

Cabinet

21st October 2025

S106 – Accelerated Delivery and Corporate Funding

Report by Director of Economy and Place

1. RECOMMENDATION

The Cabinet is RECOMMENDED to:

- a) Note the approach to accelerated s106 developer agreement scheme delivery.**
- b) Approve the programme of £27.5m investment as set out in Appendix A**
- c) To delegate the approval of procurement, sign off and any detailed changes needed to be made to the programme of schemes to the Director for Economy and Place, in consultation with the Cabinet Member for Place, Environment and Climate Action**

2. Executive Summary

- 2.1. In November 2024, a report to the Place Overview and Scrutiny Committee highlighted an ongoing need to accelerate delivery and spend against s106 developer agreement schemes. A cross-organisational approach has been implemented to enhance S106 fund management and spending. The programme elements within Phase 2 of the programme included a project to accelerate the delivery of mitigations which will provide improvements/benefits to communities and increase the County's spend of s106 funding ('The Accelerated Delivery Programme').
- 2.2. This paper has identified 33 schemes (6 are development only, and 27 schemes include construction) which span across the North, Central and South place planning areas.
- 2.3. In preparation for this, as part of the 25/26 Budget Setting process, Cabinet approved a £4m Capital Investment, to unlock the spend of approximately £20m S106 funding. This £4m investment is known as 'S106 Transport Corporate Funding'.
- 2.4. The purpose of the funding, as outlined in the budget papers is to support local improvements that make a big difference to communities and will cover several different schemes. These schemes have S106 funding allocations, but additional funds are required to progress and deliver the projects.

2.5. 10 schemes that are part of the Accelerated Delivery Programme, are also in receipt of this s106 Transport Corporate Funding. The total value of schemes in this paper is £27.5m.

2.6. A summary is below:

Details	Total Secured	s106 Total s106 Held	Total S106 TCF	Total (s106 + s106 TCF)
S106 Transport Corporate Funded (23)	£8,343,883.54	£11,889,379.18	£4,000,000.00	£24,233,262.72
Accelerated Delivery Only (10)	£694,142.00	£2,647,138.85	£0.00	£3,341,280.85
Paper Funding Totals (33)	£9,038,025.54	£14,536,518.03	£4,000,000.00	£27,574,543.57

3. Accelerated Delivery Programme

- 3.1. The purpose of both the Accelerated Delivery Programme and the S106 Transport Corporate Funding is to fast-track S106 projects by addressing key barriers - delivery challenges through the Accelerated Delivery Programme, and funding gaps via the S106 Transport Corporate Funding.
- 3.2. As such, both workstreams form part of Oxfordshire County Council's S106 Improvements Programme.
- 3.3. The S106 Accelerated Delivery programme specifically aims to accelerate the development and delivery of transport schemes, providing a viable delivery route, through an accelerated programme of works during 2025/26-2027/28.
- 3.4. The intention is to implement the necessary mitigations within local communities to support the housing and commercial growth, using the allocated S106 funding.
- 3.5. Some schemes have been delayed due to lack of sufficient developer funding to deliver the schemes on the ground. The S106 Transport Corporate Funding serves as top-up funding to unlock existing S106 allocations.
- 3.6. This additional funding is necessary when the original S106 allocation is no longer sufficient to cover the development or delivery of works. It may be required for:
 - Scheme development (e.g. feasibility studies, preliminary design work)
 - Supplementing delivery costs, where costs have gone up or there are complications on the ground which have increased the cost of implementing a scheme and for it to be in line with the original S106 obligation as set out in the relevant obligation (or undertaking).
 - Contributions are only secured and not held by the Council therefore cannot be spent or will need to be forward funded in advance of the collection from the development.

3.7. Without this top-up funding from the S106 Transport Corporate Funding allocation, these schemes cannot progress.

4. Programme of Infrastructure Schemes for Accelerated Delivery

4.1. The programme is made up of combination of schemes with approximately:

- 16 Active Travel Schemes
- 2 Bus improvement schemes
- 6 Combined bus & Cycle schemes
- 5 Traffic calming and village improvements
- 2 Junction improvements
- 2 Strategic link improvements

4.2. The projects have been identified by Place Planning teams, based on priorities within their localities.

4.3. Each S106 obligation will be checked to validate the funding, as well as ensuring that the proposed scheme meets the requirements stipulated in the agreement clause wording.

