Capita

West Oxfordshire District Council

Infrastructure Delivery Plan Baseline Report

July 2025

WEST OXFORDSHIRE
DISTRICT COUNCIL

Contents

1. Introduction

1.1 The purpose of the Infrastructure Delivery Plan (IDP) is to assess the current infrastructure provision within West Oxfordshire District Council (WODC). The initial stage of this process is to identify the baseline position in terms of current infrastructure provision and where possible any existing pressures or shortfalls have been identified whilst building an understanding of planned projects and committed investment.

1.2 The next stage will be to incorporate an assessment of what infrastructure will be needed in the future to support the anticipated growth proposed in the emerging Local Plan 2041 and how it is intended to be funded and delivered.

1.3 WODC have commissioned Capita to prepare the IDP, which should be considered a living document that has been prepared alongside the emerging Local Plan as it seeks to identify the infrastructure needs and provision in the District up to 2041. It will be updated following Regulation 18 public consultation and if necessary following consultation on WODC's Pre-submission Draft Plan. It will also form part of the evidence base for the decision-making process in relation to the distribution of growth.

1.4 The term 'Infrastructure' is a generic term used to refer to the broad range of essential 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 that are required to support sustainable development, alongside the provision of new homes and expected employment and population growth:

Local and Regional Context

1.5 West Oxfordshire is located in the southeast of England in the County of Oxfordshire, which has borders with Warwickshire, Northamptonshire, Buckinghamshire, Berkshire, Wiltshire and Gloucestershire. West Oxfordshire itself borders the Oxfordshire Councils of Oxford City, Vale of the White Horse and Cherwell; it also shares borders with Stratford-on-Avon Council in Warwickshire and Cotswold Council in Gloucestershire. Despite the District's central location, it is predominantly rural in character and enjoys a strong sense of place with a high environmental quality.

1.6 With a population density of 160 people per square kilometre, it is the 57th most sparsely populated of the local authorities in England and Wales. In the South East Region the population density is 486 persons per kilometre and across England it is 434 persons per kilometre.

1.7 Over 60% of the parishes have a population of less than 1000 residents. Around one third of the District falls within the Cotswolds National Landscape (previously referred to as an Area of Outstanding Natural Beauty (AONB)).

1.8 There are around 130 separate towns, villages and hamlets scattered across the District. The three main towns are Witney (population 30,100) Carterton (15,900) and Chipping Norton (7,300)[1].

1.9 Currently supporting the three main towns are six rural service centres including Bampton (population 3,200), Burford (2,100), Charlbury (3,100), Eynsham (5,400), Hanborough (3,700) and Woodstock (3,600)[2].

1.10   Infrastructure planning for the area sits within this wider spatial hierarchy, involving a range of regional/sub-national strategic bodies, Oxfordshire County Council (OCC) and 54 town and parish councils.
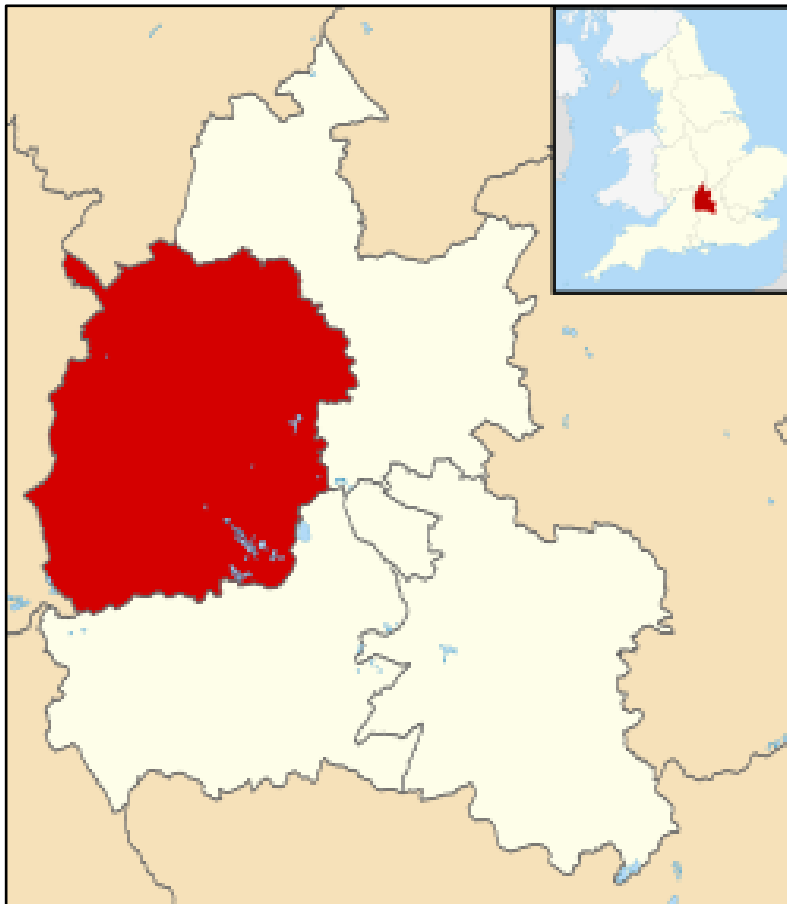
Figure 1: Map of West Oxfordshire (in red) and its placement within Oxfordshire (Wikipedia 2025)

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[1] West Oxfordshire (E07000181) - ONS
[2] West Oxfordshire (E07000181) - ONS

Figure 2: Map of West Oxfordshire, WODC 2024

Physical Infrastructure

1.11   Physical infrastructure refers to the physical facilities required to support development, such as the transport network, including roads and public transport, water supply, sewers, stormwater drainage and power.

Social and Community Infrastructure

1.12   Social infrastructure covers a range of services and facilities that meet local and strategic needs and contribute towards a good quality of life. It includes the provision of facilities for health, education, community, recreation, sports, faith and emergency services.

Green Infrastructure

1.13   Green Infrastructure commonly includes a network of multi-functional green and blue spaces and other natural features, both urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity (NPPF definition). This includes public parks and gardens, allotments, public rights of way and bridleways.

1.14   The table below sets out the sub-categories of infrastructure which fall into these three main categories and the key relevant organisations who are responsible for these.

Table 1: Infrastructure Categories

1. Physical Infrastructure		
Category	Sub-Category	Relevant Organisations
Transport	- Highways - Bus services - Rail services - Community transport - Active Travel (including walking, cycling, riding routes and Public Rights of Way) - Parking, including cycle provision - Accessibility improvements	Oxfordshire County Council Bus Operators Network Rail Rail Operators Community transport groups SUSTRANS West Oxfordshire District Council Community First Oxfordshire

Water and Drainage	• Water supply • Wastewater disposal and treatment • Surface water drainage, flood alleviation and defence	Thames Water Environment Agency Oxfordshire County Council (as Waste Planning Authority) West Oxfordshire District Council Oxfordshire County Council (as Lead Local Flood Authority)
Energy	• Gas generation and distribution • Electricity generation and distribution • Biomass Processing • Decentralised, Renewable and Low Carbon Energy • Retrofit	National Grid Energy Distribution Scotia Gas Networks Scottish and Southern Electricity Networks Low Carbon Hub and/or Community Energy England Oxfordshire County Council (as Waste Planning Authority) West Oxfordshire District Council
Household Waste and Recycling	• Collection & management (including transfer) • Re-use, Recycling, Recovery and Disposal	Oxfordshire County Council (Waste Planning Authority and Household Waste Disposal Authority). West Oxfordshire District Council Waste Management Industry
Minerals	• Extraction (quarries) • Processing facilities	Oxfordshire County Council (Mineral Planning Authority) Mineral Industry
Telecommunications	• Broadband • Digital / mobile phone infrastructure / CCTV	Oxfordshire County Council West Oxfordshire District Council Broadband Delivery UK

2. Social Infrastructure		
Category	Sub-Category	Relevant Organisations
Education	• Nursery and pre-school / Early Years • Primary • Secondary including Sixth Form	Oxfordshire County Council Individual Providers West Oxfordshire District Council

	• Further & higher education • Special Educational Needs (SEN) • Adult Learning Centres	
Health & Wellbeing	• Primary healthcare (i.e. first point of consultation e.g. GP services, health centres, dentists, ophthalmic services, pharmacy services and drug treatment centres) • Secondary care (i.e. services provided in or by general hospitals, acute care, outpatients clinics) • Tertiary healthcare (specialist hospitals e.g. mental health, children's hospital etc.) • Community healthcare (e.g. community hospitals) • Preventive healthcare (e.g. activity groups, green spaces, trim trails)	NHS Oxfordshire Oxford Health NHS Foundation Trust Buckinghamshire, Oxfordshire and West Berkshire Integrated Care Board (ICB) Oxfordshire County Council West Oxfordshire District Council
Leisure and sport	• Sports centre, 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) • Swimming Pools • Walking, cycling and riding routes (including wayfinding)	West Oxfordshire District Council GLL (Greenwich Leisure Limited) Individual Providers Oxfordshire County Council Town and Parish Councils

Emergency Services	- Police - Fire and Rescue - Ambulance - Armed Forces	Thames Valley Police Oxfordshire County Council Fire and Rescue Service South Central Ambulance Service NHS Trust Ministry of Defence RAF Brize Norton
Community and culture	- Community Meeting Space - Children & Family's Centres - Libraries - Museums/Heritage (including in-situ and Archaeological storage) - Theatres/arts centres - Community Art & Public Realm - Country parks and neighbourhood open green spaces - Archaeological Storage - Places of worship - Registry Offices - Cemeteries and Crematoria	Oxfordshire County Council Community Groups West Oxfordshire District Council Town and Parish Councils Local communities Individual providers Oxford Diocese
Health & Social Care	- Supported accommodation (care homes, nursing homes, sheltered housing, extra-care, other supported accommodation e.g. vulnerable adults, disabilities, mental health, hostels, children's homes) - Child and Adult Social Care/Services	Oxfordshire County Council West Oxfordshire District Council Individual Providers Care providers

	Community Support Services (Day Care)	

3. Green and Blue Infrastructure

Category	Sub-Category	Relevant Organisations
Natural and semi-natural green space	- Ancient Woodlands - Historic Parks and Gardens - National Trails / Public Rights of Way (PRoW) - Long distance walking, cycling and riding routes (bridleways/SATN) - Green and blue corridors (including river corridors and canals) - Conservation Target Areas	Natural England Cotswolds National Landscape Board Forestry Commission Landowners Wildlife Trust RSPB DEFRA Historic England Oxfordshire County Council
Public green open space	- Formal green/open space - Parks/play space - Informal green/open space - Allotments/community gardens	West Oxfordshire District Council Town and Parish Councils Environment Agency The Blenheim Estate BBOWT Wild Oxfordshire
Specific Project Areas	- Wychwood Forest Trust - Lower Windrush Valley Project - Windrush in Witney Project	Initiatives including the Wychwood Project, Lower Windrush Valley Project, Windrush in Witney Project West Oxfordshire District Council

2. Legislative and Policy Context

2.1 Infrastructure planning for West Oxfordshire is undertaken in accordance with the following relevant legislation and regulations, and national policies and guidance.

Community Infrastructure Levy Regulations

2.2 The Community Infrastructure Levy (CIL) allows WODC to charge differential rates in a flexible way to secure funds from new development on the grant of planning permission. The funds can be used towards local infrastructure, and charge rates are defined to ensure viability is not put at risk.

2.3 Established through the Planning Act 2008, the principal regulation is [The Community Infrastructure Levy Regulations 2010](), which has been subject to several amendments.

2.4 Section 261(2) of the Planning Act, as amended by Regulation 63 of the CIL Regulations, defines 'infrastructure' as:

   a) *roads and other transport facilities,*
   b) *flood defences,*
   c) *schools and other educational facilities,*
   d) *medical facilities,*
   e) *sporting and recreational facilities, and*
   f) *open spaces.*

2.5 The Council's decisions with regard to the use of CIL should be informed through infrastructure delivery planning. This is primarily done through the preparation of an IDP, which should identify what infrastructure is required and how it is intended to be funded and delivered. It would form part of the Council's evidence base to inform CIL Charging Schedules and would be monitored through annual Infrastructure Funding Statements.

National Planning Policy Framework

2.6 The National Planning Policy Framework (NPPF) sets out the Governments planning policies for England and how these should be applied and provides a framework within which locally prepared plans can provide for housing and other development in a sustainable manner (Paragraph 1 of the NPPF). The latest NPPF was published in December 2024 (updated February 2025).

2.7 As defined under Chapter 2 of the NPPF, at the core of national planning policy is the aim of achieving sustainable development – which generally involves pursuing mutually supportive economic, social and environmental objectives, and making planning decisions in accordance with an up-to-date development plan (unless material considerations indicate otherwise).

2.8 The preparation of up-to-date development plans are seen as a priority to achieving sustainable development. These plans should (inter alia) align growth and infrastructure (Paragraph 11 of the NPPF), including by making sufficient provision for infrastructure (including transport, flood risk management, health, education and cultural facilities) (Paragraph 20 of the NPPF). Development Plans are therefore required to set out the expected contributions from development to meet these infrastructure needs (as well as green and digital infrastructure), and should not undermine the delivery of the plan (Paragraph 35 of the NPPF).

Planning Practice Guidance

2.9 Planning Practice Guidance (PPG) provides detailed guidance on the application of the NPPF policies. PPG on CIL sets out what CIL is, how it operates and can be used, and PPG on plan-making provides advice on considering and evidencing infrastructure needs.

West Oxfordshire

2.10 The adopted development plan is comprised of several documents, for West Oxfordshire District it consists of:

- The West Oxfordshire Local Plan 2031 (adopted September 2018); and
- Neighbourhood Plans for Cassington, Charlbury, Chipping Norton, Eynsham, Hailey, Milton-under-Wychwood, Shilton, South Leigh and Woodstock
- Draft Salt Cross Area Action Plan (under examination)
- The Oxfordshire Minerals and Waste Local Plan Part 1 – Core Strategy (adopted September 2017).

2.11 The adopted West Oxfordshire Local Plan sets out the vision for the District to 2031, providing a strategic framework and detailed policies to deliver this. It is supported by several Supplementary Planning Documents (SPD), including the Developer Contributions SPD (adopted July 2023).

2.12 WODC are in the process of preparing a new Local Plan to cover the period to 2041, consultation on the preferred policy options (Regulation 18) is planned for June 2025, with examination and adoption of the new Local Plan anticipated in 2026.

2.13 WODC has also prepared a Community Infrastructure Levy Draft Charging Schedule, consultation on which took place in 2024, and examination and adoption is anticipated in 2025.

2.14 Salt Cross Garden Village (formerly known as the Oxfordshire Cotswold Garden Village) is a Strategic Location for Growth allocated under the local plan

(Policy EW1). The allocation is for significant housing and job creation (involving the delivery of around 2,200 homes and a 40 hectare science business park). The development is subject to an Area Action Plan, which is undergoing re-examination in June 2025 to consider Policy 2 – Net Zero Carbon Development.

2.15   There are several other Local Plan allocations, including Strategic Development Areas (delivering around 4,050 new homes by 2031) and non-strategic housing developments (for around 1,470 new homes), and several employment allocations/committed sites. These developments will all be expected to include supporting infrastructure and facilities, in accordance with current policies.

Oxfordshire County Council

2.16   OCC is the County's highway and education authority and are responsible for adult and child social care.

2.17   There are several strategies relevant to infrastructure provision including:

- The Local Transport and Connectivity Plan (adopted July 2022) and supporting strategies including Movement and Place Strategies (Part 2 of LTCP);
- The Active Travel Strategy;
- The Digital Infrastructure Strategy;
- The Sustainable School Travel Strategy 2024/25;
- The Oxfordshire Way – Our Adult Social Care Strategy; and
- The Oxfordshire Minerals and Waste Local Plan Part 1 – Core Strategy (adopted September 2017).

Enterprise Oxfordshire (formally Oxfordshire Local Enterprise Partnership)

2.18   Enterprise Oxfordshire established as Oxfordshire Local Enterprise Partnership (OxLEP), in 2011, plays a leading role in championing and developing Oxfordshire's economic potential.

2.19   Enterprise Oxfordshire prepare and publicise a range of strategies that underpin their role and day-to-day work, including:

- Strategic Economic Action Plan (June 2024)
- Strategic Economic Plan (December 2023)
- Pathways to a zero carbon Oxfordshire (2021)
- The Investment Plan: Oxfordshire's Local Industrial Strategy (August 2020)
- The Oxfordshire Local Industrial Strategy (July 2019).

The Oxfordshire Leaders Joint Committee

2.20 The Oxfordshire Leaders Joint Committee (formerly the Future Oxfordshire Partnership) is a joint committee of the six Oxfordshire Councils (OCC, Cherwell District Council, Oxford City Council, South Oxfordshire District Council, Vale of White Horse District Council and WODC).

2.21 The Joint Committee works to deliver a better future for Oxfordshire, and coordinates efforts to manage economic, housing and infrastructure development; supports the development of local planning policies to deliver on the Government's net zero by 2050 target and seeks to secure funding in pursuit of this.

2.22 The Joint Committee assisted in preparing the Stage 1 Oxfordshire Infrastructure Strategy (OxIS). This Strategy prioritises the region's infrastructure requirements to 2040 and beyond and directly influenced a £215m growth deal announced by the previous Government in 2017. The Stage 1 Report was released in 2022 and an OxIS Stage 2 report was planned for 22/23 which was due to be aligned with the Oxfordshire Plan 2050 (OP2050). The cessation of the OP2050 brought a halt to the Stage 2 update of OxIS, however officers at the six Oxfordshire Local Authorities are now working towards a third iteration of OxIS which will provide a comprehensive understanding of the strategic infrastructure that is necessary to support future development to 2050.

The Oxford-Cambridge Arc

2.23 The Oxford-Cambridge Arc is a globally significant area for job creation and economic growth, known for its scientific research and international enterprises. It was a long-standing policy initiative of the former Government, to build on and realise the potential of the Arc. The Arc project was suspended but has recently been revived by the current Government (as of January 2025), with the announcement of a Growth Commission to coordinate and support the delivery of the initiative.

2.24 It is anticipated that the Arc will be supported by funding to improve East-West Rail with new services between Oxford and Milton Keynes and would result in the development of new and expanded communities within the growth corridor.

Oxfordshire Devolution

2.25 In December 2024, the Government published the English Devolution White Paper. This would potentially see the creation of a new combined authority led by a directly elected mayor with devolved powers around economic development, strategic planning and transport, adult education and local growth

plans. Oxfordshire councils have since been asked to submit an interim plan for local government reorganisation with a full proposal by 28th November 2025

3. Demographic Context

3.1 ONS Local Indictors[3] (Census 2021 data) show that West Oxfordshire has a population of around 114,200 people, and 48,000 households. The age profile of the area is well distributed but shows the population is older and ageing, with 21.9% between 0-19 years old; 22.8% between 20-39 years old; 27.3% between 40-59 years old; and 28% aged 60 and over. This age profile is consistent with age profiles across the South East and Nationally.

3.2 Ethnically the area is 95% White, while 1.9% of persons identify as having Mixed Ethnicity, and 1.7% having Asian ethnicity, persons of Black and other ethnicities are each 0.6% of the population,

3.3 With regard to religion, 51.5% follow a Christian faith which is higher than England as a whole at 46.3% while 40.6% have no religion which is also higher than England with 36.7%. Persons of Buddhist, Hindu, Jewish, Muslim, Sikh and other religions are all represented in the area but these are all less than 1% each of the local population - together they total 1.9% of the population. The remainder did not answer the question relating to religion.

Households and House Prices

3.4 Household sizes are strongly skewed towards one and two person households (27.5% and 37.7% respectively), followed by four person households (18.6%) and three person households (16.2%). One person households make up 27.5% of the household composition, whereas single family households make up 67.8% of the composition, and other households make up 4.7%.

3.5 In terms of accommodation types, 88.6% of properties are houses and 10.7% are flatted. The majority of properties are three-beds (39.9%) and the lowest proportion are one-bed (7.3%). Of all households, 37.4% own outright, 31.4% own with a mortgage or shared ownership, 13.3% are social rented, and 17.9% are private rent or rent free.

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[3] ONS Population
ONS Housing Prices
Nomis Labour Market Profile
Indices of Deprivation

3.6 ONS data for house prices in West Oxfordshire (as of November/December 2024) indicate:

- Average house prices were £387,000 (up 2.3% from the preceding year), with this higher than both the average for the South East (£378,000) and Great Britain (£292,000).
- Highest average prices were for detached properties (£611,000), followed by semi-detached (£401,000), terraced properties (£333,000), and flats/maisonettes (£220,000).
- Average private monthly rents were £1,274 (up 5.9% from the preceding year), with this lower that the average for the South East (£1,351) and Great Britain (£1,327).
- Highest average monthly rents were for properties of four or more beds (£2,057) detached properties (£1,716), followed by three-beds (£1,490) and semi-detached (£1,424), two-bed (£1,177) and terraced (£1,284), and one bed (£929) and flats and maisonettes (£1,024).

