



GREG O'BROIN

Appleford-on-Thames Parish Council

Neighbouring Parish Council -Joint Committee. [NPC-JC]

- Appleford, Sutton Courtenay, Culham, Clifton Hampden & Nuneham Courtenay

Nov 2022.

INITIAL FOCUS

HIF1

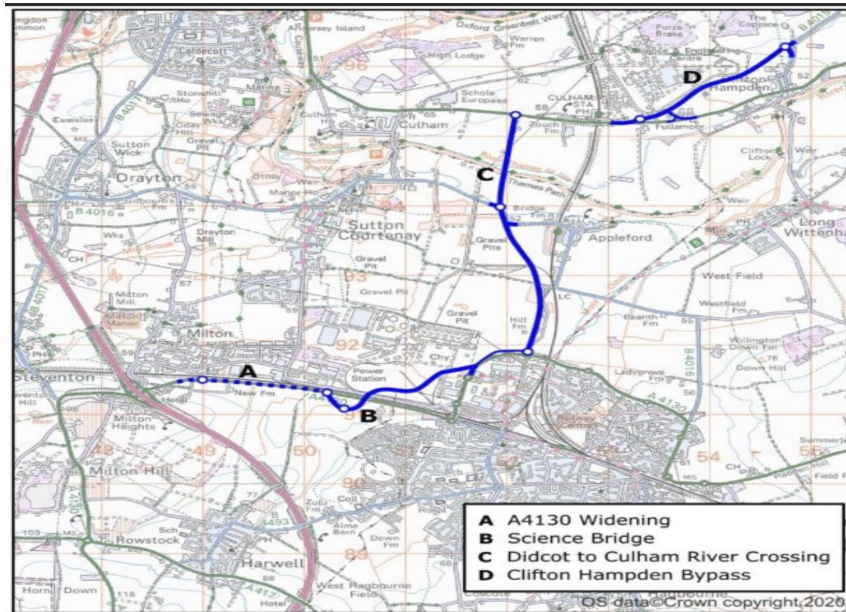
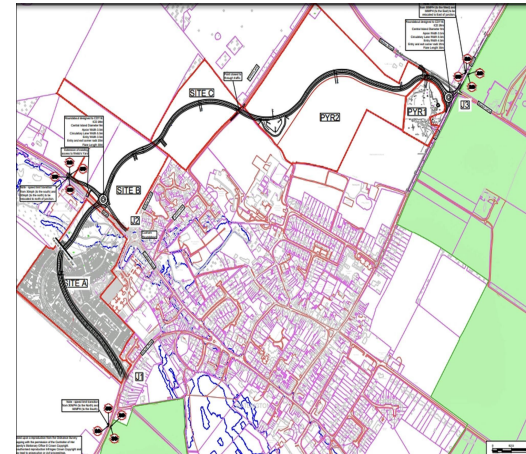


