

OXFORDSHIRE COUNTY COUNCIL'S RESPONSE TO CONSULTATION ON THE FOLLOWING DEVELOPMENT PROPOSAL

District: Cherwell

Application no: 21/03522/OUT

Proposal: The erection of up to 540 dwellings (Class C3), up to 9,000sqm GEA of elderly/extra care residential floorspace (Class C2), a Community Home Work Hub (up to 200sqm)(Class E), alongside the creation of two locally equipped areas for play, one NEAP, up to 1.8 hectares of playing pitches and amenity space for the William Fletcher Primary School, two vehicular access points, green infrastructure, areas of public open space, two community woodland areas, a local nature reserve, footpaths, tree planting, restoration of historic hedgerow, and associated works

Location: Os Parcel 3673 Adjoining And West Of 161, Rutten Lane, Yarnton, OX5 1LT, Cross Parish Boundary Application: Begbroke and Yarnton Parish Councils

Response Date: 13/10/2023

This report sets out the officer views of Oxfordshire County Council (OCC) on the above proposal. These are set out by individual service area/technical discipline and include details of any planning conditions or Informatives that should be attached in the event that permission is granted and any obligations to be secured by way of a S106 agreement. Where considered appropriate, an overarching strategic commentary is also included. If the local County Council member has provided comments on the application these are provided as a separate attachment.

Application no: 21/03522/OUT

Location: Os Parcel 3673 Adjoining And West Of 161, Rutten Lane, Yarnton, OX5 1LT, Cross Parish Boundary Application: Begbroke and Yarnton Parish Councils

General Information and Advice

Recommendations for approval contrary to OCC objection:

If within this response an OCC officer has raised an objection but the Local Planning Authority are still minded to recommend approval, OCC would be grateful for notification (via planningconsultations@oxfordshire.gov.uk) as to why material consideration outweigh OCC's objections, and to be given an opportunity to make further representations.

Outline applications and contributions

The anticipated number and type of dwellings and/or the floor space may be set by the developer at the time of application which is used to assess necessary mitigation. If not stated in the application, a policy compliant mix will be used. The number and type of dwellings used when assessing S106 planning obligations is set out on the first page of this response.

In the case of outline applications, once the unit mix/floor space is confirmed by reserved matters approval/discharge of condition a matrix (if appropriate) will be applied to establish any increase in contributions payable. A further increase in contributions may result if there is a reserved matters approval changing the unit mix/floor space.

Where a S106/Planning Obligation is required:

- **Index Linked** – in order to maintain the real value of S106 contributions, contributions will be index linked. Base values and the index to be applied are set out in the Schedules to this response.
- **Administration and Monitoring Fee - TBC**
This is an estimate of the amount required to cover the monitoring and administration associated with the S106 agreement. The final amount will be based on the OCC's scale of fees and will be adjusted to take account of the number of obligations and the complexity of the S106 agreement.
- **OCC Legal Fees** The applicant will be required to pay OCC's legal fees in relation to legal agreements. Please note the fees apply whether a S106 agreement is completed or not.

Security of payment for deferred contributions - Applicants should be aware that an approved bond will be required to secure a payment where a S106 contribution is to be paid post implementation and

- the contribution amounts to 25% or more (including anticipated indexation) of the cost of the project it is towards and that project cost £7.5m or more
- the developer is direct delivering an item of infrastructure costing £7.5m or more

- where aggregate contributions towards bus services exceeds £1m (including anticipated indexation).

A bond will also be required where a developer is direct delivering an item of infrastructure.

The County Infrastructure Funding Team can provide the full policy and advice, on request.

Application no: 21/03522/OUT

Location: OS Parcel 3673 Adjoining and West Of 161, Rutten Lane, Yarnton, OX5 1LT, Cross Parish Boundary Application: Begbroke and Yarnton Parish Councils

Strategic Planning

Please see attached:

- Transport comments - no objection subject to S106 contributions, a S278 agreement and conditions.

Please also refer to our earlier responses. These include:

From our response dated 22/02/23:

- Lead Local Flood Authority - no objection subject to conditions
- Education - no objection subject to S106 contributions
- Property School - no objection subject to resolution of matters relating to the school land
- Archaeology - no objection subject to conditions
- Healthy Place Shaping - no objection (matters referred to were addressed in the February Transport response)
- Innovation - no objection subject to conditions
- Waste Management - no objection subject to a S106 contribution

From our response dated 05/09/23:

- Property Library Services - no objection subject to a S106 contribution.

At the time of writing there is no formal agreement with the landowner of the access strip of land between the application site and the school. Therefore, the Education requirement for 'land for primary school expansion contiguous with the existing school site' and the Property requirements including 'suitable secure access' between the school and the new playing fields and staff car park, are not yet able to be achieved, and discussions are ongoing to address this issue.