Work and Travel

3.7 Nomis data for West Oxfordshire (October 2023 to September 2024) indicates that of people aged 16-64, 87% are economically active. Of people aged 16 and over, 2.4% are unemployed. Unemployment is lower than rates for the South East (3.5%) and Great Britain (3.7%). ONS Local Indictors show that of the population aged five and over, 17.3% are students.

3.8 ONS Local Indicators show a majority (78.4%) of people aged 16 and over are qualified to Level 3 and above, 5.4% are qualified by apprenticeship and 13.9% have no qualifications. Nomis data also shows that there are high levels of people employed in associate professional, professional, management, director or senior positions (53.4%), and administrative and skilled trades (21.2%).

3.9 The largest industries (based on employee by job industry) include:

- Wholesale and Retail Trade; Repair of Motor Vehicles (14.9%)
- Manufacturing (12.8%);
- Accommodation and Food Service (10.6%);
- Education (9.6%);
- Human Health and Social Work (9.6%);
- Professional, Scientific and Technical (7.4%);
- Arts, Entertainment and Recreation (6.4%);
- Administrative and Support Services (5.3%); and
- Construction (5.3%).

3.10 Nomis data for UK Business Counts (2024) indicates that a majority of enterprises and local units were of a micro scale (0-9 people) at 89.1% and 85.5% respectively, followed by small businesses (10 to 49 people) at 9.4% and

12.4% respectively. Earnings by place of work (2024) for full time workers show a median Gross Weekly Pay of £749.00 and Hourly Pay of £18.98. There are notable disparities in pay between sexes, and differences with figures for earnings by place of residence (which indicate that West Oxfordshire residents earn slightly more that the above figures).

3.11   ONS Local Indicators show that a majority of households (48.7%) have two or more cars or van, and 11.5% have no cars or vans, with 35% of people aged 16 and over working mainly from home, 27.8% commuting within 10km, 18.6% commuting between 10-30km and 4.3% commuting over 30km. Of those who commute, 48.1% drive (3.1% passenger in a car), 7.5% walk, 2.4% cycle and 0.5% travel by train.

Health and Deprivation

3.12   A majority of the population reports very good health or good health (51.3% and 34% respectively), 2.8% report bad health and 0.8% report very bad health. Of all people, 15.1% report being disabled under the Equality Act, and 8.2% of the population (over age five) provide unpaid care (4.7% providing less than 19 hours per week).

3.13   A majority of households are not deprived in any dimension (56.4%), but 43.4% of households are deprived in one or more dimensions – 11.6% are deprived in two or more dimensions. Based on overall deprivation, the Indices of Multiple Deprivation (2019) indicates that 33% of West Oxfordshire's neighbourhoods are within the 10% least deprived areas in England, and 29% are within the 20% least deprived; whereas 2% are within the 50% most deprived neighbourhoods and 6% are within the 40% most deprived.

3.14   The most deprived neighbourhoods include small areas near existing settlements (including Witney and Chipping Norton), and these appear to experience income, employment, health and crime deprivation. There are broader deprivation issues with respect to education, skills and training, barriers to housing and services, and living environments.

PHYSICAL INFRASTRUCTURE

4. Transport and Movement

4.1 There is a clear vision to deliver a net-zero Oxfordshire transport and travel system, as set out in Oxfordshire County Council's (OCC) Local Transport and Connectivity Plan 2022-2050 (LTCP, 2022)[4]. Several targets have been set out

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[4] Local Transport and Connectivity Plan

in the Plan with the objective of delivering a transport network that contributes to a climate positive future, by 2050. The location and design of new housing developments have a significant influence on residents' transport options and how they choose to move around. This includes reducing the need to travel by developing in sustainable locations or supporting new development with facilities within walking distance. Commuter and school travel are two main journey purposes and contribute significantly to peak time travel. They are therefore key trips that we need to shift to more sustainable modes. The LTCP also highlights the key challenges and opportunities in Oxfordshire, which we will cross-reference in the relevant sections of this report.

Figure 3: Council Transport Related Strategies (June 2025)

4.2 The Oxfordshire Infrastructure Strategy (OxIS) has considered the county-wide commitment to achieving new zero carbon emissions by 2050. The carbon emission inventory indicates a need to reduce emissions particularly reducing road transport tailpipe emissions (46% of total emission) and Oxfordshire's energy network emissions to 2040, while the LTCP has a vision to deliver a net-zero Oxfordshire transport and travel system by 2040.

Public Transport

4.3 Encouraging an increased number of public transport trips will be an essential part of delivering a net-zero transport system. Increased public transport use will help to reduce the number of private vehicle trips and deliver air quality improvements. The negative impacts of increased car usage in the area are recognised, including impacts on congestion and movement as well as traffic management in towns and villages, which in turn become less welcoming for residents and visitors. A connected system of public transport should also consider walking and cycling to enable multi-modal journeys and improve connectivity and provide a viable alternative to car use.

Bus Services

4.4 A comprehensive bus service exists in West Oxfordshire and at County level, Oxfordshire has been amongst the best performing areas in relation to bus use nationally. In 2019 a total of 40.8 million bus journeys were made within Oxfordshire, with 59.0 journeys per head of population. 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. Some services are funded wholly or partly by developer contributions, and an increasing proportion by OCC. Some routes need to increase their service to become more commercially viable and there are also some routes only viable if funded by S106 or other funding and that more S106 is required to ensure continue.

4.5 Prior to 2020, patronage on the main services developed strongly as Stagecoach 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. There are also a number of important inter-urban services linking Witney to Chipping Norton, Burford, Cheltenham, Abingdon and Woodstock that operate with financial support from developer and local authority contributions.

4.6 The A40 Corridor improvements to be delivered via LGF and forward funded by HIF are essential to ensure that congestion-free alternatives are available along the A40 and to mitigate the impact of new development. Since 1990, the time scheduled for the main bus service departing Carterton, arriving in Oxford City Centre just before 9am has increased from 55 minutes to 90 minutes whilst actual arrival times in the morning peak can vary by up to 40 minutes on specific journeys, particularly between school days and school holidays. These delays impact directly on the attractiveness of the service. Improvements to the A40 will see resultant improvements in efficiency of bus services, including timeliness, frequency, capacity and connectivity. Due to economic pressures, the scope of

the scheme has been reviewed and negotiated with funding partners Homes England and DfT. This has led to some elements of the original scheme being removed from A40 Eynsham Park and Ride to Wolvercote scheme delivery scope and will require additional funding sources to complete.

4.7 The whole A40 work programme covers 7.3km in length from the Eynsham Park & Ride to Wolvercote and consists of various works (which are discussed in the Highways section). The Phase 1 works will be subject to public consultation in Spring 2025 with construction commencing in 2026. The remaining elements of the full scheme are to be implemented as additional funding becomes available.

4.8 Witney is served by a number of key bus services (S1/NS1, S2 & S7, H2, X9, X15 & 233/234) linking the town to Woodstock, Burford, Carterton, Chipping Norton, Eynsham and Oxford. The S1 route provides four buses an hour, offering direct connection to Oxford, with regular evening and Sunday services. However, peak journey time reliability between Witney and Oxford is highly variable due to congestion approaching Oxford and within Witney itself. A complementary service, the H2, provides a link to the John Radcliffe Hospital and Headington, and has improved it's frequency in 2025.

4.9 At Carterton, there is a frequent and comprehensive bus service to Witney and Oxford (S1/S2X/NS1), and the H2 service to John Radcliffe Hospital and Headington. Bus stops along the route have been enhanced to the County Council's Premium Route standard, with electronic Real-Time Information. The 19 bus service also operates between Carterton and Witney on an hourly basis, whilst the 64 service (Pulhams) has been introduced to restore cross-country connections to Swindon four times a day (excluding Sundays). There are less-regular bus services to Burford and to Bampton through Clanfield. Connections to other nearby towns, such as Cheltenham, Faringdon and Wantage require a change of bus in Witney, Oxford or Burford.

4.10 It is proposed that OCC will work with the hospitals to identify any necessary improvements in the bus service currently provided. Transport to hospitals is the number one trip generator in Oxfordshire. It is expected that £100k would enable a package of smaller scale improvements to be developed and implemented, with funding to be determined

4.11 There is a limited express bus service in operation between Carterton, Witney, Eynsham and London provided by Stagecoach's Oxford Tube brand, which provides through journeys during weekday peak periods (two coaches each way Monday to Friday).

4.12 Recent Government funding has enabled the commencement of a new service, run by Pulham Coaches as the 64 service, between Carterton and

Oxford which takes 60 minutes in the peak period, as well as restoration of the bus link between Witney, Carterton and Swindon.

4.13   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 Banbury, Witney and Cheltenham, and less regular connections to Stratford-upon-Avon. Since 2020, most bus services in Chipping Norton have been operated under contract to the County Council.

4.14   Many of the smaller towns are also served by comprehensive bus services, especially to Oxford and Witney. Eynsham enjoys very frequent services to Witney, Carterton and Oxford. Woodstock is served by the S3 and S7 services to Oxford and the S3 service to Chipping Norton and Charlbury. In addition, service S7 now offers a half-hourly link to Witney via Hanborough rail station seven days per week. Charlbury has good bus links with Woodstock, Oxford, Chipping Norton and Witney, whilst Burford is connected to Witney, Oxford and Cheltenham by bus.

4.15   Witney, Carterton and many of the smaller settlements are served by buses operated by community transport organisations. These are largely volunteer-led and have increased in size significantly since the County Council originally withdrew funding for bus services in 2016.

4.16   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. The Oxfordshire Bus Service Improvement Plan (BSIP) was published in June 2024 and sets out further progress on bus priority infrastructure to help reduce journeys by private vehicles and make walking, cycling, public and shared transport the natural first choice.

4.17   With £1.24 million of funding from BSIP, the Countywide Traffic Signals scheme will deliver smart traffic signals, which detect the approach of buses to key junctions and change the signalling sequence to allow priority of buses for faster and more reliable journey times. Funding beyond 2025 is unconfirmed but if continued the scheme could be extended to 110 locations across the County as identified by Pinch Point Analysis (BSIP).

4.18   As set out in the BSIP, buses are not only important in reducing greenhouse gas emissions, they also support economic development and social inclusion. According to a report by Greener Journeys, every £1 invested in bus

infrastructure can generate up to £8 of wider economic benefits, including increased productivity, employment, and consumer spending. The report also outlines ongoing work that is being planning to determine the public health impacts of new electric buses in Oxford. The longer term aspiration is to deploy depot charging /refuelling infrastructure to all bus operating sites in the County and rolling out decarbonisation to rural and interurban routes.

4.19   An audit of existing bus stop infrastructure, including accessibility elements, is being planned with the assistance of Parish Councils. This information will form a master database that will subsequently help to identify locations for upgrade and improvement. An annual capital budget of £500,000 for three years is required for a programme to catch up with arrears of maintenance, and to upgrade infrastructure to the proposed standards.

4.20   The OCC's Mobility Hub Strategy[5] was published in July 2023, which sets out the principles of mobility hubs and the four stage process that will follow to create these facilities. Mobility hubs are defined as 'an area in which a variety of transport modes and community assets are collocated for seamless interchange. These facilities provide added benefit to communities and combined they make up an easy-to-use transport network.' A funding programme of £0.5m for 2023/2024 and a further £0.5m per annum for 2024/25 and 2025/26 was provided to develop mobility hub pilots in locations across Oxfordshire, which identified Carterton Town Centre as one of the two initial pilots. Alongside the pilot site work, the County Council will continue to refine and develop the longer-term pipeline of mobility hub sites to inform future funding opportunities and have emerging related workstreams, such as the Movement and Place Strategies (MAPs).

4.21   A Demand Responsive Transport (DRT) study is due to be completed by March 2025, with funding of £250k set aside for a pilot scheme (2025-26) to focus on areas of transport poverty and the potential integration of Home to school transport requirements, which is a significant cost for the County Council.

Park and Ride

4.22   Park and Ride (P&R) is another integral part of Oxfordshire's public transport network. P&R has been a part of Oxford's transport strategy for almost 50 years and is the longest-standing and one of the most successful schemes in the UK. There are currently 5 sites with over 5,000 spaces around Oxford as well as a site at Bicester and a new site at Eynsham which has been constructed

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[5] [Oxfordshire County Council Mobility Hub Strategy](#)

but has yet to be opened pending A40 improvements. A Park and Ride Strategy is currently being developed by OCC.

4.23   The 850 space P&R at Eynsham, costing approximately £51.2 million, is located on the A40 eastbound. Construction of the park and ride site is complete; however, the access junction will be constructed as part of the A40 Eynsham Park and Ride to Wolvercote scheme. Once operational, the P&R will help improve congestion on the A40 and provide regular and reliable public transport services into Oxford. The P&R site is planned to operate as a multi-modal mobility hub linking other travel modes with buses. Users will benefit from 24-hour security, dedicated cycle storage, public toilets and parking/charging bays for electric vehicles. New and upgraded bus and cycle lanes on the A40 will also make the journey into the city quicker.

4.24   To reflect the importance of Hanborough as a focal point for transport in Oxfordshire there are aspirations to develop a full-size 'Mobility Hub' at Hanborough Station with additional car parking. This will include an interchange for buses and autonomous vehicles and a range of micro-mobility options as well as enhanced infrastructure to support and encourage active transport.

Rail Services

4.25   Great British Railways will soon be responsible for the railway network and rail services across the country. 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 North Cotswold Line runs through the centre of the District from east to west with stations at Hanborough, Combe, Finstock, Charlbury, Ascott under Wychwood, Shipton under Wychwood and Kingham.

4.26   The most heavily used stations are Charlbury, Kingham and Hanborough. This reflects the number of services available from these stations, including a direct service connecting Worcester to London via West Oxfordshire. Passenger numbers at Hanborough Station have almost recovered to pre-Covid 19 levels at 286,402 in 23/24. Passenger numbers have also been increasing at Charlbury Station, at 275,526 in 23/24.

4.27   The Cotswold line has benefited from reinstating 20 miles of track between Charlbury and Evesham which was completed in 2011. A new fleet of bi-mode IET (diesel and electric) 5 and 9 car trains have been introduced on the Cotswolds line, which has enabled faster journey times and more trains to be provided. Improvements to platforms at some stations, such as Charlbury and Kingham, was necessary to enable the longer trains to call.

4.28   Proposals have been developed to improve facilities further at a number of stations in West Oxfordshire, including Hanborough and Charlbury, and Mobility Hub enhancements will be considered in due course.

4.29   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. This will be addressed in the forthcoming Rail Strategy (OxRail 2040: Plan for Rail).

4.30   An Oxfordshire Rail Corridor Study (2021) identified Hanborough Station as one of seven key growth hubs in the Oxfordshire rail system. Land at Hanborough Station has been set aside for further Mobility Hub improvements, parking facilities and provision of a new station building. The vision is for a modern and efficient Mobility Hub for West Oxfordshire that is safe and accessible for all with early delivery of dedicated walking and cycling connections (including connections between Lower Road and Eynsham) and frequent, integrated and reliable bus services making sustainable transport the natural choice for those accessing the station.

4.31   The North Cotswold Line Task Force are proposing a significant increase in the train service at Hanborough to meet the anticipated increase in demand for travel from developments such as Oxfordshire Garden Village and the West Eynsham Strategic Development Area. With direct links to other employment sites in Oxfordshire, such as Culham and Science Vale, the extra train services will give people another viable alternative to using their cars.

4.32   Proposals include a train every 30 minutes to London and Worcester, as well as the introduction of two trains per hour between Hanborough, Oxford and Didcot, and will be supported by infrastructure improvements including reinstatement of double track, a second platform at Hanborough and associated station enhancements to be defined in a Station Masterplan.

4.33   There is also the intention to safeguard land between Carterton and Yarnton through the emerging Local Plan 2041 for the potential delivery of a long-term rail solution in West Oxfordshire to help address severe congestion on the A40.

Rail Freight

4.34   OCC's Oxfordshire Freight and Logistics Strategy was published in July 2022, setting out three key areas with associated actions to improve long

distance, local and last mile movements. Many of the actions set out in the strategy will require funding as Councils no longer receive direct funding to spend in this area. The freight system plays a key role in supporting the national economy transporting raw materials and products to factories, finished goods to retailers and goods to ports. Rail is the main mode which could contribute to improving the long-distance movement of goods. The Oxfordshire Rail Corridor Study (ORCS) forecast rail freight growth across Oxfordshire and identified the need for a 50% increase in capacity by 2033. This highlights that rail freight is forecast to increase in the County and work will be required to support this.

4.35 Rail freight currently produces 76% less carbon dioxide per tonne of cargo relative to road haulage. It can contribute to broader environmental benefits and with the electrification of the rail network will contribute to achieving net-zero transport emissions by 2040. The priority for long distance goods movement is therefore to support the mode shift from road to rail. The impacts of development and associated movement of materials and waste needs to be considered to mitigate the effects of freight traffic on the environment and road network; therefore, investment in the rail network as an alternative is advocated in the Freight and Logistics Strategy.

4.36 There are less opportunities for rail freight to replace HGVs for local movements as rail is not suitable for the first or last mile and there are only a limited number of destinations in the County that can be accessed via the existing network. However, there are still opportunities to move freight by rail for some part of its journey. This will help to reduce the length of HGV journeys and have benefits for emissions, safety and congestion. In order to encourage rail freight for local journeys, more rail freight interchanges (RFI) are required. RFIs are rail served distribution and warehouse parks linked into both rail and the strategic highway network. These facilities are key to enabling the first/last mile road movement and encouraging use of the rail network. In order to encourage the mode shift of freight to rail the provision of appropriately sited RFIs is required, subject to funding being available and having regard to the impacts on local communities and on the road and passenger rail networks. In response to this need, Oxfordshire Railfreight Limited is proposing a Strategic Rail Freight Interchange (SRFI) on land east of the former Upper Heyford Air Base, south of the Chiltern railway line, and southwest of Junction 10 of the M40 motorway.[6]

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[6] Oxfordshire Strategic Rail Freight Interchange (SRFI)

Highways

4.37   The District Council works closely with OCC (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. The Oxfordshire Network Management Plan (2023-28) explores the challenges that are faced and explains how the highway network will be managed so that it delivers an effective, but sustainable, transport system for the people and businesses using Oxfordshire's highway network. The overall aim of the NMP is to provide a holistic approach to network management in Oxfordshire to help to deliver positive outcomes for our local economy and quality of life for the people who live, work or travel through our County, building on the objectives and commitments contained in the LTCP.

4.38   None of the Strategic Road network, managed by National Highways falls within the District; therefore, responsibility for public highways falls to Oxfordshire County Council. The Primary Route Network includes the A40 and A44. 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.

4.39   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 A415 Ducklington Lane junction and B4020 Shores Green which currently has east facing slip roads only, with the west facing slip roads due to be constructed in 2025/26. In 2018 the A40/Downs Road junction opened to provide access from the A40 into the west of the town, particularly beneficial to freight accessing the industrial areas. 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. As part of the Access to Witney project, OCC will review the A and B classified roads through Witney, when the West Facing slip roads at Shores' Green become operational and make changes to ensure traffic is signed appropriately to the improved junction. Witney suffers from congestion in the town centre, particularly at peak weekday hours and on Saturdays. The A4095 Bridge Street area of Witney is subject to an Air Quality Management Area (AQMA) which is reviewed annually.

4.40   The Carterton road network has low levels of 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.

4.41 Chipping Norton lies on the A44 approximately 20 miles (32km) north west of Oxford and about 12 miles (19km) north of Witney. Chipping Norton spans across the junction of the A44 and A361 which is a very busy through route, especially for lorries using the Primary Road Network and as a result the town centre suffers from congestion and air pollution with an AQMA in place. The volume of traffic including lorries negatively impacts the walking and cycling environment. During 2024 the County Council developed a scheme to improve pedestrian safety at the A44 High Street /New Street / A361West Street junction.

4.42 In terms of the other main centres, the A40 and B4449 at Eynsham suffer from severe congestion during peak hours, in part 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 and historic character.

4.43 OCC has identified a number of highway improvements needed to support future growth in the District. Key schemes are discussed in the following section.

Witney

- The provision of improved access to/from the A40 West at the A40/B4022 Shores Green Junction was identified as one critical element of a package of transport measures for Witney and is a pre-requisite of the East Witney Strategic Development Area (*450 homes*) and the North Witney Strategic Development Area (*1,400 homes*). Works on this junction began in February 2025.

- Improvements to B4022 Oxford Hill/Cogges Hill Road/Jubilee Way junction and A4095 Woodstock Road / Jubilee Way junction will be required.

- West End Link Road - Phase 2 (WEL2) will comprise a link road between Mill Street and West End and will provide an additional river crossing. This is needed to support growth in Witney including the North Witney Strategic Development Area (1,400 homes) and will be delivered by the North Witney developer.

- A Northern Distributor Road, to be delivered by the North Witney SDA, will be required to connect the B4022 Hailey Road to the A4095 Woodstock Road and Jubilee Way via New Yatt Road. In addition, a 20mph chicane/ gateway feature

on the Woodstock Road and other supporting infrastructure to mitigate impacts of development e.g. along Farmer's Close will be provided to complement this.

