locate Oxford Global Innovation Campus	Oxfordshire County-Wide	IF6: Innovation & Enterprise	N/A	N/A	0	0	0	0	0	Yes	Yes	16	16
OIP20	OIP20: West's End Global Innovation District	Oxfordshire County-Wide	IF6: Innovation & Enterprise	N/A	N/A	0	0	0	0	0	Yes	Yes	16	16
OIP21	OIP21: Creative and Cultural Industries Hub	1. Oxford City	IF6: Innovation & Enterprise	N/A	N/A	0	0	0	0	0	Yes	Yes	4	4
OIP22	OIP22: Facility for Industrial Scale-Up Support, Harwell	7. Didcot & Wallingford	IF6: Innovation & Enterprise	N/A	N/A	0	0	0	0	0	Yes	Yes	4	4
OIP31	OIP31: Howbery Park Centre of Excellence in Climate Change	7. Didcot & Wallingford	IF6: Innovation & Enterprise	N/A	N/A	0	0	0	0	0	Yes	Yes	4	4
VoWH83	VoWH83: Dalton Barracks Parkland	2. Abingdon & Surrounds	IF7: Green & Blue Infrastructure	Yes	Essential	8	2	8	4	12	N/A	N/A	N/A	12
VoWH106	VoWH106: Restoration of the Wilts and Berks Canal from Melksham to Swindon, Wantage/Grove and Abingdon	Cross-County	IF7: Green & Blue Infrastructure	Yes	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
SO140	SO140: Didcot North East Nature park and Green Infrastructure Corridor	7. Didcot & Wallingford	IF7: Green & Blue Infrastructure	Yes	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
WO144	WO144: Evenlode Green Ribbon & Catchment Schemes including habitat restoration	West Oxfordshire District-Wide	IF7: Green & Blue Infrastructure	Yes	Preferred	8	8	8	1	9	N/A	N/A	N/A	9
C178	C178: Community Woodland (43ha) – Chesterton (Burnehyll Community Woodland)	4. Bicester	IF7: Green & Blue Infrastructure	Yes	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
C182	C182: Banbury Country Park Improvements	3. Banbury	IF7: Green & Blue Infrastructure	Yes	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
C218	C218: Improving blue and green infrastructure in multiple green spaces in Bicester including Bure Park & Langford Brook Park.	4. Bicester	IF7: Green & Blue Infrastructure	Yes	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
C231	C231: Nature conservation area incorporating community orchard and with potential to link to and extend Stratfield Brake DWS	14. South Cherwell Area & Woodstock	IF7: Green & Blue Infrastructure	Yes	Desirable	8	0	8	1	9	N/A	N/A	N/A	9
C234	C234: Nature conservation area on land to the east of the railway line and north of Sandy Lane	14. South Cherwell Area & Woodstock	IF7: Green & Blue Infrastructure	Yes	Necessary	8	0	8	4	12	N/A	N/A	N/A	12
C236	C236: New community woodland to the east of Dolton Lane	14. South Cherwell Area & Woodstock	IF7: Green & Blue Infrastructure	Yes	Necessary	8	0	8	4	12	N/A	N/A	N/A	12
C250	C250: Local Nature Reserve based on Rowel Brook at Land East of the A44	14. South Cherwell Area & Woodstock	IF7: Green & Blue Infrastructure	Yes	Necessary	8	0	8	4	12	N/A	N/A	N/A	12
C216	C216: Measures for the protection and enhancement of the Oxford Canal corridor and towpath including habitat restoration	14. South Cherwell Area & Woodstock	IF7: Green & Blue Infrastructure	Yes	Necessary	8	0	8	4	12	N/A	N/A	N/A	12
C235	C235: Local Nature Reserve at Land West of Yarnton	14. South Cherwell Area & Woodstock	IF7: Green & Blue Infrastructure	Yes	Necessary	8	0	8	4	12	N/A	N/A	N/A	12
C251	C251: Local Nature Reserve on Frogwelldown Lane	14. South Cherwell Area & Woodstock	IF7: Green & Blue Infrastructure	Yes	Necessary	8	0	8	4	12	N/A	N/A	N/A	12
SO168	SO168: Upgrade of Abbey Sports Centre & Library to accommodate new community facilities in a 'community hub'	10. Berinsfield	IF8: Community & Cultural	No	Necessary	4	2	4	4	8	N/A	N/A	N/A	8
WO157	WO157: Witney Arts Centre	9. Witney	IF8: Community & Cultural	Yes	Preferred	6	4	6	1	7	N/A	N/A	N/A	7