Officer's Name: Lynette Hughes

Officer's Title: Principal Planner

Date: 12 October 2023

Application no: 21/03522/OUT

Location: OS Parcel 3673 Adjoining and West Of 161, Rutten Lane, Yarnton, OX5 1LT, Cross Parish Boundary Application: Begbroke and Yarnton Parish Councils

Transport Schedule

Recommendation:

No objection subject to:

- S106 Contributions as summarised in the table below and justified in this Schedule:
- An obligation to enter into a S278 agreement as detailed below.
- Planning Conditions as detailed below.

S106 Contributions

Contribution	Amount	Price base	Index	Towards
Mobility Hub	£1,566,384	June 2022	Baxter	Contribution toward the delivery of a mobility hub at London Oxford Airport as indicated in Local Plan Partial Review Policy PR4a and Appendix 4
A44 Highway Works Package – Bladon to Begbroke Hill	£2,116,660	June 2022	Baxter	Contribution towards; <ul style="list-style-type: none"> • bus priority measures on, and connecting with the A44 and mobility hub as indicated in Local Plan Partial Review Policy PR4a and Appendix 4 • A44 Segregated pedestrian and cycle facilities between Bladon Roundabout and Begbroke Hill junction.
A44 Highway Works Package – Cassington Road to Pear Tree	£1,762,912	Jan 2023	Baxter	Bus priority measures and segregated pedestrian and cycle infrastructure along the A44 between Cassington Road and Pear Tree interchange
Public Transport Services	£529,123	Dec 2021	RPI-x	New and enhanced public transport services to the site
Public Transport Infrastructure	£28,068	March 2022	Baxter	3 x RTI displays at bus stops serving the site.
Traffic Regulation Order	£6,640 (2 x £3,320)	March 2022	RPI-x	1 x TRO to consult on and implement a speed reduction on the A44

				1 x TRO to consult on and implement a Controlled Parking Zone, or alternative parking restrictions, within the site
Travel Plan Monitoring	£6,684	Dec 2021	RPI-x	Monitoring of the Framework Travel Plan (£2,563), Residential Travel Plan (£2,563) and Care Home Travel Plan (£1,558) for a period of 5 years.
Public Rights of Way	£250,000	March 2022	Baxter	Improvements to existing PRow in the vicinity of the site to enable improved access for future residents and to fund the negotiation and construction of new footpath and bridleway links

Figures in **bold** above are updated figures following a review of the calculation for securing proportionate contributions in light of new information regarding the wider PR sites.

Key Points:

This response should be read in conjunction with the Highway Authority's previous responses to the application dated 21 June 2022 and 22 February 2023.

In the most recent response to the application, the Highway Authority raised objections on the following grounds:

- Alterations to the off-site highway works are required, including for the provision of a parallel crossing over the Rutten Lane arm of the A44 / Rutten Lane junction.
- In order to provide greater certainty over the accuracy of the forecast traffic impact, the Highway Authority requires the technical issues identified with the VISSIM model to be addressed, and for agreed scenario testing to be presented. This will demonstrate with greater certainty whether the package of mitigation highlighted in Appx 4 of the Local Plan Partial Review is sufficient, or whether additional measures, for example additional bus priority measures at certain junctions, could be required, potentially with a scheme for monitoring of the development's traffic impact once occupied.

Following these earlier responses, the Highway Authority has worked with the applicant to agree the modelling assumptions and scenarios as well as the arrangement for the crossing on Rutten Lane.

A Technical Note has been submitted by the applicant which presents updated traffic modelling results as well as the proposed crossing arrangement for Rutten Lane. This updated consultation response is provided in response to that Technical Note (Modelling Update Note online 06/09/23).

This response also provides updated figures for S106 obligations following a review of the calculation used to apportion those costs previously. This was done in light of new information included within the modelling assessment and Transport Assessments from other sites that are also expected to contribute towards the infrastructure requirements.

Please see the previous response of 22 February 2023 for required planning conditions.

Comments:

Rutten Lane Crossing

The Technical Note shows the provision of a parallel crossing over the Rutten Lane arm of the A44 roundabout junction. This arrangement reflects that of the crossing being installed over the Cassington Road arm of the junction to the south through the North Oxford Corridor Growth Deal works. This will ensure continuity of provision along the A44 corridor cycle route between the development site and towards Oxford city.

Pedestrians and cyclists would have priority over vehicles, and this is in accordance with best practice as well as OCC's movement hierarchy as set out in the LTCP. Appropriate visibility can be achieved from the roundabout junction and the crossing will be illuminated and provided on a raised profile with appropriate signage and road markings to ensure that the presence of the crossing is clear to approaching drivers.

The crossing will need to be delivered by the development through a S278 agreement and will be subject to a full safety audit process and detailed design. I can therefore remove the previous objection to the application on this ground.

