

Caroline Ford

From: Bbosa, Rashid - Communities <Rashid.Bbosa@Oxfordshire.gov.uk>
Sent: 24 June 2020 10:54
To: Caroline Ford
Subject: Bicester Gateway Ph1b Highway Contributions

Hi Caroline,

Below is our reviewed position on the highway contributions requested from Bic10 Ph1B.

Strategic Transport (Highway) Contributions towards SEPR (As taken from our Addendum Note dated 16th April 2020)

The consented Phase 1b development was accompanied by a set of highway mitigation measures including financial contribution towards the delivery of the South East Perimeter Road (SEPR). This was agreed in their s106 agreement with OCC to contribute a sum of £367,725 in tranches of £157,725, £105,000 and £105,000 triggered by levels of occupation of the development.

The required contribution from developments to the Western section of the SEPR has since been informed by the amount of peak hour trips generated in accordance with Cherwell Developer Contributions SPD (Adopted February 2018) using a formula that has been used to negotiate with other developments around SW Bicester shown below;

Strategic transport contribution rate = $(X - Y - Z) \div E$

Where,

- X = Cost of Scheme(s)
- Y = Held/Committed funding
- Z = LGF Funding/Alternative Funding
- E = Expected Growth contributing to the SEPR

SEPR Western Section

- X = **£21.3m** (October 2015 cost estimate) for SEPR Western Section
- Y = **£585,127.83** (estimated held or secured s106 contributions)
- Z = **£14,185,800** (notional 66.6% match funding)
- E = **7463** peak hour trips calculated from Wretchwick Green = 1773. Bicester 4 = 2,032. Bicester 10 = 3658.

The resultant contribution per peak hour trip therefore = **£874.86** [This is true to the latest development (BIC4) from which contributions have been secured].

It is recognised that the Y figure in the formula above already includes contributions secured from this site in the consented development. Application of this formula to this development proposal would require adjusting the Y parameter to take into account the net difference in peak hour trips likely to be generated between the consented and current developments to eliminate double counting. A recalculation on the other hand would result in a higher peak hour trip rate than already applied to other developments.

Rather than this, the HA's position on how this development would make its proportional contribution to the Western section of the SEPR is using a pro-rata approach. This approach would use the peak

hour trips from this development with respect to those predicted to be generated by the consented scheme to work amount that this development shall be required to contribute.

Table 8.1 of the TA supporting this application gives an overview of the peak hour trips that were forecast under the consented scheme and those predicted under this proposal. Pro-rated calculations result in this development required to contribute a sum of £214,668 towards delivery of the Western section of the SEPR.

	AM Peak	PM Peak	Total	Consented amount (£)	Pro-rated amount (£)
Consented Trip Generation	280	287	567	367,725	-
Proposed Trip Generation	161	170	331	-	214, 668

This not only acknowledges that the proposed mixed-use development will have a lower trip impact on the local road network than the permitted development, it also meets the three CIL tests set out for all infrastructure requests.

Highway Works Contribution – The A41 Corridor Safety Improvements

The A41 is a highly trafficked corridor which is partly reflected in the number of accidents on the route. OCC is developing a corridor-wide safety improvement scheme along the A41 junction with the M40 running north up to the Middleton Stoney Road/ Kings End/ Oxford Road roundabout. Whilst the full scheme has not yet been finalised, proposals for initial improvements on the northbound approach to the roundabout are being brought forward in response to recent accidents at the Vendee Drive roundabout, including two recent fatalities. These shall include extending the 40mph speed zone further south of the roundabout; introducing a 50mph buffer beyond the 40mph zone to the south; associated signage and marking (lane and arrow markings, studs etc); provision of a gated access and platform for mobile speed enforcement vehicle.

Further improvements identified at the southern end of the corridor, in the immediate vicinity of the development, are relocation of the Park and Ride entrance to a suitable location along Vendee Drive to include associated signalization, signage and marking.

Both Bicester 10 applications result in intensification of traffic movements at the Vendee Drive roundabout which would increase the likelihood of collisions. Therefore it is reasonable to request developer contributions towards safety improvements directly related to these developments, which are considered necessary mitigation to make the developments acceptable. A sum of £50,000 has been agreed from Phase 2, which will cover the improvements on the northbound approach to the roundabout, described above. A proportionate, smaller contribution is sought from this development, based on peak hour trip generation, which would be put towards the further improvements at the roundabout.

A proportionate contribution from Phase 1B thereby stands at **£24,195.90** based on the 331 peak hour trips.

This would not cover the full cost, and funding from other development or other sources will be sought.

I hope this info on highway contributions is sufficient to feed into the process at this point.

Kindly reach out for further clarification.

Many thanks,

Rashid

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