



WEST OXFORDSHIRE  
DISTRICT COUNCIL

# West Oxfordshire Infrastructure Delivery Plan (IDP)

November 2016 update

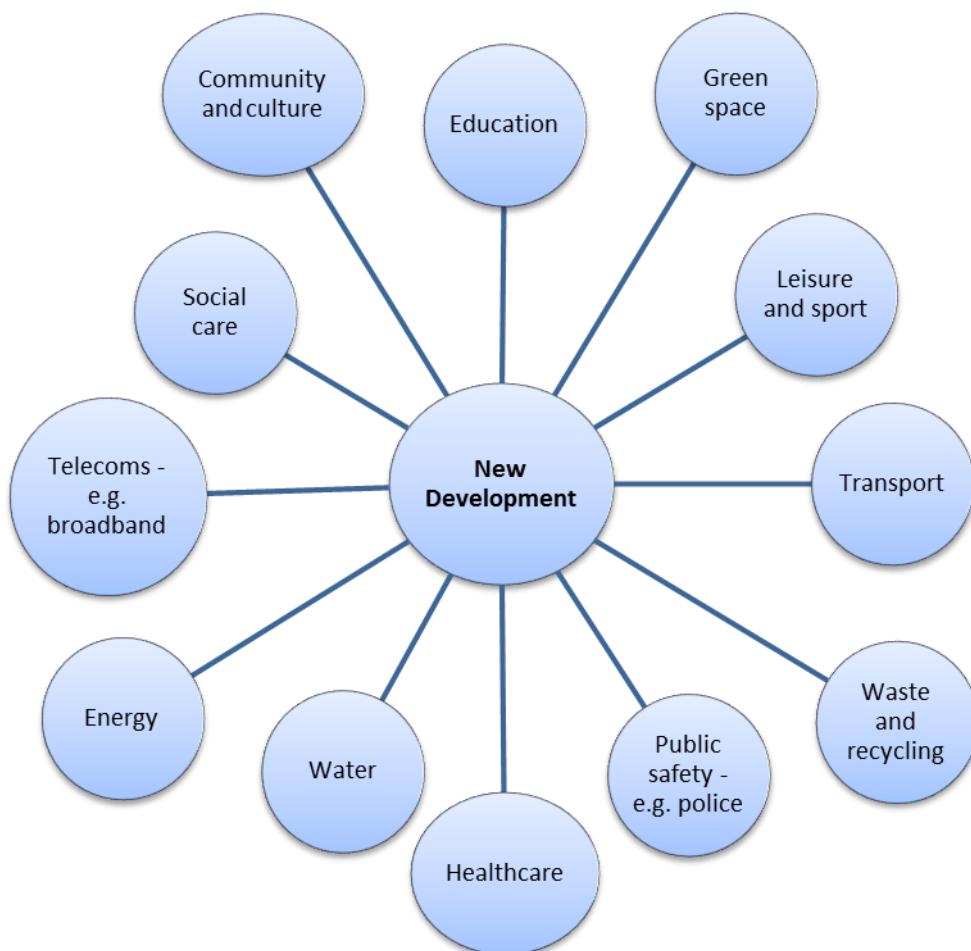
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# I INTRODUCTION

- 1.1 This Infrastructure Delivery Plan (IDP) has been prepared in support of the submission draft West Oxfordshire Local Plan and seeks to identify the infrastructure that is needed to support future growth in the District to 2031. It takes account of proposed Main Modifications to the Local Plan which are the subject of consultation from 11 November until 23 December 2016 and therefore supersedes the previous draft IDP which was published in July 2015.
- 1.2 By 'infrastructure' we mean essential services and facilities such as schools, roads, water, gas and electricity and open space.

## Typical Infrastructure Types



- I.3 New development often puts existing infrastructure under pressure, creating a need for new or improved facilities to be provided. A good example would be a new housing development proposed where the nearest school is already full. In this case, either an existing nearby school would need to be expanded or if the development was large enough, a new school might need to be provided.
- I.4 The main purpose of the IDP is to identify the infrastructure needed to support future growth planned in West Oxfordshire. The draft Local Plan which was submitted to Government in July 2015 had an overall housing target of 10,500 homes in the period 2011 – 2031 (525 per year) along with 60 hectares of land for business. The Local Plan examination was held in November 2015 but the Inspector determined that the proposed housing requirement was not justified and suspended the examination to allow the Council to undertake further work including the identification of additional sites.
- I.5 The proposed changes to the Local Plan include an increase from 10,500 to 15,950 homes along with the potential for up to 89 hectares of land for business (including a 40 hectare science park north of the A40 near Eynsham which will also meet needs beyond 2031). The majority of the planned housing provision (13,200 homes) is to meet West Oxfordshire's housing needs but a proportion (2,750 homes) are proposed to assist neighbouring Oxford City under the duty to co-operate.

Why prepare the IDP?

- I.6 The importance of robust infrastructure planning is emphasised in the National Planning Policy Framework (NPPF)<sup>1</sup> which states that:

Local planning authorities should work with other authorities and providers to:

- assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and
- take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.