Figure 1: Preferred Scheme Alignments Overview

WRR



HIF SCHEME

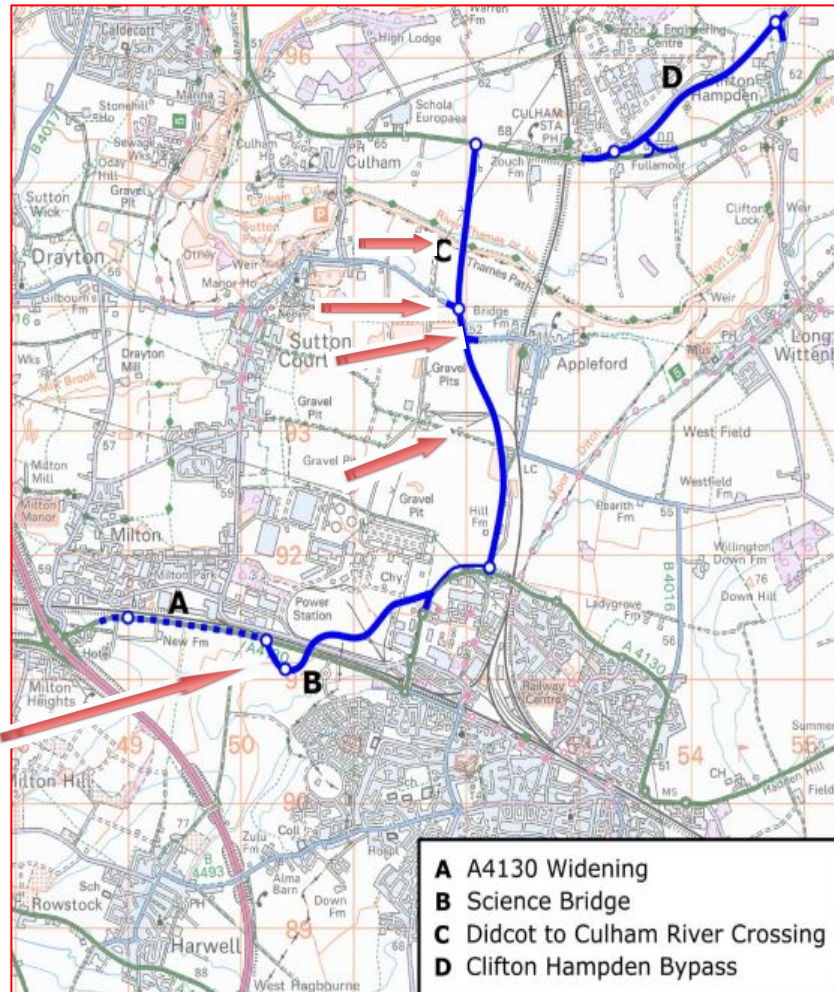
River Crossing

Roundabout
(Sutton Courtenay)

T Junction APF
(no traffic lights)

Flyover Rail Sidings

Science Bridge
(over main GWR line)



FINAL DESIGN 2021

- SCIENCE BRIDGE
- FLYOVER APPLEFORD
(Private Rail Sidings)
- THAMES BRIDGE
(Extended Viaduct over
Floodplain & Wildlife)
- 14 JUNCTIONS 9 MILES
- OPPOSED 5 VILLAGES
- SUPPORTED
(OCC, SODC & VOWH)
- HOUSING DEVELOPMENT
A MAJOR DRIVER

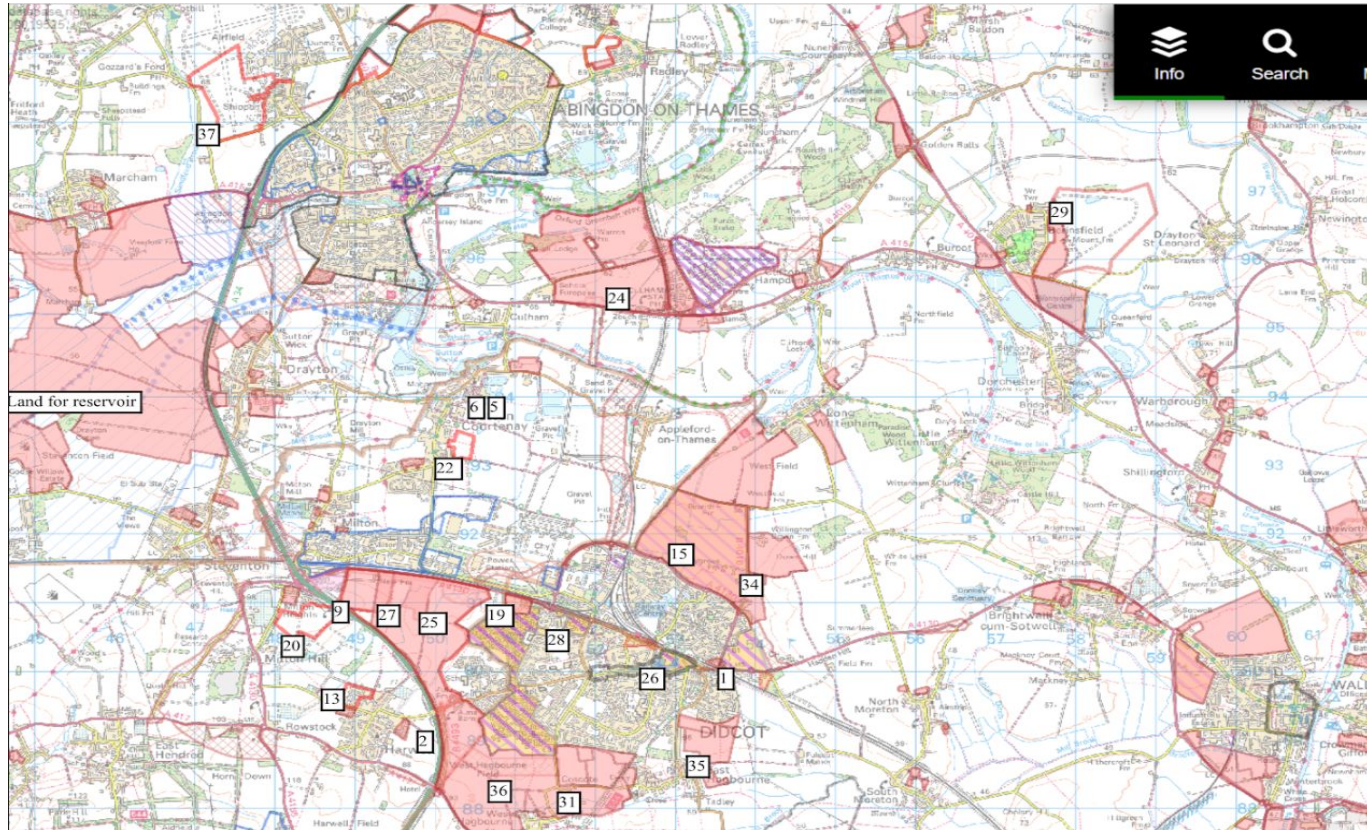


HIF OBJECTIVES

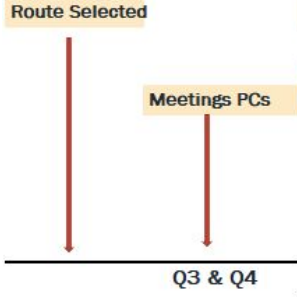
(PER OCC CONSULTANTS REPORT)