- A mixture of complementary schemes to improve the town centre environment for pedestrians, cyclists and public transport users will be required. Witney High Street and Market Square Enhancement Project is being led by Oxfordshire County Council. It is funded by a £1.98 million government active travel grant awarded in 2022 with the aim to enhance walking, cycling and public transport options in Witney town centre[7].

- The Witney Local Cycling and Walking Infrastructure Plan was approved by OCC in 2023 and identifies over 100 improvement schemes across Witney and into the surrounding rural area to provide for and encourage active travel.

Carterton

- Shilton Link Road, Carterton, has recently been built, (now known as Price Way) and provides a link 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.

- There is no dedicated walking and cycle route between Carterton and Witney. To aid commuting, education and leisure trips a foot/cycleway from Brize Norton to Witney via Brize Norton Road is proposed.

- The Carterton Local Cycling and Walking Infrastructure Plan will be drafted during 2025.

Chipping Norton

- In Chipping Norton, options appraisal work was completed by the County Council to assess a suitable scheme to deliver both improvements in the Air Quality Management Area (AQMA) and provide relief to the town centre from excessive

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[7] [Witney High Street and Market Square Enhancement Project](#)

lorry use. A package of measures is being explored to discourage larger HGVs from travelling through Chipping Norton whilst improving the environment for pedestrians / cyclists (residents, shoppers and tourists) through implementation of placemaking principles.

- The existing Local Plan 2031 identified the need for a new access/link road to be built as part of the East of Chipping Norton Strategic Development Area (SDA) of 1,200 dwellings. The road spanning from the A361 Banbury Road to the A361 Burford Road/B4026 Charlbury Road (through the A44 London Road) will provide an optional alternative to travelling through the constricted town centre. The identification of the Scheduled Ancient Monument (SAM) on the site; however, it is likely to require a reassessment of the potential quantity and placement of development as no development can take place within the area identified as a SAM. Consideration on the impact of the development on the setting of the SAM will need to be explored further and may result in a significant reduction in the homes delivered.

Eynsham

- In the Local Plan 2031, the West Eynsham Strategic Development Area (WE SDA) has been identified as an extension to Eynsham of around 1,000 homes. As part of this development, a spine 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.

- Options appraisal work to identify the optimum location for the site access on the A40 will take place during 2025, building on a previous study from 2020.

- The Local Plan also includes the Oxfordshire Cotswolds Garden Village/Salt Cross Strategic Location of Growth (OCGV) to the north of the A40 at Eynsham. This site is known as Salt Cross. The Local Plan allocation includes 2,200 homes, a Science Park, primary and secondary schools and associated community and retail facilities with the development proposals to be guided by an Area Action Plan. Infrastructure to support the Garden Village proposals includes:
  - A grade-separated crossing (underpass) for pedestrians and cyclists between Old Witney Road and Cuckoo Lane (cost to be apportioned between OCGV and WE SDA).
  - A spine road through the Garden Village.
  - A Western Development junction on the A40 to the west of the proposed Park & Ride junction, to provide access to the Garden Village.

- A junction at Lower Road to form the eastern access point for the spine road through the Garden Village.
- Signalisation of the A4095/ Lower Road junction.
- Cycle improvements between the Garden Village and Hanborough Station, including upgrading the existing bridleway along the western boundary of the Garden Village and the provision of a cycle track on Lower Road.
- Improvements to public rights of way through OCGV and connecting the Garden Village to the wider area.
- Demand management measures such as Car Clubs and early adoption of new technologies

Strategic transport improvements in West Oxfordshire

4.44   Significant public sector investment has been secured to fund the delivery of strategic A40 corridor infrastructure schemes that are critical to supporting and enabling delivery of the Local Plan Strategic Development Areas located along the A40 corridor including at OCGV, West Eynsham, East Witney and North Witney. This investment includes:

- £35m from the Department for Transport's Local Growth Fund (LGF)

- £102m from Homes England's Housing Infrastructure Fund (HIF)

- The A40 Eynsham Park and Ride to Wolvercote scheme will deliver a new junction connecting the new park and ride at Eynsham to the A40, new bus lanes, and upgraded walking and cycling facilities.

- The scheme designs are the result of extensive review of the A40 improvements programme during 2024, which had to be done due to continued high inflation and increases to construction costs since 2020. Despite the challenges, the council has worked with government to secure the funding, through adapting the programme design and phasing its delivery.

- Financial contributions towards the recovery of the HIF funding will be required from all developers at the SDAs proposed along the A40 corridor. Any recovered HIF funding will be used to fund other infrastructure schemes that support delivery of new homes in the future.

4.45   In addition, £2.8m has been secured from developer contributions towards the A40 Corridor strategy (January 2025). The full scheme measures 7.3km / 4.5miles in length. In summary, the A40 improvements to be delivered through LGF, HIF and developer funding include:

- Full bus priority eastbound along the A40 between the new Eynsham park and ride and Wolvercote
- Bus priority westbound along the A40 between Cassington and the new Eynsham park and ride
- A high-quality active travel route along the A40 between the new Eynsham park and ride and Wolvercote, featuring upgrades:
- South side new 3m wide shared path continuous from Eynsham park and ride through to Wolvercote (longer term, walking and cycling trips will be concentrated on the south side of the A40 moving east of Eynsham).
- North side new and widened shared path between the Eynsham park and ride site and A40 - Lower Road junction, and also through Cassington
- Five new and two upgraded signal-controlled crossings of the A40 for active travel
- A new junction onto the A40 from the park and ride, located to the west of Eynsham
- Major junction improvements and capacity enhancement at Cassington and at the A40 Lower Road roundabout
- New bus stops and bus shelters throughout
- New planting and landscaping
- Improved drainage and flood risk management measures
- Road safety improvements, new road signage as well as new lighting through built up areas.

Infrastructure Maintenance and Investment

4.46   The Highways Management Team are also investing in a number of services and systems to bring services up to date. This includes development of UTMC and RTI software to improve traffic flow information and signalling, digitising the Traffic Regulation Order, updating CCTV and clean air data and improving parking enforcement.

Road Freight

4.47   As noted earlier, the freight system plays a critical role in supporting the economy; however, HGVs and vans produce 35% of road transport emissions. Freight is both impacted by and contributes to congestion. It is estimated that congestion delays HGV journeys by around 23% as a UK average, potentially rising to 35% by 2050. Overall, it is estimated that the total cost of congestion to the UK freight system today is more than £6 billion. The freight system is extremely complex and much of it is beyond the County Council's control. The Freight and Logistics Strategy sets out various actions to support an efficient freight system, including various areas that require funding, such as highways improvements to reduce congestion, area based weight restrictions and

improvements in electric charging infrastructure. HGV studies are currently being undertaken to gain a better understanding of the issues resulting from HGV movements. Advances in technology can also play a role, which will be considered in the digital communication section.

Performance Management

4.48   The Network Management Strategy outlines the key indicators that are reported to ensure the successful management of the network. In particular data will be collected, and key performance indicators developed to:

- Ensure minimal and efficient duration of works
- Protect air quality
- Improve journey times for active travel and bus services
- Maximise the use of technology
- Respond to and address customer needs

Community Transport

4.49   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 other public transport provision, people with mobility impairments and people on low incomes for whom alternative transport options are unaffordable.

4.50   Examples of community transport schemes include car sharing and car club schemes, shared taxis, taxi buses, community minibuses, dial a ride and some scheduled services. There are a number of community transport schemes providing bus services who operate in West Oxfordshire including West Oxfordshire Community Transport, The Villager Community Bus and OurBus Bartons. 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[8].

4.51   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. The LTCV outlines the policy

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[8] See Community First Oxfordshire and Community Transport

related to community transport that aim to enhance and extend existing services, whilst seeking to contribute to a wider integrated transport system and reduce carbon emissions.

Active Travel (including walking, cycling, riding routes and public rights of way)

4.52   Different modes of walking, cycling, wheeling, and public transport, as part of one connected system rather than as competing modes. The Active Travel Strategy (2022) supports Oxfordshire's LTCP in its vision to create an inclusive and safe, net-zero transport system for the County. The Active Travel Strategy sets out the benefits of active travel, which includes tackling the climate emergency, public health priorities, decongestion, improved air quality and levelling up travelling opportunities.

4.53   In 2017 the Government published the Cycling and Walking Investment Strategy, which sets out the Government's ambition to make walking and cycling the natural choices for shorter journeys or as part of a longer journey. LCWIPs are a strategic approach to identifying cycling and walking improvements at the local level. Witney's LCWIP was published in 2023, and work is ongoing for Carterton, Chipping Norton, Charlbury and Woodstock with the aim of these being approved during 2025.

4.54   The Witney LCWIP has reported that only 18% of commutes less than 2km were cycled or walked (Census, 2011) and although there is a comprehensive cycling and walking network in Witney, some routes are poor quality, (including no crossings and uneven surfaces), which discourages people from cycling and walking.

4.55   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. The LCWIP also identifies the deficiencies in both the walking and cycling networks. 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, byways and public rights of way (PRoW), often these do not connect safely with roads that are safe and attractive to use resulting in a fragmented network and a lack of provision for family or inexperienced users who lack the confidence or desire to have to share road space with motor vehicles. Various improvement measures and prioritisation list are set out in the LCWIP.

4.56   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. However public rights of way connections to the surrounding countryside for all users are relatively poor and this could be improved. Carterton town centre has been selected as a pilot site for the Oxfordshire Mobility Hub Strategy with work to develop the concept of integrated transport through mobility hub interchanges taking place during 2025.

4.57 In 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 horse riders and family/inexperienced cyclists 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. However, the County Council will be investigating how walking and cycling can be improved within the town through the LCWIP.

4.58 Within the Eynsham/Woodstock area, walking and cycling opportunities are reasonable for recreational journeys but relatively limited for commuting. As with other areas, public rights of way are fragmented and the roads network has to be used to make connections. 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. However, these routes are less suitable for recreation and leisure use due to the large volumes of motor traffic running alongside. A group called 'Bikesafe' has campaigned for many years to promote the delivery of a new cycle and pedestrian path from Eynsham to Botley along the B4044 Eynsham Road which is estimated to cost in the region of £3-4m (2016). In 2024 it was announced that Oxfordshire County Council has appointed a designer to begin working on a preliminary design for the cycle path. Another major scheme with potential is a bridge and cycle path over the Thames at the site of the old Bablock Hythe ferry crossing.

4.59 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. The Eynsham LCWIP will be drafted during 2025 with the intention for it to be adopted during 2026.

4.60   The Blenheim Community Path opened in 2023 and is a combined walking and cycle 1.5 mile route between Hanborough and Bladon across part of the Blenheim Palace Estate. It is easily accessible from Hanborough Station and is suitable for pushchairs, and is proving to be a popular route to the station.

4.61   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. The County Council have been working with a number of stakeholders to develop an improved, safe and joined up cycling and walking network from the Strategic Development Areas in the north and north-east of the town to the nearby school, town centre and beyond.

4.62   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 that can combine with the public rights of way to form a reasonable network. There is a bridleway suitable for cycling to the south east of Charlbury linking the village with Stonesfield.

4.63   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 that use a combination of roads and paths. There is a reasonable number of public rights of way including routes suitable for horse riders. Many of these public rights of way are isolated or fragmented and users often have to use the roads network to make a connected network. Some areas have poor provision for certain users including family cyclists and horse riders. Improvements to connectivity and accessibility for all non-motorised users will be sought.

4.64   Various future requirements have been incorporated into this IDP update many of which were identified by the County Council's Public Rights of Way Strategy Team. The potential schemes identified include the provision of additional connecting links, improvements to current routes (to include surfacing and wayfinding signage for all users, including horse riders) and the creation of road or river crossing points. Where possible and suitable, the Council will also seek the provision of multi-use routes to improve off-road access for all non-motorised 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.

4.65   The LTCP forthcoming Movement and Place Strategies and Active Travel Strategy is committed to developing the Strategic Active Travel Network (SATN) which was adopted by OCC in 2024, and the Active Travel Strategy is committed to developing the Strategic Active Travel Network (SATN), which will primarily

focus on utility cycle journeys linking villages to towns, other centres of employment and public transport connections. The SATN will also act as a recreational network, providing urban and rural residents with ways of going for cycle rides to visit nature and other areas of recreation. This will also support the rural economy by encouraging economic tourism. Implementing the SATN will require significant funding and resources, including land acquisition. The Oxford Greenways project is also intended to improve cycling and walking routes between the city and the surrounding towns and villages. Some of the greenways extend into West Oxfordshire including Woodstock but these routes have yet to be confirmed and work is ongoing on this project.

Parking

4.66   Management of parking is an effective way to tackle congestion and its negative consequences and needs to consider a range of parking functions, including bicycles and motorcycles as well as cars. The District Council owns 16 car parks and manages and leases one, providing free parking with certain restrictions with a mixture of long, short and overnight stays. Most car parks offer long stay, up to 12 hours a day. Some of the car parks have shorter stay lengths to help ensure that adequate levels of short-stay spaces are available to meet the needs of shoppers and other visitors to the area. The Council's current policy approach of providing free parking is considered to help attract custom to the town centres although other initiatives are in place to discourage car based travel in favour of other more sustainable and active modes. In this regard, Policy 33 in the LTCP seeks to introduce parking charges in Council managed car parks and costs for businesses such as workplace parking levy with the aim of making alternatives to private car use more attractive but Council owned parking currently remains free.

4.67   Of the 16 WODC Car Parks, the following have cycle racks:

- Charlbury, Spendlove Centre

- Eynsham, Back Lane

- Witney Town Centre, Marriotts Walk

- Witney Town Centre, Woolgate

- Witney Town Centre, Windrush Leisure Centre

and the following have EV charging points:

- Carterton, Black Bourton Road

- Chipping Norton, New Street

- Eynsham, Back Lane

- Witney Town Centre, Woodford Way

- Witney Town Centre, Woolgate

- Woodstock, Hensington Road

4.68   West Oxfordshire District Council Parking Strategy was approved in 2016 and covers the period up to and including 2031. A review of car parks was carried out in 2023 to ensure that the current strategy still meets the needs of the district. A report was presented to the Executive in October 2023 summarising the findings of the initial review of car parks. The review is necessary to reflect the changes in parking behaviour post-pandemic. Many people work from home and do not travel to work 5 days per week and many people have moved to online shopping.

4.69   The data from January to August 2023, demonstrates that the majority of car parks are not fully occupied, although occupancy levels do increase during the summer period, particularly in locations that are popular with tourists. Alternative parking is generally available either on street or at alternative nearby car park locations with the exception of Hensington Road car park in Woodstock, which has no free alternative parking in proximity. Burford has off street car parking, and available on street parking however capacity can reach higher levels during periods when it is popular with tourists. A further review of these two locations will support the council to make best use of its assets.

4.70   A midpoint review was presented to the Executive on 11 December 2024. The data gathering will conclude at the end of January 2025 showing capacity levels throughout the seasons.

4.71   There are six car parks in Witney, with the 2023 review showing that there is capacity in the area as average occupancy ranged from 43% to 80% based on random spot checks across the study.

4.72   In Carterton, car parking capacity is not highlighted as a significant issue at present. The three supermarkets (Aldi, Asda and Morrisons) have on-site car parking that meets present demand and further parking at Alvescot Road and Black Burton Road offers 115 spaces that are estimated at 50% occupancy on average. 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; therefore, public transport and active transport solutions are particularly important here.

4.73   In Chipping Norton, public car parking spaces in the town centre are well used and there is free on-street parking in the on-street market area, which helps meet demand on market day (Wednesday) and Saturday. Occupancy across the two car parks in Chipping Norton is 79%

4.74   Car parking in popular tourist towns such as Burford and Woodstock has also been considered. With capacity reaching high levels during tourist driven months, there is a proposal to undertake a further yearlong study to establish parking behaviours, engaging with Town and Parish and County Council on any issues that arise as a result of the study. 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 in the context of this IDP.

4.75   A review of all car parks has demonstrated that the majority of West Oxfordshire District Council car parks are not fully occupied, although occupancy levels do increase during the summer period, partially due to tourism as noted above. 88.53% of car park users who responded to surveys, travelled less than 10 miles to park, indicating that they live locally. The option to implement a resident parking permit scheme has been reviewed as part of the mid strategy review. Issuing permits is a cost to the Council through permit distribution and back-office administration of the scheme estimated at £750 per annum. Implementing a permit scheme does not guarantee customers a parking space and would not help to alleviate any future capacity issues should they arise.

5. Water and Drainage

Water Supply

5.1 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.

5.2 The draft WRMP covering the period 2025 – 2075 was submitted to Ofwat for approval in 2024. This will take account of increased growth proposed within the Local Plan so that longer term growth can be met.

5.3 Thames Water is also required to submit a business plan which reflects the funding necessary to operate the business and undertake new investment every five years to the water regulator Ofwat. The new Thames Water Business Plan will cover the period 2025-2030 and supports the draft WRMP.

5.4 The draft WRMP (2025 – 2075) identifies a baseline deficit of water supply over demand (with target headroom) within the Swindon and Oxfordshire Water Resource Zone over the plan period. To address this, the WRMP provides for investment in measures to restore security of supply. The investment involves a significant programme of demand management and the development of new sources of supply.

5.5 Demand management measures comprise leakage reduction, a targeted metering programme and enhanced water efficiency. The provision of a new reservoir is also being proposed; however, this would not provide a water supply until 2040. The new 150 million cubic metres (150Mm3) reservoir is proposed to be situated near Abingdon. Demand management interventions are consistent with meeting the government targets for water efficiency, including 50% leakage reduction by 2050, 110 l/h/d per capita consumption by 2050, and 9% reduction in business demand by 2038.

5.6 Thames Water is obliged to provide connections for waste and fresh water to future domestic properties although commercial properties do not have the 'right to connect'. All developers should consult with Thames Water via the free pre planning service[9].

Wastewater Disposal and Treatment

5.7 Thames Water is the statutory sewerage undertaker. It owns and operates wastewater treatment and collection infrastructure within West Oxfordshire. Sewerage facilities are County Matters and therefore OCC is the planning authority for these facilities.

5.8 There are 24 sewage treatment works (STW) within West Oxfordshire. The larger facilities are in Witney, Carterton, Woodstock, Charlbury, Bampton and Stanton Harcourt.

5.9 Thames Water have advised that they assess the performance of its process and network infrastructure against projected housing numbers identified by local authorities through their Local Plans. Where capacity shortfalls are identified, detailed investigations will be undertaken with a view to providing additional capacity ahead of development by inclusion in a 5 year asset planning period.

5.10 Where there are network capacity problems or potential adverse amenity impacts on future occupiers or the wider environment, developers may be required to partly fund any necessary network upgrade works. In some

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[9] Thames Water - Water and wastewater capacity

circumstances, a drainage strategy will need to be produced by the developer in liaison with Thames Water to ensure the appropriate upgrades are in place ahead of occupation of the development.

5.11   The Catchment Strategic Plan for Oxfordshire is a strategy for the next 25 years to meet future challenges such as climate change, population growth and urban expansion which could impact the sewerage and drainage systems in the region. The goals for the Strategy are to:

- Stop internal and external property sewer flooding up to a 1 in 50-year storm event (2% probability in any given year) where possible.
- Eliminate harm from storm overflows - no more than an average of 10 discharges per annum by 2045 at overflow locations.
- Enhancing resilience at sewage treatment works to ensure 100% permit compliance and protect river water quality.

5.12   To achieve these goals Thames Water is undertaking works to the STWs across West Oxfordshire. Thames Water have provided details setting out the STWs in West Oxfordshire and their capacity to accept additional development as set out below:

Table 2: Sewage Treatments Works in West Oxfordshire and their capacity (Source: Thames Water)

S.T.W. Catchments	Current PE*	Total PE assessed capacity in all weather	Additional Capacity in Dry Weather	Areas covered
Bampton	4900	4900	0	Bampton, Aston, Cote
Bloxham	5100	8100	500	
Bourton on Water	6353	6460	100	Bourton on the Water, Upper Slaughter , Lower Slaughter , Wick Rissington
Burford	2200	2900	400	Burford
Carterton	17500	21500	1000	Carterton, Brize Norton, Shilton, Bradwell Village, Broughton Poggs, Filkins, Kencot, Alvescot
Cassington	18000	18000	>10000	Eynsham and Cassington
Chadlington	825	825	800	Chadlington
Charlbury	3000	3000	1000	Charlbury

Chipping Norton	9600	9600	500	Chipping Norton, Salford, Kingham, Churchill
Church Hanborough	8100	8100	0	Church Hanborough, North Leigh, Long Hanborough, Freeland, Bladon
Clanfield	950	950	100	Clanfield
Combe	700	700	600	Combe
Enstone	1600	1600	300	Enstone
Finstock	3600	3600	1200	Finstock
Great Rollright	500	500	150	Great Rollright
Middle Barton	1550	1750	>1500	Middle Barton
Milton-under-Wychwood	3900	4150	800	Milton-under-Wychwood
Sandford St Martin	130	130	100	Sandford St Martin
South Leigh	290	290	200	South Leigh
Spelsbury	110	110	100	Spelsbury
Standlake	1900	1900	100	Standlake
Stanton Harcourt	1,500	1500	300	Stanton Harcourt
Tackley	1000	1000	0	Tackley
Witney	49000	63000	14000	Witney, Ducklington, Minster Lovell, Hailey, Poffley End (possibly Brize Norton?)
Woodstock	5,500	5500	1500	Woodstock, Wootton

*PE refers to Population Equivalent

Surface Water Drainage, Flood Alleviation and Defence

5.13   New development should not increase flood risk and should take the opportunity to reduce flood risk to the existing site and surrounding area. OCC is the Lead Local Flood Authority (LLFA) and has a duty to develop and maintain a strategy for the management of local flood risk in Oxfordshire. OCC works closely with WODC and other key stakeholders, including the Environment Agency and Thames Water. OCC has recently produced an Oxfordshire Flood Risk Management Strategy[10]. The strategy covers a five-year period but also examines the longer-term consequences that need to be taken into account, particularly in relation to climate change.

