

## ***Delegated Decisions by Leader of the Council***

***Thursday, 21 May 2026 at 9.30 am  
Online***

If you wish to view proceedings remotely, please click on this [Live Stream Link](#).  
However, that will not allow you to participate in the meeting.

### ***Items for Decision***

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Key Decisions taken will become effective at the end of the working day on Wednesday 27 May unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

**These proceedings are open to the public**



Martin Reeves  
Chief Executive

May 2026

*Committee Officer:*                    **Democratic Services**  
*E-Mail:* [committeesdemocraticservices@oxfordshire.gov.uk](mailto:committeesdemocraticservices@oxfordshire.gov.uk)

*Note:*    *Date of next meeting: 16 June 2026 (if required)*

**If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.**

## Items for Decision

### 1. Declarations of Interest

See guidance note below.

### 2. Questions from County Councillors

Any county councillor may, by giving notice to the Proper Officer by 9 am three working days before the meeting, ask a question on an item on the agenda.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

### 3. Petitions and Public Address

Members of the public who wish to speak on an item on the agenda at this meeting, or present a petition, can attend the meeting in person or 'virtually' through an online connection.

Requests to present a petition must be submitted no later than 9am ten working days before the meeting.

Requests to speak must be submitted no later than 9am three working days before the meeting.

Requests should be submitted to [committeesdemocraticservices@oxfordshire.gov.uk](mailto:committeesdemocraticservices@oxfordshire.gov.uk)

If you are speaking 'virtually', you may submit a written statement of your presentation to ensure that if the technology fails, then your views can still be taken into account. A written copy of your statement can be provided no later than 9am on the day of the meeting. Written submissions should be no longer than 1 A4 sheet.

### 4. Flood Risk Funding Allocation (Pages 7 - 20)

*Cabinet Member: Leader*

*Forward Plan Ref: 2026/101*

*Key Decision*

*Contact: Clare Mills, Operational Manager – Flood Risk Management  
([Clare.Mills@oxfordshire.gov.uk](mailto:Clare.Mills@oxfordshire.gov.uk))*

Report by Director of Economy and Place (**CMDL5**).

To seek agreement of the proposed allocation split of rolled over flood risk management funding of £1.39m.

**The Cabinet Member is RECOMMENDED to:**

- a) **Note the use of multi-year flood prevention funding agreed by Council in financial year 2025/26.**
- b) **Note the spend to date on the current community grant scheme and approve the continuation of these grants for 2026/27 according to the grant scheme set out in Annex A.**
- c) **Adopt a discretionary grant/direct works scheme for the delivery of formal flood investigations recommendations as set out in Annex B.**
- d) **Delegate the decisions on individual business cases and funding allocation approval to the Director of Economy and Place within their existing financial delegations and within the requirements of the scheme.**

## **5. Land at Bicester Road, Kidlington - Proposed Active Travel Measures** (Pages 21 - 34)

*Cabinet Member: Leader*

*Forward Plan Ref: 2026/024*

*Non-Key Decision*

*Contact: Angelo Antenucci, Engineer – Highway Agreements North  
([Angelo.Antenucci@oxfordshire.gov.uk](mailto:Angelo.Antenucci@oxfordshire.gov.uk))*

Report by Director of Environment and Highways (**CMDL4**).

Proposals for bus stops, 3m shared footway/cycleway and the two signalised crossing is maintaining pedestrian and cyclist safety. The proposed highway improvement will help future and current residents to safely gain access to the existing and proposed footway/cycleway on either side of Bicester Road and the amenities in the area.

**The Cabinet Member is RECOMMENDED to:**

**Approve the following traffic/highway features on Bicester Road in Kidlington, as advertised:**

- a) **New Toucan crossing located north of its roundabout junction with Oxford Road,**
- b) **Conversion of an existing section of footway on the eastern side to a new shared-use foot & cycleway,**
- c) **Two new bus stop Clearways with a ‘No stopping except local buses’ restrictions, north of its roundabout junction with Oxford Road.**

## **Councillors declaring interests**

### **General duty**

You must declare any disclosable pecuniary interests when the meeting reaches the item on the agenda headed 'Declarations of Interest' or as soon as it becomes apparent to you.

### **What is a disclosable pecuniary interest?**

Disclosable pecuniary interests relate to your employment; sponsorship (i.e. payment for expenses incurred by you in carrying out your duties as a councillor or towards your election expenses); contracts; land in the Council's area; licenses for land in the Council's area; corporate tenancies; and securities. These declarations must be recorded in each councillor's Register of Interests which is publicly available on the Council's website.

Disclosable pecuniary interests that must be declared are not only those of the member her or himself but also those member's spouse, civil partner or person they are living with as husband or wife or as if they were civil partners.

### **Declaring an interest**

Where any matter disclosed in your Register of Interests is being considered at a meeting, you must declare that you have an interest. You should also disclose the nature as well as the existence of the interest. If you have a disclosable pecuniary interest, after having declared it at the meeting you must not participate in discussion or voting on the item and must withdraw from the meeting whilst the matter is discussed.

### **Members' Code of Conduct and public perception**

Even if you do not have a disclosable pecuniary interest in a matter, the Members' Code of Conduct says that a member 'must serve only the public interest and must never improperly confer an advantage or disadvantage on any person including yourself' and that 'you must not place yourself in situations where your honesty and integrity may be questioned'.

### **Members Code – Other registrable interests**

Where a matter arises at a meeting which directly relates to the financial interest or wellbeing of one of your other registerable interests then you must declare an interest. You must not participate in discussion or voting on the item and you must withdraw from the meeting whilst the matter is discussed.

Wellbeing can be described as a condition of contentedness, healthiness and happiness; anything that could be said to affect a person's quality of life, either positively or negatively, is likely to affect their wellbeing.