- **Unlock HOUSING -> 12,000 + 6000 houses**
- **Create EMPLOYMENT - 000's of jobs (Science Vale)**
- **Ensure IMPACT of housing on TRANSPORT NETWORK is acceptable**
- **Provide REAL CHOICE by future proofing infrastructure**
- **Reduce CONGESTION around Didcot for parishes to the North**
- **Provide RELIEF to A34**
- **Provide "VALUE for MONEY"**
- **Support DIDCOT as a vibrant GARDEN TOWN**

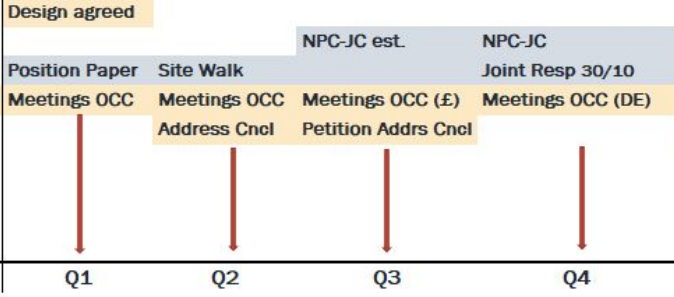
SODC HOUSING (mostly south or west of road)



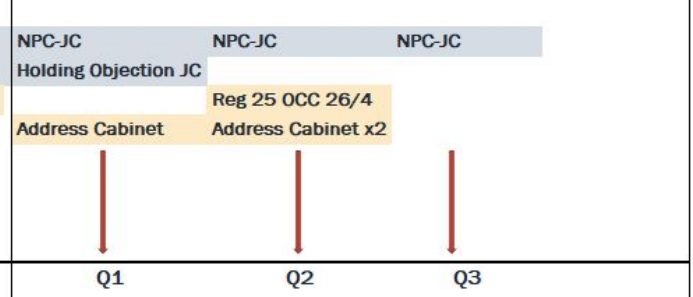
ENGAGEMENT ON HIF 2020



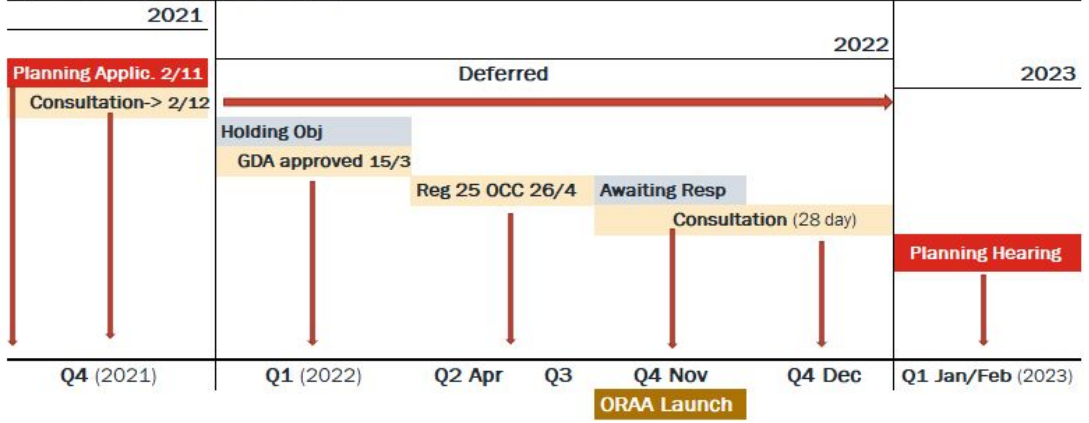
ENGAGEMENT ON HIF 2021 2021



ENGAGEMENT ON HIF 2022 2022



HIF APPLICATION (R3.0138/21)



KEY OBJECTIONS

- OCC (design elements)
- Environment Agency
- SODC (on design elements)?
- NPC-JC
- Individual Parish Councils x5
- Friends of the Earth (FOE)
- CPRE
- Many Individuals
- Major Land owner **