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<sup>1</sup> National Planning Policy Framework (March 2012)

- 1.7 The NPPF emphasises the importance of identifying and co-ordinating development requirements, including the provision of infrastructure. Planned infrastructure should be delivered in a timely fashion and local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development.
- 1.8 The Government’s planning practice guidance<sup>2</sup> states that as part of the Local Plan process, local authorities should identify what infrastructure is required and how it can be funded and brought on stream at the appropriate time whilst ensuring that the requirements of the plan as a whole will not prejudice the viability of development.
- 1.9 The Local Plan should make it clear for at least the first 5-years, what infrastructure is required, who is going to fund and provide it and how it relates to the anticipated rate and phasing of development. The detail concerning planned infrastructure provision can be set out in a supporting document such as an infrastructure delivery programme that can be updated regularly. However the key infrastructure requirements on which delivery of the plan depends should be contained in the Local Plan itself.
- 1.10 As well as meeting the requirements of the NPPF and NPPG, there are other sound reasons for preparing an infrastructure plan:
- It is a pro-active approach that identifies necessary infrastructure before development takes place, not ‘after the event’;
  - Identifies the cost of infrastructure needed, the availability of any existing funding and the extent of the ‘funding gap’ that needs to be met by new sources of revenue such as CIL<sup>3</sup>;
  - Provides developers and landowners with more certainty about the Council’s requirements;
  - Provides local communities with greater reassurance that new development will not have an unreasonable impact on services and facilities;
  - Facilitates infrastructure providers business and investment planning by providing certainty about the development that is expected to come forward and the infrastructure needed to support it; and
  - Helps to demonstrate the ‘deliverability’ of development proposals.

#### How has the IDP been prepared?

- 1.11 The IDP has been prepared by West Oxfordshire District Council through a process of on-going engagement and dialogue with key stakeholders including Oxfordshire County Council, Thames Water, various utility providers, NHS Oxfordshire and bus and rail providers.

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<sup>2</sup> Local Plans (March 2014) Paragraph 018

<sup>3</sup> Community Infrastructure Levy (CIL)

- I.12 The first draft West Oxfordshire IDP was published alongside the Draft Local Plan in November 2012. It built on previous discussions with infrastructure providers during the early development of the Local Plan and also reflected the Oxfordshire Local Investment Plan (LIP) March 2010 prepared by the Oxfordshire Spatial Planning and Infrastructure Partnership (SPIP), now the Oxfordshire Growth Board Executive.<sup>4</sup>
- I.13 The second draft IDP (June 2014 Update) was published in early August 2014 alongside the Local Plan Housing Consultation Paper (July 2014). This was updated to reflect the proposed increase in housing numbers at that time. The third IDP update was published alongside the Submission Local Plan in July 2015 and was based on an overall level of housing provision of 10,500 homes.
- I.14 This revised IDP update takes into account higher housing figures proposed in the Local Plan proposed Main Modifications (15,950 homes including 2,750 homes for Oxford City's unmet needs).

What status does the IDP have and how will it be used?

- I.15 The IDP forms part of the evidence base underpinning the Local Plan. Whilst it does not form part of the plan itself, it helps to identify the infrastructure that will be needed to support future growth.
- I.16 The IDP also forms part of the evidence base underpinning the introduction of the Community Infrastructure Levy (CIL) in West Oxfordshire. CIL is essentially a charge levied on new buildings and extensions according to their floor area. The money paid by the developer can then be spent on infrastructure.
- I.17 In December 2013, the Council published its CIL Preliminary Draft Charging Schedule (PDCS) for consultation. As part of the supporting evidence base, the Council published an infrastructure funding gap analysis.
- I.18 The findings demonstrated that the cost of infrastructure needed to support new growth exceeds any existing funding that may be available and that there is a 'funding gap' which CIL will help to meet. The updated schedule of future infrastructure requirements attached at Appendix I provides a further assessment of likely infrastructure costs and funding available and will be used to inform an updated funding gap analysis prepared in support of the Council's CIL Draft Charging Schedule (DCS).

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<sup>4</sup> A forum comprising representatives of the Oxfordshire local authorities and key partners. See <https://www.oxfordshire.gov.uk/cms/content/oxfordshire-growth-board>

### How is infrastructure funded and provided?

- I.19 Infrastructure can be funded and provided in a number of different ways including by central government, local government and the private and voluntary sectors.

#### **Central Government**

- I.20 Large-scale strategic infrastructure such as major transport, health care and defence projects are generally provided by central Government through one of its relevant departments or agencies, often in partnership with the private sector.
- I.21 Funding may also be made available through the Local Growth Fund for projects linked to the Strategic Economic Plan priorities which is administered by OxLEP (the Oxfordshire Local Enterprise Partnership).

#### **Local Government**

- I.22 Local authorities provide some forms of infrastructure such as leisure and arts facilities and waste management through their own capital investment programmes. Funding for this comes from various sources including central government grants and the capital receipts from the sale of assets as well as developer contributions. However, local authorities are facing a substantial decline in the amount of money available and are increasingly looking at alternatives sources of funding such as the 'New Homes' bonus.
- I.23 In addition, the 'Community Infrastructure Levy' or CIL is a levy that local authorities can charge on new developments in their area depending on the size and type of development. It is intended to operate alongside the existing system of planning obligations (Section 106 of the 1990 Act) which is being scaled back to deal primarily with affordable housing and site-specific matters. Money raised through CIL can be used to support development by funding infrastructure in the local area.
- I.24 The Council published its CIL Preliminary Draft Charging Schedule (PDCS) for consultation in December 2013 and its CIL Draft Charging Schedule (DCS) in March 2015. However, as the Local Plan examination was suspended until December 2016, the CIL examination has also been suspended until then.
- I.25 The schedule at Appendix I provides an indication of which items the Council expects to be funded by CIL and those that are more likely to be funded through a traditional legal agreement. This information has been used to inform the Council's draft CIL Regulation 123 list.

### ***Private Sector***

- 1.26 In some instances the private sector has an obligation to provide new or enhanced infrastructure as part of their business plan. A good example is Thames Water which publishes a business plan setting out the investment they will make over a 5 year period such as improvements to their existing networks.
- 1.27 The private sector may also become involved in providing infrastructure through partnership working with the public sector and a range of partnership models have evolved in recent years.
- 1.28 The development industry often provides or contributes towards the provision of new infrastructure as a result of new development. Examples include new schools, roads and open spaces. As described above, historically this has been done through Section 106 legal agreements, however as more local authorities move towards CIL, the role of Section 106 agreements will be scaled back to focus on affordable housing and infrastructure which is directly related to development, such as junction improvements and on-site facilities including new schools.