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[10] Oxfordshire Local Flood Risk Management Strategy

5.14   The non-statutory guidance for Sustainable Urban Drainage[11] (SuDS) published by the Department for Environment, Food and Rural Affairs (Defra) in 2015, sets out the technical standards for SuDS systems in England. For greenfield developments, the peak runoff rate from the development to any highway drain, sewer, or surface water body for the 1 in 1 year and 1 in 100-year rainfall event should never exceed the peak greenfield runoff rate for the same event. For developments which were previously developed, the peak runoff rate from the development must be as close as reasonably practicable to the equivalent greenfield runoff rate over the same area; never exceeding the rate of discharge from the development prior to redevelopment for any event.

5.15   Flooding is a natural process that plays an important role in shaping the natural environment. However, it also threatens life and causes substantial damage to property. The nature of flood risk in West Oxfordshire means that the assessment of flood risk must look wider than the Council's administrative boundary to understand the existing and required flood risk infrastructure, it is for this reason that OCC is the LLFA for the District.

5.16   The main causes of flooding for the District and region are generally categorised as:

- Fluvial flooding: flooding from a river or large watercourse caused by high river flows;
- Surface water flooding: flooding from small watercourses, ditches, sewers and overland flow caused by heavy rainfall; and
- Groundwater flooding: flooding that occurs when groundwater levels rise above ground levels, often following prolonged heavy rainfall.
- Sewer flooding: flooding that occurs when sewage or foul water leaks from the sewerage system or floods up through toilets, sinks or showers inside a building. This usually happens due to blockages in the pipes; or the system being overwhelmed in a continued heavy rainfall event.
- The mechanism of flooding is different in each case and this can have an impact on how floods develop, how often they are likely to occur and how they can be managed.

Impact of Development Proposals

5.17   West Oxfordshire will expect all new development to be designed to meet Environment Agency (EA) guidance, with raised floor levels where required and a place of evacuation. All developments must also meet national and any local

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[11] [National standards for sustainable drainage systems](#)

Sustainable Drainage Systems (SuDS) [guidance](#) to tackle surface water flooding.

5.18   West Oxfordshire will work closely with the LLFA and developers to agree appropriate flood management approached through the delivery of site specific Flood Risk Assessments. This will include agreeing mechanisms to slow the flow of surface water from sites.

6. Energy

6.1 The Government's Ten Point Plan for a Green Industrial Revolution (2020) sets the ambition for the UK's net zero carbon target for 2050 by minimising energy demand and moving away from fossil fuels. The Clean Power 2030 Plan (CP2030, December 2024) sets out how the Government's mission to 'Make Britain a Clean Energy Superpower' by 2030 can be met by realising renewable energy projects across the country and speeding up the upgrade of the electric grid. A key goal is to ensure that clean electricity production meets total annual electricity demand. The plan sets out specific targets for each region. Energy generation or storage projects currently in the connections queue that align with CP2030 and are ready to be built will be prioritised. Most of Oxfordshire's contribution to CP2030 is anticipated to come from solar power. Regional Energy Strategic Planning (RESP), a new function of the new National Energy System Operator (NESO) will coordinate the regional plans under CP2030.

6.2 The government has also committed to a Local Power Plan (LPP), this is anticipated to be published in early 2025. LPP is a key priority for GB Energy, expected to allocate an average of £600 million per year in grants to Local Authorities and £400 million per year in low interest, short-term revolving loans to community energy over five years, with the aim of delivering 8GW of renewable energy across the UK from community energy schemes. This equates to about £10 million per year for Oxfordshire in grant funding and 0.13GW of renewable generation if funding and generation are allocated on a per capita basis.

6.3 The Oxfordshire Energy Strategy (OxLEP, 2019) and the Oxfordshire Net Zero Routemap and Action Plan (Future Oxfordshire Partnership, 2023) establishes a need for a clean, modern and smart local energy system as well as a need for flexibility in infrastructure planning to better align demand and local renewable supply. In response to this need and the changing national environment, West Oxfordshire is currently in the process of delivering a local area energy plan (LAEP) under the OxLAEP programme, jointly with all six local Oxfordshire authorities through the Oxfordshire Leaders Joint Committee (OLJC)). This work will identify the most effective net zero pathways and corresponding

infrastructure requirements and feasible project pipeline to deliver the energy system transition locally, while ensuring local political mandates in economic development and fairness and equitability are met. It contains a longer-term ambition, developed through Project LEO-N (Local Energy Oxfordshire Neighbourhoods) to support the delivery of energy plans and pathways for each primary substation area in Oxfordshire, to enable communities to identify and pursue the best energy pathways for their neighbourhood with the help of Community Energy experts (grid edge coordinators). The programme will also dovetail into the strategic level RESP work, and build "capacity literacy" within all participating authorities, to equip Planning Officers and other key stakeholders to support local developers and communities in navigating the changing energy system. Delivery of the West Oxfordshire LAEP is expected in December 2025, and strong, established governance is in place under OLJC to bring key energy system stakeholders such as DNOs, NESO, LEP and local authorities together to navigate the transition. The spatially specific nature of the OxLAEP will enable West Oxfordshire to draw on findings in the development of Neighbourhood Plans.

6.4 Energy consumption analysis by District shows relatively consistent levels as well as consistent levels between 2012 and 2022, with relatively consistent fuel type proportions until 2018. The data shows growth in bioenergy and waste energy and a significant decline of gas use in 2022. While electricity consumption remains stable it is important to note that increases in energy efficiency and on-site solar generation and storage would not show in electricity consumption data, so greater efficiency and demand side flexibility may hide new demand from heat pump deployment and electric vehicles. Oxfordshire remains a leading authority for heat pump and EV infrastructure deployment, and these trends are expected to accelerate, driving demand for electricity. Oxfordshire's reliance on petroleum products and gas must reduce at a fast rate to meet national 2030 targets and clean energy goals.
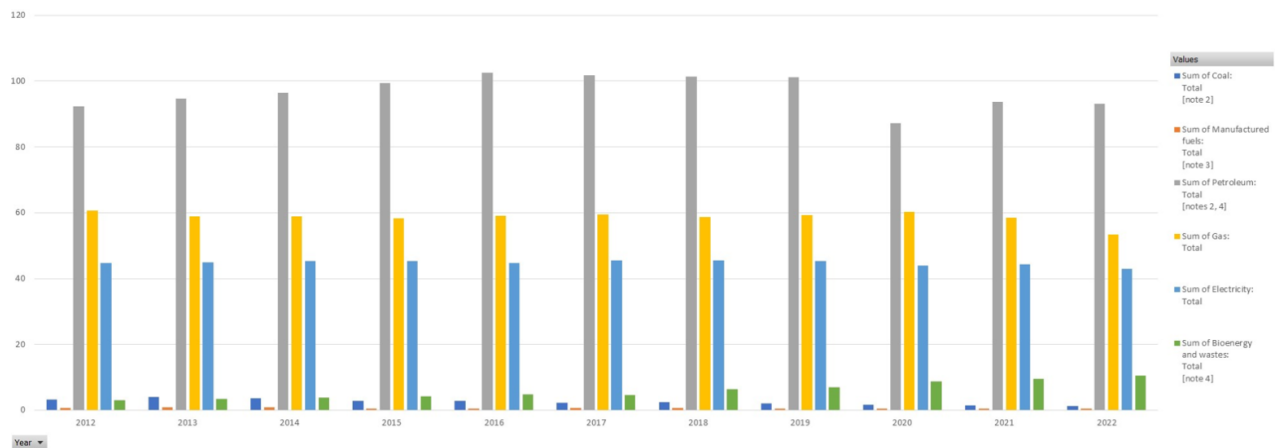
Figure 4: Energy Consumption analysis[12]

Electricity generation and distribution

6.5 National Grid owns and operates the National Electricity Transmission System (NETS) that links the major power stations and transports electricity in bulk across the country. Distribution companies own and operate the lower voltage electricity network, connecting the smaller power stations and the national grid to every electricity customer in Britain. Scottish and Southern Electricity Networks (SSEN) is the Regional Distribution Network Operator (DNO) for most of West Oxfordshire, with three small areas in the north-east of the District Operated by National Grid Electricity Distribution (NGED). The Oxfordshire Infrastructure Strategy (OxIS) has noted that SSEN's draft feasibility study concludes that the growth of housing as suggested by Local Plans and the anticipated increase in employment cannot be supplied by the existing distribution network without reinforcement (2021). Contractors are currently reviewing OXIS in preparation for a 2025 update, with a focus on securing investment for critical infrastructure. West Oxfordshire is annually responding to the Distribution Future Energy Scenario (DFES) consultations by NGED and SSEN, providing development and net zero technology deployment data to DNOs to better identify upcoming connection demands to input into infrastructure upgrade plans. In addition, SSEN and NGED are both currently (January 2025) consulting on Strategic Development Plans for infrastructure servicing all of the West Oxfordshire area, whilst National Grid Transmissions (NGET) are consulting on transmissions infrastructure upgrade plans.

6.6 The Oxfordshire Energy Strategy was published in November 2019. The Strategy, which was developed by OxLEP (now Enterprise Oxford) and partners, is aligned to the Government's Industrial Strategy and the Clean Growth

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[12] *Department for Energy Security & Net Zero*

Strategy. OxLEP's Local Industrial Strategy (LIS) was also produced in 2019 and together they have helped inform Oxfordshire's growth ambitions up to 2031, as outlined in the Housing and Growth Deal. The Strategy is supported by a Delivery Plan, which maps out priorities, related work streams and projects.

6.7 The Delivery Plan highlights the role of Project Local Energy Oxford (LEO) which ended in 2023, an InnovateUK partnership project led by SSEN. Project LEO's key aim was to pioneer the Distribution System Operator approach, to facilitate the planning and implementation of an integrated local energy system in Oxfordshire. In particular, it aimed to:

- create a local energy marketplace, to maximize flexibility and balancing to unlock grid constraints;
- unlock significant expansion of community low carbon energy; and
- deliver nationally and internationally significant learning on local energy system implementation and management.

6.8 Unlocking grid constraints is intended to reduce the need for additional and costly network upgrades to support increasing demand. The previous IDP referred to apportioned costs of any necessary upstream reinforcement that is required for upgrades in electricity infrastructure to support the demands of new housing would normally between the developer and the Distribution Network Operator. The Eynsham IDP has suggested that previously estimated total load for planned strategic sites (all uses) was 9,000 kilo-volt-amperes (kVA). This would trigger a reinforcement of 2.1 km of 132 kV cable from Headington Grid towards Yarnton Grid. The project is listed in SSEN's reinforcement plans to 2030.

6.9 As noted above, Scottish & Southern Electricity Networks operate most substations in the West Oxfordshire area, with the exception of three small areas to the north-east of the District. Based on measured peak loads and knowledge of greater expected take-up of Authorised Capacity by existing customers in the locality, the load growth on each substation is categorised and reinforcement works are undertaken when appropriate at the expense of Scottish & Southern Electricity Networks to ensure supplies remain secure.

Gas generation and distribution

6.10 SGN is the Gas Distribution Network Operator for Oxfordshire. The West Oxfordshire IDP described how reinforcements and developments of the local distribution network are generally as a result of overall demand growth in a region rather than site-specific developments

6.11   The Oxfordshire Infrastructure Strategy (OxIS) highlighted that there are no significant constraint issues in relation to gas in Oxfordshire. The OxLAEP will consider how gas use will change across the area and over time, as well as considering how the role of more sustainable gases such as Green Hydrogen should play in meeting energy demands. SGN is required to invest in major projects to meet the demand of existing and new customers to ensure safe and high quality of supply. OxIS also noted that during its ten-year planning period (2016 - 2026), SGN was seeking to invest in major projects on the local transmission system and the below 7Bar distribution system, as well as supporting a full roll-out of smart meters planned by 2020. There is also a need for SGN to work towards decarbonisation of gas networks.

Decentralised, Renewable and Low Carbon Energy

6.12   The electrical and gas networks account for 36% of all County carbon emissions. OxLAEP will analyse the potential for renewable energy sources, to set out a strategy to support zero carbon production and consumption as well as understanding the need for carbon offsetting and insetting and managing residual gaps. WODC is keen to explore any potential opportunities for further renewable and low carbon energy development. WODC commissioned a report on renewable energy generation in 2016, which concluded that the potential for large and medium-scale wind power is very limited and limited, respectively. However, the potential for small scale wind power is significant. The report also concluded that there is significant potential for further solar farm development in the district, subject to careful consideration of individual development proposals. Small scale renewables (e.g. photovoltaics, solar hot water, ground and air source heat pumps) could also play a useful role in increasing the generation of renewable energy in the district.

6.13   Other potential technologies include:

- Heat networks & combined heat and power (CHP) schemes;
- Waste streams, anaerobic digestion;
- Hydropower;
- Hydrogen
- Private wire;
- Biomass and biofuels, wood fuel; and
- Small modular reactors.

6.14   The OxLAEP programme will consider these technologies spatially, and determine an action plan and project pipeline to pursue the most efficient mix of technologies to enable meeting West Oxfordshire's Net Zero targets and local development mandates. The potential role of on-site renewable energy generation, as part of a comprehensive energy strategy is therefore significant.

Further work with the promoters is required to explore how relatively large areas of open land could be used for on-site renewable energy generation.

6.15   The Oxfordshire Energy Strategy estimates that at least 56% of the county's electricity demand and 40% of heat requirements need to be met by renewables to achieve carbon reduction targets.

7. Household Waste and Recycling

7.1 West Oxfordshire District Council is responsible for the collection of waste and recycling from domestic properties as the waste collection authority (WCA). The Council made the decision to permanently remove all recycling bank sites as kerb site collections are now in place. The Council also provide all street cleansing services including the provision of litter and fido bins. It also offers a commercial waste and recycling collection service. WODC is committed to transitioning its waste fleet to EV with associated infrastructure, as stated in the Carbon Action Plan.

7.2 Oxfordshire County Council is the Waste Disposal Authority (WDA) and is responsible for disposing of the waste that is collected by the District Councils. Like most areas, Oxfordshire was previously reliant on landfill as the primary means of waste disposal, however the energy recovery facility (ERF) at Ardley has significantly reduced the percentage of the County's municipal waste which is sent to landfill to under 3% and creates enough energy to power over 54,000 homes. The plant also treats some commercial and industrial waste from within the County and from outside the County.

7.3 The vision is for everyone in Oxfordshire, residents and businesses, to take ownership for the waste they generate. It is necessary to work together to ensure items and materials are seen as a valuable resource to be used again, recycled for further manufacturing or sent for energy recovery. Behaviour change is necessary to adopt circular economy principles; however, this is enabled by provision of spaces to support this. By embedding circular economy principles into council activities and resident's lifestyles the transition will be more efficient. Various facilities can support this such as community fridge, repair cafes, library of things etc.

7.4 In terms of existing household waste management facilities in West Oxfordshire, there is a Household Waste Recycling Centre (HWRC) at Dix Pit near Stanton Harcourt. There is also an Anaerobic Digestion (AD) facility at Cassington which treats organic waste such as food and a green waste treatment plant in the District which handles and recycles all domestic garden waste produced. There is a waste transfer facility at Dix Pit, where household waste is bulked up for

onward transfer to the Ardley ERF; and a recycling depot for collected recyclable household waste in Witney. The OxIS has noted that household waste sent to landfill/energy recovery has reduced despite population growth (which is attributed to the country-leading household waste recycling rate). However, the report also notes that due to population growth by 2040, further infrastructure investment will be needed; such as increased Waste Transfer capacity and a review of Household Waste Recycling Centre provision.

7.5 The County Council is also the Waste Planning Authority (WPA) for Oxfordshire and is preparing a new Minerals and Waste Local Plan. The existing Minerals and Waste Local Plan Part 1 – Core Strategy is part of the Development Plan for Oxfordshire. It sets out the vision, objectives, overall spatial strategy and policies for meeting requirements for new waste management facilities in Oxfordshire up to 2031. The strategy covers all types of waste, including municipal, commercial and industrial, and construction, demolition and excavation wastes.

7.6 Work commenced on a new Minerals and Waste Local Plan, however progress on this is delayed and awaiting further detail on proposed changes by Central Government to the plan making system. The allocations for waste management are a County matter; however, the Council will engage in this process as it evolves.

7.7 New or enhancing existing Household Waste Recycling Centre (HWRC) sites to deal with increased demand should be designed to manage waste in accordance with Development Plan Policy, with the main aim of ensuring that HWRC facilities grow at the same rate as community needs.

8. Minerals

8.1 The County Council is the Mineral Planning Authority and is responsible for preparing the Minerals and Waste Local Plan and determining Mineral planning applications. Oxfordshire has extensive mineral resources, particularly along the River Thames and its tributaries. Within West Oxfordshire, sand and gravel working has taken place, and continues to take place, in the Lower Windrush Valley, and between Eynsham, Cassington and Yarnton where there are quarries at Gill Mill (Ducklington), Stanton Harcourt and Cassington. Limestone and ironstone are found in the north and west of the County. Within West Oxfordshire there are quarries at Burford, Sarsden, Great Tew and Rollright.

8.2 OCC's Minerals and Waste Local Plan Part 1 – Core Strategy makes provision for mineral working and supply to meet the needs for growth and development that is likely to take place in Oxfordshire up to 2031.

8.3 In West Oxfordshire, the Minerals and Waste Local Plan Part 1 – Core Strategy Plan identifies a strategic resource area for sand and gravel working; the Thames Lower Windrush and Lower Evenlode Valleys area from Standlake to Yarnton. It also identifies a strategic resource area for crushed rock working: the Burford area south of the A40.

9. Digital and Telecommunication

9.1 The rural nature of West Oxfordshire and the associated wide distribution of premises mean that access to high-speed communications is extremely important to local residents and businesses. However, due to its rural nature, investment in new telecommunications infrastructure is not commercially viable in large parts of the district and relies on Government (both national and local) support. The Oxfordshire Digital Infrastructure and Delivery Plan (2022) sets out the vision for Oxfordshire to be enabled with smart infrastructure, which requires long-term preparation and planning to support delivery.

9.2 The Future Telecoms Infrastructure review targets near 100% coverage of full-fibre broadband by 2033, and near full access to 5G mobile services. However central Government have accelerated this target and are currently aiming for 85% coverage with gigabit capable services by 2025. About 280,000 of Oxfordshire's 335,000 premises currently have gigabit capable infrastructure. Whilst this leaves in the region of 55,000 premises to be connected, Oxfordshire is currently ahead of the central Government target with 86.4% gigabit coverage.

9.3 The Oxfordshire Digital Infrastructure Strategy was published in July 2022 setting out kay programmes and challenges in terms of investment and network build in all parts of the County including West Oxfordshire. WODC have also agreed to a Memorandum of Understanding (MoU) in partnership with Local Authorities to support the implementation of this strategy in collaboration.

Broadband

9.4 Digital connectivity is the collective term for full fibre broadband (fixed) connectivity, and 4G and 5G (mobile) data connectivity. There are three key measurements used in evaluating fixed broadband: Superfast broadband is 30Mb/s minimum, Full Fibre broadband is a fibre optic connection from the serving exchange all the way to individual premises and is as a minimum capable of 1Gb/s. Gigabit Capable infrastructure includes Full Fibre as well as Virgin Media's co-ax cable network. Mobile Broadband infrastructure is now almost always either 4G or 5G, with 6G on the horizon. The 3G network is almost entirely decommissioned.

9.5 The Oxfordshire Digital Infrastructure programme has delivered a step-change in digital connectivity for citizens and business in Oxfordshire, taking availability of superfast broadband to 99% from 69%. In Oxfordshire approximately 62% of premises currently have access to full-fibre broadband infrastructure. Data published by Think Broadband (October 2024) has estimated Witney's FTTP coverage by all operators as 83.7%.

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9.7 The Oxfordshire Digital Infrastructure Partnership has a collective role to play in promoting commercial investment by infrastructure operators in these areas. The OCC Better Broadband for Oxfordshire (BBfO) programme, Business in Rural Oxfordshire (BiRO) project, and the West Oxfordshire superfast programme have enabled some 1,000km of fibre to be installed across the County, with much of it laid in semi-rural environments. West Oxfordshire decided to run a separate procurement instead of BBfO, which has enabled c 10,5000 premises to have access to FTTP by Gigaclear.