FINANCE

FINANCE

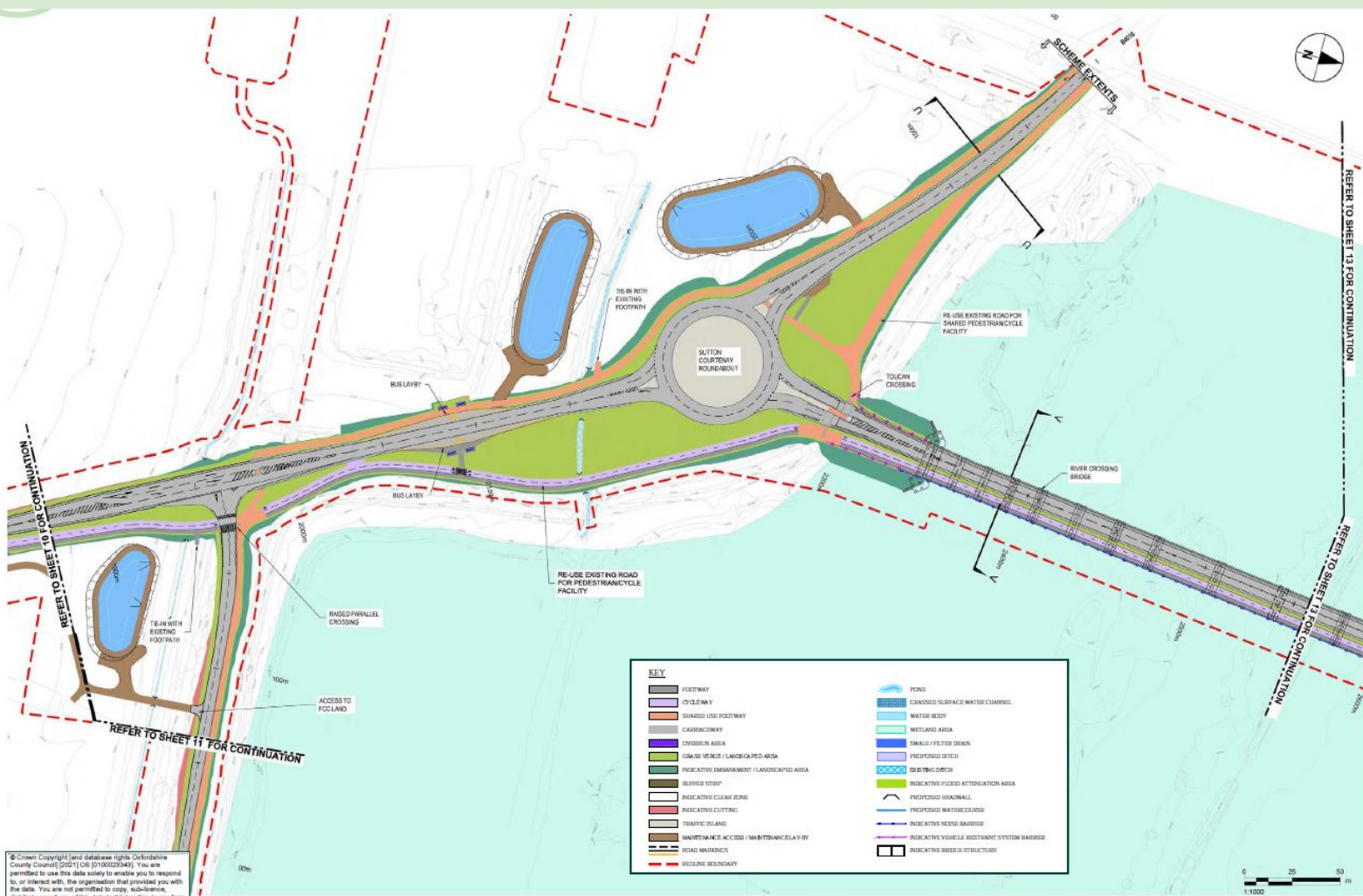
Source	Value (£'000's)
Housing Infrastructure Fund grant	£ 218,020
Section 106 (held)	£ 6,736
Section 106 (underwritten by Council but expected to be received prior to project close)	£ 9,713
Additional capital contributions	
Additional Housing Infrastructure Fund grant	£ 21,800
Oxfordshire Local Enterprise Partnership	£ 10,000
Council capital borrowing (approved as part of budget 8 th February 2022)	£ 29,893
Total	£ 296,152

FUNDING SOURCE	£M	%
HIF GRANT (original)	218	
ADDITIONAL	22	
	240.0	81%
OCC COMMITMENT	30	10%
OX LOCAL ENTER BOARD	10	
SEC 106	16	
	56	19%
	296	100%

HIF FUNDING (Original)	£M	
HIF (Homes Eng)	218	93%
SECTION 106 (£6.7m + £9.7m*)	16	7%
TOTAL	234	100%
Additional Capital Contrib	62	