### ***Local Communities & the Voluntary Sector***

- 1.29 In some instances local communities fund and provide infrastructure such as improvements to local community halls or other community facilities including green spaces such as community woodlands. Traditionally funding has come from sources such as fundraising events and voluntary donations but notably the revised CIL regulations and the Localism Act allow for a proportion of CIL generated funds to be transferred to the local community in which a development takes place (15% increasing to 25% if the community has an adopted Neighbourhood Development Plan in place).

### **Updating the IDP**

- 1.30 The IDP is a 'living document' and will be regularly updated and monitored as more information becomes available and as new schemes are completed or new infrastructure requirements are identified.
- 1.31 Monitoring will normally be carried out annually and will include an update of the infrastructure delivered along with the infrastructure which remains outstanding, an assessment of the risk of infrastructure projects being undelivered and a record of CIL and S106 receipts.



## 2 WHAT DO WE MEAN BY INFRASTRUCTURE?

2.1 In this section we explain in more detail what we mean by the term 'infrastructure'.

### What is infrastructure?

2.2 'Infrastructure' is a generic term used to refer to the broad range of services and facilities needed to support society. It includes everything from health care to transport and from education to open space. For ease of reference, the IDP considers three main categories:

- Physical Infrastructure
- Social Infrastructure
- Green Infrastructure

These are broken down further in Table I overleaf.

2.3 It is inevitably the case that some infrastructure schemes are more critical than others. For example, if a new housing development could only go ahead when a new road junction is built, that junction is 'critical' because without it the housing cannot be built. Prioritising new infrastructure helps to ensure that any available funding is spent on the most important items first.

2.4 In light of this, the schedule of future infrastructure requirements at Appendix I includes a 'priority' categorisation for each infrastructure item.

2.5 The categories used are:

- **Critical** i.e. infrastructure without which development cannot commence (e.g. transport/utility infrastructure);
- **Necessary** i.e. infrastructure that is needed to support new development, but the precise timing and phasing of it is less critical and development can commence ahead of its provision (e.g. schools/primary health care);
- **Preferred** i.e. infrastructure needed to build sustainable communities, but the timing and phasing of which is not critical over the plan period (e.g. libraries, green infrastructure, youth provision).

## Infrastructure Types and Relevant Organisations

<b>A. Physical Infrastructure</b>		
Category	Sub-Category	Relevant Organisations
Transport	<ul style="list-style-type: none"> <li>• Highways</li> <li>• Bus services</li> <li>• Rail services</li> <li>• Community transport</li> <li>• Walking, cycling and riding opportunities</li> <li>• Parking</li> </ul>	Oxfordshire County Council Bus Operators Network Rail Rail Operators Community transport groups SUSTRANS West Oxfordshire District Council Community First Oxfordshire
Water	<ul style="list-style-type: none"> <li>• Water supply</li> <li>• Wastewater disposal and treatment</li> <li>• Surface water drainage, flood alleviation and defence</li> </ul>	Thames Water Environment Agency West Oxfordshire District Council Oxfordshire County Council (as lead flood authority)
Energy	<ul style="list-style-type: none"> <li>• Gas generation and distribution</li> <li>• Electricity generation and distribution</li> <li>• Biomass Processing</li> <li>• Decentralised, Renewable and Low Carbon Energy</li> </ul>	National Grid Scotia Gas Networks West and Wales Utilities Scottish and Southern Electricity Networks
Waste and Recycling	<ul style="list-style-type: none"> <li>• Collection &amp; management (including transfer)</li> <li>• Re-use, Recycling, Recovery and Disposal</li> </ul>	Oxfordshire County Council West Oxfordshire District Council Waste Management Industry
Minerals	<ul style="list-style-type: none"> <li>• Extraction (quarries)</li> <li>• Processing facilities</li> </ul>	Oxfordshire County Council Mineral Industry

Telecommunications	<ul style="list-style-type: none"> <li>• Broadband</li> <li>• Mobile phone infrastructure</li> </ul>	Oxfordshire County Council West Oxfordshire District Council Broadband Delivery UK
<b>B. Social Infrastructure</b>		
Category	Sub-Category	Relevant Organisations
Education	<ul style="list-style-type: none"> <li>• Nursery and pre-school</li> <li>• Primary</li> <li>• Secondary</li> <li>• Further &amp; higher education</li> <li>• Special schools</li> <li>• Adult Learning Centres</li> </ul>	Oxfordshire County Council Individual Providers
Leisure and sport	<ul style="list-style-type: none"> <li>• Sports centres</li> <li>• Swimming pools</li> <li>• Outdoor sports facilities (tennis courts, sports pitches, athletics tracks, artificial pitches, bowling greens, golf courses, school and other institutional playing fields and outdoor sports areas)</li> </ul>	West Oxfordshire District Council GLL Individual Providers
Health	<ul style="list-style-type: none"> <li>• Primary healthcare (i.e. first point of consultation e.g. GP services, health centres, dentists, ophthalmic services, pharmacy services and drug treatment centres)</li> <li>• Secondary care (i.e. services provided in or by general hospitals, acute care, outpatients clinics)</li> <li>• Tertiary healthcare (specialist hospitals e.g. mental health, children's hospital etc.)</li> <li>• Community healthcare (e.g. community hospitals)</li> </ul>	NHS Oxfordshire Oxford Health NHS Foundation Trust Oxfordshire Clinical Commissioning Group Oxfordshire County Council

