

**Application no: 21/02286/F**

**Location:** Land North West Of Launton Road Roundabout Adjoining, Skimmingdish Lane, Caversfield

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## **Transport Schedule**

### **Recommendation:**

#### **No objection subject to:**

- **An obligation to enter into a S278** agreement as detailed below.
- **Planning Conditions** as detailed below.
- Off-site highway works - to provide footway/cycleway access to the development from the existing facilities on the A4421 as shown on drawing 4364-SK-06 D

### **Key points**

- Updated consultation response subsequent to the previous response dated 2nd September 2021.

### **Comments:**

Since the previous consultation response from the Highway Authority discussions have been held with CDC and the applicant in order to address the comments and queries raised at the last consideration by the Planning Committee.

The previous submitted drawing 4364-SK-05 has been revised to provide for a 3m wide shared use path providing for cycle access and the retention of the 0.5m verge buffer to the carriageway, this is now shown on drawing 4364-SK-06 D.

### **Shared use or segregated paths –**

It has been raised that the cycle provision accessing the site from the existing cycle provision on the west side of the A4421. It is well understood that the guidance in LTN 1/20 has a preference for segregated facilities in urban areas where the number of pedestrians is relatively high.

OCC have considered this matter carefully and had the opportunity to discuss with one of the authors of the national guidance and with representatives of Active Travel England which will become a statutory consultee on major planning applications. The

consensus was that the type of provision is specific to the context and specifically the number of pedestrians and the number of cross movements along the length of the route. In the case of pedestrian movements the numbers are likely to be low even allowing for an general upshift in this mode and there are no cross movements as the lengths are very short, also reducing the speed of cyclists. The Highway Authority are satisfied that the proposed provision is suitable for this location and development type.

#### Crossing provision –

In addition to the above, the national guidance suggests that a controlled crossing of the southern arm of the roundabout may be required due to the level of traffic flow (there is an existing Toucan crossing on the northern arm) however this would be a significant piece of infrastructure for a relatively small development. In order to provide further information on this matter the applicant has commissioned an independent Road Safety Audit of the scheme to consider this issue and the general highway safety of the proposals. This audit process has not identified any safety concerns with the scheme and the Highway Authority are satisfied following this process that safe and suitable access to the site for all modes will be provided.

#### Future highway schemes – Eastern corridor

I understand that concerns have been raised on the sites impact on any future highway scheme that may make use of the existing 'stub' on the north side of the Charbridge Road roundabout with reference made to the emerging LTCP5.

The site is allocated for development within the Local Plan and therefore consideration for any potential conflict with highway schemes has been undertaken through that process.

The LTCP outlines the County Council's long term vision for transport in the county and the policies required to deliver this. The LTCP does not address specific area based issues or include scheme proposals at this stage. The document is also currently in draft form for consultation.

Further more detailed work will be undertaken on area transport strategies and for Bicester the Eastern Corridor is an area that is likely to seek additional highway capacity. Any future schemes are however likely to focus on additional capacity for all modes in line with LTCP objectives rather than new road building.

In summary OCC are satisfied that the development of the site would not unduly impact on future transport schemes for the area.

## Summary –

Subsequent to the previous consultation response OCC have carefully considered the proposed access arrangement for non-motorised users and sought the views of experts in that field in forming a consultation response. In addition, a Road Safety Audit has been undertaken for the proposed highway works which has not identified any concerns. Therefore the Highway Authority have no objection subject to the following planning conditions and S106 agreement.

### **Planning Conditions:**

1) Prior to the development being brought in to use the cycle and vehicle parking facilities as shown on drawing 15987-105 Rev P shall be completed in all respects and thereafter maintained available for use for the duration of the development.

Reason: In the interests of highway safety and to encourage sustainable transport modes.

2) Prior to works commencing on site a Construction Traffic Management Plan shall be submitted to the Local Planning Authority and agreed prior to commencement of works. The CTMP should follow Oxfordshire County Council's template if possible. This should identify;

- The routing of construction vehicles and management of their movement into and out of the site by a qualified and certificated banksman,
- Access arrangements and times of movement of construction vehicles (to minimise the impact on the surrounding highway network),
- Details of wheel cleaning / wash facilities to prevent mud, etc from migrating on to the adjacent highway,
- Contact details for the Site Supervisor responsible for on-site works,
- Travel initiatives for site related worker vehicles,
- Parking provision for site related worker vehicles,
- Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours,
- Engagement with local residents

Reason: In the interests of highway safety and to mitigate the impact of construction vehicles on the surrounding network, road infrastructure and local Residents, particularly at peak traffic times

3) The development shall be operated in accordance with the submitted Travel Plan unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to promote sustainable modes of travel.

### **S278 Highway Works:**

An obligation to enter into a S278 Agreement will be required to secure mitigation/improvement works, including:

- Improved connections to walking and cycling network

#### **Notes:**

This is to be secured by means of S106 restriction not to implement development (or occasionally other trigger point) until S278 agreement has been entered into.

The trigger by which time S278 works are to be completed shall also be included in the S106 agreement.

Identification of areas required to be dedicated as public highway and agreement of all relevant landowners will be necessary in order to enter into the S278 agreements.

S278 agreements include certain payments, including commuted sums, that apply to all S278 agreements however the S278 agreement may also include an additional payment(s) relating to specific works.

**Officer's Name: Oliver Eden**

**Officer's Title:** Principal Transport Planner

**Date: 29th April 2022**