

**CAPITAL INVESTMENT PLANNING 2025/26 - 2034/35**  
**BUDGET PRIORITY PROPOSALS - Changes to existing Capital Programme**

| Strategy - Capital Investment Need  | Budget         | Prudential Borrowing | Specific Funding | Corporate Need  |
|---|----------------|----------------------|------------------|-----------------|
|   | £'000          | £'000                | £'000            | £'000           |
| <b>Annual Programmes &amp; Other Funding</b>  |                |                      |                  |                 |
| <b>Additional Financial Year 2034/35</b>  |                |                      |                  |                 |
| School Condition (School Structural Maintenance)  | 4,000          | 0                    | -4,000           | 0               |
| Schools Devolved Formula Capital  | 650            | 0                    | -650             | 0               |
| Highways Structural Maintenance   | 15,300         | 0                    | -15,300          | 0               |
| Fire & Rescue Service (Vehicles) - Additional Year 2033/34  | 800            | 0                    | -800             | 0               |
| <b>Additional Funding</b>   |                |                      |                  |                 |
| Highways Structural Maintenance   | 15,483         | 0                    | -15,483          | 0               |
| Disabled Facilities Grant 2025/26   | 7,262          | 0                    | -7,262           | 0               |
| Bus Grant 2025/26   | 5,441          | 0                    | -5,441           | 0               |
| CIL Funding (October 23 to September 24)  | 3,570          | 0                    | -3,570           | 0               |
| S106 - Indicative to support proposals subject to business case approval  | 22,654         |                      | -22,654          | 0               |
| <b>Total Inclusions to Capital Programme</b>  | <b>75,160</b>  | <b>0</b>             | <b>-75,160</b>   | <b>0</b>        |
| <b><u>Pipeline Schemes (indicative funding subject to initial business case)*</u></b>   |                |                      |                  |                 |
| <b>Prioritisation</b>   |                |                      |                  |                 |
| 1) Schemes that facilitate compliance with minimum statutory duties relating to health & safety, schools, and delivery of business-critical services                                  | 10,575         | 0                    | 0                | 10,575          |
| 2) Schemes that generate revenue, are self-funding or facilitate cost-avoidance strategies  | 6,900          | 0                    | 0                | 6,900           |
| 3) Schemes that contribute to the improvement of the highway network, including road safety measures, flood prevention work and pothole prevention measures such as surface dressings | 58,870         | 0                    | 0                | 58,870          |
| 4) Schemes that encourage and facilitate active travel and improve market towns   | 18,220         | 0                    | 0                | 18,220          |
| 5) Schemes that enhance energy efficiency and promote the adoption of sustainable and environmentally responsible solutions   | 11,765         | 0                    | 0                | 11,765          |
| 6) Schemes which are partly funded by Section 106 developer contributions, but require additional funding to progress   | 4,000          | 0                    | 0                | 4,000           |
| <b>Total Prioritisation Category 1 - 6</b>  | <b>110,330</b> | <b>0</b>             | <b>0</b>         | <b>110,330</b>  |
| <b>Other Changes</b>  |                |                      |                  |                 |
| Contingency   | 5,250          | 0                    | 0                | 5,250           |
| Highways Maintenance 25% uplift   | 2,225          | 0                    | 0                | 2,225           |
| Highways Maintenance: Bring forward £1.0m of planned funding from 2026/27 into 2025/26 for repairs to pavements and cycleways.  | 0              | 0                    | 0                | 0               |
| <b>Total Other Changes</b>  | <b>7,475</b>   | <b>0</b>             | <b>0</b>         | <b>7,475</b>    |
| <b>TOTAL BUDGET PROPOSALS</b>   | <b>192,965</b> | <b>0</b>             | <b>-75,160</b>   | <b>117,805</b>  |
| <b>General Funding, Accounting, Realignment</b>   |                |                      |                  |                 |
| Outturn 23/24, final accounts and other funding returned  |                |                      |                  | -9,925          |
| Remaining Prudential Borrowing Balance from February 2022 Approvals   |                |                      |                  | -3,198          |
| Interest from Balances  |                |                      |                  | -20,000         |
| New Prudential Borrowing  |                |                      |                  | -69,000         |
| Revenue Funding   |                |                      |                  | -1,600          |
| <b>Corporate Funds made available</b>   |                |                      |                  | <b>-103,723</b> |
| <b>Capital Programme Over-programmed</b>  |                |                      |                  | <b>14,082</b>   |