Public Safety	<ul style="list-style-type: none"> <li>• Police</li> <li>• Fire and Rescue</li> <li>• Ambulance</li> <li>• Armed Forces</li> </ul>	<p>Thames Valley Police  Oxfordshire County Council Fire and Rescue Service  South Central Ambulance Service NHS Trust  Ministry of Defence  RAF Brize Norton</p>
Community and culture	<ul style="list-style-type: none"> <li>• Children's Centres</li> <li>• Early Intervention Hubs</li> <li>• Community Centres</li> <li>• Libraries</li> <li>• Museums</li> <li>• Theatres/arts centres</li> <li>• Community Art</li> </ul>	<p>Oxfordshire County Council  Community Groups  West Oxfordshire District Council  Town and Parish Councils  Local communities  Individual providers</p>
Social Care	<ul style="list-style-type: none"> <li>• Supported accommodation (care homes, nursing homes, sheltered housing, extra-care, other supported accommodation e.g. vulnerable adults, disabilities, mental health, hostels, children's homes)</li> <li>• Child and Adult Social Care/Services</li> <li>• Day Care Services</li> </ul>	<p>Oxfordshire County Council  West Oxfordshire District Council  Individual Providers  Care providers</p>
Criminal Justice	<ul style="list-style-type: none"> <li>• Courts (County, Magistrates, Crown)</li> <li>• Probationary and Prison Service</li> </ul>	<p>National Probation Service  Thames Valley Probation  HM Prison Service  Ministry for Justice</p>

<b>C. Green Infrastructure</b>		
Category	Sub-Category	Relevant Organisations
National/Regional	<ul style="list-style-type: none"> <li>• Green Belt</li> <li>• Areas of Outstanding Natural Beauty (AONB)</li> <li>• Special Areas of Conservation (SAC)</li> <li>• National Nature Reserves (NNR)</li> <li>• Sites of Special Scientific Interest (SSSI)</li> <li>• Ancient Woodlands</li> <li>• Historic Parks and Gardens</li> <li>• National Trails</li> <li>• Long distance walking and riding routes</li> </ul>	Natural England Cotswolds AONB Conservation Board Forestry Commission Landowners Wildlife Trust RSPB DEFRA Historic England The Blenheim Estate / The Cornbury Estate Oxfordshire County Council
Sub-Regional/District	<ul style="list-style-type: none"> <li>• The Wychwood Project</li> <li>• Lower Windrush Valley Project</li> <li>• Windrush in Witney Project</li> <li>• Conservation Target Areas</li> <li>• Local Wildlife Sites (LWS)</li> <li>• Local Geological Sites</li> <li>• Green Corridors (including river corridors and canals)</li> <li>• Formal greenspace</li> <li>• Informal greenspace</li> <li>• Public rights of way</li> </ul>	Initiatives including the Wychwood Project, Lower Windrush Valley Project, Windrush in Witney Project West Oxfordshire District Council Town and Parish Councils Natural England Oxfordshire County Council Environment Agency The Blenheim Estate BBOWT Wild Oxfordshire

### **3 PART A - PHYSICAL INFRASTRUCTURE**

#### **TRANSPORT**

##### **HIGHWAYS**

- 3.1 The District Council works closely with Oxfordshire County Council (the highway authority) to identify the key transport issues of relevance to the District as well as the programme of future infrastructure improvements that are likely to be needed to support planned growth.
- 3.2 There are no trunk roads within the District and responsibility for public highways falls to Oxfordshire County Council. The principal routes include the A40, A44, and A361.
- 3.3 Traffic volumes are highest on the A40 between Witney and Oxford and the A44 south of Woodstock to Oxford. The most severe congestion is on the A44 at the Bladon roundabout and on the A40 to the east of Witney, particularly during the morning peak hours.
- 3.4 Witney has direct road access to Oxford via the A40, which bypasses the town to the south. Access to the town can be achieved at the all movements A415 Ducklington Lane junction and Shores Green which currently has east facing slip roads only. The town can also be accessed from the west by Burford Road (B4047), from the north by Hailey Road (B4022), and from the north east and south west by the A4095. Witney suffers from congestion in the town centre, particularly at peak weekday hours and on Saturdays.
- 3.5 The Carterton road network suffers little from congestion and serves the town well. However there is currently no A-road access to the town and this has been identified as a key issue to be addressed. Access from the A40 can be achieved via the B4477 at Minster Lovell (from the east only) and the B4020 at Burford (all movements). Due to the relatively rural location of Carterton, there is limited through traffic which is encouraged to use the B4020/B4477 Upavon Way instead of the town centre.
- 3.6 Chipping Norton lies on the A44 approximately 20 miles (32km) north west of Oxford and about 12 miles (19km) north of Witney. Chipping Norton sits astride the junction of the A44 and A361 which is a very busy through route, especially for lorries and as a result the town centre suffers from congestion and air pollution with an air quality management area (AQMA) currently in place.
- 3.7 In terms of the other main centres, the A40 and B4449 at Eynsham suffer from severe congestion during peak hours due to the limited capacity of the nearby Swinford Toll Bridge. Woodstock lies on the A44 and high levels of through-traffic (particularly lorries) have long been an issue for the town. Burford is situated at the junction of the A40, A361 and A424 and is an important tourist destination as well as a local service centre. The narrow bridge over the River Windrush at the north of the town can cause

considerable congestion, and the relatively high level of lorry traffic has a negative impact on the environment.