WO161	WO161: Enhanced Library Provision at Witney, Carterton, Chipping Norton, Eynsham and Woodstock	West Oxfordshire District-Wide	IF8: Community & Cultural	Yes	Preferred	8	8	8	1	9	N/A	N/A	N/A	9
OC49	OC49: Blackbird Leys Regeneration New Community Hub	1. Oxford City	IF8: Community & Cultural	No	Desirable	8	8	8	1	9	N/A	N/A	N/A	9

OxIS Scheme ID	Scheme	Spatial Impact	Scheme Category	Pathway 3A							Pathway 3B			Total Growth Score (3A or 3B)
				Relevance Identified?	Relevance to Growth (Through IDP & Engagement)	Housing Level Supported	Level of Employment Growth Supported	Growth Level	Importance to Supporting Growth	Pathway 3A Total	Applicability?	Level of Employment Growth	Level of Employment Growth	
OC56	OC56: Refurbishment and extension of Ferry Leisure Centre	1. Oxford City	IF9: Sport & Leisure	Yes	Preferred	8	8	8	1	9	N/A	N/A	N/A	9
WO167	WO167: Outdoor floodlit training area and/or ATP, Woodstock	14. South Cherwell Area & Woodstock	IF9: Sport & Leisure	Yes	Preferred	8	0	8	1	9	N/A	N/A	N/A	9
WO169	WO169: Provision of ATP plus potential additional changing facilities, Burford	5. Carterton	IF9: Sport & Leisure	Yes	Necessary	4	2	4	4	8	N/A	N/A	N/A	8
WO171	WO171: Additional outdoor playing pitch provision and changing facilities in Witney	9. Witney	IF9: Sport & Leisure	Yes	Necessary	6	4	6	4	10	N/A	N/A	N/A	10
WO172	WO172: Additional outdoor playing pitch provision and changing facilities, Carterton	5. Carterton	IF9: Sport & Leisure	Yes	Preferred	4	2	4	1	5	N/A	N/A	N/A	5
WO173	WO173: Replacement of Windrush Leisure Centre	9. Witney	IF9: Sport & Leisure	Yes	Necessary	6	4	6	4	10	N/A	N/A	N/A	10
WO175	WO175: Enhanced community use, changing and reception areas at Carterton Community College Sports Hall and ATP	5. Carterton	IF9: Sport & Leisure	Yes	Desirable	4	2	4	1	5	N/A	N/A	N/A	5
C275	C275: Development of Kidlington Leisure Centre, including focus on additional learner pool provision	14. South Cherwell Area & Woodstock	IF9: Sport & Leisure	Yes	Desirable	8	0	8	1	9	N/A	N/A	N/A	9
C282	C282: Relocation of Banbury United Football Club	3. Banbury	IF9: Sport & Leisure	No	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
C292	C292: Formal sport pitches provision at Land South East of Kidlington	14. South Cherwell Area & Woodstock	IF9: Sport & Leisure	Yes	Necessary	8	0	8	4	12	N/A	N/A	N/A	12
C293	C293: Sports hall at new Secondary School for shared community use	14. South Cherwell Area & Woodstock	IF9: Sport & Leisure	Yes	Necessary	8	0	8	4	12	N/A	N/A	N/A	12
C294	C294: Additional swimming pool space by replacement pool of 25m x 6 lane pool plus teaching pool at Kidlington and Gosford Leisure Centre	14. South Cherwell Area & Woodstock	IF9: Sport & Leisure	Yes	Necessary	8	0	8	4	12	N/A	N/A	N/A	12
C291	C291: Converting existing Hockey AGP at Kidlington and Gosford Leisure Centre to 3G	14. South Cherwell Area & Woodstock	IF9: Sport & Leisure	Yes	Necessary	8	0	8	4	12	N/A	N/A	N/A	12
VoWH186	VoWH186: New GP Surgery in Abingdon	2. Abingdon & Surrounds	IF10: Primary Healthcare & Adult Social Care	Yes	Essential	8	2	8	4	12	N/A	N/A	N/A	12
VoWH187	VoWH187: Expansion of Faringdon GP Surgery	16. Faringdon & Shrivenham	IF10: Primary Healthcare & Adult Social Care	Yes	Essential	2	2	2	4	6	N/A	N/A	N/A	6
VoWH190	VoWH190: New GP Surgery at Mably Way in Wantage	8. Wantage & Grove	IF10: Primary Healthcare & Adult Social Care	Yes	Essential	6	2	6	4	10	N/A	N/A	N/A	10
VoWH192	VoWH192: New GP surgery at Great Western Park in Didcot	7. Didcot & Wallingford	IF10: Primary Healthcare & Adult Social Care	No	Critical	8	8	8	8	16	N/A	N/A	N/A	16
SO208	SO208: GP Provision at Berinsfield	10. Berinsfield	IF10: Primary Healthcare & Adult Social Care	No	Critical	4	2	4	8	12	N/A	N/A	N/A	12