\*unless part of an annual programme

| Capital Financing                               | £'000          |
|---|----------------|
| <b>New Funding</b>                              |                |
| Capital Grants                                  | 48,136         |
| Revenue Contributions                           | 2,400          |
| Prudential Borrowing                            | 69,000         |
| Interest  | 20,000         |
| S106 & CIL                                      | 26,224         |
| <b>Total Funding</b>                            | <b>165,760</b> |
| Budget Realignments                             | 9,925          |
| Drawdown from Reserves                          | 3,198          |
| <b>General Funding &amp; Accounting - Total</b> | <b>178,883</b> |
| Total Budget Proposals                          | 192,965        |
| <b>Capital Programme Over-Programmed</b>        | <b>-14,082</b> |

OTHER BUDGET CHANGES

| Programme / Project   | Previous | Revised |
|---|----------|---------|
|   | £'000    | £'000   |
| Oxford Rewley Road Station (Cabinet - Capital Approvals September 2024) | 9,550    | 15,300  |
| HIF 1 Programme (Cabinet July 2024 & Capital Approvals January 2025)    | 296,152  | 332,552 |

### High priority capital schemes to which indicative funding is proposed to be allocated

| Prioritisation criteria  |  | OCC Funding (estimates subject to business case) |
|--|--|--|
| Schemes that facilitate compliance with minimum statutory duties relating to health & safety, schools, and delivery of business-critical services                                  |  | £10.575m   |
| Schemes that generate revenue, are self-funding or facilitate cost-avoidance strategies  |  | £6.900m  |
| Schemes that contribute to the improvement of the highway network, including road safety measures, flood prevention work and pothole prevention measures such as surface dressings |  | £58.870m   |
| Schemes that encourage and facilitate active travel and improve market towns   |  | £18.220m   |
| Schemes that enhance energy efficiency and promote the adoption of sustainable and environmentally responsible solutions   |  | £11.765m   |
| Schemes which are partly funded by Section 106 developer contributions, but require additional funding to progress   |  | £4.000m  |
| <b>Total</b>   |  | <b>£110.330m</b>                                 |

| Compliance with minimum statutory duties relating to health and safety, schools and delivery of business critical services | OCC Funding (estimates subject to business case) | Previously approved allocations | Other funding sources                     | Current status/comments   |
|--|--|---------------------------------|---|---|
| Stabilisation measures and future capacity of Redbridge Household Waste Recycling Centre                                   | £4.900m  | £1.400m                         | £0.154m of S106 funds has been identified | Remedial works have already been carried out however further investment is required to ensure the future viability of the site. The investment will provide a long-term solution to the stability of the site and will also provide a modern, upgraded facility that will meet the future needs of residents. |
| Health and safety measures at Dix Pit Landfill   | £0.135m  |                                 |   | Leachate tanks, used for collection of hazardous liquids at landfill sites to prevent contamination of nearby water courses, have reached the end of their operational life. This investment will ensure that the Council meets its legal and environmental responsibilities.                                 |
| Energy saving measures required for schools' continued use of sports facilities  | £1.300m  |                                 |   | This investment facilitates energy saving measures so that secondary schools can continue to access 'dryside' facilities for the delivery of the secondary PE curriculum and for primary schools to use swimming facilities.  |
| Fire Safety Remedials  | £1.700m  | £2.750m                         |   | The investment will ensure health and safety compliance across the Council's corporate property estate.   |
| IT and Cybersecurity   | £2.540m  | £1.930m                         |   | The investment over two years will improve our IT infrastructure, ensuring the continuity of business-critical activities, with a significant portion of this investment allocated towards enhancing cybersecurity measures.  |
| <b>Total</b>   | <b>£10.575m</b>                                  |                                 |   |   |

| Schemes that generate revenue, are self-funding or facilitate cost-avoidance strategies | OCC Funding (estimates subject to business case) | Previously approved allocations | Other funding sources | Current status/comments   |
|---|--|---------------------------------|-----------------------|---|
| Fostering Loan Scheme   | £0.500m  | £0.250m                         |                       | The investment will increase local capacity to support children we care for by funding home improvement loans to existing foster carers, enabling a greater number of children we care for to live locally, reducing expenditure on children's placements.  |
| Residential Development for Complex Needs Accommodation                                 | £5.900m  | £5.000m                         |                       | The scheme will provide bespoke, adapted housing within the community, enabling those in long-term hospital care or at risk of being placed out-of-area to move into supported homes in Oxfordshire. This initiative aims to improve quality of life and outcomes for the individuals involved, in a more cost-effective manner for the county's residents.   |
| Oxfordshire Nature Catalyst Investment Facility   | £0.500m  |                                 |                       | Oxfordshire Nature Partnership and Trust for Oxfordshire's environment will create a circulating funding pot to help unlock and mobilise £1bn of private sector funding. Oxfordshire County Council will be one of the investors and, along with the advent of Oxfordshire Local Nature Recovery Strategy, there is an opportunity to deliver a step change in the restoration of Oxfordshire's lost habitats. This is the Council's contribution to this initiative. |
| <b>Total</b>  | <b>£6.900m</b>                                   |                                 |                       |   |