Other registrable interests include:

- a) Any unpaid directorships

- b) Any body of which you are a member or are in a position of general control or management and to which you are nominated or appointed by your authority.
- c) Any body (i) exercising functions of a public nature (ii) directed to charitable purposes or (iii) one of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union) of which you are a member or in a position of general control or management.

### **Members Code – Non-registrable interests**

Where a matter arises at a meeting which directly relates to your financial interest or wellbeing (and does not fall under disclosable pecuniary interests), or the financial interest or wellbeing of a relative or close associate, you must declare the interest.

Where a matter arises at a meeting which affects your own financial interest or wellbeing, a financial interest or wellbeing of a relative or close associate or a financial interest or wellbeing of a body included under other registrable interests, then you must declare the interest.

In order to determine whether you can remain in the meeting after disclosing your interest the following test should be applied:

Where a matter affects the financial interest or well-being:

- a) to a greater extent than it affects the financial interests of the majority of inhabitants of the ward affected by the decision and;
- b) a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest.

You may speak on the matter only if members of the public are also allowed to speak at the meeting. Otherwise you must not take part in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation.

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## Divisions Affected - All

### DELEGATED DECISIONS BY THE LEADER OF THE COUNCIL

21 MAY 2026

### Flood Risk Funding Allocation

### Report by Director of Economy and Place

## RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Note the use of multi-year flood prevention funding agreed by Council in financial year 2025/26.**
- b) **Note the spend to date on the current community grant scheme and approve the continuation of these grants for 2026/27 according to the grant scheme set out in Annex A.**
- c) **Adopt a discretionary grant/direct works scheme for the delivery of formal flood investigations recommendations as set out in Annex B.**
- d) **Delegate the decisions on individual business cases and funding allocation approval to the Director of Economy and Place within their existing financial delegations and within the requirements of the scheme.**

## Executive Summary

1. Oxfordshire County Council has experienced a number of significant flood events in recent years, with 2024 resulting in widespread impacts across the county. In response, the Council, as Lead Local Flood Authority (LLFA), has completed 55 formal flood investigations under Section 19 of the Flood and Water Management Act 2010, identifying the causes of flooding and recommendations to reduce future risk and improve community resilience. Full Council approved £2 million of one-off funding in 2025/26 to support proactive flood resilience measures, alongside permanent funding for additional flood risk management officers. This investment builds on existing activity, including delivery of community flood resilience grants, small scale flood mitigation works and support for flood wardens. Community grants have been well received and have enabled locally led action to improve flood preparedness and resilience.

- 2. However, many Section 19 recommendations require collaborative working and financial contributions to enable delivery at a level beyond the financial thresholds of the current community grant scheme. This report therefore seeks approval to establish a discretionary grant and/or direct works scheme to support the implementation of selected Section 19 recommendations, funded from the existing proactive flood measures allocation. Funding would be subject to clear criteria, a proportionate business case, and delegated approval by the relevant Director, enabling targeted investment and effective partnership working to reduce flood risk across Oxfordshire.
  
- 3. In addition, this report updates on spend against the flood measures budget so far, including on existing community grants scheme.

**Background**

- 4. A one-off multi-year fund was allocated by Full Council ahead of the financial year 2025/26 to provide investment in pro-active flood measures. This sits alongside a permanent investment to provide flood officers to promote and work with communities to become more flood resilient.

2026EP10	Investment in pro-active flooding measures and working with communities who have suffered flooding (one - off)	2,000
2026EP11	An ongoing investment of £0.1m is proposed for an additional two flood officers to recruit, train and support Flood Wardens or equivalent those places that have s19 reports associated, and to work with Emergency Planning and local resilience bodies to encourage relevant Parish and Town Councils or equivalent to complete emergency plans	100

- 5. The County council already work in a number of workstreams as Business as Usual (BAU) in the following areas:
  - Completion of Section 19s and implementing their recommendations
  - Undertaking small scale works through highways contractor or direct contract including through the Lead Local Flood Authority Team’s Drainage and Minor Groundworks Framework.
  - Issuing of grants/funding for community/groups/parish/district Councils and other bodies to undertake a range of community actions.
  - Identifying and training flood wardens

**Community flood resilience grants**

- 6. The LLFA has over the last two years developed grants to other organisations such as Parish/town councils, charities and other legal entities. The grant scheme is set out in Annex A. Annex A also sets out the grants delivered so far under 2026EP10.

7. Current spend for 2025/2026 for these grants is £620,000 and 56 grants have been issued. These support a wide range of projects including natural flood management, culvert replacement, river sensors, community flood storage and resilience. Further information on the types and locations of the flood resilience grants has been provided in Annex A. These have been successful and well received by these groups.

## **Section 19 Recommendation Interventions proposal**

8. During 2024 Oxfordshire had a number of significant flood events that required the preparation of 55 number Section 19 formal flood investigations as per the legal responsibilities in the Flood and Water Management Act 2010.
9. These reports describe the flood event and what happened in that location often from reports of local residents, communities and fire and rescue colleagues. The reports also include recommendations for flood resilience works to reduce flooding impacts to the area covered by the report. The responsibility of many of the recommendations within the reports may be with several bodies, including landowners, the Environment Agency, District Councils, Thames Water etc.
10. These reports were prepared and completed over 2025, and we are now monitoring the recommendations from these with many of them being the responsibilities of other Risk Management Authorities, however some require a collaborative approach to move forward, which could include physical measures or works.
11. Officers are therefore proposing to utilise a proportion of the pro-active funding in 2026/27 to implement some of the recommendations of the Section 19s by contributing funding to recommendations that other authorities are undertaking. These are linked to the community grants and works required by others but will be part of a more collaborative approach. It is proposed to:
  - Consider contributions for recommendations in a published Section 19 report.
  - Make any application subject to a business case.
  - Sign off as delegated decision to the Director of Economy and Place.
12. The proposed criteria for grant funding for direct works schemes are set out in Annex B.