SO209	SO209: New GP surgery in the Chalgrove area	11. Chalgrove	IF10: Primary Healthcare & Adult Social Care	No	Critical	4	2	4	8	12	N/A	N/A	N/A	12
SO210	SO210: New GP surgery provision at Culham	2. Abingdon & Surrounds	IF10: Primary Healthcare & Adult Social Care	No	Critical	8	2	8	8	16	N/A	N/A	N/A	16
SO214	SO214: Expansion / reconfiguration of Morland House Surgery	17. Bayswater Brook	IF10: Primary Healthcare & Adult Social Care	No	Critical	2	0	2	8	10	N/A	N/A	N/A	10
SO216	SO216: New or expanded GP premises to serve Wallingford	7. Didcot & Wallingford	IF10: Primary Healthcare & Adult Social Care	Yes	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
SO217	SO217: Expansion of Woodlands Medical Centre	7. Didcot & Wallingford	IF10: Primary Healthcare & Adult Social Care	Yes	Desirable	8	8	8	1	9	N/A	N/A	N/A	9
SO259	SO259: New GP Surgery at Valley Park	7. Didcot & Wallingford	IF10: Primary Healthcare & Adult Social Care	Yes	Critical	8	8	8	8	16	N/A	N/A	N/A	16
WO176	WO176: Relocation of GP practices in Woodstock	14. South Cherwell Area & Woodstock	IF10: Primary Healthcare & Adult Social Care	Yes	Necessary	8	0	8	4	12	N/A	N/A	N/A	12
WO191	WO191: Expansion of Chipping Norton Health Centre	6. Chipping Norton	IF10: Primary Healthcare & Adult Social Care	Yes	necessary	2	2	2	4	6	N/A	N/A	N/A	6
C304	C304: New GP Surgery to serve South Bicester	4. Bicester	IF10: Primary Healthcare & Adult Social Care	Yes	Critical	8	8	8	8	16	N/A	N/A	N/A	16
C305	C305: Additional GP provision in North Banbury	3. Banbury	IF10: Primary Healthcare & Adult Social Care	Yes	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
C306	C306: Additional GP provision in South Banbury	3. Banbury	IF10: Primary Healthcare & Adult Social Care	Yes	Critical	8	8	8	8	16	N/A	N/A	N/A	16
C311	C311: New or expanded GP premises in Kidlington area	14. South Cherwell Area & Woodstock	IF10: Primary Healthcare & Adult Social Care	Yes	Critical	8	0	8	8	16	N/A	N/A	N/A	16
C347	C347: New GP premises to serve North West Bicester	4. Bicester	IF10: Primary Healthcare & Adult Social Care	Yes	Critical	8	8	8	8	16	N/A	N/A	N/A	16
OC51	OC51: New Health Centre for Summertown	1. Oxford City	IF10: Primary Healthcare & Adult Social Care	Yes	Critical	8	8	8	8	16	N/A	N/A	N/A	16
WO180	WO180: New waste transfer station	West Oxfordshire District-Wide	IF11: Waste & Recycling	Yes	Critical	8	8	8	8	16	N/A	N/A	N/A	16
WO187	WO187: New one pump 2 bay fire station in Carterton	West Oxfordshire District-Wide	IF13: Emergency Services	Yes	Essential	8	8	8	4	12	N/A	N/A	N/A	12
WO188	WO188: Various Thames Valley Police schemes including adaptation of Witney, Carterton, and Woodstock Police Stations	West Oxfordshire District-Wide	IF13: Emergency Services	Yes	Preferred	8	8	8	1	9	N/A	N/A	N/A	9
WO189	WO189: 2-3 ambulance standby points in the District including ambulances	West Oxfordshire District-Wide	IF13: Emergency Services	Yes	Necessary	8	8	8	4	12	N/A	N/A	N/A	12

OxIS Scheme ID	Scheme	Spatial Impact	Scheme Category	Pathway 3A					Pathway 3B			Total Growth Score (3A or 3B)		
				Relevance Identified?	Relevance to Growth (Through IDP & Engagement)	Housing Level Supported	Level of Employment Growth Supported	Growth Level	Importance to Supporting Growth	Pathway 3A Total	Applicability?		Level of Employment Growth	Level of Employment Growth
C338	C338: Relocation of Bicester Fire Station	4. Bicester	IF13: Emergency Services	Yes	Necessary	8	8	8	4	12	N/A	N/A	N/A	12
C339	C339: Relocation of Banbury Fire Station	3. Banbury	IF13: Emergency Services	Yes	Necessary	8	8	8	4	12	N/A	N/A	N/A	12

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