3.8 Inevitably, the quantum of new development planned over the Local Plan period (15,950 homes, up to 89 hectares business land) will increase the number of vehicular trips on the highway network. Oxfordshire County Council has therefore identified a number of highway improvements needed to support future growth in the District. Key schemes include:

### 3.9 Witney

- Works have now been completed on the Ducklington Lane/Station Lane junction improvements. This provides capacity improvements at the junction of Ducklington Lane/Station Lane and widening of Ducklington Lane (south) to manage traffic flows and allow traffic to move efficiently through this busy junction.
- Downs Road/A40 junction improvements. This involves an at grade roundabout on the A40 at Downs Road and will be provided as part of the committed urban extension at West Witney (North Curbridge) which benefits from a resolution to grant outline planning permission for 1,000 homes.
- Shores Green Slip Roads. The provision of west facing slip roads at the Shores Green junction onto the A40 has been identified as part of a package of preferred transport measures for Witney (including the Downs Road and Ducklington Lane schemes – above) and is a prerequisite of the proposed Strategic Development Area at East Witney (450 homes) allocated in the pre-submission draft Local Plan (2015).
- Improvements to Oxford Hill/Cogges Hill Road/Jubilee Way junction.
- West End Link Road - Phase 2. A link road between Mill Street and West End providing an additional river crossing. This is needed to support potential growth to the north of Witney which has been allocated for 1,400 homes in the proposed Local Plan Main Modifications (November 2016). The development would be expected to facilitate delivery of the WEL scheme as it is needed to mitigate the impact of the proposed development.
- Northern Distributor Road to connect the B4022 Hailey Road to the A4095 Woodstock Road and Jubilee Way via New Yatt Road. In addition a 30mph chicane/ gateway feature on the Woodstock Road should be provided to complement this. This would supplement the West End Link and would therefore be needed to support further growth to the north of Witney as proposed. The proposed development would be expected to fund this improvement.
- A mixture of complementary schemes to improve the town centre environment for pedestrians, cyclists and public transport users.

### 3.10 Carterton

- Shilton Link Road, Carterton. This involves the provision of a new road between Elmhurst Way (in Shilton Park) and B4020 Shilton Road. This road is necessary to gain access to housing development north of Swinbrook Road.
- Improved access by road to Carterton and RAF Brize Norton. Following an evaluation of different options by Oxfordshire County Council, the B4477 Minster Lovell Road has been identified as a priority for upgrading to A-road standard together with the provision of west facing slip roads at the junction of the B4477 and A40.

### Chipping Norton

3.11 In Chipping Norton, the County Council has identified the removal of the primary route status from the A44 between Oxford and Moreton-in-Marsh to deliver improvements in the Air Quality Management Area (AQMA) and provide relief to the town centre by imposing Heavy Goods Vehicles weight restrictions on Horsefair.

3.12 The County Council has also identified the potential for a new link road to the east of Chipping Norton to come forward as part of the proposed increased housing allocation at Tank Farm (an increase from 600 to 1,400 new homes plus 9 hectares of business land). This would allow for access to the larger strategic site, provide traffic relief to the centre of Chipping Norton and may offer an opportunity to improve air quality within the town's Air Quality Management Area. It is expected that the link road serving the Tank Farm SDA will be delivered and funded by the development through a S106 package.

### Eynsham

3.13 As part of the Local Plan proposed Main Modifications (November 2016) land west of Eynsham has been identified for a potential urban extension of around 1,000 homes. As part of this proposal it is anticipated that a western link road will be provided connecting the A40 with the B4449 to the south of Eynsham. It is expected that the link road will be delivered and funded by the development through a S106 package. The cost and delivery of this link will need to be worked up in more detail through a masterplan and delivery framework.

3.14 The proposed Main Modifications also anticipate the creation of a new 'Garden Village' to the north of the A40 near Eynsham. This proposal is at a very early stage and the intention is that the concept will be developed further through an 'Area Action Plan'. In terms of highway infrastructure it is anticipated that the garden village is likely to have some sort of northern link road. This could for example connect the A40 through Cuckoo Lane and onto Lower Road.



3.15 Other general road transport improvements which have been identified and/or are in the design stages in the Eynsham area include the A40 Science Transit Scheme which comprises:

- A Park and Ride at Eynsham, the proposed location is to the north of the A40 and west of Cuckoo Lane.
- An eastbound bus lane between Eynsham Park and Ride and the Duke's Cut bridge near Wolvercote;
- Westbound bus priority on the approaches to Cassington traffic signals and Eynsham roundabout;
- Junction improvements along the A40 corridor between Witney bypass and Eynsham roundabout.
- In implementing this scheme the current Witney to Oxford cycle route will be retained and will be developed into a part of the Oxfordshire Cycle Premium Route network.

#### BUS SERVICES

3.16 A comprehensive bus service exists in West Oxfordshire. Most services are currently operated by Stagecoach on a commercial basis but there are a number of less frequent services in the rural hinterland, along with those serving Witney Town, that are local-authority funded. Oxfordshire County Council and Stagecoach have been approached by the Council and have helped to determine the challenges and improvements identified in this section which are then reflected in the future requirements identified at Appendix I.

3.17 Since the 1990s, patronage on the main services has developed strongly as Stagecoach has invested heavily in improving frequencies and in new vehicles. Today there are three premium services connecting Oxford and some other settlements with Witney, Carterton and Chipping Norton, operating typically at least every 30 minutes. There are also a number of important inter-urban services linking Witney to Abingdon and Woodstock that operate approximately every hour and are now run as commercial operations.

3.18 Witney is served by two Premium Bus Route services (S1 & S2) linking the town to Carterton, Eynsham, Botley, and Oxford. Six buses an hour offer direct connection to Oxford, with regular evening and Sunday services. However, peak journey time reliability between Witney and Oxford is variable due to congestion approaching Oxford and also within Witney itself. There are also regular bus services to surrounding towns, such as Burford, Bampton, Woodstock, Charlbury and Chipping Norton. Since June 2014, Witney has benefitted from additional services to Long Hanborough including the 233 service which serves Hanborough Station on a broadly hourly basis (except Sundays).