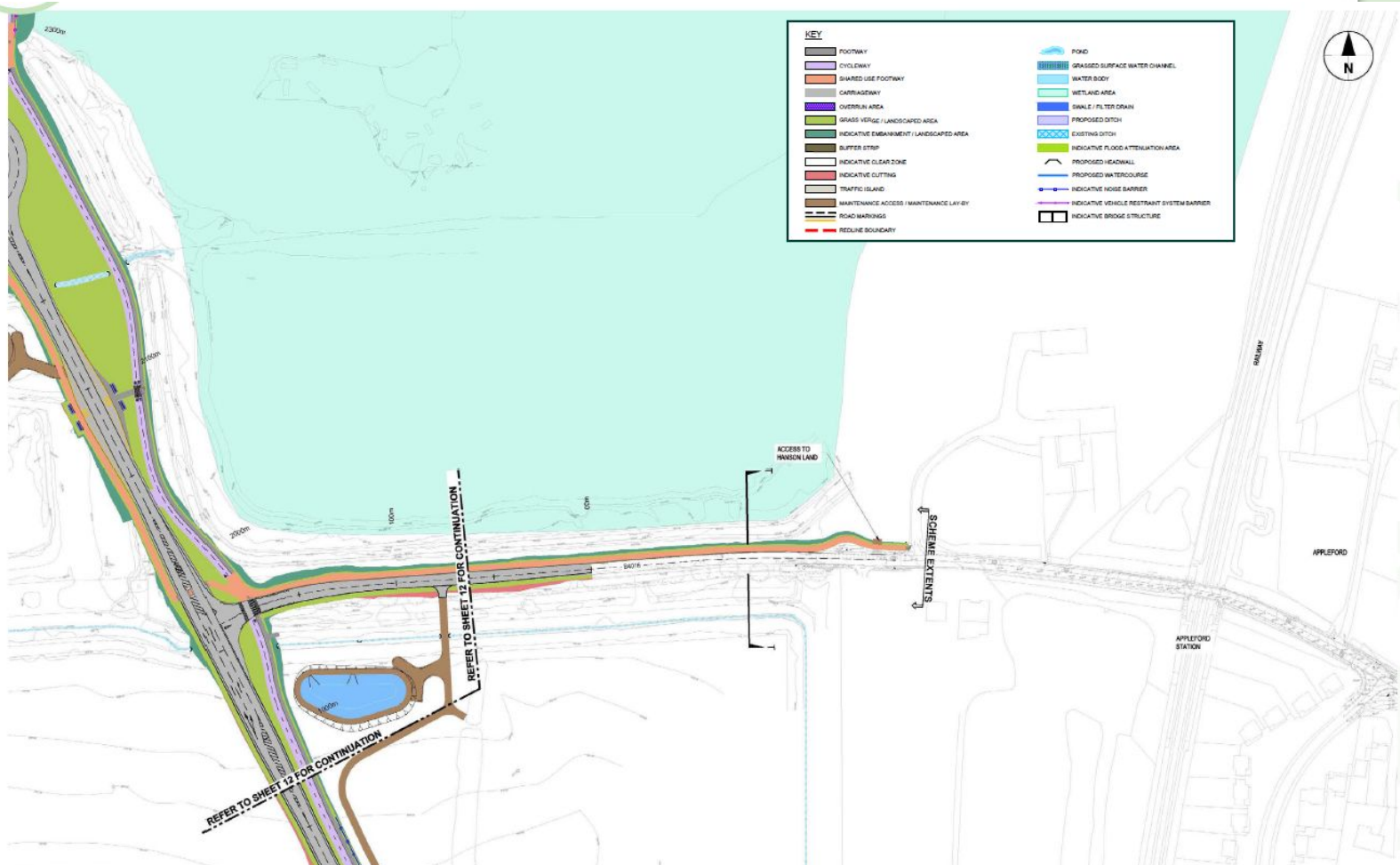
FINANCIAL RISK

- **Risk of cost overruns (costings 12 mths old)**
 - Major construction projects invariably exceed budget
- **Interest Cost (rates expected to reach 6% pa)**
 - **£30m.** £1.8m pa to service debt - for how long?
- **Unrealistic reliance on No Claw Back Clauses?**
 - Makes **partial completion** inevitable
- **Key elements will be value engineered out.**
 - cycle paths, mitigation's (noise barriers, low noise surface)