9.8 The Gigabit Broadband Voucher Scheme was a supplier led programme that made £210 million available to business and residential premises to avail of vouchers (£1,500-£,3500) to help fund installation of full fibre infrastructure. It was later paused and Project Gigabit is the current scheme that has set aside £5 billion to deliver fast and reliable connectivity across the UK. The country has been divided up into a series of 38 lots, many of which cross local authority borders. Oxfordshire has been combined with West Berkshire and has £114m of funding identified as available for the procurement.

Mobile Phone Infrastructure

9.9 Developments with very high-speed mobile broadband (under the banner of 5G), provide the enabler for a range of evolving technologies which are no longer 'sometime in the future'. This is the technology required for a connected world where device-to-device connectivity is to become a standard. This is known as the Internet of Things (IoT), and there are already estimated to be over 7bn such connected devices in the world, and again the growth is exponential. The efficient management of key infrastructure will be driven by access to 5G, allowing better use of highways, safer (probably driverless) cars, more environmentally sustainable street lighting, traffic monitoring, air quality

measurements, integrated public transport, remote health and social care capabilities etc will all benefit from 5G access.

9.10 A strategic aim of the Oxfordshire Digital Infrastructure programme is to develop 5G IoT applications in Oxfordshire which will provide practical improvements to the lives of our residents and enhance economic growth whilst using this new technology to assist with sustainability and a reduction in travel and congestion wherever possible. Oxfordshire County Council (OCC) has won £3.8m of funding from DSIT for a programme known as 5G Innovation Regions (5GIR). OCC is the lead Authority of the region known as England's Connected Heartland (ECH) which includes Cambridgeshire, Bedfordshire, Buckinghamshire, and the six Berkshire Authorities. ECH is building two 5G Mobile Private Networks (5G MPNs), one at Harwell Science Campus and one along the new section of railway between Bicester and Bletchley.

9.11 Whilst the future of mobile connectivity is focussed on designing and delivering 5G platforms, there remains a real challenge in parts of Oxfordshire where there is no ability to make or receive simple voice calls, as well as areas devoid of 3/4G mobile data coverage. Ofcom has published coverage data for mobile connectivity, but it is difficult to use this to distil an informed view to real-world experience. Think Broadband estimates that the average download speed of mobile data (average of both 3G and 4G networks) in Oxfordshire was 39.3 Mb/s in 2022, which was up from around 23.4Mb/s in 2017.

9.12 A £1bn initiative between HMG and the mobile industry called the Shared Rural Network (SRN) which aims to banish rural 'not-spots', was formally started in March 2020. The HMG contribution (approximately £500m) is funding the deployment of mast infrastructure in rural areas where there is no mobile coverage at all. Meanwhile the MNO's (mobile network operators) are jointly investing a further £500m to fix the problem of partial coverage where the coverage is not across all four MNO networks. This is being done by way of an agreement to share mast infrastructure such that all four MNO's host their equipment on masts. Very little of this investment is deployed in Oxfordshire. OCC is developing a digital twin platform which will capture real world mobile coverage from all the MNOs and will also have the capability to assess and model costs for improving coverage. This will include evolving variants of 5G such as small cells which are mounted on street lighting columns to significantly improve street level coverage.

9.13 A barrier to improving mobile coverage is determining and agreeing land and building access for new mobile mast infrastructure. Collaboration between the MNO's, their delivery agents, planning authorities, and landowners is needed.

Digital Infrastructure

9.14   Digital infrastructure is increasingly understood to be a key enabler for transforming many aspects of life, including economic growth, improved delivery of health and social care services, environmental improvements from reducing need to travel and overall digital inclusion.

9.15   The provision of open data can be used for innovations in transport and is considered a key element of digital infrastructure. Transport Systems Catapult have estimated that not sharing, and not making transport data open, could result in £15bn in lost direct and indirect benefits to the UK between 2017 and 2025. Sharing data will help navigation software providers to update their software and will improve the efficiency of their operations, having wide benefit to road users, including freight and public transport as well as private users.

9.16   There are also a range of technological developments that may contribute to efficiencies for last mile movement. One notable technological development which can help to improve last mile movement is deliveries by Unmanned Aerial Vehicles (UAV) and Connected and Autonomous Vehicles (CAV). UAVs, sometimes referred to as drones, are remote-controlled aircraft or small aerial devices which do not have an on-board pilot. CAVs are vehicles that operate in a mode which is not being controlled by an individual. The Freight and Logistics Strategy and LTCP provide further detail on the potential of future technological requirements.

SOCIAL INFRASTRUCTURE

10.   Education

10.1   Oxfordshire County Council is the local authority responsible for education in West Oxfordshire. They have a statutory duty to ensure that sufficient places are available within their area for every child of school age whose parents wish them to have one; to promote diversity, parental choice and high educational standards; to ensure fair access to educational opportunity; and to help fulfil every child's educational potential.

10.2   They also have a responsibility to ensure, as far as reasonably practicable, that there are sufficient childcare places to ensure that families can:

- access the funded early education entitlements for their child;
- take up, or remain in work; or
- undertake education or training, which could reasonably lead to work.

10.3   The County Council produces the Pupil Place Plan (PPP)13, which is revised regularly, setting out the expected demand for, and supply of, school places across the County. There are a total of 49 state sector primary schools, 1 infant school, 1 nursery, 1 special school and 7 secondary schools in the District which are listed below:

Table 3: Schools in West Oxfordshire

School	Settlement	Type
ACE Centre Nursery School	Chipping Norton	Nursery
St Joseph's Catholic Primary School, Carterton	Carterton	Primary
Eynsham Community Primary School	Eynsham	Primary
Our Lady Of Lourdes Catholic Primary School, Witney	Witney	Primary
Bampton Church of England Primary School	Burford	Primary
Brize Norton Primary School	Burford	Primary
Burford Primary School	Burford	Primary
Clanfield Church of England Primary School	Burford	Primary
Leafield Church of England Primary School	Burford	Primary
St Christopher's Church of England Primary School, Langford	Burford	Primary
St Kenelm's Church of England Primary School	Burford	Primary

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[13] [Planning enough school places | Oxfordshire County Council](#)

St Peter's Church of England Primary School	Burford	Primary
Wychwood Church of England Primary School	Burford	Primary
Carterton Primary School	Carterton	Primary
Edith Moorhouse Primary School	Carterton	Primary
Gateway Primary School	Carterton	Primary
St John Church of England The Evangelist Primary School	Carterton	Primary
Chadlington Church of England Primary School	Chipping Norton	Primary
Charlbury Primary School	Chipping Norton	Primary
Enstone Primary School	Chipping Norton	Primary
Great Rollright Church of England Primary School	Chipping Norton	Primary
Great Tew Primary School	Chipping Norton	Primary
Holy Trinity Catholic Primary School	Chipping Norton	Primary
Kingham Primary School	Chipping Norton	Primary
Middle Barton School	Chipping Norton	Primary
St Mary's Church of England Primary School, Chipping Norton	Chipping Norton	Primary
Freeland Church of England Primary School	Eynsham	Primary
Hanborough Manor Church of England School	Eynsham	Primary
St Peter's Church of England Primary School, Cassington	Eynsham	Primary
Standlake (Church of England) Primary School	Eynsham	Primary
Stanton Harcourt Church of England Primary School	Eynsham	Primary
Aston & Cote Church of England Primary School	Witney	Primary
Ducklington Primary School	Witney	Primary
Finstock Primary Church of England School	Witney	Primary
Hailey Church of England Primary School	Witney	Primary
Madley Brook Primary School	Witney	Primary
North Leigh Church of England Primary School	Witney	Primary
Queen Emma's Primary School	Witney	Primary
St Mary's Church of England Infant School	Witney	Primary
The Batt Church of England Primary School, Witney	Witney	Primary
The Blake Church of England Primary School	Witney	Primary
Tower Hill School	Witney	Primary
West Witney Primary School	Witney	Primary
Windrush Church of England Primary School	Witney	Primary
Witney Community Primary School	Witney	Primary
Bladon Church of England Primary School	Woodstock	Primary

Combe Church of England Primary School	Woodstock	Primary
Stonesfield Primary School	Woodstock	Primary
Tackley Church of England Primary School	Woodstock	Primary
Woodstock Church of England Primary School	Woodstock	Primary
Burford School	Burford	Secondary
Chipping Norton School	Chipping Norton	Secondary
Bartholomew School	Eynsham	Secondary
The Henry Box School	Witney	Secondary
The Marlborough Church of England School	Woodstock	Secondary
Carterton Community College	Carterton	Secondary
Wood Green School	Witney	Secondary
Springfield School	Witney	Special

10.4   The PPP sets out the framework for and approach towards the provision of school places in Oxfordshire. The plan includes present and predicted pupil numbers together with information about birth rates, school capacity and new housing. The current PPP considers the period 2023/24 - 2027/28, and was published on the OCC website in February 2024. The County Council has also published (2023) the Oxfordshire SEND Sufficiency Delivery Strategy 2022/23-2026/27.

10.5   Nationally, education provision is undergoing a period of change. The Education Act 2011 is a key driver and under the Act, Oxfordshire County Council is no longer the default provider of services but is expected to encourage Academies and Free Schools to meet demand. The Children's Wellbeing and Schools Bill passing through parliament proposes some changes to the relationship between academy trusts and local authorities. These changes could have significant implications for school provision in both the primary and secondary sector.

Nursery and Pre-School

10.6   The Childcare Act 2006 sets out how Local Authorities have a duty to secure sufficient early education and childcare provision. The duty to secure sufficient early years provision is to enable families, who wish to, to access their entitlement to free early education of 570 hours over a minimum of 38 weeks per year for some 2 year old and all 3 and 4 year old children. The entitlement hours are up to 15 hours of childcare a week over 38 weeks of the year (equivalent to a maximum of 570 hours a year), or, for 3 and 4-year-olds, up to 30 hours of childcare a week over 38 weeks of the year for qualifying children of working parents (equivalent to a maximum 1,140 hours a year). From September 2025, eligible working parents of children aged 9 months and above

will be able to access 30 hours (over 38 weeks a year) from the term following their child turning 9 months to when they start school.

10.7   All County Council maintained primary schools include some level of Foundation Stage provision, in many cases with delivery of services through private, voluntary and independent childcare providers. Many primary schools in West Oxfordshire already include nursery provision for three-year-olds and where new primary schools are required, they would be expected to include provision for two and three year olds in line with government policy

10.8   No forecasts are currently prepared for nursery schools, although a shortage of early education places, especially for two year olds and younger, has been identified. Pressure on places is already growing in Witney, Eynsham and Carterton and the proposed strategic developments identified in the Local Plan Proposed Main Modifications are likely to increase demand further. In addition to new schools, appropriate accommodation for use by early year's providers should also be delivered through new community halls and similar facilities where possible.

Primary Education

10.9   Typically, a development of at least 800 new homes is required to make a new primary school viable. Wherever possible, the County Council's preferred model of school organisation is for primary schools to be one or two complete forms of entry – i.e. with admission numbers of 30 or 60 – as this conforms to statutory class size requirements and the most effective use of revenue resources.

10.10   This is not always possible, and many schools in the county are 0.5 or 1.5 form entry (although a new 0.5 form entry school would be very unlikely to be approved to open). It is also County Council policy, as advised by the Department for Education, to maintain a percentage of spare places to cater for unforeseen changes in demand due to market forces e.g. parental preference.

10.11   Detailed primary school capacities, current and forecasted future pupil numbers up to 2027/28 are presented in the current Pupil Place Plan. The forecasts presented in this Plan were based on West Oxfordshire's planned housing delivery as advised by the District Council to the County Council in spring 2023.

10.12   Fluctuations in birth rates have meant that some primary schools have seen lower intakes in recent years, particularly in areas without significant housing growth. If sustained, low pupil numbers threaten the financial sustainability of schools. Wootton-by-Woodstock CE Primary School closed in

2023 due to very low pupil numbers. In some areas, however, there remains a shortage of the available school places that would be required to meet population growth generated by housing development.

10.13   New primary schools will be needed to support the proposed strategic development areas at North Witney, East of Chipping Norton, West Eynsham and Salt Cross north of the A40 near Eynsham which is allocated as a new standalone village. The proposed development of land at East Witney, and other major developments, would typically be required to make a contributions towards increasing capacity locally, with each development being assessed in its own context. At Carterton, the urban extension to the east of the town incorporates a new primary school site, with the redevelopment of REEMA North and Central potentially making a financial contribution towards school capacity.

10.14   Elsewhere, sufficient capacity will need to be provided through a variety of means, including absorbing extra demand into existing buildings, considering the availability of space in neighbouring schools and providing new accommodation through school extensions. Future housing development will be expected to contribute towards increasing school capacity where necessary.

10.15   Where schools are at or reaching capacity, even relatively small additional housing developments can be difficult for village schools to accommodate. This provides a limitation on the extent to which significant levels of development can be dispersed to the rural communities, if it is not viable or feasible to expand the local school, and the scale of growth does not make a new school viable.

10.16   In Chipping Norton, there is existing primary school capacity to take approximately 800 additional homes. Significantly more housing growth would require expansion of capacity, which may require a new primary school. Housing growth of approximately 1,500 homes would currently be expected to be needed to make a new 1-form entry primary school viable in the local context; however, other solutions to providing additional school capacity would be explored by the County Council if the scale of population growth would not be expected to sustain a new school. It is considered more favourable by the DfE to provide 2-form entry primary schools, which would equate to housing growth of approximately 2,300 homes.

10.17   Woodstock Primary School has already expanded to 2 form entry size to meet the needs of permitted and committed development and as its site area is below that required for a larger school, it is not assessed as being able to expand further.

10.18   Eynsham Primary School has already expanded to 2 form entry size and is not assessed as being able to expand further. The school would not be able

to absorb the scale of development planned for Eynsham and therefore the new strategic sites in Eynsham will be expected to provide new primary schools.

10.19   Hanborough Primary School has been expanded to 1.5 form entry, and to facilitate this additional land has been secured for the school. If required, due to population growth, it is expected that the school could be expanded again to 2 forms of entry.

10.20   A new school, Windrush CE Primary School, opened in 2021 within the strategic development to the west of Witney. This school was built as 1.5 forms of entry, but has potential to expand to 2 forms of entry if required to meet the needs of growth in Witney. Witney pupil numbers have grown more slowly than previously forecast, and there is currently sufficient primary school capacity within the town.

10.21   Primary schools in the Burford area are in general quite full and most schools are on constrained sites which would make expansion challenging. A new school building is planned for the Brize Meadow development, and between this and existing schools in Carterton, there is flexibility to expand primary school provision for the scale of housing growth in the adopted Local Plan.

Secondary Education

10.22   There are seven state maintained secondary schools in West Oxfordshire, mostly within the District's larger towns and villages. All secondary schools in the district have an age range of 11-18 years with a sixth form.

10.23   With the exception of Carterton Community College, all secondary schools in the District have converted to Academy status. As Academies, they are responsible for their own admissions arrangements, and any changes in school size would need to be agreed by the Department for Education. Secondary school numbers are already rising before any housing growth is considered, as the rising birth rate which previously affected primary schools has now fed through to secondary schools. The County Council seeks developer contributions towards the necessary capital investment to ensure local secondary schools have sufficient accommodation to meet the rising demand for secondary school places from housing development.

Witney

10.24   The proposed development of land at North Witney (1,400 homes) in addition to development at West and East Witney, as identified in the Local Plan, is expected to necessitate the delivery of additional secondary education

capacity in Witney. This will be delivered through expansion of one or both existing secondary schools in the town.

Carterton

10.25   In Carterton, secondary pupil numbers have grown strongly in recent years. In addition, the levels of additional new development proposed through the Local Plan, including the proposed strategic development areas at Carterton East and REEMA North and Central, will further increase demand.

10.26   This will absorb the spare capacity that currently exists at Carterton Community College and an expansion of the College is expected to be required. The exact scale and nature of additional accommodation at the Collage has yet to be identified but the site has sufficient site area to accommodate any necessary expansions. Significant building works would be expected to be required.

Chipping Norton

10.27   At Chipping Norton, the secondary school has some spare capacity and OCC has advised that even with the proposed development to the east of the town, the school's site should be able to accommodate the additional pupil numbers likely to be generated (although some expansion of buildings may be necessary in the longer term).

Eynsham

10.28   The County Council has identified that Bartholomew School in Eynsham will experience rising demand over the next few years. It has recently expanded by one form of entry. Additional capacity will be needed to meet demand resulting from proposed additional development to the west of Eynsham and north of the A40 at Salt Cross Village. An additional secondary school site is required within the Salt Cross Garden Village, which (subject to the approval of the DfE Regional Director) may become a satellite site for Bartholomew School.

Rest of District

10.29   The Marlborough School in Woodstock is experiencing rising demand and expansion by one form of entry is planned.

10.30   Burford School has experienced strong growth in pupil numbers and is already operating at above its physical capacity. To address this shortfall, the

Academy Trust has identified the need to invest significantly in its accommodation.

Further and Higher Education

10.31   Abingdon and Witney College offers part time and full time further and higher education courses – including GCSEs, foundation degrees and degree courses, apprenticeships and vocational courses. The college also works with secondary schools offering part time courses for 14-16 year olds.

10.32   The College currently enrols 11,000 students each year and employs 593 members of staff. The campus includes four sites, which are Abingdon, Witney, Common Leys and Bicester. A £32 million redevelopment of Witney campus was delivered between 2009 and 2018, whilst a new Advanced Skills Centre and Green Construction Centre were built at Abingdon with a total cost of £8m in 2017 and 2022 respectively. A Livestock Technology Centre was also built at Common Leys in 2019 costing £3.5 million.

10.33   The College's Strategic Plan (2022/23-2026/27) has indicated that major capital projects relating to new provision and curriculum expansion have largely been funded by government and LEP grants. The College's financial health grade has reduced from "Good" to "Requires Improvement" and is forecast to remain at that grade in the short-term.

Special Educational Needs and Disabilities (SEND)

10.34   Approximately half of pupils with Education Needs & Disabilities (SEND) are educated in mainstream schools, in some cases supported by specialist resource bases, and approximately half attend special schools, some of which are run by the local authority and some of which are independent. Based on current pupil data, approximately 1.5% of pupils attend special schools.

10.35   There is one special school in West Oxfordshire, Springfield School in Witney, which caters for pupils with severe, profound and multiple learning difficulties aged 2-16 years. The school's primary provision is co-located with Madley Brook Community Primary School in purpose-built accommodation (opened in 2003), including an integrated nursery. Secondary provision is in a purpose-built facility (opened in 2005) on the Wood Green School site. As of 2025, Springfield School is able to offer 121 places in total. The feasibility of expanding this school is being explored.

10.36   In addition, at the Marlborough CE School in Woodstock there is a specialist resource base for pupils with physical disabilities and language and

communication disabilities. Windrush CE Primary School in Witney is due to open a resource base for pupils with communication and interaction needs, and further opportunities to open resource bases will be explored.

10.37　　Demand for special school places has been growing rapidly in recent years, significantly faster than the overall school population. Between 2019/20 and 2023/24 the number of Oxfordshire children with EHCPs increased by over 80%, and the number of pupils aged 4-16 in special schools increased by over a quarter. Projections calculated by DfE-appointed DBV consultants of future number of children subject to Education, Health Care Plan (EHCP), show a clear and urgent need for additional special school provision in the county, especially to meet the rapid growth in the number of pupils needing specialist support for Social, Emotional & Mental Health (SEMH) and/or Autism Spectrum Disorder (ASD) needs.

10.38　　The County Council's Special Educational Needs & Disability Sufficiency of Places Strategy is published on the County Council website and sets out how Oxfordshire already needs more special school places. Due to the current shortage of state sector provision in Oxfordshire, a much larger percentage of pupils with EHCPs are educated in the Independent and non-maintained special school (INMSS) sector than the national average: by 2022 this had reached 13.3% of pupils with EHCPs, compared to 8.1% for England.

10.39　　This has resulted in rapid and unsustainable cost rises for the County's SEND provision, as the average cost of a place at an INMSS provider is nearly £50,000 more than at an Oxfordshire maintained special school. Oxfordshire's expenditure on provision for children with EHCPs is growing significantly faster than the funding it receives for this purpose. Over the last three years, expenditure has increased by nearly £15m (c.30%). Reducing dependence on INMSS provision is therefore crucial to be able to bring SEND spending under control, and ensure more children can access the provision they need in their local area.

10.40　　Increased SEND provision is being achieved through a mixture of new schools and expansions of existing schools, and new SEND Resource Bases. As well as potential expansion of capacity within West Oxfordshire, planned new schools outside the District will provide additional capacity which will increase access to special education provision for West Oxfordshire residents, either directly or by reducing pressure on schools within the district. Housing development which is expected to further increase demand for places at special schools in the County is therefore expected to contribute towards the cost of expansion of special school capacity.

Provision	2020 Actual	2021 Actual	2022 Actual	2023 Project-ion	2024 Project-ion	2025 Project-ion	2026 Project-ion	2027 Project-ion
Mainstream	1433	1780	2077	2407	2729	3051	3373	3695
Special Schools (all types)	1453	1571	1623	1719	1804	1889	1974	2059
Resource Bases	132	145	137	143	146	148	151	153
Total	3018	3496	3837	4269	4679	5088	5498	5907

Table 4: Projected Pupils with EHCPs in Oxfordshire (excluding the FE sector) (Source: analysis for DBV programme, Jan 2023)

Adult Learning Centres

10.41   Adult learning centres are situated in Carterton and Chipping Norton with provision in Burford, Charlbury, Eynsham and Witney.