| Schemes that contribute to the improvement of the highway network, including road safety measures, flood prevention work and pothole prevention measures such as surface dressings | OCC Funding (estimates subject to business case) | Previously approved allocations     | Other funding sources  | Current status/comments  |
|--|--|-------------------------------------|--|--|
| Improving the Highway Network  | £38.630m   | £80.000m<br>Prudential<br>Borrowing | Oxfordshire's baseline for grant funding for 2024/25 is £24.5m. This will increase by £9.0m to £33.5m in 2025/26. Further information is awaited on the grant conditions as well as clarification about whether existing grant funding for Integrated Transport Block has been rolled into this total. | This is a two-year programme of work. The investment will prevent potholes from occurring and drains from overflowing across the highway network, along with improved maintenance of footways and cycle ways. These measures will effectively manage the maintenance and condition of the highway network. |
| Bridges  | £16.240m   | £2.750m                             | Provision is made through the Highway Network Allocation   | This investment will be committed to repairing bridges at risk of structural failure or closure, combined with preventative maintenance, also over a two-year period.  |
| Road Safety Measures   | £4.000m  | £5.000m                             |  | This investment will support a programme of measures to improve accessibility, connectivity and road safety.   |
| <b>Total</b>   | <b>£58.870m</b>                                  |                                     |  |  |

| Schemes that encourage and facilitate active travel and improve market towns | OCC Funding (estimates subject to business case) | Previously approved allocations | Other funding sources                                       | Current status/comments   |
|--|--|---------------------------------|---|---|
| Public Rights of Way   | £0.250m  |                                 |   | This is an ongoing replacement programme for Public Rights of Way infrastructure primarily focussed on foot and bridle bridges, of which there are over 2,900 bridges on the 2,700 mile public rights of way network in Oxfordshire.  |
| St Giles' - Public Realm Improvements  | £0.870m  |                                 |   | The investment will deliver an improved space for socialising, greening, improved access for pedestrians and cyclists, including an improved arrangement for buses and tourist coaches.   |
| A fund to encourage active travel in rural areas                             | £1.800m  |                                 |   | This investment will be allocated to schemes specifically designed to encourage active travel in rural areas of Oxfordshire through delivery of actions identified in Local Walking & Cycling Improvement Plans (LCWIPs) in particular.   |
| Banbury Master Plan  | £0.300m  |                                 |   | A regeneration and Place Masterplan to support the Banbury 2050 work which will look at the long-term planning of Banbury to support the economic, health, social and transport issues facing the market town.  |
| Banbury Market   | £0.200m  |                                 |   | This scheme will be part of a package of measures to transform Banbury Market Space into a vibrant, inclusive, and bustling space at the heart of the community. The improved public realm will create a space that residents will be proud of. The scheme will be delivered in partnership with Cherwell District Council, Banbury Town Council and the Banbury Business Improvement District. |
| Wantage Market   | £0.500m  |                                 | £0.030m Capability Ambition Funding (CAF)                   | A scheme, to be delivered with partners, to enhance Market Place Wantage by creating a safe, accessible and vibrant town centre space that puts people at the heart of the community.   |
| Watlington Relief Road   | £11.100m   |                                 | Combined S106 funds and Growth Deal funds totalling £8.201m | The Watlington Relief Road aims to alleviate congestion, noise and air pollution in the town centre. The relief road aims to connect a series of existing and proposed developments around the northern and western sides of Watlington, with some sections being delivered by developers and some directly by Oxfordshire County Council.  |
| Thame to Haddenham Active Travel Link  | £0.200m  |                                 |   | This investment is Oxfordshire's contribution to the feasibility of providing an active travel link between Thame and Haddenham & Thame Parkway, which crosses Oxfordshire and Buckinghamshire boundary.  |
| Phase 2 East Oxford Mini-Holland Project                                     | £2.000m  |                                 |   | (extend 3 year programme by a further year)   |
| Phase 5 School Streets   | £0.500m  |                                 |   |   |
| Witney High Street   | £0.500m  |                                 |   |   |
| <b>Total</b>   | <b>£18.220m</b>                                  |                                 |   |   |

| Schemes that enhance energy efficiency and promote the adoption of sustainable and environmentally responsible solutions | OCC Funding (estimates subject to business case) | Previously approved allocations | Other funding sources   | Current status/comments   |
|--|--|---------------------------------|---|---|
| Energy Saving Measures   | £11.500m   | £10.200m                        | PSDS4 Bid of £0.360m submitted November 2024. Previous allocation includes grant award of £3.100m | This two-year investment is in addition to funds already committed to decarbonise our buildings and ensure the adoption of sustainable and environmentally responsible solutions. This programme of work is a key priority required to meet the Council's net zero target by 2030 and to remove fossil-fuelled heating whilst replacing a number of broken and end-of-life building components. |
| Energy Efficiency Recycling Fund   | £0.265m  | £1.600m                         |   | This investment is to further expand the existing loan scheme which provides interest free loans to schools to invest in energy-saving measures such as solar PV, battery storage and LED lighting. This enables better learning environments for students, as well as reducing energy costs for schools.   |
| <b>Total</b>   | <b>£11.765m</b>                                  |                                 |   |   |