- 3.19 At Carterton, there is a frequent and comprehensive bus service to Witney and Oxford. Bus stops along the route have been enhanced to the County Council's Premium Route standard, with electronic Real-Time Information. There are less-regular bus services to Lechlade and Swindon and to Bampton through Clanfield. There is also a local bus service to the Shilton Park residential area. There is only a limited bus service to Burford, whilst connections to other nearby places, such as Cheltenham, Faringdon and Wantage require a change of bus in Witney, Oxford or Swindon.
- 3.20 Chipping Norton is connected to Oxford with an hourly bus service 7 days a week (S3). Stops along the route have been enhanced to Premium Route standards with Real-Time Information. There are also hourly bus services to Witney and to Banbury. A connecting RailBus operates to Kingham station on the Cotswold rail line. There are less frequent services to Stratford-upon-Avon and to other areas.
- 3.21 In addition to the above, a new weekend and bank holiday bus service is proposed by Stagecoach to travel between Carterton, Witney, Eynsham, Thornhill Park & Ride and seven destinations in London. The ticket will be linked to the Oxford Tube service between London and Oxford to provide a greater level of flexibility. While the main settlements are well-served by the frequent premium inter-urban bus services, recent large-scale urban extensions in both Witney and Carterton are not well penetrated, and residents often have to walk distances greater than the 400m maximum recommended by the Institute of Highways and Transportation. This can reduce the convenience and attractiveness of bus services when compared with car use.
- 3.22 Many of the smaller towns are also served by comprehensive bus services, especially to Oxford and Witney, although some subsidised services have recently been withdrawn across the District. Eynsham enjoys very frequent services to Witney, Carterton and Oxford. Woodstock is served by the S3 service to Chipping Norton and Oxford. This is also a frequent service. In addition, service 233 offers an hourly link to Witney via Hanborough Station. Charlbury has good bus links with Woodstock, Oxford, Chipping Norton and Witney, whilst Burford is connected to Witney, Oxford and Cheltenham by bus.
- 3.23 Oxfordshire County Council has previously identified a range of requirements to support future growth in the District, to include enhanced frequency of the premium routes, upgrading of bus stops on premium routes with Real Time Information, measures to improve bus journey times, future routes to improve access to the rail network and to employment areas and the provision of a Park & Ride facility at Eynsham. Details of the proposed improvements are set out in Appendix I.
- 3.24 Oxfordshire County Council is also in the design stages of a bus priority lane scheme along the A40 to improve options for sustainable journeys between Eynsham and Oxford, which will be implemented during the Local Plan

period. As plans develop further, the details of this scheme, including the estimated costs, will be included in future iterations of the IDP.

- 3.25 These improvements are essential to ensure that future planned development does not lead to any further deterioration in journey times, especially on journeys into Oxford via the A40, B4044 and A44. Since 1990 the time scheduled for the bus departing Carterton, arriving in Oxford City Centre just before 9am has increased from 55 minutes to over 100 minutes. Actual arrival times in the morning peak can vary by up to 40 minutes on specific journeys. These delays impact directly both on the attractiveness of the service, but also substantially raise the costs involved in providing capacity improvements as vehicle productivity is much reduced.
- 3.26 In addition, Oxford City and Oxfordshire County Councils are working with developers to deliver a major mixed-use development at Oxford's Northern Gateway. This strategically-placed highways node is subject to very serious congestion, however major highways and sustainable transport improvements are envisaged aimed at improving the current situation, at least in the short-medium term. These improvements tie into measures to improve the efficiency of public transport along the arterial corridors from the major towns to Oxford, and especially the A40 between Oxford and Eynsham.
- 3.27 To assist this, a grant of £35m was provisionally allocated from the Government in September 2014 to investigate the options and to invest in capacity improvements on the A40 between Witney and Oxford. The option being taken forward as 'Phase 1 A40 improvements' is a bus priority lane eastbound between Eynsham and Oxford. Phase 2 will provide a west bound bus priority lane between these two destinations. In addition, Oxfordshire County Council will be developing a longer term strategy for the improvement of travel beyond Eynsham which will investigate the potential for further dualling of the A40 between Witney and Oxford.

### RAIL SERVICES

- 3.28 Network Rail is responsible for the railway network and rail services are provided by First Great Western. There are two rail lines running through West Oxfordshire and eight passenger stations. The Oxford-Banbury line passes through the eastern edge of the District with a station at Tackley whilst the Cotswolds & Malvern line runs through the middle of the District from east to west with stations at Hanborough, Combe, Finstock, Charlbury, Ascott-under-Wychwood, Shipton-under-Wychwood and Kingham.
- 3.29 The most heavily used stations are Charlbury, Kingham and Hanborough. This reflects the number of services available from these stations, including a direct line to London. Passenger use at most stations has increased in recent years particularly at Hanborough where the car parking facilities have recently been extensively increased. Exceptional growth has been seen at Hanborough (up 239%) and at the busiest station on the line at Charlbury (up 30%).

- 3.30 The Cotswold line has benefited from re-instating 20 miles of track between Charlbury and Evesham which was completed in 2011. This included new platforms at Charlbury and Ascott under Wychwood.
- 3.31 In terms of future upgrades, First Great Western advised the Council in November 2014 that initial proposals are being developed to improve facilities at a number of stations in West Oxfordshire including Hanborough, Charlbury and Kingham with relatively minor improvements also planned at Combe and Finstock. The key improvements identified include an additional car park deck at Charlbury Station, platform lengthening and passing loop for trains at Hanborough and a new bridge and car park extension at Kingham. The estimated costs for each of these three stations are £1m, 1.4m and 5m respectively although it should be noted that the works are subject to design clarification and consultation.
- 3.32 Whilst the County Council have no direct responsibility for specifying or funding the railways, they do have a general obligation to secure the provision of public passenger transport services and therefore work in close partnership with the rail industry to plan, fund and deliver local and strategic improvements in the rail network.
- 3.33 The County Council's Local Transport Plan (LTP4) incorporates a rail strategy which includes as a general strategic priority, support for further capacity and service enhancements on the North Cotswold Line. It also includes a strategic aspiration to develop Hanborough Station as a transport hub to help reduce congestion on the A40 as part of a package of public transport measures. The plan also identifies the need for further redoubling of the Cotswold line at the eastern and western ends of the line, between Wolvercot Junction and Hanborough, and from west of Evesham towards Pershore. This would allow up to three trains per hour to Hanborough and/or Charlbury and two trains per hour between London and Worcester, with a journey time under two hours. Network Rail is preparing a detailed business plan to complete the dualling of the Cotswold Line between Oxford and Worcester. It is proposed that the works will be carried out between 2019 and 2024 although the funding sources have yet to be fully identified.
- 3.34 Given the responsibilities outlined above, no specific future rail infrastructure requirements have been identified in Appendix I but measures to improve connections to the stations have been identified. Particularly important will be the provision of effective pedestrian, cycle and public transport links between Hanborough Station and the proposed garden village to the north of the A40 near Eynsham. This proposal is at a very early stage and will be worked up in more detail through an Area Action Plan (AAP) which will provide the opportunity to consider in detail how to most effectively link the garden village with key destinations including Hanborough Station.