4.4. There are 20 schemes on the Accelerated Delivery Programme, 23 schemes in receipt of S106 Transport Corporate Funding and 10 schemes which overlap across both (Accelerated Delivery schemes in receipt of the Corporate Funding).

4.5. A breakdown of the 33 schemes is outlined below.

4.6. The split between development, delivery or both is as follows:

- 6 schemes are development only
- 15 schemes are construction only
- 12 schemes will be both developed and constructed

4.7. For larger and more complex projects, such as corridor schemes and major infrastructure works, delivery could be taken in a phased approach.

4.8. Appendix A outlines delivery information by scheme in more detail.

5. Corporate Policies and Priorities

5.1. The Accelerated Delivery Programme and the S106 Transport Corporate Funding aim to fast-track s106 projects by addressing key barriers such as delivery challenges and funding gaps. This approach is designed to implement necessary mitigations within local communities, using the allocated s106 funding to provide improvements and benefits to those communities where the associated developments have been built.

5.2. A majority of the schemes on the accelerated programme relate to active travel and road safety which aligns with the priorities of the council to provide safe choices for travel for communities.

6. Financial Implications

6.1. Of the £27.5m funding for the 33 schemes, £14.5m is held S106, £4.0m allocated through the budget strategy process and £9.0m secured S106. In order to reduce the financial risk to the authority, each scheme's costs will be firmed up through the design phase and the allocation of contingency and scheme risk sufficient to keep within the funding allocated. In addition to this, where schemes have S106 funding secured, but not yet held, further consideration will be given to the timing and phasing of the scheme to minimise the risk to the authority.

Comments checked by:

Rob Finlayson, Strategic Finance Business Partner,
rob.finlayson@oxfordshire.gov.uk (Finance)

7. Legal Implications

The legal implications section should be completed by a member of the legal service

7.1. The legal implications of accelerating s106 spend and the delivery of a programme of works primarily revolve around ensuring compliance with the s106 obligations and meeting the agreed deadlines for spending the allocated funds. This means that the accelerated programme must ensure that the money is spent by the agreed date in accordance with the s106 obligation (as this is a contractual agreement with the owner and developer) and that all routes to market and procurement plans are confirmed

7.2. Both the route/s to market and procurement plans are to be confirmed and these will be in accordance with the Council procurement rules and national legislation.

Comments checked by:

Jennifer Crouch, Principal Solicitor (Environmental)
jennifer.crouch@oxfordshire.gov.uk (Legal)

8. Staff Implications

8.1. There is sufficient staff to manage and deliver the accelerated programme.

9. Equality & Inclusion Implications

9.1. Each scheme in the programme will be assessed for the equality and inclusion implications. This was done as a part of the planning process but will be revisited at design and delivery of the schemes on the ground.

10. Sustainability Implications

- 10.1. Sustainability will be considered as part of this ongoing programme of work.

11. Risk Management

Description of areas or sources of risk and impact on project	Mitigation	Owner
Some of the S106 funding is 'secured' rather than 'held'. If the developer goes into administration and the housing is not built out, this funding will not be received by OCC. These schemes may require forward funding.	S106 obligation trigger points to be examined and estimated forward funding ask identified ahead of works commencing.	OCC
Some funds are being drawn from the holding account, and the formal process to access these funds is still under development.	Withdrawing funds from the holding account to use for their intended purpose is acceptable in principle, and so this is a relatively low risk.	OCC
Some schemes may be more complex/challenging to deliver in full.	Phased approach to larger scheme development and delivery.	OCC
Interdependencies with other key workstreams	Scheduling and progress reviews.	OCC
Insufficient funding due to cost increases	Descoping and value engineering of schemes. Multiple procurement routes being explored to achieve the greatest value for money.	OCC
Objections by statutory consultees and the public	Develop a detailed stakeholder communication plan and actively engage with key stakeholders at locality meetings etc.	OCC
Staffing and resource levels	Some design and delivery elements will be outsourced.	OCC
Insufficient funding to cover internal staff time including early engagement and consultation meaning unexpected revenue costs. This will be more profound on	Manage stakeholder expectations in terms of scheme scope. Allocate revenue budget from Central Programme not	OCC

smaller pots of funding.	assumed at beginning of FY 25/26	
Lengthy procurement and contractual exercise(s) delaying delivery of programme.	Take a pragmatic view on procurement with 'urgent' schemes being delivered outside of wider 'framework'	OCC
Management of potential 'framework' with significant staff time being required to enter a framework or managing multiple contracts.	Work with procurement to package schemes to minimize procurement time and contract management	OCC/procurement

12. Consultations

- 12.1. The main consultations on the schemes outlined in the annex, was undertaken as a part of the planning process. The planning applications and committee reports would have outlined the schemes which would mitigate development impacts in communities.
- 12.2. Each of the schemes within the accelerated programme will have further engagement with local communities to refine the details and delivery timescales.