10.42   There is a deficit of Adult Learning services in Witney and it is a high priority to have an Adult Learning Centre in the town. Any new centre would need to be accessible to the whole community of Witney and the surrounding area and careful thought would need to be given to its location and available funding.

11.   Health and Wellbeing

11.1   The Oxfordshire Health and Wellbeing Strategy (2024-2030)[14] has been prepared as part of the statutory duties of the Oxfordshire Health and Wellbeing Board, setting out a strong unified vision in partnership with local councils, NHS organisations and Healthwatch Oxfordshire. This strategy has been informed by the themes in the BOB Integrated Care System Strategy published in March 2023. The strategy presents three principles underpinning the priorities as; addressing health inequalities, preventing ill-health and closer collaboration.

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[14] Health and wellbeing strategy - 2024-2030
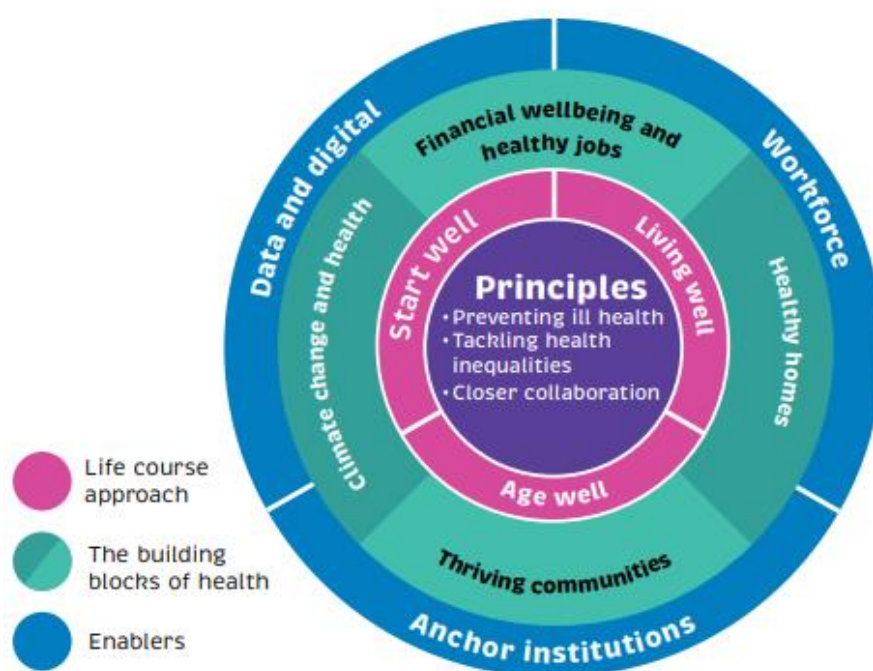
Figure 5: Overview of Oxfordshire Health and Wellbeing Strategy

11.2   The strategy has been built around a "life course approach" to wellbeing. Overall Oxfordshire's population is relatively healthy, doing better or similar to the national average on most public health indicators and life expectancy and healthy life expectancy in Oxfordshire are each significantly higher than national and regional averages for both males and females; however, there are wide inequalities in health and wellbeing, some linked to low income and deprivation. Reducing the gap in life expectancy and years lived in good health between different population groups must sit at the heart of the strategy.

11.3   As people age, they are more likely to develop a long-term health condition they need to manage. In Oxfordshire more people are living with more than one long term condition than ever before. Between now and 2030, key priorities are to create vibrant communities that are age friendly, enabling and encouraging older people to stay socially and physically active with promotion of more community-based activities for older people to develop balance and core strength and enabling ongoing independent living.

11.4   Effective action to improve people's health and wellbeing requires good qualitative and quantitative data about health needs, experiences of services, and health outcomes. There is a need to improve the extent, quality, and accessibility of digital infrastructure and more effectively generate insight from data to inform decision making. Digital innovation will also support people to access health and care records remotely and enable care closer to people's homes.

Primary Healthcare

11.5   The recently published independent investigation report of national health service in England, produced by the Lord Darzi[15] critically set out the primary care estates is "not fit for purpose" (paragraph 37, Chapter 5 of the report). While the report only indicates a national picture of the GP estates, it is noted that 20% of the GP estates predates the founding of the NHS in 1948 and more than 50% are more than 30 years old. Although the focus of the report is to call for a reform to the capital framework for primary care of the NHS, the report also indicates the challenges of securing sufficient funding to support primary care estates development and to ensure primary care estates are financially and operationally viable.

11.6   On 1 July 2022, Integrated Care Board has been set up by The Integrated Care Boards (Establishment) Order 2022. It has the delegated function of commissioning of primary care services including General Practices (GPs) and replaces all former Clinical Commissioning Groups (CCGs).

11.7   The NHS Buckinghamshire, Oxfordshire and Berkshire West Integrated Care Board (ICB) is the ICB covering Buckinghamshire, Oxfordshire and Berkshire West areas[16], serving the population of approximately 2 million people. On 21 May 2024, the ICB formally adopted its first Primary Care Strategy[17]. The Strategy sets out that 41 out of 223 GP practice sites are pre-1948 and many are converted houses. This is generally in line with the findings from the Lord Darzi report. Furthermore, very few of these sites have room to expand to absorb housing growth or accommodate increasing numbers of staff.

11.8   NHS GP services are funded through reimbursement of rents and business rates by the ICB based on the ONS population data. The rent will then be assessed by the District Valuer, given that the ICB will reimburse that approved rent. As a primary care commissioner, the ICB therefore has a responsibility to ensure that any primary care provision is financially affordable and operationally viable. However, it is important to point out that the ICB has no dedicated funding for any primary care estates infrastructure in their annual budgets for any new population growth.

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[15] [Independent Investigation of the National Health Service in England](#)
[16] Berkshire West area covers Reading, Wokingham and West Berkshire.
[17] [BOB - Transforming Primary Care](#)

11.9   Currently there is no statutory national guidance related to GP capacity. NHS England use widely accepted "size and space standards" to determine the corresponding Gross Internal Area (GIA) per patient ratio. The table below details the GIA per patient ratio in relation to the number of patients:

Table 5: GIA per patient ratio

Number of patients	GIA per patient
0 to 2000	0.1
2001 to 4000	0.08
4001 to 6000	0.08
6001 to 8000	0.08
8001 to 10,000	0.08
10,001 to 12,000	0.08
12,001 to 14,000	0.07
14,001 to 16,000	0.07
16,001 to 18,000	0.06
18,001 or above	0.06

11.10   The ICB holds data on the locations of catchment areas and the capacity of the current patient list sizes of GP practices across West Oxfordshire. The table below details the GP practices in West Oxfordshire, their current patient list size and their GIA:

Table 6: GP Practices in West Oxfordshire and their GIA

Practice	Patient List Size[18]	Current GIA (square metres)	GIA per patient ratio
The Nuffield Practice	12,049	815.4	0.07
Eynsham Medical Group		555.4	
Eynsham Medical Group: Long Hanborough Surgery	16,290	636.2	0.07
Windrush Medical Practice	21,262	1601.6	0.08
Cogges Surgery	8,524	531.7	0.06
Woodstock Surgery	9,677	298.7	0.03

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[18] Patient list size is based on November 2024 figures.

Chipping Norton Health Centre	15,575	1818.9	0.11
Wychwood Surgery	6,192	696.6	0.11
Bampton Surgery	9,209	455.7	0.08
Bampton Surgery: Carterton Health Centre		350.3	
Broadshires Health Centre	11,895	658.8	0.05
Burford Surgery	7,679	338.4	0.08
Burford Surgery: Carterton Health Centre		350.3	
The Charlbury Medical Centre	5,470	727.6	0.13

11.11   The figures in the table above are just indicative as the patient list size varies from time to time. However, it shows that a number of GP practices in West Oxfordshire are already at or over-capacity. Primary care mitigations are therefore required to be secured in new development to ensure GP practices have the capacity to accommodate any new patients in the area.

Primary care mitigations

11.12   Primary care mitigations can be provided through the provision of an onsite new purpose-built healthcare facility or the reconfiguration or extension of exiting GP premises to provide additional clinical capacity. Developers are expected to engage with the ICB at an early stage and are expected to commission a pre-project work at their own expense, subject to the agreement with the ICB regarding the scope of work.

11.13   Regarding the onsite healthcare facility, the ICB, at a minimum, would expect developers to provide an onsite "turnkey" healthcare facility. While any new provisions are likely to be operated by existing GP providers in the local area, the ICB would require any rental arrangement of the new provisions should refer to the existing rental values to ensure that such provisions would have a "neutral" or a minimal rent implication to the ICB.

11.14   Regarding the reconfiguration or extension of existing GP premises to provide additional clinical capacity, the ICB would expect an index-linked offsite developer contribution to support the identified projects.

Secondary and Tertiary Healthcare

11.15   One of the key objectives from the Integrated Care Strategy is to improve the interface between Primary and Secondary Care to streamline processes and touchpoints for patients. People's health needs are changing and many live with multiple long-term conditions where traditional disease-specific care is not the best model. Many issues that affect people's health are not purely medical and require input from multiple parts of the public sector, including support for social isolation or suitable housing.

11.16   To manage the current challenges, we need to move towards a more community-based model. This will require the system to shift resource from secondary care into the community and will impact the way the whole system works, especially secondary care with primary care. Integrated Neighbourhood Teams (INTs) will be the delivery vehicle for this model and will involve all system providers – from primary care and community care to secondary care consultants, mental health, social care providers, VCSE sector. We will need to ensure job plans are aligned and resources and time commitment are agreed upfront. Principles of INT working will include:

- Keeping people well in the community for as long as possible
- Care that is comprehensive and holistic
- Care that is rooted in the community
- Personalised care that is shaped by the population and person's need
- Outcomes driven

Community Healthcare

11.17   There are two community hospitals in West Oxfordshire, the Witney Community Hospital and the Chipping Norton Community Hospital which also has a maternity unit.

11.18   No specific future requirements for community healthcare provision have been identified at this stage.

Preventative Healthcare

11.19   The Health and Wellbeing Strategy for Oxfordshire considers the underlying causes of health inequalities. Firstly, the building blocks of health, such as quality of education, the homes we live in, the quality of our jobs, having enough money to meet basic needs, the air we breathe, our access to green and blue open space, and the strength of our community. Another cause is how the environment we find ourselves in, rather than our individual choices, can cause unhealthy lifestyles – tobacco and alcohol use, or unhealthy diet and physical inactivity.

11.20   There are a number of measures that support preventive healthcare that need to be considered in all urban centres in the District experiencing growth. These comprise:

- Wayfinding to support cycling and walking to promote active travel and connectivity from new developments to existing local centres and to support physical activity.
- Accessibility improvements – such as installation of dropped kerbs and removal of barriers to increase the walkability of communities.
- Green prescribing, which involves healthcare professionals referring patients to nature-based activities like horticultural therapy and ecotherapy walks.
- Structural improvements to green spaces, both formal and informal, such as provision of benches, toilet facilities, natural shading, bins, play equipment that is appropriate for teenagers as well as younger children, sensory planting and use of green spaces for events.

Community hub spaces

11.21   Since Covid there has been a significant focus across the country on the development of non-clinical, multi-purpose spaces, occupied by a combination of organisations including statutory and voluntary sector partners. The health and wellbeing sector locally continues to explore how this type of offer can be applied in Oxfordshire. The benefit for residents is clear – that they can access a range of information and services under one roof and in easy access of where they live. The benefit for service providers is they can more easily exchange information across services and develop a more connected offer based on the needs of the place. The variety of services included could be very broad and include library services alongside health meeting rooms, sports activity, advice spaces and activity rooms. The Branch in Chipping Norton is one example of a hub-type space. This has been established by the faith community and operates independently as a charitable trust. There is currently no such offering in either Witney or Carterton and these two locations would benefit.

Health and Social Care

Supported accommodation (care homes, nursing homes, sheltered housing, extra-care, other supported accommodation e.g. vulnerable adults, disabilities, mental health, hostels, children's homes)

11.22   Supported Living can help people live safe, healthy lives and play an active part in their community. The County Council is committed to partnering with social impact investors and property fund managers to deliver high-quality, sustainable housing. Supported living accommodation with care and support is

normally delivered by housing providers and care providers working in partnership. On-going day to day care to support the resident to live independently is a key benefit of this type of accommodation. The Oxfordshire Way in Adult Social Care (2024) has a strong ethos of working with communities proactively, with a preventative approach. Where people need more support, they are working to expand their range of co-designed, community-based solutions.

Child and Adult Social Care/Services and Community Support Services

11.23   Children and Family Centres provide support and advice to children and families who need extra help – with a special emphasis on supporting the whole family. Based at the centre, the Family Solutions Service includes Family Solutions Plus (statutory service) and Early Help services (non-statutory service). These services provide family work and targeted interventions to support children and their families. Each Centre also has an <u>Education, Employment and Training</u> (EET) worker (supporting access to education and training) and other services, including specialist substance misuse support for young people from <u>Cranstoun and Here4YOUth</u>.

12.   Leisure and Sport

12.1   In August 2023, the Government published Get Active, a strategy for the future of sport and physical activity. The Strategy sets out how the government will work with the sector to achieve these aims by ensuring that everyone has the opportunity to be active. At the heart of this strategy are five outcomes:

- Physical Wellbeing.
- Mental Wellbeing.
- Individual Development.
- Social & Community Development.
- Economic Development.

12.2   A localised strategic and sustainable approach to sport, leisure and physical activity is essential to making effective investment into provision – both facilities and services. In November 2024, the Council adopted a Strategic Outcomes Planning Model (SOPM) for the district, which created a vision on based local outcomes and customer insight to establish a series of service and facility interventions, to inform future service delivery and priorities for leisure.

12.3   The SOPM follows a place-based approach, which builds on the Council's Built Sports Facilities Strategy (BFS) (2021) and Playing Pitch Strategy (PPS) (2022 – refreshed 2024). It also considers physical activity opportunities linked to active travel and open spaces, as leisure centres are not the only assets people use to be active.

12.4   As set out by Sport England, sport and physical activity can bring many benefits to people's lives and both our natural and built environment play a large role in support this. Forward planning to help shape our environments is fundamental to protect, enhance and provide formal and informal opportunities for all sectors of the community to engage in sport and be physically active.

12.5   All the district's main sport and leisure facilities are well within an acceptable travel time and distance for the residents in a rural district – as set out by Sport England.

12.6   The table below sets out the current supply of facilities in each local plan sub areas which were included within the national run Facility Planning Model Analysis for West Oxfordshire for Sports Halls and Swimming Pools (2021) and also the Playing Pitch Strategy (2022) pitch analysis.

Facility type	Witney sub area	Carterton sub area	Eynsham-Woodstock sub area	Burford-Charlbury sub area	Chipping Norton sub area
Sports Hall (3+ courts)	3	2	3	2	2
Swimming Pool (indoor – main and trainer)	3	2	0	0	4
Swimming Pool (Outdoor)	0	0	1	0	1
Football natural grass pitches	33	26	25	23	10
3G artificial turf pitches	1	1	0	0	0
Cricket grass wicket squares	5	4	10	10	4

Rugby Union grass pitches	19	2	10	7	12
Hockey artificial turf pitches	1	0	3	1	1
Tennis courts	17	16	18	12	11
Bowling greens	2	1	2	3	2

Table 7: Current supply of facilities in each local plan sub area

12.7　　In terms of current demand for pitch provision the headline findings indicate the following:

- In the Witney sub area, there is a current shortfall of 4.5 adult grass football pitches and a full sized 3G pitch. Therefore, further pitch provision will be required as part of any strategic development area.

- The Carterton sub area has a shortfall of 2.5 adult and 0.5 9v9 grass football pitches and a full sized 3G pitch. Carterton also have a shortfall of 14 match equivalent sessions for cricket. Any further development in the sub area or as part of any strategic development area will require additional pitch provision.

- The only identified shortfall in the Eynsham-Woodstock and Burford-Charlbury sub areas is a full sized 3G pitch in each area. Given the potential scale of development in these areas the council would need to determine the optimum location to address to alleviate the overplay on local pitches.

- In the Chipping Norton sub area there is only a shortfall of one full sized rugby union pitch.

12.8　　As referenced above most of the sub areas identified a shortfall of 3G pitch provision are also supported in the Football Foundations Local Football Facilities Plan (2025) as priority projects

Outdoor sports facilities

12.9　　The PPS (2022) highlight that from a quantitative perspective the existing provision for each of the sports analysed (football, rugby union, hockey and tennis, bowls) is the demand is either met (facilities played to capacity) or there

is a shortfall. The future position with continued team growth shows further shortfalls and exacerbation of existing shortfalls.

12.10   Most of the pitch provision in the district is owned by Town or Parish Councils, although some of the larger sports clubs have ownership of their pitch provision.

12.11   Some of the strategic recommendations for provision as outlined in the PPS (2022) include the following:

- Protect all grass pitches currently in use, prioritise investment to improve the quality of pitches and ancillary provision in key strategic sites and rectify quantitative shortfalls in the Burford and Charlbury, Carterton and Witney analysis areas.

- Address the insufficient supply of 3G Pitches in the District to accommodate current and future demand for affiliated Football training. Currently there is a shortfall of four full sized 3G pitches.

- Protect all cricket pitch provision currently in use prioritise investment to improve the quality of pitches and ancillary provision in key strategic sites. Rectify quantitative shortfalls in the Carterton and Witney analysis areas.

- Protect all rugby pitch provision currently in use prioritise investment to improve the quality of pitches and ancillary provision in key strategic sites. Rectifying the quantitative shortfalls in the Carterton and Witney analysis areas.

- Retain and protect current sand/water based artificial grass pitches for hockey.

- Retain and sustain the quality of tennis court provision, support with sports lighting aspirations and the Lawn Tennis Associations proposal for an indoor tennis centre in the Witney analysis area.

- Protect all Bowling green provision currently in use to it is sufficient to meet current and future demand.

Indoor Facilities

12.12   The Indoor Built Sports Facility Strategy (BFS) was updated in 2022, which sets out a place-based approach and is an objective assessment of the strategic needs in relation to current public leisure services, private and voluntary sports infrastructure in order to determine future facility needs. The

Strategy conforms to Sport England's Assessing Needs and Opportunities Guidance Document.

12.13   The Council owned indoor leisure facilities include Windrush Leisure Centre in Witney, Carterton Leisure Centre, and Chipping Norton Leisure Centre. All are contractually managed by Greenwich Leisure Limited (GLL) until July 2027.

12.14   Sports halls are identified as 3 court badminton halls and above and provide facilities for team sports such as netball, volleyball, basketball etc. Activity halls are smaller halls normally of 1 badminton court size but may not be marked out for badminton but can cater for some sports and physical activity.

12.15   The national run Facility Planning Model (FPM) Analysis that were conducted as part of the BFS highlighted that for Sports Halls the average age of the hall is 16 years, and that West Oxfordshire had 5.9 courts per 10,000 people in 2021. This indicating that overall demand for sports halls in West Oxfordshire can be met by the supply available, although it was noted that there is an over reliance on education stock, with most of the stock is located in the south of the district, plus the need to consider refurbishment of a number of facilities over the next 10 years.

12.16   The FPM states that total demand for swimming pools in 2020 in West Oxfordshire is 6,776 visits and this equates to 1,125m^2 of water space. Therefore, there should be a sufficient supply of water space within the district to accommodate existing demand from the resident population along with potentially some population growth, but this would depend on the population growth taking place in the catchment area of pools which have spare capacity. The age of some of the districts swimming pools was noted and similarly to sports hall the geographic distribution is predominant in the south of the district.

12.17   Squash is predominantly now played in clubs, from a club facility; demand for community access squash courts has reduced in recent years. Participation is still growing however, but through the club base where juniors can be supported and coached from an early age. Squash court provision needs to be maintained across West Oxfordshire District. When considering refurbishment or replacement squash courts, England Squash recommend the ASB Movable Side Wall. With this innovation, a squash court becomes a flexible, multiuse area providing an answer to challenges around off-peak usage.

12.18   The Lawn Tennis Association has identified Witney (East and Central) as a priority area by the LTA for provision of an indoor community tennis facility.

12.19   Some of the strategic recommendations outlined in the BSF (2020) include the following

- Develop a rolling programme of refurbishment work to ensure that facilities are fit for purpose and meet energy performance targets – Leisure Assessment Management Strategy based on condition surveys conducted Jan-May 2025.

- Protect existing levels of community accessible and affordable fitness suite and squash provision in West Oxfordshire should be retained as the Council's sport and leisure facilities as a minimum.

13.   Emergency Services

Police

13.1   Policing in West Oxfordshire is the responsibility of Thames Valley Police (TVP), the largest non-metropolitan police force in England and Wales, covering Berkshire, Buckinghamshire and Oxfordshire and serving more than two million people. The TVP force area is divided into six Local Command Units (LCU) with West Oxfordshire sitting within the Oxfordshire LCU.