## Corporate Policies and Priorities

13. The proposals support the Corporate strategy in its aspirations around Greener Oxfordshire by developing work on community led initiatives and locally specific works.
14. The proposals are directly delivering the Local Flood risk Management Strategy Objectives and measures:
  - (a) Objective 2: Take a collaborative approach to reducing flood risks, using all available resources and funds in an integrated way and in so doing manage and reduce overall flood risk.
  - (b) Objective 3: Take a sustainable and holistic approach to flood risk management, seeking to deliver wider environmental and social benefits, climate change mitigation and improvements

## Financial Implications

15. The funding will come from the funding 2026EP10. This is a one-off fund but was intended to be spent over multiple years and any unspent funding at year end is held in reserve for future years. Current spend and proposed future spending is provided below. The balance from 2025/26 is being transferred to the corporate reserve through our finance business partner. Any unspent balance from 2026/27 would be dealt with through normal year-end processes.

Item	Description	Spend for FY 2025/26	Allocated for FY26/27
Community grants to groups	Small grants under £25k spend issued to improve flood resilience, capacity dependent on the community groups to deliver	£620k	£600k
County wide flood resilience works	PFR pilots and flood prioritisation mapping updates. These have yet to come forward and spend is dependent on	N/A	£265k
Section 19 recommendations interventions	Discretionary grants	N/A	£515k
<b>Total spend</b>		<b>£620k</b>	<b>£1,380k</b>

Comments checked by:

Matthew Kocak, Finance Business Partnering Manager,  
[Matthew.Kocak@Oxfordshire.gov.uk](mailto:Matthew.Kocak@Oxfordshire.gov.uk) (Finance)

Finance sign-off is provided on a light-touch and proportionate basis, reflecting timetable constraints, and is limited to confirmation of funding availability and headline figures. It should not be interpreted as detailed assurance over delivery, profiling or individual grant or business case decisions.

## Legal Implications

16. It is proposed that funding awarded as grants will be issued pursuant to the council's powers under section 1 the Localism Act, 2011. Legally binding grant agreements will be entered into based on standard grant agreement terms provided/agreed by Legal Services. It is not expected that there will be any subsidy control implications, but Legal Services will continue to provide advice as and when necessary.
17. Where projects/services are to be procured, the intention is to directly award these as call-off contracts under the existing Drainage and Minor Groundworks Framework where permissible. Where this is not possible, other Frameworks will be considered and where neither of these options is possible, a full tender process will be followed in accordance with Contract Procedure Rules.
18. Should work be required on third party land, notices will be issues using the council's legal powers, including but not limited to the Land Drainage Act 1991. Where such powers are not appropriate or applicable, a legally binding landowner agreement will be entered into.

Comments checked by: Jayne Pringle, Principal Solicitor – Contracts  
[Jayne.pringle@oxfordshire.gov.uk](mailto:Jayne.pringle@oxfordshire.gov.uk)

## Staff Implications

19. It is proposed to deliver this through the existing Flood risk management team. Additional funding for resources was provided on a permanent basis for two additional officers in FY2025/26.
20. These were successfully recruited to and commenced at the end of 2025. They are currently providing the co-ordination of the Section 19 recommendations and flood warden promotion as well as developing a communications plan. The County Council do not envisage additional resource requirements to implement this.

## Equality & Inclusion Implications

- 21. The proposals set out in this report have been considered against the Council's equality duties. Flood risk and the impacts of flooding can disproportionately affect some groups.
- 22. The proposed discretionary grant and direct works approach is intended to support community led and locally targeted flood resilience measures, helping to reduce these disproportionate impacts. Funding criteria and decision making will be applied consistently and transparently, with consideration given to areas and communities that are more vulnerable to flooding and its consequences.
- 23. Engagement with communities will be inclusive and proportionate, using accessible formats and existing local networks where appropriate. All grants and works will be delivered in line with the Council's accessibility standards and equality policies.
- 24. On this basis, the proposals are not expected to have a negative impact on any protected group. A full Equality Impact Assessment is not considered necessary at this stage; however, equality considerations will continue to be reviewed as individual projects and grant applications are developed and assessed.

**Sustainability Implications**

- 25. The proposals in this report have positive sustainability and climate adaptation implications. They directly support Oxfordshire County Council's response to climate change by reducing flood risk, increasing community resilience, and helping communities adapt to the increasing frequency and severity of extreme weather events.
- 26. The discretionary grant and direct works approach enables the delivery of locally appropriate flood resilience measures, including nature based and small-scale interventions where suitable. These measures can provide wider environmental benefits, such as improved water management, reduced surface water runoff, and enhanced green infrastructure, alongside social benefits through increased community preparedness and resilience.
- 27. The proposals are consistent with the Council's climate and ecological commitments and support a sustainable, preventative approach to flood risk management. As the funding supports the implementation of existing Section 19 recommendations rather than introducing a new policy or programme with additional emissions impacts, a separate Climate Impact Assessment is not required.

**Risk Management**

Risk	Description	Mitigation	H/M/L
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Lack of team resource to deliver	Recommendation grants not reviewed and issued on time	Have dedicated resource allocated from the new permanents	M
Lack of interest from organisations	Recommendations are not delivered	Discuss recommendations pro-actively with the recommendation owners	M
Reputational Damage	Projects funded or delivered which cause reputational damage to OCC	Project selection process followed	L
Legal liability	Projects funded or delivered which cause unacceptable legal liability to OCC	Standardise grant agreements and legal contracts templates	L

## Consultations

28. There has been no external consultation in relation this proposal. The follow OCC Teams/individuals have been consulted on this paper.