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KEY			
[Grey box]	FOOTWAY	[Blue box]	POND
[Purple box]	CYCLEWAY	[Light blue box]	GRASSSED SURFACE WATER CHANNEL
[Orange box]	SHARED USE FOOTWAY	[Blue box]	WATER BED
[Grey box]	CARBANKWAY	[Light blue box]	WETLAND AREA
[Green box]	OVERSEEN AREA	[Blue box]	SMALL / FILTER DRAIN
[Light green box]	GRASS VERGE / LANDSCAPED AREA	[Blue box]	PREDIPSED DITCH
[Dark green box]	INDICATIVE EMBANKMENT / LANDSCAPED AREA	[Blue box]	DISTING DITCH
[Brown box]	BLUETOOTH STOP	[Light green box]	INDICATIVE FLOOD ATTENUATION AREA
[White box]	INDICATIVE CLEAR ZONE	[Blue box]	INDICATIVE HEADWALL
[Red box]	INDICATIVE CLIPPING	[Blue box]	PREDIPSED WATERCOURSE
[Brown box]	TRAFFIC ISLAND	[Blue box]	INDICATIVE WEIR / BARRIER
[Brown box]	MAINTENANCE ACCESS / MAINTENANCE LANE	[Blue box]	INDICATIVE VEHICLE RESTRAINT SYSTEM BARRIERS
[Red dashed line]	ROAD MARKINGS	[Blue box]	INDICATIVE BARRIER STRUCTURE
[Red dashed line]	BOUNDARY		



KEY			
	FOOTWAY		POND
	CYCLEWAY		GRASSSED SURFACE WATER CHANNEL
	SHARED USE FOOTWAY		WATER BODY
	CARRIAGEWAY		WETLAND AREA
	OVERRUN AREA		SHALE / FILTER DRAIN
	GRASS VERGE / LANDSCAPED AREA		PROPOSED DITCH
	INDICATIVE EMBANKMENT / LANDSCAPED AREA		EXISTING DITCH
	BUFFER STRIP		INDICATIVE FLOOD ATTENUATION AREA
	INDICATIVE CLEAR ZONE		PROPOSED HEADWALL
	INDICATIVE CUTTING		PROPOSED WATERCOURSE
	TRAFFIC ISLAND		INDICATIVE NOISE BARRIER
	MAINTENANCE ACCESS / MAINTENANCE LAY-BY		INDICATIVE VEHICLE RESTRAINT SYSTEM BARRIER
	ROAD MARKINGS		INDICATIVE BRIDGE STRUCTURE
	REDLINE BOUNDARY		

REFER TO SHEET 12 FOR CONTINUATION

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SCHEME EXTENTS

ACCESS TO RANGON LAND

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COMMON SENSE CASE

- HIF is an ARTERIAL link road
- Not WANTED & will FILL local Roads with more traffic
- FAILS to meet its OBJECTIVES
 - Unacceptable Impact on transport network?
 - Won't Reduce congestion ?
 - Will not deliver Value for Money?
- If SCHEME ELEMENTS will be DROPPED - WHICH?
- Value Engineering lottery?
- What the logic of STARTING A MAJOR PROJECT
that CAN'T BE FINISHED?

Thank you



CHRIS CHURCH

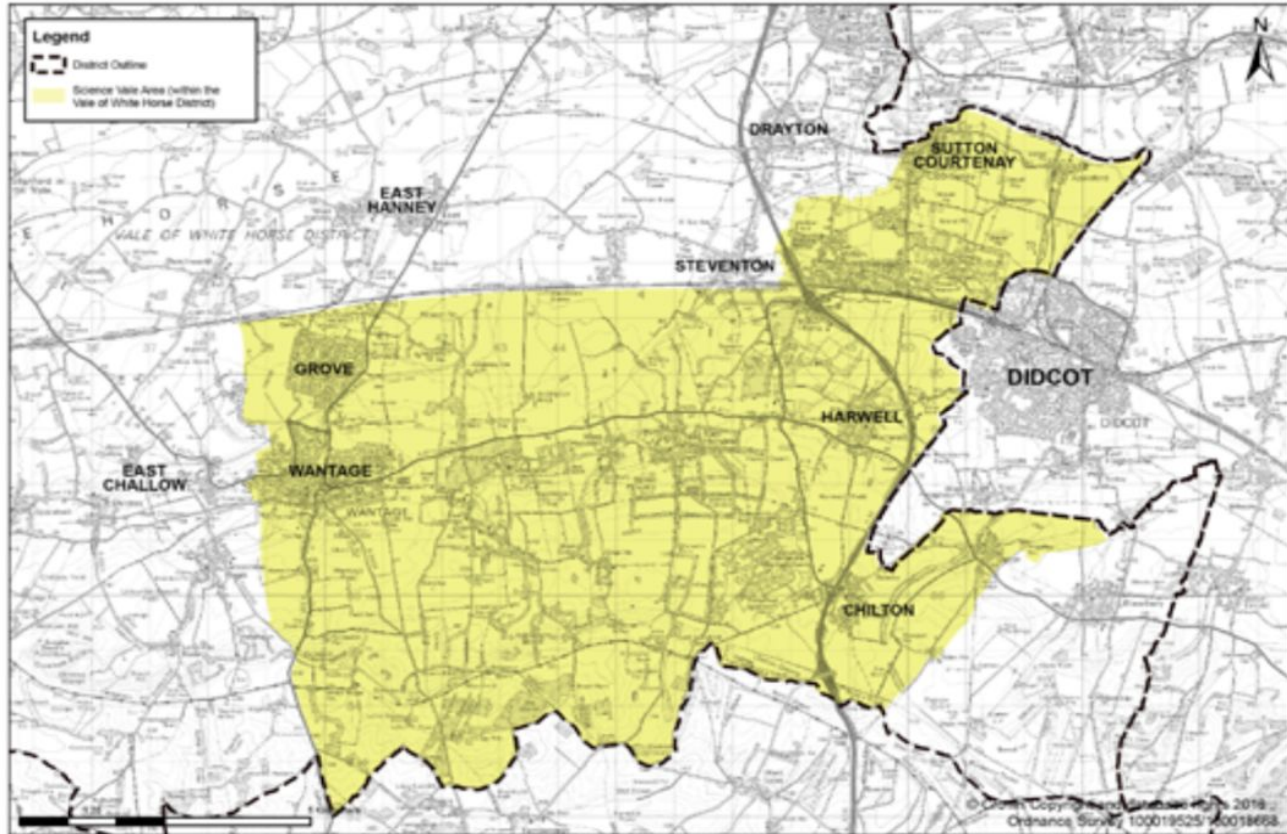
SUPPLEMENTARY
HOUSING FIGURES
VALE & SODC