## COMMUNITY TRANSPORT

- 3.35 The definition of ‘community transport’ is broad but generally refers to transport provided by voluntary and community sector (VCS) organisations using a combination of volunteers and paid staff. Sometimes these organisations receive public funding but often they do not. Community transport can offer solutions for people who have no other transport options including people in rural areas where there is no public transport provision, people with mobility impairments and people on low incomes for whom alternative transport options are unaffordable.
- 3.36 Examples of community transport schemes include car sharing and car schemes, shared taxis, taxi buses, community minibuses, dial a ride and some scheduled services. There are a number of community transport schemes operating in West Oxfordshire including Oxfordshire County Council Dial-a Ride and The Villager Community Bus. The District Council has no direct responsibility for community transport but works in partnership with relevant organisations including Oxfordshire County Council and Community First Oxfordshire<sup>5</sup>.
- 3.37 At the present time no specific requirements have been identified although with the forecast ageing of the local population, it is reasonable to assume that demand for such services is likely to increase, especially due to recent cuts in bus subsidies.

## WALKING, CYCLING AND RIDING

- 3.38 West Oxfordshire is reasonably well-served in terms of walking and cycling facilities although most of these are focused on the main towns. There are dedicated cycle routes (some shared with pedestrians) in the main towns.
- 3.39 Outside the main towns, the best cycling opportunities exist on ‘quiet roads’ rather than on dedicated cycle paths although there are a number of national cycle network routes running through the District. There is a reasonable network of public rights of way including routes suitable for horseriders, although there are some areas which are poorly catered for and improvements to these routes where they are fragmented or obstructed will be encouraged.
- 3.40 Witney has a number of different pedestrian routes running across the town and on the rural fringes. There are some good cycle routes around the town but some gaps in cycling infrastructure. Cycle networks linking Witney to nearby settlements are poor, with no dedicated link between Witney and Carterton. Whilst cyclists, horse riders and walkers can use bridleways and byways, often these do not connect safely with roads that are safe and attractive to use.

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<sup>5</sup> See <http://www.communityfirstoxon.org/> and [www.oxfordshire.gov.uk/communitytransport](http://www.oxfordshire.gov.uk/communitytransport)

- 3.41 Carterton benefits from a number of dedicated pedestrian routes running across the town and also on the rural fringe including the Kilkenny Lane Country Park. There are some good cycle routes, particularly to the north east of the town centre associated with Shilton Park. Improvements have recently been made to Burford Road to provide a dedicated cycle route from Shilton Park to the town centre.
- 3.42 At Chipping Norton, a reasonable range of public rights of way connect the town to the surrounding countryside and settlements. However, the network is disjointed in many places where paths meet the road network and this can present dangers to users, including horseriders who are vulnerable road users. There are no cycle links within Chipping Norton or from the surrounding settlements and within the town some roads are too narrow for cycle paths. Cycle parking at key destinations within the town centre is generally poor.
- 3.43 Within the Eynsham/Woodstock area, walking and cycling opportunities are reasonably good for recreational journeys but relatively limited for commuting. At Eynsham there are dedicated cycle and pedestrian routes to the south and south east of the village and also running along the A40 towards Oxford, which will be improved as part of the wider capacity improvements to the A40. A group called 'Bikesafe' has been set up to promote the delivery of a new cycle path from Eynsham to Botley along the B4044 Eynsham Road which will cost in the region of £3-4m (2016).
- 3.44 Particularly important in the Eynsham area will be the provision of effective pedestrian, cycle and public transport links between Hanborough Station and the proposed garden village to the north of the A40 near Eynsham. This proposal is at a very early stage and will be worked up in more detail through an Area Action Plan (AAP) which will provide the opportunity to consider in detail how to most effectively link with key destinations including Hanborough Station.
- 3.45 At Woodstock there are a reasonable number of public rights of way and quiet roads suitable for cycling and walking and riding but the main opportunity is presented by the dedicated cycle and pedestrian route from Woodstock along the A44 towards Oxford.
- 3.46 The Burford/Charlbury area is predominantly rural in character and there are a number of opportunities for walking, cycling and riding along relatively quiet roads. There is a bridleway suitable for cycling to the south east of Charlbury linking the village with Stonesfield.
- 3.47 Various future requirements have been incorporated into this IDP update many of which were identified by the County Council's Countryside Access Officer. The projects identified include the provision of additional connecting links, improvements to current routes (to include surfacing and signage for all users, including horseriders) and the creation of crossing points. Where possible and suitable, the Council will also encourage the provision of multi-use routes to improve off-road access for all users. In addition, on and off-site

walking, cycling and riding provision associated with individual development sites will need to be assessed and upgrades secured through planning conditions and obligations. The improvements identified as being necessary to support future growth over the period of the Local Plan are set out at Appendix I.