- Legal
- Finance Business Partner

**Robin Rogers**  
**Director Economy and Place**

Annex A: Community Flood Grant process and allocations  
Annex B: Discretionary Grants for Section 19 recommendations

Background papers: N/A

Other Documents: Floods and Water Management Act 2010 [Flood and Water Management Act 2010](#)  
Local Flood Risk Management Strategy [oxfordshire-local-flood-risk-management-strategy-v5.0.pdf](#)  
Section 19 Flood investigations  
Oxfordshire County council Corporate Strategy [OCC Strategic Plan 2025 to 2028](#)

Contact Officer: Alice Dimaline, Team Leader, Flood Risk Management

May 2026

## **Annex A - Community Flood Grant Process and allocations**

### **Priority Actions Grant Funded Projects Process**

1. Information inviting expressions of interest is issued.
2. Communications are sent to parish and town councils, flood groups and catchment partnerships, and information is published on the Flood Toolkit website.
3. A deadline is set for submitting expression of interest forms to the Flood Risk Management Team.
4. The Flood Risk Management Team reviews the expressions of interest and seeks clarification where required.
5. Each application is scored in line with agreed scoring criteria – see scoring criteria below.
6. Applications are then ranked up to the available budget.

### **Priority Actions Grant Funded Projects Scoring Process**

Priority Action grants are assessed on weighted scoring to prioritise across applications. Each project is scored on a scale from 0 to 4 against four criteria, with the final score a weighted contribution of each. Each scheme is scored against the criteria shown across the top of the table.

Additional information is recorded for each project, including the delivery lead, location, source of flooding, and comments for where the county council require clarity on questions raised during scoring. These factors inform the assessment process but do not directly affect the weighted score, however the council aim where possible to have a distribution of funded projects across all Oxfordshire Districts/City.

	<b>CRITERIA</b>			
<b>Score</b>	<b>Level of risk</b>	<b>Ease/confidence in deliverability - track record, the project, delivery mechanism</b>	<b>Cost</b>	<b>Quality of submission</b>
<b>4</b>	Highest risk - critical infrastructure, 5 or more properties internally, very disruptive highways flooding	High	High confidence in costs and offers good value for money	Very detailed
<b>3</b>	High risk - 2 to 4 properties internally flooded, or significant highways disruption	Reasonably high	Some confidence in cost, offers reasonable value for money	Detailed
<b>2</b>	Medium risk - 1 property internally flooded or significant highways disruption	Medium	Low confidence in costs, or offers weak value for money	Acceptable
<b>1</b>	Low risk - No properties at risk. Minor highways or garden flooding.	Low	No cost information available yet	Very Limited
<b>0</b>	No evidence of disruption from flooding	Very low/none	Costs unreasonable or unrealistic	Insufficient information

## Priority Actions Grant Funded Projects Allocations

Priority Action number	Location	Delivery mechanism
15	Hornton – Junction of Millers Lane and Quarry Road	Priority Action Grant Fund
29	Cassington Road, Yarnton	Priority Action Grant Fund
38	Tackley, Medcroft Road, culverts works	OCC DMGW Framework
46	Thame, Rear of Cedar Crescent	Priority Action Grant Fund
47	Chalgrove	Priority Action Grant Fund
60	Bablock Hythe- additional bank protection	Priority Action Grant Fund
62	Brightwell cum Sotwell (Brightwell Stream)	Priority Action Grant Fund
67	Filkins and Broughton Poggs	Priority Action Grant Fund
72	Nuneham Courtenay (maintence)	Priority Action Grant Fund
73	Nuneham Courtenay (new culvert)	Priority Action Grant Fund
83	West Challow (Challows Canal Weir)	Priority Action Grant Fund
89	Kidlington - Garden City culvert survey	OCC DMGW Framework
91	Abingdon - Nash Drive hedge maintenace and embankment modification	Priority Action Grant Fund
92	Banbury, Salt Way (Blessed George Napier School), Banbury	OCC DMGW Framework
93	Bloxham, Work House Lane	OCC DMGW Framework
95	Bicester, Howes Lane, ground investigations	Priority Action Grant Fund
97	Bucknell, topographic and drainage survey	Priority Action Grant Fund
98	Caulcott, topographic and drainage survey	Priority Action Grant Fund
99	Abingdon, Nash Drive, small scale flood reduction works modelling assessment	Priority Action Grant Fund
100	Abingdon, Appeleford Drive, Flood Response Kit	Priority Action Grant Fund
103	Bampton	Priority Action Grant Fund
105	Bloxham , NFM study	Priority Action Grant Fund
107	Buscot, Natural Flood Management	Priority Action Grant Fund

108	Carswell Marsh	Priority Action Grant Fund
110	Sydenham, roadside ditch works	Priority Action Grant Fund
111	Clifton Hampden, Watery Lane	Priority Action Grant Fund
112	Culham, Europa School	Priority Action Grant Fund
113	East Hanney, Ebbs Lane	OCC DMGW Framework
114	Fewcott, Hydraulic model	Priority Action Grant Fund
115	Finmere, Fulwell Road 2	Priority Action Grant Fund
117	Hook Norton, watercourse maintenance	Priority Action Grant Fund
118	Kelmscott, community flood resilience works	Priority Action Grant Fund
121	Little Milton, Natural Flood Management	Priority Action Grant Fund
122	Oxford, Earl Street	Priority Action Grant Fund
125	Sunningwell, Land Drain	Priority Action Grant Fund
126	Swalcliffe	Priority Action Grant Fund
127	Warborough	Priority Action Grant Fund
128	Waterstock	Priority Action Grant Fund
129	Wendlebury	Priority Action Grant Fund
130	West Hanney	Priority Action Grant Fund
131	Wheatley, works and community leaflet	Priority Action Grant Fund
132	Whitchurch	Priority Action Grant Fund
133	Witney, additional sensors and maintenance	Priority Action Grant Fund
134	Witney, Millers Mews	Priority Action Grant Fund
135	Witney, River Windrush, additional maintenance	Priority Action Grant Fund
136	Wooton Fox Lane, Trashescreen improvements	Priority Action Grant Fund
137	Yarnton	Priority Action Grant Fund
138	Kidlington, Stratfield Brake, ditch maintenance	OCC internal projects/services
139	Aston Tirrold, Spring Lane, Highway drainage and kerb improvements	OCC internal projects/services
140	Cherwell Farmer Cluster, NFM Studio	Priority Action Grant Fund
142	Tackley, Rousham Road, Flood Storage Area improvement - design work	OCC internal projects/services