(NOT SHOWN FOR LATER DISCUSSION)

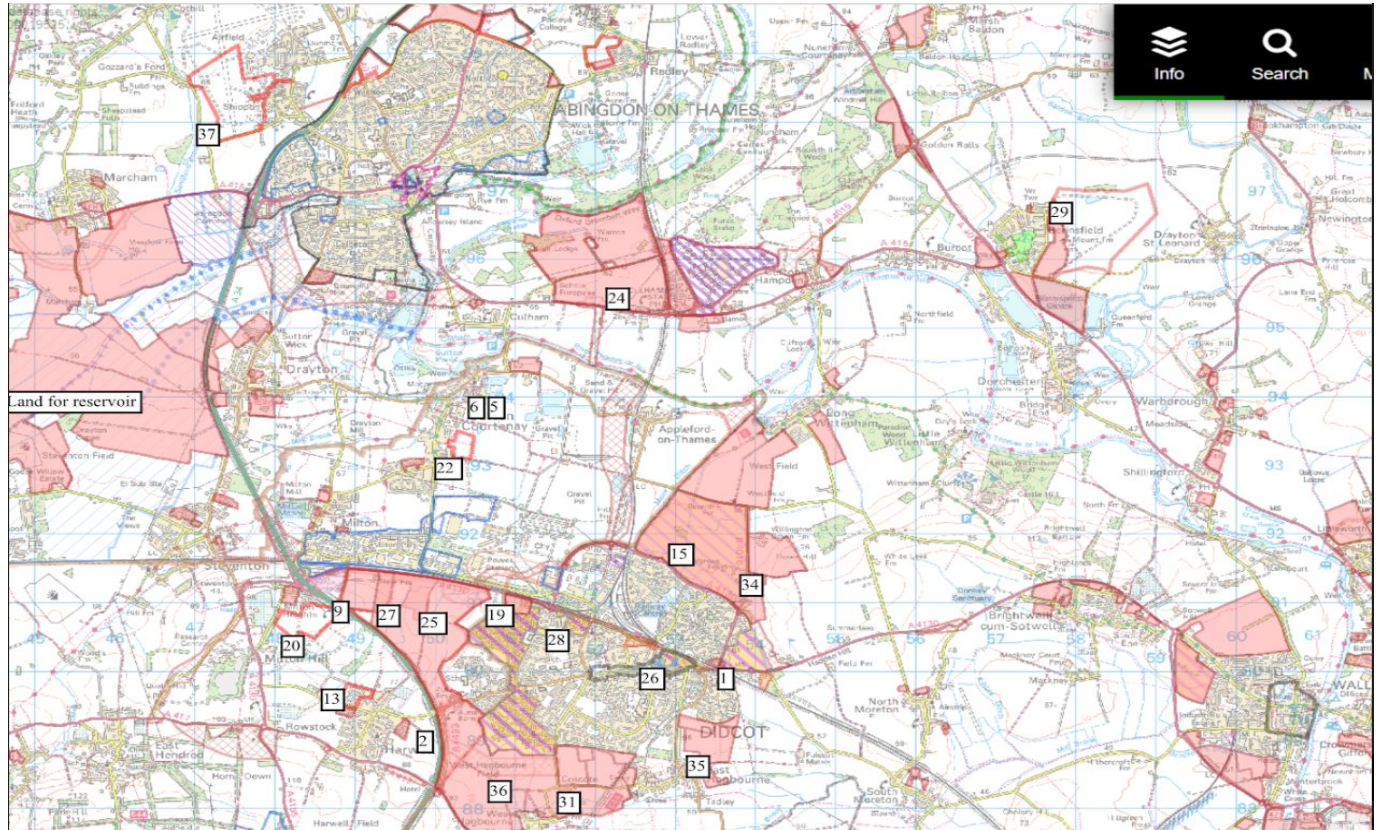
HOUSING

VALE HOUSING (ring-fence area)