13.2   The Crime and Disorder Act 1998 introduced a wide range of measures for preventing crime and disorder. Section 17 (as amended by Schedule 9 of the Police and Justice Act 2006) imposes an obligation on every local authority and other specified bodies to consider crime and disorder reduction in the exercise of all their duties. This duty extends to spatial planning and by extension to the infrastructure planning required to secure sustainable development.

13.3   Within West Oxfordshire, TVP work on a neighbourhood basis with 6 geographical neighbourhoods identified, they are:

- Witney
- Eynsham
- Carterton/Bampton/Burford (combined)
- Woodstock
- Chipping Norton

13.4   A number of measures to improve police related facilities and equipment/technology (e.g. Automatic Number Plate Recognition (ANPR), CCTV, ICT, Fleet) have been identified by TVP, including the internal adaptation of Witney Police Station. It may also be necessary for TVP to secure contributions towards centralised functions (e.g. custody, forensics and call handling). Such facilities may not be located in the WODC area; however, the

additional population growth generated by new housing would place an additional demand on these force-wide functions that serve the wider area.

13.5 TVP continues to work closely with partners regarding the provision of new space where appropriate. Facilities in Woodstock and Chipping Norton have been delivered with Oxfordshire Fire and Rescue Service and further opportunities will be explored where appropriate.

13.6 In addition, on strategic residential development sites consisting of approximately 1,000 dwellings or more, on-site infrastructure including potential on-site drop-in "neighbourhood offices" may be required, these may be dedicated spaces for use by TVP or more informal arrangements to utilise facilities such as community centres/hubs. The proposed developments to the north of Witney (1,400 homes), Salt Cross Garden Village (2,200 homes) and west of Eynsham (1,000 homes) are therefore likely to trigger such a requirement. The SDA at Chipping Norton is likely to see a reduced quantum of development in the region of 250 homes due to the fact that a large proportion of the south-east part of the site has now been designated as a scheduled monument

Fire and Rescue

13.7 Oxfordshire Fire and Rescue Service (OFRS) is organised around three Fire Risk Areas covering the County. It operates eight fire stations in West Oxfordshire. OCC, in its capacity as the Fire and Rescue Authority, has a statutory duty to respond to emergencies; ensure that all development is provided with adequate water supplies for firefighting; and additional responsibilities under the Fire and Rescue Services Act 2004

13.8 The Home Office published the Fire and Rescue National Framework for England in May 2018. The framework is intended to provide strategic direction, but fire and rescue authorities and their services have considerable autonomy to operate in a way that enables the most efficient and effective delivery of their services.

13.9 The Oxfordshire Fire Authority's Strategic Community Risk Management Plan (CRMP) 2017 - 2022 was approved by OCC's Cabinet in March 2017. The five-year strategic plan sets out the Authority's analysis of risks facing the County's community, together with its proposals for managing those risks over the plan period to 2022. In April 2020, the Authority published its CRMP Action Plan for 2020/21, which addresses implementation of the strategic plan.

13.10 In terms of assets, the CRMP highlights the variations in the condition of the service's building stock. Most of the buildings were erected between the 1950s and the 1970s and are now in need of refurbishment. Funding constraints

mean the service does not have a formal programme in place to update all its buildings. The focus is on updating and refurbishing stations that do not meet modern legislative requirements

13.11   There are 8 fire stations in West Oxfordshire. Currently these are located on Welch Way, Witney, Burford Road, Chipping Norton, Hensington Road, Woodstock, Station Road, Eynsham, Sturt Road, Charlbury, Witney Street, Burford, New Road, Bampton and Clare Terrace, Carterton

Witney

13.12   Witney has a good level of fire provision capable of meeting the requirements associated with planned growth and there are no current plans to move the fire station from the current Welch Way site.

Carterton

13.13   Due to the intensification of activity at RAF Brize Norton and the level of future growth identified in the emerging Local Plan, a new, temporary fire station was opened in Carterton in December 2018.

13.14   Oxfordshire County Council Fire and Rescue Service have identified in their Draft Community Risk Management Plan (CRMP) 2015-16 that the introduction of additional emergency cover in Carterton has the potential to improve the overall response time standards for the area. The option to build a new station has been informed by detailed analysis of the current and future development of the town and the increased risks to the community.

13.15   A new, permanent facility is in the process of being developed on Monahan Way, Carterton.

Rest of District

13.16   A further consideration is the long-term sustainability of the Bampton and Burford fire stations. The County Council will continue to evaluate and assess risk throughout West Oxfordshire and the rest of the County through a Community Risk Management Plan (CRMP) which sets out what the County Council aim to achieve, including the priorities they will focus on and the high level measures and targets which will let them know if they are on track to deliver.

13.17   Developer contributions towards new fire service infrastructure facilities may be requested where a specific need arising from a development is identified. Any contribution will be calculated to be proportionate to the development, given that contributions cannot be required to remedy existing deficiencies. Contributions may be by way of land provision and/or financial contributions towards new infrastructure.

13.18   The assessment of need for new infrastructure will factor in the location of facilities in relation to planned developments and response times to deal with emergencies. Alternatives to developer contributions can also be explored, for example: the fitting of new buildings with sprinkler systems (where not a requirement of building regulations); smart meters in houses; or other facilities. New development may require the provision of fire hydrants and associated infrastructure. Where fire hydrants and associated infrastructure are required, then developers will need to agree a scheme with the Water Authority and County Fire Service and assume responsibility for funding this provision.

Ambulance

13.19   West Oxfordshire is covered by the South Central Ambulance Service (SCAS) NHS Foundation Trust. Two Air Ambulance Charities also provide services for the South Central Region. The Thames Valley Air Ambulance (TVAA) is situated at RAF Benson. The District is also covered by the air ambulance service for Berkshire, Buckinghamshire and Oxfordshire which is a separate organisation.

13.20   SCAS is a foundation trust of the National Health Service (NHS). It is responsible for providing twenty-four-hour 999 emergency service across the four counties of the South Central Region, including Oxfordshire. SCAS also provides an emergency transport service for patients in life-threatening condition and a Non-Emergency Patient Transport Service (NEPTS). It has over 1,000 frontline staff and deals with more than 1,800 (on average) 999 emergency calls every day across its operating area

13.21   SCAS's Strategic Plan 2022-27 sets out the future direction and evolutionary plans for the coming years. SCAS has ambulance standby points in Witney and Chipping Norton. Standby points are strategically placed locations that enable a rapid response to patients. WODC members have previously raised concerns about the status of the Witney standby and the resulting level of cover.

13.22   In earlier conversations with SCAS (highlighted in Eynsham IDP), a potential requirement for additional ambulance standby points across the district was indicated. TVP has also indicated that some of its requirements could be met through the provision of an on-site facility, shared with other blue light partners.

13.23   Emergency calls for the ambulance service are divided into four categories. Category 1 calls are those involving life-threatening illnesses. Category 2 calls represent the highest number of calls in Oxfordshire (2021-22

data) as 301,490 Category 2 calls were received, and 47,626 Category 1 calls were received throughout the year.

14. Community and Culture

14.1 Community infrastructure is essential to help bring communities together, ranging from purpose-built facilities to recreational or cultural spaces. Together these places allow communities to gather, foster a sense of place and promote wellbeing. There are a range of facilities considered in this section to meet the needs of the communities.

14.2 Over the past five years, children and young people's emotional wellbeing has worsened according to the State of the Nation Report from Department of Education in 2021. In 2021, over half of young people did not feel good about themselves. This was in a large part because during COVID-19, they lost opportunities to take part in school, social activities, spend time with friends, and access support services.

Community Meeting Space

14.3 Village halls and community spaces act as important connectors for communities where they are available for community activity and can benefit residents. The Council recognises the value of these spaces which has been demonstrated over recent years by a commitment to provide funding towards the repair and refurbishment of these assets. There are a number of village and community halls throughout West Oxfordshire including Madley Park Hall which opened in 2011 as part of the Madley Park residential development and Carterton Community Centre located within the Shilton Park development at Carterton. Responsibility for owning and running the village and community halls within the District rests with a number of different bodies including local Town and Parish Councils, local churches and the voluntary sector. The terms of their operation are therefore not managed by the Council. The trustees are responsible for balancing the community benefit of the asset with its commercial viability. Council grant funding is available to help fund improvements and extensions to village and community halls and other community infrastructure.

14.4 It is likely that any large-scale residential development, including the proposed strategic development areas identified in the Local Plan, will need to make suitable provision for new community facilities. The Council will consider opportunities to provide multi-purpose community facilities to benefit a wide range of users and uses.

Children and Young People

14.5   Oxfordshire County Council has re-introduced a Targeted Youth Support Offer providing more pro-active support to young people facing multiple barriers. A universal face to face youth service is not provided by OCC at this time. In recent years and across our rural district, faith groups and other charitable groups have developed very local services. Provision is ad hoc and funded entirely by local charitable sources and local residents, making it vulnerable and difficult to sustain. Spaces being utilised are usually hired open access spaces and not distinct to young people. Some key focal points i.e. spaces for young people, which are appropriate and relevant, should be created either independently or as part of existing infrastructure projects to enhance the access young people have across the area to trusted adults. These services must be accessible by public transport. West Oxfordshire DC undertook a survey of young people in 2022 – receiving 3900 responses. Findings included that young people faced multiple barriers to taking part in positive activity and that this lack of opportunity had wider health and wellbeing impacts. Barriers included cost, transport, isolation and having someone to attend with. Higher concentrations of young people and families live in the main settlements of Witney, Carterton and Chipping Norton.

Libraries

14.6   There are 11 libraries in West Oxfordshire which are the responsibility of Oxfordshire County Council, including Carterton, Chipping Norton, Eynsham and Witney libraries.

14.7   Witney Library is due to be fully upgraded in summer 2025, using government decarbonisation funding and developer funding. The library is staying in its current location, but once transformed will have a wide range of enhanced features and facilities, a new roof, and be carbon efficient. This site/project has been prioritised by Oxfordshire County Council for attention as part of the wider Libraries Asset Development programme.

14.8   Chipping Norton library has been consistently identified as being unfit for purpose in terms of its size, internal configuration and access due to the location of the library.

14.9   The Community Centre in Charlbury is a multi-functional space and incorporates the library thus making the facility very accessible to residents and is well used.

14.10   It has been identified through discussions with Oxfordshire County Council that the level of growth proposed for Witney, Carterton, Chipping Norton

and Eynsham will place additional pressures on these libraries and developer funding, alongside CIL, will therefore be sought to develop integrated facilities on alternative sites or to extend and refurbish/redevelop these buildings in order to meet current and future needs.

14.11   In general terms, the level of growth proposed in Oxfordshire will place pressure upon all libraries including the central Oxford Westgate Library (formerly Oxfordshire County Library in Oxford), which provides several pan-Oxfordshire functions and collections. Consequently, Oxfordshire County Council will also request a contribution from new residential development towards local and core, Countywide library and cultural provision.

Museums & Heritage (including in-situ and Archaeological storage)

14.12   There are a number of museums and heritage centres in West Oxfordshire including:

- Bishop's Palace, Witney
- Charlbury Museum
- Chipping Norton Museum of Local History
- Churchill and Sarsden Heritage Centre
- Cogges Manor Farm
- Combe Mill
- Witney and District Museum
- Oxfordshire Museum, Woodstock
- Museums Resource Centre, Standlake
- Burford Tolsey Museum and Archive
- Eynsham Museum and Heritage Centre

14.13   The Oxfordshire Museum at Woodstock, Bishop's Palace near Witney and the Museums Resource Centre at Standlake are the responsibility of Oxfordshire County Council and the other establishments are generally run by a mixture of societies, trusts and volunteers.

14.14   Oxfordshire County Council will continue to seek contributions from new residential development towards their Museums Resource Centre (to enhance storage and access facilities) and to optimising opportunities for the integration of objects in contemporary ways to add much-loved value to place shaping of new and existing communities.

Heritage Services

14.15   Funding must also be directed to enhance and maintain cultural and heritage assets. Collectively, the Heritage Services bring communities and generations together through the sharing of local stories, inspiring learning, providing enjoyment, enhancing health and well-being and promoting a sense of connection and place across communities helping to build a thriving future.

14.16   The History Centre, which is operated by the OCC, provides an archive and local studies service, to act as the corporate and social memory of the County of Oxfordshire and ensure a legacy for future generations. Oxfordshire History Centre (based at St. Luke's in Cowley, Oxford) preserves, makes accessible, and promotes the written, pictorial and audio heritage of Oxfordshire. The Centre houses unique council and court records, business, organisational and personal papers, a photographic, oral history and video archive, local newspapers, maps, printed books and pamphlets, ephemera and digital content. Targeted funding should be directed towards the digitisation agenda to preserve our heritage and ensure access and preservation of our heritage collections is secured.

Historic Assets

14.17   Heritage assets are important to the community as they can provide a sense of identity and place for residents as well as offering community assets, such as places of worship and community facilities (where they are in public ownership). Research[19] has established the importance of heritage to place attachment and a sense of belonging. Where the historic assets are open to the public and easy to access for instance, historic sites in a city can offer opportunities to decompress, by providing a sense of permanency, familiarity and comfort.

14.18   West Oxfordshire is known for its outstanding historic environment that offers a variety of attractions and provides a wealth of knowledge regarding the history of the area and of Britain as a whole. The heritage assets provide a distinctive character and the individuality for the settlements, contributing greatly to the area's culture, economy and tourism. Assets include:

- Buildings
- Historic Parks and Gardens
- Monuments,
- Landscapes. and
- Buried archaeological remains

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[19] [People's Attachment to Historic Places and the Benefits | Heritage Counts | Historic England](#)

14.19   Several of these have been classed by Historic England as being at risk. Appendix I lists those in West Oxfordshire that are in urgent need of attention and investment.

14.20   The historic environment is not limited to the built environment and archaeological sites, but also includes landscapes (both rural and urban), identified as having a degree of significance by virtue of their historic, archaeological, architectural, cultural or artistic interest. Each contribute to local identity. West Oxfordshire has a considerable number of Scheduled Monuments, which are listed in Appendix II.

14.21   Blenheim Palace is registered as a World Heritage Site, in recognition of its outstanding international importance which is a major asset to the District and a key visitor attraction. There are also 16 parks and gardens of historic interest in the District that are listed on Historic England's (previously English Heritage) database of nationally designated heritage assets.

Theatres/Arts Centres

14.22   The Theatre Chipping Norton is the only professional theatre and arts centre in West Oxfordshire. It is an independent charitable trust with a paid staff team. It receives a grant from the Council. The Corn Exchange in Witney has recently been upgraded to enable it to host a music programme, amateur theatrical shows and films.

14.23   The Council will seek to improve access to arts-related facilities for residents and visitors and this may involve new build, refurbishment and conversion.

14.24   Where appropriate, provision will also be sought for production, rehearsal and education space for arts. This also includes spaces which could encompass media and recording studios, incubation spaces for small arts businesses and sole traders and facilities which could be used by learning providers and community groups.

Pubic and Community Art

14.25   Public Art is defined as a process of engaging artists' creative ideas in the public realm. It is always site specific and can take many forms that may include traditional sculptures as well as integrated purposeful features such as benches, paving and furniture. Over recent years, public art has also been applied more widely in the form of temporary events and activities. This is often referred to as community art activity.

14.26   For some years, the Council has sought and secured contributions towards the provision of public art as part of major new developments, particularly in residential areas. This has been funded by developers and covers not only the provision but also the delivery of the work. Contributions are only sought on market housing allocations - not affordable housing.

14.27   Public art can aid and enhance the environment, help people find their way around, create focal/meeting points, introduce a unique identity and distinctiveness as well as improve the overall layout of a space.

14.28   The Council will continue to seek the incorporation of public art as part of major developments and town centre developments, and where appropriate the future maintenance of public art.

Cemeteries and Crematoria

14.29   The district wide totals of burial capacity were updated in May 2020, which reported 4,097 burial plots, 1,248 cremation plots and 25 plots per annum natural burial ground. There are only two 'community cemeteries' within West Oxfordshire which fulfilled their requirements of capacity of more than 100 plots – Hensington Cemetery (Woodstock) and Windrush Cemetery (Witney).

14.30   A significant proportion of burial capacity across West Oxfordshire is accommodated in Churchyards, which have criteria that needs to be met by the deceased to qualify for burials in the Churchyard. Adequate provision of burial space for those who do not qualify for burial in the Churchyard of the Parish where they live is therefore a factor for consideration.

Table 8: Burial Capacity in West Oxfordshire

Sub area	Burial Plots	Cremation Plots	Natural Burial Ground (p/a)
Burford Charlbury	1,210	428	25
Carterton	359	125	
Witney	391	150	
Eynsham Woodstock	1,518	430	
Chipping Norton	619	115	
Total	**4,097**	**1,248**	**25 per annum**

GREEN AND BLUE INFRASTRUCTURE

15.   Green and Blue Infrastructure

15.1   Green Infrastructure is defined as a network of multi-functional green space in both urban and rural settings. It fulfils a wide variety of environmental, social and economic functions and plays a part in nature recovery and adapting to climate change.

15.2   Green Infrastructure can include nature reserves, designated sites, recreational grounds, parks and open spaces, public rights of way, allotments, cemeteries and many other green areas such as woodlands and even street trees.

15.3   Blue infrastructure refers to water-related elements and features in urban and natural landscapes, including rivers, lakes, streams, ponds, wetlands, and can also include features created as part of SuDs projects.

Natural and Semi-Natural Green Space

15.4   West Oxfordshire has an abundance of natural and semi-natural greenspace across the District.

15.5   In 2023, all Areas of Outstanding Natural Beauty (AONBs) were renamed as National Landscapes. This was as a result of the Government following the recommendations of the Glover Report. Therefore references to the Cotswolds National Landscape should be understood to refer to what was the Cotswold ANOB.

15.6   Aside from the Cotswold National Landscape, West Oxfordshire also has a Special Area of Conservation - Cassington Meadows, two National Nature Reserves (NNRs): Wychwood NNR and Chimney Meadows NNR; Local Wildlife Sites and 29 Sites of Special Scientific Interest (SSSIs). There are also non-statutory designated sites in the District that are recognised for being important local habitats and provide connectivity between wildlife areas, assisting to maintain and restore a green network for wildlife.

15.7   The Oxfordshire County Council is currently developing the Local Nature Recovery Strategy (LNRS) which, once adopted in 2025, will provide a coordinated strategy for nature's recovery across Oxfordshire with the aim of assisting wildlife to recover and flourish, improving air and water quality, and mitigating the impacts of climate change.

15.8   The County Council also assists in the management of access to these areas and the countryside in West Oxfordshire through the Oxfordshire Rights of Way Management Plan. Public rights of way provide for the legal access for members of the public to access some of the more rural parts of the District as well as areas of countryside close to the towns and villages.

15.9   These public rights of way have evolved over many years and continue to evolve through the modification order and public path order processes. In 2014 there were 2,600 miles (4,200km) of public rights of way across the County. Public rights of way do not always meet modern accessibility and recreational expectations due to terrain and the paths needing to allow for land use constraints e.g. fencing of livestock. Investment is often required in upgrading the paths that are suitable for accessibility improvements and then for maintaining them.

15.10   West Oxfordshire District also has a significant amount of blue infrastructure - the River Thames is on the border of the District and Rivers Windrush, Cherwell, and Evenlode. Additionally, smaller rivers like the River Glyme, the River Dorn, and Queen Emma's Dyke, Shill Brook, and Coombe Brook also flow through the area. There are also lakes and ponds throughout the District. While not all of these are accessible to the public they do form part of the blue infrastructure network across the District.

Public Green and Open Space

15.11   Access to quality open green space is important for many residents and this was further emphasised during the pandemic when open space was heavily utilised by residents.

15.12   The West Oxfordshire Open Space Study 2013-2029 evaluated the quantity, quality and accessibility of open space and recreational provision in West Oxfordshire. Standards of provision are also suggested.