143	Kidlington, The Moorlands, flood relief channel maintenance	Priority Action Grant Fund
150	Baldons, maintenance and ditch works	Priority Action Grant Fund
151	Fewcott, Fritwell Road, Leaky woody dams	Priority Action Grant Fund
152	Thame Catchment, windrow compost turner	Priority Action Grant Fund

## **Annex B - Discretionary Grants for Section 19 recommendations**

### **Purpose**

To facilitate the implementation of the Section 19 report recommendations when no alternative funding is available or whether a County Council contribution to partnership funding can unlock delivery. The total of grants awarded are to be capped at the budget provided and will be based on a first come first served basis for eligible schemes.

### **Criteria**

Proposals for interventions will be considered based on the following conditions:

1. That there are no clear responsibilities of a landowner or a statutory body or agency and are a recommendation within a formal Section 19 flood investigation.
2. Can be delivered by OCC directly or can be delivered by a suitable accountable body such as a district, city, parish or town council, charity or Community Interest Company
3. That there is a clear accountable body (which may be the County Council) for designing, commissioning and maintaining the intervention.
4. If not directly delivered by OCC, will be subject to a grant agreement between the County Council and the accountable body.
5. There is match funding available from other bodies on at least a 50:50 basis unless exceptional circumstances apply.
6. Has been justified in a business case approved by the Director of Economy and Place that sets out:
  - i. The recommendations of the relevant s19 report
  - ii. The intervention proposed
  - iii. The flood risk benefits expected
  - iv. A recommendation from the appropriate officer that the proposals will deliver the flood risk benefits expected
  - v. The full costs of the scheme and the proposed delivery route

Consideration of the relevance of subsidy control implications will be considered at this stage for any applications.

7. Is affordable within the remaining flood intervention reserve based on the committed projects.

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Division(s) affected: *Kidlington East*

## **DELEGATED DECISIONS BY THE LEADER OF THE COUNCIL**

**21 MAY 2026**

### **KIDLINGTON: BICESTER ROAD – PROPOSED TOUCAN CROSSING, SHARED-USE FOOT & CYCLEWAY, AND BUS STOP CLEARWAYS**

Report by Director of Environment and Highways

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

**Approve the following traffic/highway features on Bicester Road in Kidlington, as advertised:**

- a) **New Toucan crossing located north of its roundabout junction with Oxford Road,**
- b) **Conversion of an existing section of footway on the eastern side to a new shared-use foot & cycleway,**
- c) **Two new bus stop Clearways with a ‘No stopping except local buses’ restrictions, north of its roundabout junction with Oxford Road.**

#### **Executive Summary**

- d) This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposals to construct various features on Bicester Road in Kidlington, including: a) a new Toucan Crossing (a signal-controlled crossing for use by both pedestrians and pedal cyclists) located approx. 455 metres north of its roundabout junction with Oxford Road, b) a 126 metre section of shared-use foot & cycleway (in place of the existing footway) on the eastern side, east of the proposed new crossing, and c) two new bus stop Clearways (with a ‘No stopping except local buses’ restriction) on the both sides, north of its junction with Oxford Road– as shown in **Annex 1**.
- e) The proposals have been put forward as a result of s278 works in relation to the development of adjacent land.

#### **Corporate Policies and Priorities**

- f) Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:

(1) Greener Oxfordshire – *“We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”*

(2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*

(3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*

## Financial Implications

- g) Funding for consultation on the proposals has been received directly from the developer, with the relevant agreements in place for them to also fund implementation if approved.
- h) Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers therefore take responsibility for confirming the funding arrangements, validating the financial position & underlying data independently from Finance.

*Comments checked by:*

*Andrew Price – Interim Business Partnering Accountant*

[Andrew.Price@Oxfordshire.gov.uk](mailto:Andrew.Price@Oxfordshire.gov.uk)

## Legal Implications

- i) The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.

- j) The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

*Comments checked by:*

*Jennifer Crouch – Principal Solicitor (Regulatory)*

[Jennifer.Crouch@Oxfordshire.gov.uk](mailto:Jennifer.Crouch@Oxfordshire.gov.uk)

## **Staff Implications**

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the ‘Highway Agreements North’, and ‘TRO & Schemes’ teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

## **Equality & Inclusion Implications**

- k) No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.

## **Sustainability Implications**

- l) The proposals have been put forward for road safety reasons, and to help improve active travel routes & choices in the vicinity of the new residential development.

## **Risk Management**

- m) No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

## **Formal Consultation**

- n) Formal consultation was carried out between 26 March and 24 April 2026. A notice was published in the Oxford Times newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Cherwell District Council, relevant local District Councillors, Kidlington and Gosford & Water Eaton Parish Councils, and the local County Councillor representing the Kidlington East division.

- o) During the course of the formal consultation, 12 responses were received via the online survey, with Officers having identified (only comments were collected) three objections, three partially supporting/raising concerns, four in support, and two non-objections.
- p) Additionally, a further five emails were received directly – with Thames Valley Police not objecting (providing speed monitoring had taken place and design standards had been followed), Oxford Bus Company also raised no objection, Oxfordshire Liveable Streets (a local not-for-profit campaign organisation) supporting, but raising concerns, the Bicester Bike Users' Group raised concerns about the design of the scheme, and Cyclox supported, but felt there was opportunity to further strengthen the wider scheme.
- q) The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

## **Officer Response to Objections/Concerns**

- r) More detailed plans of the scheme could not be provided during the public consultation period because they are still going through the technical audit process – which means they cannot be used in the public domain until they have been approved.
- s) The shared path cannot be extended to the south due to lack of highway boundary, and it would be outside of the developers extend of works. This was agreed at the planning stage.
- t) The highway improvement works were agreed at the planning stage. Officers believe that cyclists travelling north along Bicester Road would use the Toucan Crossing to access the development, and if they are travelling further north on Bicester Road – they would remain on the shared path.
- u) Cyclists traveling south along Bicester Road would already be on the carriageway and can enter the development off Bicester Road. If cyclists are on the shared path, they can either rejoin the carriageway at the puffin crossing or carry onto the Toucan crossing and enter the development using the shared path.
- v) Officers can confirm the hedges along Bicester Road outside the development are being removed, resulting in the shared path achieving a 3-metre width. There are two 3-metre-wide shared paths either side of the carriageway which carry throughout the development for cyclists to continue their journey.