Robin Rogers
Director, Economy & Place

Annex:

Item	Description	Link
Appendix A	Current programme overview, including funding totals for each scheme.	

Contact Officer: Hannah Battye, Head of Place Shaping,
Hannah.Battye@oxfordshire.gov.uk

October 2025

Appendix A - Current Programme Overview

Ref	District	Place Planning Project Name	Total (s106 + s106 TCF)	Project Phase
1	Cherwell	Banbury - Hennef Way Improvements	£1,933,534.85	Development
2	Cherwell	Banbury - Western Active Travel Corridor	£1,271,126.77	Development
3	South	Benson - Benson Lane BSIP Scheme	£382,964.14	Delivery
4	South	Benson - Pelican Crossing and Traffic Calming on B4009	£137,673.22	Development and Delivery
5	Cherwell	Bicester - Central Corridor Redesign	£1,697,115.44	Development and Delivery
6	Cherwell	Bicester - Churchill Road Active Travel measures	£172,727.99	Development and Delivery
7	Cherwell	Bicester - Eastern Corridor Peripheral Route	£2,253,920.07	Development and Delivery
8	Cherwell	Bicester - Provision of the Western Section of Bicester SE Perimeter Road	£4,767,925.50	Development only
9	West	Carterton - A40 Access to Carterton	£3,075,069.94	Development and Delivery
10	South	Clifton Hampden - Surveys for Forge Lane Contraflow Cycle Lane	£15,518.05	Delivery
11	South	Culham - Pedestrian and Cycle Crossing at Tollgate/Abingdon Road Signal Junction	£536,165.00	Delivery
12	West	Kidlington - A44 Integrated Mobility Hub	£201,496.25	Development only
13	Cherwell	Mid-Cherwell - Traffic calming measures	£871,526.09	Delivery
14	Vale	Milton Heights - Bridge Design and Planning (Stage 0, 1 and 2)	£4,296,421.50	Development only
15	Vale	Milton Heights - Pedestrian Crossing on A4130 nr Junction with Potash Lane/Milton Hill	£260,232.00	Development and Delivery
16	Vale	Milton Park to Abingdon Cycle Route	£156,181.58	Development only

17	West	North Leigh - A4095 Cycleway between Witney and Hanborough Station - 'missing gap'	£259,260.10	Development only
18	South	Thame - Nelson Street Junction Improvements (C.AT01002.01)	£100,645.25	Development only
19	South	Wallingford to Chosley cycleway	£471,044.62	Development only
20	West	Witney - B4022 Oxford Hill / Jubilee Way signals	£689,919.00	Delivery
21	West	Witney - Bishops Farm Mill footpath (No.13) improvements	£24,367.02	Delivery
22	West	Witney - Improvements to Colwell Brook Path from Downs Road - Book End - Range Road	£336,236.46	Delivery
23	West	Witney - Witan Way Zebra Crossing	£68,706.88	Delivery
A	West	Aston - Cote Road Zebra Crossing	£42,876.00	Delivery
B	Cherwell	Banbury - Dukes Meadow Drive pedestrian crossing	£88,193.18	Delivery
C	Cherwell	Banbury - Oxford Road Corridor	£1,139,663.27	Development and Delivery
D	Cherwell	Banbury - Swan Close Road Corridor Improvements	£718,424.19	Development and Delivery
E	Cherwell	Bicester - NW Bicester Village mitigation measures	£12,264.51	Delivery
F	Cherwell	Bicester - Shakespeare Drive cycleway and traffic calming	£739,196.74	Development and Delivery
G	Cherwell	Bloxham village measures	£35,093.82	Delivery
H	Vale	Sutton Courtenay - Traffic calming incl. Appleford Rd and Church Rd	£152,410.63	Delivery
I	Central	Walton Street Highway Improvement Scheme	£206,141.67	Delivery
J	South	Wallingford - Wantage Road Crossing	£207,016.84	Delivery