| Schemes which are partly funded by Section 106 developer contributions, but require additional funding to progress | OCC Funding (estimates subject to business case) | Previously approved allocations | Other funding sources | Current status/comments  |
|--|--|---------------------------------|-----------------------|--|
| Transport Schemes  | £4.000m  |                                 | £22.500m S106         | This investment will support local improvements that make a big difference to communities and will cover a number of different types of schemes such as footway extensions, highway layout changes, pedestrian crossings and bus stop improvements. These schemes have section 106 funding allocations but additional funds are required to progress and deliver the projects. |
| <b>Total</b>   | <b>£4.000m</b>                                   |                                 |                       |  |



### **Proposed Additions to future Capital Pipeline (pending funding becoming available)**

| <b>Proposals which align to Priority Framework Categories</b> | <b>OCC funding required</b> | <b>Funding sources</b>       | <b>Current status/comments</b>  |
|---|-----------------------------|------------------------------|---|
| Expansion of Oxfordshire Special School Capacity (phase 3)    | £50.0m                      | OCC                          | Two new 150 pupil place schools. Need will be reassessed once new schools are open.   |
| Carterton School  | £45.0m                      | OCC                          | School is in disrepair and is not fit for purpose. Alternative funding sources are being investigated.                            |
| IT & Cybersecurity  | £4.6m                       | OCC                          | Investing in business-critical systems and investment in cyber-security from 2027/28 onwards.                                     |
| Mobility Hub - Bladon (North of Oxford Airport)               | £1.5m                       | OCC                          | Forward funding for design and delivery of the mobility hub at Bladon Roundabout.   |
| Energy Saving Measures  | £10.0m                      | OCC + potential external bid | Additional funding to address historic maintenance backlog and replace end-of-life energy systems to bring up to modern standards |

| Proposals which align to Priority Framework Categories | OCC funding required | Funding sources              | Current status/comments  |
|--|----------------------|------------------------------|--|
| Highways Maintenance 2027/28 onwards                   | £278.4m              | OCC + DFT funding            | Estimated funding required from 2027/28 to 2034/35.  |
| Bridge Structures                                      | £76.9m               | OCC                          | Estimated investment for programme of works to address structures from 2027/28 to 2034/35.   |
| Road Safety Measures                                   | £11.0m               | OCC + DFT funding            | Estimated investment from 2027/2028 to 2034/35.  |
| Library Strategy                                       | £11.0m               | OCC + potential s106 funding | Funding to prioritise the top 9 libraries for remedial works as well as energy upgrades.   |
| Heritage Storage                                       | £4.0m                | OCC + potential s106 funding | Investment required to store records and historical artefacts as current provision is at capacity.   |
| Fire Crew Housing                                      | £0.6m                | OCC                          | Investment required to bring fire crew housing to a minimum expected standard following condition surveys.   |
| Oxfordshire Fire & Rescue Strategy Phase 2             | £11.7m               | OCC                          | Investment required to upgrade Oxfordshire County Council's fire estate to ensure appropriate management of contaminants, suitable facilities for diverse workforce and to meet climate standards. |

| Proposals which align to Priority Framework Categories | OCC funding required | Funding sources              | Current status/comments   |
|--|----------------------|------------------------------|---|
| Bicester A4095 Strategic Link Road                     | £18.0m               | S106                         | Delivery of strategic elements of improvements along the A4095. Oxfordshire County Council would be required to forward fund the scheme.  |
| Thame to Haddenham Active Travel Link                  | £5.0m                | OCC                          | An active travel link between Thame and Haddenham & Thame Parkway, which crosses Oxfordshire and Buckinghamshire boundary.  |
| Milton Heights Bridge                                  | £9.0m                | OCC                          | This scheme could not be delivered by the Housing and Growth deal due to pressures but is a key travel infrastructure scheme which will connect businesses, housing and schools across the A34.   |
| Household Waste Recycling Centres                      | £21.7m               | OCC + potential s106 funding | Investment required to increase capacity at the Household Waste Recycling Centres in line with the Household Waste Recycling Centre Strategy.   |
| Investment into carbon sequestration initiatives       | £1.6m                | OCC                          | Investment into carbon sequestration initiatives such as Biochar. Biochar is a generally used as a soil enrichment product produced from processing materials like green waste / wood chip / other biomasses, which the Council currently deals with at a cost. |