- w) Officers can confirm that the toucan crossing width would be 4-metres, with the developer providing what has been agreed within the Section 106 agreement.
- x) There is a Toucan crossing provided to the south of the puffin crossing. The puffin crossing was agreed at planning, and it is within the Section 106 to be provided.
- y) The proposed signalised crossing has been reviewed by the County Councils Traffic Signals team and will have appropriate timings. Potentially reducing the speed limit in the area was discussed during planning, however it was agreed to not reduce the speed due to the number of HGVs using Bicester Road.
- z) Officers will investigate the condition of the existing shared pedestrian/cycleway along Bicester Road, and ensure any issues identified will be rectified as appropriate.
- aa) The additional signalised crossings are for the future and existing residents of Kidlington, with the crossings enabling residents to cross Bicester Road safely to access the new bus stops on Bicester Road, and the adjacent amenities within the area.
- bb) A segregated cycleway cannot be provided due to the constraints near the proposed access, as there is a ditch on the southern side of Bicester Road with only enough width for a 3-metre shared path.
- cc) Officers feel having a raised table for the access is not appropriate on Bicester Road due to the number of HGVs using the road and there is no continuous cycleway crossing the site access.
- dd) There will be a shared cycleway within the development when the second phase to the north of this access comes forward to provide a shared cycleway to the southern side of Bicester Road. This is for pedestrians and cyclists' safety to ensure they carry on their journey away from Bicester Road within the development. Also, there are crossing points for cyclists within the development away from the access where they can reach the shared path at the site access.
- ee) The County Council's Traffic Signals team have checked the signal design for both the proposed Toucan and Puffin crossings. The detailed design regarding the signalised crossings cannot be provided during the public consultation because they are still going through OCC technical audit. Officers will however review the existing crossings and their responsiveness to turning green.
- ff) Officers will investigate the condition of the existing shared pedestrian & cycleway along Bicester Road, and ensure any issues surfacing will be repaired.

**Paul Fermer**  
**Director of Environment and Highways**

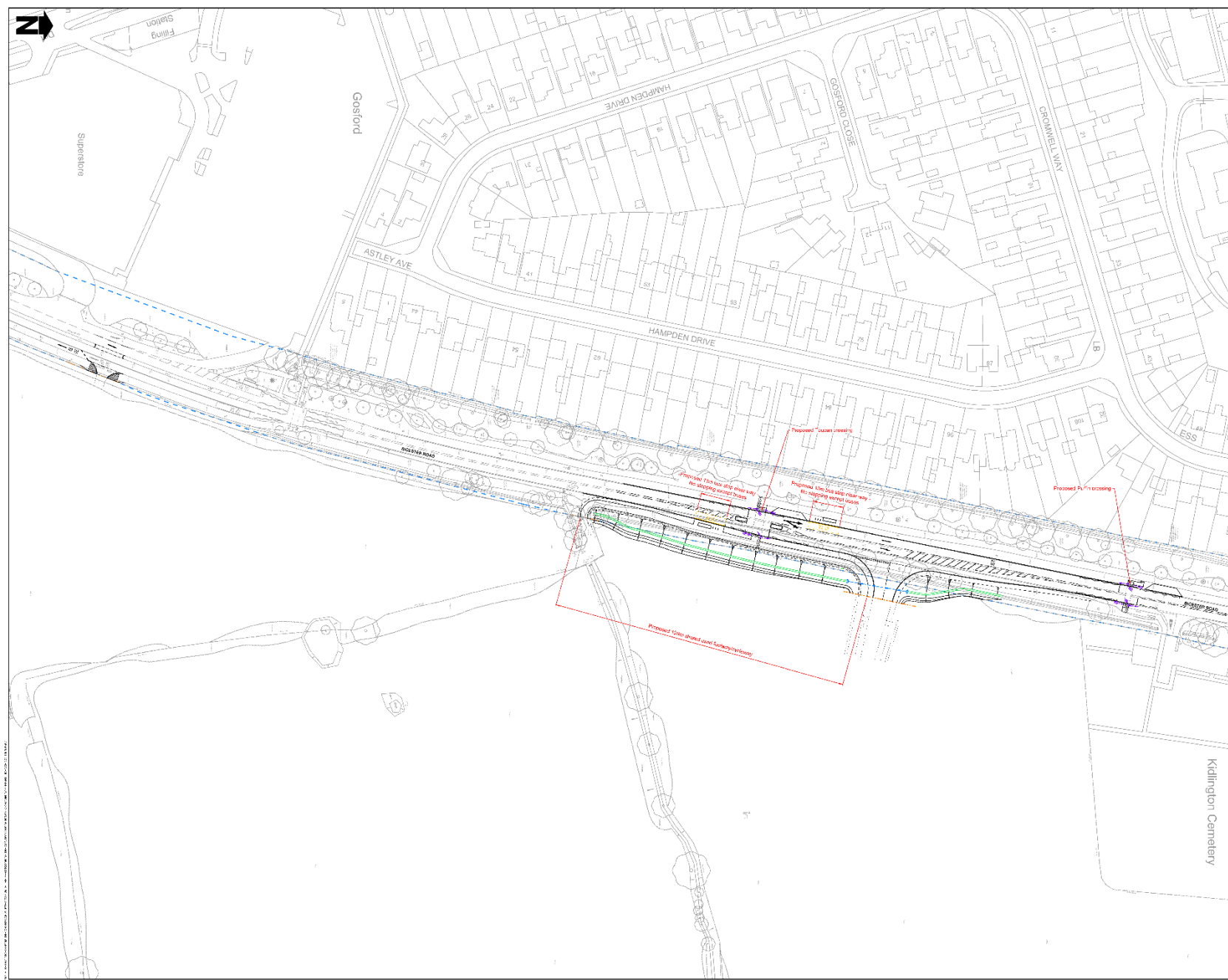
Annex(es):                      Annex 1: Consultation plan  
   Annex 2: Consultation responses