Table 9: Existing provision of open space (hectares)

PARISH	Allot ment	Amenity Green Space	Parks and Recreation Grounds (Public)	Parks and Recreation Grounds (Public & Private)	Accessible Natural Green space	Private Natural Green space	Play Space (Children)	Play Space (Youth)
Alvescot	0	0	0.41	0.41	0	8.43	0.04	0
Black Bourton	0	0.26	0.57	0.57	0.16	0	0.02	0
Brize Norton	0.93	0	8.95	14.72	19.45	0	1.12	0

Carterton	**1.5**	**16.12**	**3.61**	**8.66**	**3.71**	**0**	**0.51**	**0.06**
Chadling-ton	0.43	0.32	2.17	2.17	0	0	0.17	0
Chipping Norton	**8.91**	**1.06**	**2.37**	**13.16**	**10.47**	**19.84**	**0.84**	**0.05**
Churchill	0	0	1.5	1.5	0	0	0.05	0.01
Cornwell	0	0	0	0	0	0	0	0
Curbridge	0	0.64	0	3.19	0	0	0.17	0
Duckling-ton	3.5	0.64	2.88	2.88	11.89	0	0.03	0
Enstone	0.93	0	0.75	2.76	0	0	0.11	0
Hailey	0	0	1.56	9.83	10.69	0	0.16	0.08
Heythrop	0	0	0	0	0	0	0	0
Over Norton	2.75	0	0	0	0	5.57	0.02	0
Salford	0	0	0	0	0	0	0.01	0
Shilton	0	1.03	0	0.69	1.79	0	0	0
South Leigh	0	0	1.32	1.32	0	0	0.12	0
Spelsbury	0.2	0	0	0	0	0	0.07	0
Witney	**1.47**	**20.27**	**26.52**	**29.22**	**32.57**	**22.15**	**1.06**	**0.18**
Total	20.62	40.36	52.61	91.08	90.73	55.99	4.59	0.38
Total Main Towns	**11.88**	**37.47**	**32.5**	**51.04**	**46.75**	**41.99**	**2.41**	**0.29**

Table 10: Open Space Accessibility Standards developed by the West Oxfordshire Open Space Study

Typology	Quantity standards (ha/ 1000 persons)		Access standard
	For assessing current and future provision	**Requirement for new development**	
Allotments	0.25	0.25	480 metres or 10 minute walk
Amenity Green Space	0.70	See below	480 metres or 10 minute walk time
Natural Green Space	2.00	2.00 to include natural and amenity green space	480 metres or 10 minute walk time

Parks and Recreation Grounds	1.25 to include both public and private grounds (excluding education sites)	1.00 of publicly accessible provision	480 metres or 10 minute walk time
Play Space (children)	0.05	0.05	480 metres or 10 minute walk time
Play Space (youth)	0.02	0.02	600 metres or 12-13 minute walk time

Green Infrastructure Framework

15.13   The Government recognises   the multifunctionality that Green Infrastructure can provide and as such released the Green Infrastructure Framework in 2023 which includes voluntary standards for the provision of green infrastructure.

Table 11: Standards for Green Infrastructure Provision

Category of Accessible Greenspace	Walking Distance	Name of Criterion	Accessible Natural Greenspace	Size Criteria (min)	Approximate walking time
Small greenspace close to home: either a Doorstep or Local Greenspace	200m	Doorstep Greenspace	N	0.5ha	5 min
Small greenspace close to home: either a Doorstep or Local Greenspace	300m	Local Natural Greenspace	Y	2ha	5 min
Medium sized greenspace within 1km	1km	Neighbourhood Natural Green Space	Y	10ha	15 minutes
Medium large Greenspace within 2km	2km	Wider Neighbourhood Natural Greenspace	Y	20ha	35 minutes

Large greenspace within 5km from home	5km	District Natural Greenspace	Y	100ha	15-20 minutes
Very large Greenspace within 10km from home	10km	Sub regional natural greenspace	Y	500ha	30-40 minutes cycling

15.14   The need for green open space was also discussed in the report on Oxfordshire's Greenspace Deprived Neighbourhoods which utilises the Government's Green Infrastructure Framework to identify areas of Oxfordshire which could be considered lacking in accessibility to quality greenspace.

15.15   In West Oxfordshire, the report identifies the following Council wards as having areas of poor accessibility to greenspace: Witney Central; Witney West; Chipping Norton; Eynsham and Cassington; Alvescot and Filkins; Kingham, Rollright and Enstone; Carterton South; Hailey, Minster Lovell and Leafield; Chadlington and Churchill; Burford; Bampton and Clanfield; The Bartons; Duckington; Brize Norton and Shilton; Stonesfield and Tackley; Milton-under-Wychwood; Standlake, Aston and Stanton Harcourt; North Leigh; Ascott and Shipton; Woodstock and Bladon; Freeland and Hanborough; and Charlbury and Finstock. Data from the report has been included at Appendix III.

15.16   Future provision of accessible greenspace and access to nature is therefore important for the sustainable development of West Oxfordshire.

Community Schemes

15.17   There are many groups that deliver important community based green infrastructure and nature recovery projects across the District these include:

- Wychwood Forest Trust
- Lower Windrush Valley Project
- Windrush in Witney Project
- Evenlode Catchment Partnership
- Windrush Catchment Partnership
- Cherwell and Ray Catchment Partnership
- Eynsham Nature Recovery Network
- Sustainable Charlbury

16. CONCLUSION/ NEXT STEPS

16.1   This report forms the initial stage of the process of ascertaining the baseline position of current infrastructure provision and identifying where pressures or shortfalls exist whilst building an understanding of planned projects and committed investment. The report has found that while the provision of infrastructure across West Oxfordshire is relatively robust, there are areas where the infrastructure provision is at, or close to capacity.

16.2   The next stage will be to examine the impact on infrastructure of the anticipated growth proposed in the emerging Local Plan 2041. The purpose of the second stage IDP will be to identify the infrastructure that will be needed in the future to support new development identified in the Local Plan 2041 and how it is intended to be funded and delivered.

17.   APPENDICES

Appendix I

Table 12: West Oxfordshire Heritage at Risk[20]

Name	Heritage Designation	Condition	Priority Category/ Trend
Church of St Nicholas, Kiddington Park, Kiddington with Asterleigh	Listed Place of Worship grade II*, RPG grade II	Poor	C (C)
Waterman's Lodge bowl barrow, one of a pair of Bronze Age barrows on the western edge of Wychwood Forest, Cornbury and Wychwood	Scheduled Monument	Extensive significant problems	Declining
Pair of bowl barrows immediately south of Blindwell Wood, Crawley	Scheduled Monument	Extensive significant problems	Declining
Medieval settlement and church of Asterleigh, Kiddington with Asterleigh	Scheduled Monument	Generally unsatisfactory with major localised problems	Declining
Rectangular enclosures 1100yds (1010m)	Scheduled Monument	Extensive significant problems	Declining

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[20] Heritage at Risk in the South East 2022 | Historic England

north west of Mount Owen Farm, Lew			

Appendix II

Table 13: Scheduled Monuments

Name	List Entry Number	Location
Iron Age settlement centring 500m SW of Black Bourton	1002924	Black Bourton
Pump Copse earthwork	1003242	Kiddington with Asterleigh
New Bridge	1004856	Northmoor*
Moated site at Manor Farm	1004856	Kingham
Settlement 700m NE of Lechlade	1006315	Little Faringdon
Trackways 500yds (460m) E of St George's Church	1006325	Kelmscott
Enclosures and trackways	1006327	Langford
Ring ditches and enclosures	1006338	Langford & Little Faringdon*
Rectangular enclosures 1100yds (1010m) NW of Mount Owen Farm	1006348	Lew
Beaconsfield Farm Roman villa	1006352	Great Tew
Interrupted ditch system	1006340	Broadwell
Complex of rectangular enclosures, ring ditches and tracks	1006342	Standlake
Shrunken medieval village NW of Churchill old church	1006317	Churchill
Great kitchen of manor house	1006369	Stanton Harcourt
Settlement site	1006326	Kelmscott

Prehistoric and later settlements near Northmoor	1006343	Northmoor
Ring ditches	1006341	Aston, Cote, Shifford and Chimney
Ring ditches	1006339	Grafton and Radcot
Roman villa	1006346	Tackley
Rectangular earthwork, Hensington	1006357	Woodstock
The Devil's Quoits	1006359	Stanton Harcourt
Butter cross	1006360	Witney
Radcot Bridge	1006361	Great Faringdon*
Site of 19th century pottery factory NW of Leafield	1006318	Leafield
Earthwork at Lowbarrow Farm	1006321	Leafield
Enclosures 1500m SE of Little Faringdon	1006316	Little Faringdon
Eynsham Abbey (site of)	1006332	Eynsham
Sites discovered by aerial photography, near Foxley Farm	1006333	Eynsham
Barn at Rectory Farm, Church Enstone	1006350	Enstone
Rectangular enclosure near New Inn	1006356	Wootton
Stonesfield Roman villa	1006366	Stonesfield
Ring ditch near Long Hanborough	1006358	Hanborough
Bowl barrow 200m west of Hawksnest Copse in Wychwood Forest	1008398	Cornbury and Wychwood
Medieval moat surrounding High Lodge, 400m north east of Kingstanding Farm	1008400	Cornbury and Wychwood
Bowl barrow 350m south west of Furze Platt Farm in Blenheim Great Park	1009416	Blenheim

Pair of Bronze Age bowl barrows situated on Maple Hill in Wychwood Forest	1011222	Cornbury and Wychwood
Long barrow 250m south of Ellen's Lodge in Shilcott Wood on the Ditchley Park Estate	1009424	Spelsbury
Long barrow 150m west of Churchill Copse in Wychwood Forest	1011216	Cornbury and Wychwood
Pair of Bronze Age round barrows and surrounding Civil War fieldworks 180m north-west of Park Farm	1011224	Cornbury and Wychwood
Long barrow situated in Southlawn Plain Woods	1008494	Swinbrook and Widford
Pair of bowl barrows at Hawksnest Copse in Wychwood Forest	1011215	Cornbury and Wychwood
Bowl barrow 150m east of Waterman's Lodge: one of a pair of Bronze Age barrows on the western edge of Wychwood Forest	1011223	Cornbury and Wychwood
Burroway enclosure	1013417	Bampton and Clanfield*
Causewayed enclosure and settlement enclosures immediately north west of Shire Gate	1016631	Filkins and Broughton Poggs
Dovecote at Rousham House	1017324	Rousham
Round barrow cemetery 290m east of Old Shifford Farm	1020356	Aston, Cote, Shifford and Chimney
Medieval settlement of Widford immediately east of Manor Farm	1020970	Swinbrook and Widford

Walcot ornamental fishponds and garden earthworks	1020972	Charlbury
Bladon camp: a hillfort on Bladon Heath	1013234	Bladon
Ten medieval pillow mounds and part of an associated enclosure 300m north west of Combe Lodge	1009418	Blenheim
Water gardens, avenue and an associated earthwork, east of Court Farm	1007716	Tackley
Bowl barrow 400m north west of Ranger's Lodge in Cornbury Park	1008415	Cornbury and Wychwood
Earthwork 300m south west of Fair Rosamund's Well, Blenheim Park	1009417	Blenheim
Ascott Earl motte and bailey castle	1016562	Ascott-under-Wychwood
The remains of a medieval moated manor, priory, settlement and associated features, Cogges	1016269	Witney
Rectangular earthwork enclosure in Hill Wood, 650m south east of Grimsdyke Farm	1016329	Kiddington with Asterleigh
Fawler Roman villa	1018213	Fawler
Hawk Stone standing stone 700m south of Claridges Barn	1018401	Spelsbury
Nether Chalford medieval settlement	1018427	Enstone
The Rollright Stones	1018400	Rollright

Causewayed enclosure, 900m west of Chimney Farm	1018656	Aston, Cote, Shifford and Chimney
Bishop of Winchester's Palace, 90m east of St Mary's Church	1018654	Witney
Over Chalford medieval settlement	1018426	Enstone
Lowland Barn Romano-British farmstead 200m north west of Bury Hill	1015550	Chadlington
Idbury Camp hillfort	1014558	Idbury
145m section of the north Oxfordshire Grim's Ditch situated 200m west of Grimsdyke Farm	1012905	Kiddington with Asterleigh
Ascott d'Oyley 12th century motte and bailey castle and associated earthworks	1008401	Ascott-under-Wychwood,
Pair of Bronze Age bowl barrows 150m north of Roustage Wood	1008416	Leafield
900m section of the north Oxfordshire Grim's Ditch 200m north of Grim's Dyke Farm, running north into Hark Wood	1012907	Wootton
Bowl barrow in Kingswood Brake, 450m WNW of Wood Farm	1009421	Kiddington with Asterleigh
Section of the north Oxfordshire Grim's Ditch west of Common Farm	1013236	Hailey
A pair of Roman camps and a section of a post-medieval sunken road situated in the north	1008399	Cornbury and Wychwood

eastern corner of Cornbury Park		
Leafield Barrow: a motte castle 220m north west of St Michael and All Angels Church	1008405	Leafield
Chastleton Barrow camp: a hillfort south of Barrow House	1008402	Chastleton
Asthall Barrow: an Anglo-Saxon burial mound 100m SSW of Barrow Farm	1008414	Asthall
Pain's Farm bowl barrow 30m south of Pain's Farm Cottages	1008491	Swinbrook and Widford
Shipton Barrow: a bowl barrow, Saxon barrow, and associated earthwork enclosure 350m north of Downs Lodge	1008493	Shipton-under-Wychwood
Anglo-Saxon burial mound immediately north of Over Worton church graveyard	1009414	Worton
Taston village cross	1008406	Spelsbury
Pair of confluent bowl barrows 200m SSW of Bockett's Corner on Leigh Hale Plain	1008492	Asthall
Site of Langley Palace royal hunting lodge, an associated enclosure and later garden earthworks at Langley Farm	1008495	Leafield
Neolithic long barrow 400m SSE of Burnt Hill	1008403	Chastleton
Portal dolmen 400m south east of Burnt Hill	1008404	Chastleton

Taston standing stone 12m north of Taston village cross	1008407	Spelsbury
Ditchley Park Roman villa and part of an associated field system 450m ENE of Lodge Farm	1009420	Spelsbury
Bowl barrow 60m north of Wood Farm	1009422	Kiddington with Asterleigh
Copping Knoll bowl barrow 200m south of Rose Cottage	1009423	Wootton
Over Norton bowl barrow 150m north west of the intersection between the A361 and the A34(T)	1009431	Over Norton
The Mount bell barrow 110m south west of Mount Farm	1009413	Churchill
Site of Langley Palace royal hunting lodge, an associated enclosure and later garden earthworks at Langley Farm	1008495	Leafield
Bowl barrow 80m south east of Spelsburydown Farm barns	1009427	Spelsbury
Bowl barrow 500m south west of Hill Farm, Lidstone	1009430	Enstone
Slatepits Copse long barrow, 1km SE of High Lodge in Wychwood Forest	1011217	Cornbury and Wychwood
One of a pair of bowl barrows 370m north-west of High Lodge	1011219	Cornbury and Wychwood

North Leigh Roman villa 300m NNE of Upper Riding Farm	1009419	North Leigh
Bowl barrow situated in Round Clump, Ditchley Park	1009415	Spelsbury
Section of the north Oxfordshire Grim's Ditch and a section of Akeman Street Roman road immediately south east of North Lodge in Blenheim Great Park	1009425	Blenheim
Squire's Clump Anglo-Saxon burial mound 500m south west of Iron Buildings	1009426	Sarsden
Bowl barrow 270m east of Spelsburydown Farm barns	1009429	Spelsbury
Barrow Place earthwork, 370m south west of Lodge Farm, Ditchley	1013235	Spelsbury
Brize's Lodge bowl barrow, 400m east of Gospel Oak	1011218	Ramsden
Bowl barrow 150m north-west of North Lodge, Cornbury Park	1011220	Cornbury and Wychwood
Waterman's Lodge bowl barrow, one of a pair of Bronze Age barrows on the western edge of Wychwood Forest	1011221	Cornbury and Wychwood
Swerford Castle	1014748	Swerford
Bowl barrow 525m north of Barter's Hill Farm	1014562	Chadlington
Callow Hill Roman villa	1014750	Wootton

Chipping Norton motte and bailey castle, and fishpond	1014747	Over Norton
Lyneham long barrow and standing stone, 480m north east of Hill Barn	1015413	Lyneham
Fifield long barrow	1015159	Fifield
Lew village cross	1015177	Lew
Pair of bowl barrows immediately south of Blindwell Wood	1015212	Crawley
Great house site, garden earthworks and associated remains immediately north, west and south of St Mary's Church	1020974	Salford
Section of the north Oxfordshire Grim's Ditch running into the northern edge of Shilcott Wood on the Ditchley Estate	1014578	Spelsbury
1100m section of the north Oxfordshire Grim's Ditch at Model Farm on the Ditchley Park Estate	1014708	Charlbury
Linear earthworks east of Callow Hill Roman villa forming part of the north Oxfordshire Grim's Ditch	1014751	Wootton
Roman villa and associated bath house 450m north west of Lower Field Farm	1015160	Asthall
Minster Lovell Hall	1015321	Minster Lovell
Knollbury camp hillfort	1015322	Chadlington

The Roundabout hillfort, 460m west of Barter's Hill Farm	1015412	Lyneham
Gagingwell cross, 80m west of Abbey Farm	1015582	Enstone
Medieval settlement and church of Asterleigh	1020966	Kiddington with Asterleigh
Whitehill medieval settlement immediately south of Old Whitehill Farm	1020973	Tackley
Section of the north Oxfordshire Grim's Ditch running east from the River Evenlode opposite Cornbury Park	1012902	Charlbury
240m section of the north Oxfordshire Grim's Ditch between Grim's Dyke Farm and the B4437 Charlbury to Woodstock road	1012908	Wootton
1km section of the north Oxfordshire Grim's Ditch running from Out Wood to Berring's Wood	1012906	Glympton
90m section of the north Oxfordshire Grim's Ditch 350m south of Grim's Dyke Farm	1012909	Wootton
Dovecote 125m north of Minster Lovell Hall	1014554	Minster Lovell
Hoar Stone portal dolmen situated in Enstone Firs	1012989	Enstone
Eynsham market cross	1015170	Eynsham
Skew Plantation bowl barrow	1015171	Sarsden
Anglo-Saxon burial mound 450m north west of University Farm	1015323	Lew

Besbury Lane bowl barrow, 450m north east of Conduit Farm	1015324	Churchill
Oaklands Farm Roman villa	1012901	Fawler
Section of the north Oxfordshire Grim's Ditch 350m ENE of Ditchley House	1012903	Spelsbury
380m section of the north Oxfordshire Grim's Ditch 200m ENE of Kiddington Lodge	1012904	Kiddington with Asterleigh
80m section of the north Oxfordshire Grim's Ditch 150m WSW of Ditchley Gate in Blenheim Park	1012897	Blenheim
Romano-British rural settlement and Iron Age remains, on the eastern edge of Chipping Norton	1486619	Chipping Norton
Blenheim Palace - World Heritage Site	1000091	Blenheim

Appendix III

Appendix 5: Oxfordshire neighbourhoods with poor local provision of accessible greenspace

Neighbourhoods were ranked by density of PRoW (m per ha) and the lowest 15% selected; the same was done for density of accessible greenspace (m² per ha). Neighbourhoods which appeared on both lists are presented as having low density of both PRoW and accessible greenspace.

A relative rather than absolute measure was used as there is no set standard for this. The Natural England Green Infrastructure data includes a measure of low greenspace and PRoW, but by 1 km grid squares. Given that this report has focussed on neighbourhood access to greenspace it was deemed more appropriate to assess PRoW and accessible greenspace density at the LSOA (neighbourhood) scale.

LSOA (neighbourhood) name (2011)	IMD decile	Ward (2021)	Density of PRoW (m per ha)	Density of accessible greenspace (m2 per ha)
Cherwell 011B	5	Fringford and Heyfords	0.16	14.2
West Oxfordshire 011C	5	Eynsham and Cassington	0.09	18.4
Cherwell 010C	6	Fringford and Heyfords	0.029	6.8
Cherwell 001A	6	Cropredy, Sibfords and Wroxton	0.117	9
West Oxfordshire 012A	6	Alvescot and Filkins	0.114	10.6
Cherwell 009C	7	Deddington	0.122	7.9
Cherwell 008A	8	Adderbury, Bloxham and Bodicote	0.102	18.9
Cherwell 009E	8	Cropredy, Sibfords and Wroxton	0.171	7.9
Vale of White Horse 009E	9	Stanford	0.076	16.1

Appendix 3: Oxfordshire neighbourhoods with poor local provision of accessible greenspace

Poor access to local accessible greenspace is defined as less than 30% of the neighbourhood's area meeting the AGS Doorstep, Local and Neighbourhood standards.

Neighbourhoods in the lowest three IMD deciles, i.e. those most socio-economically deprived, are highlighted at the top of the table.

LSOA (neighbourhood) name (2011)	IMD Decile	Ward (2021)	% LSOA meeting Doorstep standard	% LSOA meeting Local standard	% LSOA meeting Neighbourhood standard
Oxford 017A	2	Blackbird Leys	0	0	0
Oxford 017B	2	Blackbird Leys	0	0	0
Oxford 018C	2	Northfield Brook	8.8	28.3	0
Cherwell 004G	2	Banbury Grimsbury and Hightown	15.2	0	24.3
Oxford 016A	2	Littlemore	16.7	13.4	0
Vale of White Horse 008C	2	Abingdon Caldecott	29.3	18.6	0
Oxford 016B	3	Littlemore	27.9	0	0
Cherwell 016D	4	Launton and Otmoor	3.7	0	0.5
West Oxfordshire 009A	4	Witney Central	5.1	2.3	0
West Oxfordshire 001B	4	Chipping Norton	7.1	0	0
South Oxfordshire 006B	4	Berinsfield	13.4	0	0
Oxford 015C	4	Cowley	27.3	0	0
South Oxfordshire 006A	5	Berinsfield	0.3	0	0
Cherwell 011B	5	Fringford and Heyfords	2.1	0.6	7.9
West Oxfordshire 011C	5	Eynsham and Cassington	2.2	0.6	3.9