## PARKING

- 3.48 The District Council provides free parking in all of its 16 car parks. The Council's current policy approach of providing free parking assists in maintaining the vitality and viability of the town centres. There are time management controls in place to help ensure that adequate levels of short-stay spaces are available to meet the needs of shoppers and other visitors to the area.
- 3.49 Car park use in Witney has increased in recent years and there is very little off-street car parking capacity on Saturdays, with a limited amount of space in the Woolgate and Marriotts Walk car parks during the weekdays.
- 3.50 Witney continues to be a focus for growth and as such there is a need to continue to implement the integrated parking management strategy to ensure the most efficient use of existing car parks and to provide additional off-street car parking spaces to support town centre businesses and further town centre development.
- 3.51 In 2012 the Council's Cabinet resolved to investigate a commuted sum policy for future retail/commercial and housing development to contribute to future parking provision within the district. This resolution reflects the draft Local Plan policies which seek to ensure that development proposals that would significantly increase car parking demand will be expected to make appropriate public car parking provision or provide equivalent financial contributions.
- 3.52 Future commercial and housing development will create additional demands for car parking and therefore it is critical that future provision is considered. If commuted contributions are collected from new development (either through Section 106 or CIL when introduced) this will help contribute towards the cost of additional car parking spaces.
- 3.53 In Carterton, car parking capacity is not highlighted as a significant issue at present. The two recently opened supermarkets, Aldi and Morrisons have on-site car parking that meets present demand. However, the situation needs to be monitored as further development in Carterton comes forward. There are no suitable sites for additional car park development in the centre of the town.
- 3.54 In Chipping Norton, public car parking spaces in the town centre are insufficient to meet peak demand on market day (Wednesday) and Saturday. This creates congestion and could potentially affect the viability of the town centre. It is an issue that has been highlighted in the Chipping Norton Neighbourhood Plan. The potential for further provision will therefore need

to be investigated, although town centre parking options are limited and innovative solutions may be required.

- 3.55 Car parking is also under pressure in popular tourist towns such as Burford and Woodstock where there is extremely limited capacity, particularly at weekends. However, as the car parking demand is mainly created by tourists, additional housing in these towns is unlikely to have a significant impact on parking demand.
- 3.56 In addition, parking provision at the stations in Long Hanborough and Charlbury has been identified as being close to capacity, despite the large car parking extension at Hanborough Station.
- 3.57 Survey work to establish parking capacity has been completed in-house to date and has been largely focussed on Witney. The Council recognise that it is important for a District wide parking strategy to be completed in order to review parking provision and needs for the District. The Council has commissioned a consultant to survey on and off-street parking usage needs and data will be collected over a period of six to eight months. The consultant will focus on the long term and future demands for parking provision across the district, reflecting the expected growth in residential and commercial development. The consultants will also identify any improvements to capacity, quality, safety and the environment of current parking provision. This work is currently on-going but once this has been completed and agreed by the Council, this will feed into future iterations of the Infrastructure Delivery Plan.

## **WATER**

### **WATER SUPPLY**

- 3.58 Public water supply in West Oxfordshire is the responsibility of Thames Water and the District falls within the 'SWOX' Water Resource Zone of Thames Water's Supply Area as detailed on the map provided below. Thames Water has a duty to maintain the security of water supplies and to produce a Water Resources Management Plan (WRMP) every five years.
- 3.59 The current WRMP covering the period 2015 – 2040 was approved in 2014 and the next WRMP which will cover the period 2020 – 2045 will be drafted in the coming years. This will take account of increased growth proposed within the Local Plan (including proposed Main Modifications) so that longer term growth can be met.



## Appendix I – Schedule of Future Infrastructure Requirements

### Part A – Physical Infrastructure

Infrastructure Project and Location	Delivery Partners	Estimated Cost	Funding already Secured and Funding Source	Funding Gap	Anticipated Funding Mechanism	Priority and Timescale	Comments
<b>Highway Improvements</b>							
Downs Road/A40 junction improvements, Witney	Landowners OCC WODC	£6.1m (2012)	£1.25m held (S106)	£4.85m	S106 (West Witney SDA)	Critical 2016 – 2018	The scheme is a prerequisite of development at West Witney
Shores Green Slip Roads (SGSR) Witney	Landowners OCC WODC	£5.6m (2011)	£1.16m	£4.44	S106 (East Witney SDA)	Critical 2016 - 2021	The scheme is a prerequisite of development at East Witney
Improvements to Bridge Street and Staple Hall junction, Witney including public realm and traffic management measures.	Landowners OCC WODC	To be identified	None	To be identified	Currently S106  CIL (when introduced)	Necessary 2021 - 2023	To be delivered following the opening of the SGSR.
Improvements to Oxford Hill/Cogges Hill Road/Jubilee Way junction, Witney	Landowners OCC WODC	To be identified	None	To be identified	S106 (East Witney SDA) (S106)	Critical 2016 - 2021	Required to mitigate development at East Witney

Infrastructure Project and Location	Delivery Partners	Estimated Cost	Funding already Secured and Funding Source	Funding Gap	Anticipated Funding Mechanism	Priority and Timescale	Comments
Re-designating the A4095 via Jubilee Way, Oxford Hill, A40 at Shores Green to Ducklington Lane and Thorney Leys.	OCC WODC	To be identified	None	To be identified	Currently S106  CIL (when introduced)	Necessary 2021 - 2023	To be delivered following the opening of SGSR
West End Link (WEL2), Witney	Landowners OCC WODC	£23.2m (2015)	None	£23.2m	To be facilitated by development of land at north Witney (S106)	Critical Long-term (2021 – 2026)	Necessary to support strategic growth to the north of Witney
Northern Distributor Road, Witney	Landowners OCC WODC	To be identified	None	To be identified	To be delivered by development of land at north Witney (S106)	Critical Long-term (2021 – 2026)	Necessary to support strategic growth to the north of Witney