Background papers:        n/a  
Other Documents:         n/a

Contact Officer(s):        Angelo Antenucci (Engineer – Highway Agreements  
   North)  
   Adam Barrett (Technical Lead Engineer – Highway  
   Agreements North)

May 2026

KEY  
----- Proposed Access Drive



Kidlington Cemetery

**pep**  
 Peter Evans Partnership  
 Transport Planning & Highway Consultants  
 Client: JCH  
 Job: 5 CESTER ROAD - HUNTON, COSFORD  
 Drawing Title: 2023 PROPOSED GREEN SHARED USER FACILITY AND CONSULTATION

Drawn by: AL	Date: 03.25	Drawn by: HJL	Checked by: JEC
Drawing Number: 2023_06		Issue Status: FOR IFC	

## A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b> – providing the necessary speed monitoring has taken place and all current design standards have been followed.
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p><b>No objection</b> – These proposals reflect an existing planning consent of which we were previously aware. The material demonstrates that the detailed implementation should present no problems, though I should say we do not currently operate along the road in question.</p> <p>We raise no objection. Rather, the additional crossing and pair of stops is necessary for the allocated residential development to be safely and conveniently served by bus. Thus we support the proposals.</p>
(e3) Local group/organisation, (Oxfordshire Liveable Streets)	<p><b>Support/Concerns</b> – We support the provision of crossings here as essential for providing walking, wheeling and cycling connectivity to the new development. However we have a number of concerns.</p> <ul style="list-style-type: none"> <li>* It would be good if detailed plans of the proposed crossings had been included, as it is impossible to determine (for example) how wide the proposed shared path is, or what features adjoin it.</li> <li>* The shared path should be extended southwards to the existing crossing, to connect with the path to the roundabout. Otherwise people cycling between the new development and Oxford Parkway (or Oxford itself) will have to cross to the west side of Bicester Rd and then cross back.</li> <li>* It is good that there are crossings on both sides of the development entry, as this is safer than combining a crossing with the junction. However having only one of the crossings as a toucan will force people cycling to back-track when moving between the Bicester Rd (north) and the development. This may result in people cycling on the main carriageway for a short distance and/or treating the puffin crossing as a toucan crossing. It would be better if both crossings were toucans and both had shared path connections to the development entry.</li> </ul>

	<p>* Shared paths need to be 3 metres wide, but if there are obstructions on either side then they need to be wider, following Table 5-3 in _Cycle Infrastructure Design_ LTN 1/20. If there is a hedge on one side and lamp posts on the other, for example, a shared path would need to be 4 metres wide.</p> <p>* Consideration needs to be given as to how people cycling on the shared path will safely rejoin the carriageway inside the development. It is unclear from the plans where that is supposed to happen.</p> <p>* While the minimum width of a toucan crossing is 3 metres, the desired width is 4 metres and (as with puffin crossings) much greater widths are allowed. There should be room here to make the toucan crossing 5 metres wide and the puffin crossing could be made 4 metres wide (to retain the option to convert it to a toucan later). Consideration needs to be given to comfortable tracking for cycles, including larger cycles (the LTN 1/20 "design cycle" is 2.8 metres long and 1.2m wide).</p>
(e4) Local group/organisation, (Cyclox)	<p><b>Support</b> – We welcome the inclusion of a signal-controlled toucan crossing and the provision of a wider footway/cycleway, which will improve crossing opportunities and help support active travel along Bicester Road.</p> <p>There is, however, an opportunity to further strengthen the scheme so that it better reflects current best practice and is future-proof. In particular, the use of a shared path could be reconsidered. On a corridor of this nature, with high use in the morning given the proximity to three primary schools and one secondary school (Edward Field, West Kidlington, St Thomas Moore, and Gosford Hill), shared use can lead to conflict and reduced comfort for both pedestrians and cyclists. Guidance in LTN 1/20 recommends avoiding shared use on busier routes and instead providing clearly defined, separate space for walking and cycling wherever feasible.</p> <p>Similarly, the design of the junction with the new access road presents an opportunity for improvement. Introducing a raised table with continuous footway and cycle track across the side road would help reinforce priority for pedestrians and cyclists, while also encouraging lower vehicle speeds. This would align well with LTN 1/20 principles and support a calmer environment and better transition to the 20 mph new neighbourhood. We would like to welcome further detail on the operation of the crossing, particularly the responsiveness of the pedestrian demand unit (PDU). Experience at the existing crossing near Sainsbury's suggests that longer waiting times can discourage use. Minimising delay for pedestrians and cyclists is an important consideration in LTN 1/20, and ensuring that the new crossing responds promptly would make it more attractive and effective.</p> <p>More broadly, it is unfortunate that the consultation does not include the wider development context. Without visibility of the larger plans, it is difficult to assess whether the location of the crossing represents the most direct</p>