Figure 4.3: Housing supply ring-fence area



SODC HOUSING



= Housing Trajectories		2020	2024	2034
1	Ladygrove East - Land off A4130, Hadden Hill, Didcot	0	107	642
2	Land at Didcot Road, Great Western Park	514	514	514
5	Land south of Appleford Road, Phase 1	85	101	101
9	Land to the West of Great Western Park (Valley P		384	4254
11	Land at former Didcot A			120
12	Land at former Didcot A			280
13	Land North of Grove Road Harwell	191	207	207
15	Land to the north east of Didcot	27	548	1880
19	Land to the South of A4130 Didcot	31	166	166
20	Milton Heights (Allocation - Site 9)	56	186	458
22	East of Sutton Courtenay (Allocation - Site 5)			200
24	Land adjacent Culham Science centre			1850
25	Great Western Park	818	1155	1155
26	Orchard Centre Phase 2			300
27	North West Valley Park (Allocation - Site 8)			800
28	Vauxhall Baracks			300
29	Land at Berinsfeld			1600
31	Didcot Gateway South		100	300
Var	Other / Misc	351	644	698
TOTAL		2,073	4,112	15,825

34	Lady grove farm Didcot			89
35	East ST hughs Rise Didcot			84
36	South of Great Western Park			903
37	Dalton Barracks			



2034 %	
Bern'fld	1,600 10%
Culham	1,850 12%
Didcot	11,169 71%
Harwell	207 1%
SuttonC	301 2%
Other	698 4%
TOTAL	15,825 100%

VALE OF WH DC

TOTAL - VALE OF WHDC

LARGE AREAS - SODC

TOTAL - SODC

TOTAL

NOTES

- The VoWH Local Plan time period is 2011-2031 with future estimates between 2016-2031.
- SODC figures are as set out in the SODC Housing Land Supply Statement 2021-2027.

COMBINED VALE & SODC

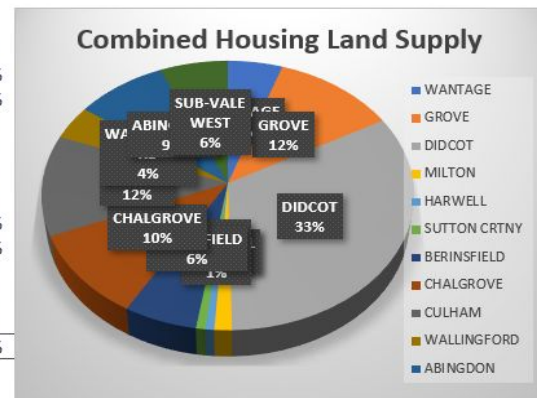
WANTAGE	1,500	5%
GROVE	3,385	12%
DIDCOT	9,509	33%
MILTON	400	1%
HARWELL	200	1%
SUTTON CRTNY	220	1%
BERINSFIELD	1,700	6%
CHALGROVE	3,000	10%
CULHAM	3,500	12%
WALLINGFORD	1,177	4%
ABINGDON	2,512	9%
SUB-VALE WEST	1,872	6%
TOTAL	28,975	85%

Note: Excludes - VoWHDC Allocations (Prt 2)

2022-27		
Allocations	Est Hse (5 Yr)	Consents
9,111	5,588	1,725
2,512	1,507	2,011
1,872	654	1,725
13,495	7,749	5,461
100%	57%	40%

Allocations	Hse's (5 Yr)	Consents
1,700	0	0
3,000	0	0
3,500	0	0
6,159	1,262	2,820
1,177	834	1,450
0	1,640	0
15,536	3,736	4,270
100%	24%	27%

29,031	11,485	9,731
100%	40%	34%



CASE AGAINST HIF - SUMMARY

The £300m HIF1 Road Scheme, unwanted by all Parish Councils along its route, contradicts OCC's Local Transport & Connectivity Plan (LTCP), recently approved and now council policy.

The Scheme is financially risky & cannot be delivered in budget or on time. It will not achieve its objectives & will be bad value for money.

Further, it cannot be reconciled with OCC, VOWH or SODC climate reduction policies. It will expend 288,000 tonnes of CO₂ during construction (Prof. Whitelegg) & around 23,000 tonnes annually from use.

A partly completed patchwork is the likely outcome, and it should be withdrawn to allow sustainable alternative transport infrastructure that benefits everyone (not just car owners) to be developed.

OCC are trying to retrofit HIF1, a legacy scheme to modern standards and claim it is an Exemplar scheme which it is not.