	<p>and convenient route for people walking and cycling to key destinations such as the primary school, high street, football pitches, and scouts/guides facilities. Providing this context would help to ensure that the crossing is optimally placed to support everyday journeys. As entrance to the schools requires cyclists and pedestrians to turn right after the new crossing, the route is not direct. People might be tempted to cross at the entry/exit rather than walking or cycling back to the crossing. This would create unsafe situations.</p> <p>The new crossing connects to the existing shared path along Bicester Road. The new crossing will be as useful as this shared path is usable. It has been deteriorating for years and is in great need of maintenance, and with the new development should be upgraded to a segregated path.</p> <p>In summary, the proposed crossing is a positive addition, and with some refinements—particularly around segregation, side road design, signal responsiveness, and its relationship to the wider development—it could better align with best practice and more fully support safe and attractive active travel.</p>
(e5) Local group/organisation, (Bicester Bike Users' Group)	<p><b>Concerns</b> – We feel this is a poor design for a number of reasons:</p> <ol style="list-style-type: none"> <li>1. As this is new provision, it should be segregated, not shared. Shared provision does not work for either pedestrians or cyclists.</li> <li>2. It is concerning that the plan also shows a proposed pedestrian only crossing to the north connecting to a shared (cycle + pedestrian) path. This is coherent or not policy compliant.</li> <li>3. To be more responsive to active travel, vehicle speeds should be reduced and the crossing should have fixed timing operation.</li> </ol>

*B. Online responses:*

RESPONDENT	COMMENTS
(o1) County Cllr, (Oxford, New Road)	<p><b>Support</b> – I support these interventions as they improve walking, cycling and public transport in line with County Policy and Vision Zero.</p>

(o2) Member of public, (Bicester, Kestrel Way)	<b>Support</b> – As an Oxford United fan who will be a regular attendee to the new stadium nearby, this plan looks very beneficial to stadium users and should proceed.
(o3) Local resident, (Bletchington, Station Road)	<b>Support</b> – This road is so fast (people drive fast despite the speed limit and the speed bumps) and busy - with vehicles, cyclists and pedestrians, there is a school and nursery on the road and it's a residential road. Drivers regularly disregard the zebra crossings - even when people are crossing on them. It's so dangerous. As a driver I use this road almost daily and have witnessed many near misses involving adults and children. A toucan crossing would help improve safety so much before some innocent person - likely a child, loses their life in a totally preventable tragedy and parents lose their child.
(o4) Local resident, (Kidlington, Flatford Place)	<b>No objection</b> – There should be no parking allowed during school drop off/ pick up hours
(o5) Local resident, (Kidlington, mead way)	<b>Concerns</b> – The cycle path is dreadful these days, bumpy and dangerous to ride on
(o6) Local resident, (Kidlington, Oxford Road)	<b>Object</b> – My objections are that this is in addition to provision for cyclists on the Oxford road roundabout and seems unnecessarily excessive. I am not clear why an additional crossing point is required. The footpath only requires a defined cycle path to be painted on as it is sufficiently wide enough as a shared route.
(o7) Local resident, (Kidlington, The Moors)	<b>Concerns</b> – I welcome the inclusion of a signal-controlled toucan crossing and the provision of a wider footway/cycleway, which will improve crossing opportunities and support active travel along Bicester Road. However, this scheme represents a missed opportunity to deliver high-quality infrastructure. The use of a shared path, rather than providing clear segregation between pedestrians and cyclists, is disappointing. On a busy corridor such as this, shared use is likely to lead to conflict, discomfort, and reduced usability for both groups. This

	<p>approach is not in line with LTN 1/20, which makes clear that shared use should be avoided on busy roads and that separate, protected provision for cycling should be provided wherever possible.</p> <p>It is also a missed opportunity that the junction with the new access road from Bicester Road does not include a raised table. LTN 1/20 promotes continuous footways and cycle tracks across side roads, with designs that slow turning traffic and give clear priority to pedestrians and cyclists. A raised table would help to reduce speeds to 20 mph, which should be the speed limit in the new neighbourhood, while also providing traffic calming and a continuous, legible route.</p> <p>I am also concerned that the plans provide no information about the responsiveness of the crossing demand button (PDU). At the existing crossing near Sainsbury's, pedestrians and cyclists have to wait more than 20 seconds after pressing the button before receiving a green signal. This level of delay is unacceptable and discourages use, particularly for active travel. LTN 1/20 emphasises the importance of minimising delay for pedestrians and cyclists, and there is no justification for replicating this issue at the new crossing. The new crossing should be designed to respond promptly (like the PDUs at the redesigned roundabout).</p> <p>In summary, while the crossing itself is welcome, the scheme falls short of LTN 1/20 best practice and should be improved to provide segregated facilities, a raised-table side road crossing, and responsive signal timings.</p>
(o8) Local resident, (Kidlington, Cromwell Way)	<b>No objection</b> – Restricting parked cars
(o9) Local resident, (Kidlington, Marlborough Avenue)	<b>Object</b> – There are enough obstacles on this road already
(o10) Local resident, (Kidlington, The Moors)	<b>Support</b> – This is good news for cyclists as it's extremely unsafe to cycle on the parallel Oxford road due to the vast number of pot holes
(o11) Local resident, (Oxford, Buckler Road)	<b>Concerns</b> – The section of cycle path as you go across the roundabout and then where it abruptly ends at Sainsburys where cars are coming out from the Petrol station is very dangerous. Cars aren't looking for cyclists at all. This is an accident waiting to happen.

<p>(o12) Member of public, (Oxford, Wentworth)</p>	<p><b>Object</b> – This will give a poor experience for cyclists and pedestrians as it doesn't provide a single continuous path on the southern side of the Bicester Road.</p> <p>The shared pedestrian/cycle path on the northern side of the road is in very poor shape. The tarmac is pot-holed and full of tree root damage.</p> <p>As a result, cyclists often ride on the road, which is dangerous, especially as the road is heavily trafficked with cars and buses.</p> <p>It would be preferable to have the northern path for pedestrian use and a dedicated two way cycle path on the entire southern side of the Bicester Road, continuing the two-way cycle path that is at the Sainsbury's roundabout. This separation would ensure safe travel for cyclists, pedestrians and cars, alike.</p>

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