Transport Modelling

Highways Infrastructure and Mitigation

The site is located adjacent to the A44 and the infrastructure requirements highlighted in the Local Plan Appendix 4, including a Mobility Hub at Oxford Airport, enhanced bus services, and high-quality pedestrian and cycle links to nearby communities as well as toward Oxford city, indicate how it is envisaged that the site will be made sustainable and accessible by non-car transport modes.

The Local Plan Partial Review also outlines that large-scale vehicle capacity enhancements on the local highway network are neither likely to be feasible nor desirable. Therefore, in order for the Partial Review developments to be accommodated, significant interventions will be required to drive down the private vehicle mode share.

The transport modelling that has been carried out using a VISSIM model of the north of Oxford area has tested the predicted impact of the infrastructure identified in Appendix 4 of the Local Plan. Principally these are the Mobility Hub at Oxford Airport, A44 bus priority and walking and cycling improvements, enhanced bus services, A4260 and Oxford Road corridor cycle superhighway and bus priority measures, Kidlington Roundabout scheme of improvements for pedestrians and cyclists and improvements to Loop Farm and Pear Tree junctions. The schemes are all intended to enable and encourage modal shift from private car use to active and public transport through more reliable services and safer, more amenable walking and cycling routes.

The infrastructure does not only enable a lower predicted private vehicle trip rate from the development site (as per OCC's Decide and Provide paper), but also enables a predicted modal shift to background traffic, that is traffic that is already on the network and not related to the development sites. For instance, the Mobility Hub at Oxford Airport is intended to intercept trips to Oxford from the north which would change from private vehicle trips onto public transport, or other mobility options, for onward travel towards the city or local area. The bus priority measures on the A44 would enable reliable bus travel along the corridor which would in many circumstances bypass private vehicle traffic and so make the choice to use public transport, whether background traffic from the Mobility Hub or from the development sites, far more attractive and reliable. Likewise, improved and safe active travel links between Yarnton, Begbroke, Kidlington and Oxford enable and encourage a modal shift towards active travel for shorter trips, which in many cases with the improved routes, are likely to provide the shortest and most reliable journeys.

This is the premise upon which the modelling has been carried out; that the infrastructure identified in Appendix 4 of the Local Plan Partial Review not only enables lower trip rates from the development site, but also reduces background vehicle traffic to an extent that the allocated development sites can be accommodated on the road network without leading to severe traffic impacts. Where journey time increases have been identified, these are mitigated through the use of bus priority measures to bypass congestion and the option to travel by modes other than the private car. The modal shift created would in turn help to mitigate the increases in congestion for private vehicles.

In summary, the assessment has demonstrated that all of the items of transport infrastructure identified in Appendix 4 of the Local Plan are required to accommodate the development of the Partial Review sites.

Model Results

The modelling scenarios presented in the TA including the development of all other PR sites demonstrate that with a reasonable degree of modal shift away from private car use onto the improved sustainable transport routes and services to be provided by the PR sites, the overall impact across much of the network can be appropriately mitigated. The degree of modal shift achieved can alter the results significantly.

The 'with all PR sites' scenario shows some journey time savings on some routes. This is due to the assumptions made on modal shift as a result of implementation of infrastructure identified within Appendix 4 of the Local Plan Partial Review and included within the model, and not as a result of the developments themselves (except where development may deliver pieces of infrastructure directly). Likewise with the queue length results, there are some results which could appear counterintuitive with the addition of development traffic on the network, particularly at Cutteslowe roundabout. Again, this is a result of the predicted modal shift of background traffic (traffic that is pre-existing on the network) away from private vehicle trips to sustainable transport as a result of the improved infrastructure and services for active and public transport, rather than as a result of the addition of development traffic.

This demonstrates just how sensitive the network in the area is and the effect that varying degrees of modal shift away from private car use can have on the network. I

also consider that this demonstrates that the strategy for accommodating development across the PR sites, being geared towards providing for new and / or improved active and public transport routes, is the correct one. Relatively modest percentage shifts away from private car use and on to active or public transport can have significant beneficial impacts on the road network.

The key consideration from a policy and transport strategy perspective is whether suitable, attractive and high-quality alternatives to the private car are provided and made available for all users, and whether the impacts of development traffic on active and public transport users on the road network can be mitigated. This is because large-scale road capacity improvements for general vehicle traffic within the area is neither feasible nor desirable according to policy and would lead to an increase in car-based trips which would only cause increased traffic congestion elsewhere on the network. The approach whereby improvements to sustainable transport options are prioritised in mitigating the impact of development traffic growth is consistent with the LTCP and OCC's adopted Decide and Provide approach.

Measures such as bus priority, improved crossings and high-quality, direct walking and cycling routes are required not only to ensure that negative effects on bus services or active travel routes as a result of additional development traffic is mitigated, but also to achieve the required modal shift away from private car use. Ensuring that bus services are quick, efficient and are able to bypass traffic congestion on the network and that active travel routes are safe, direct and attractive will encourage modal shift from car journeys trips that are more likely to be caught in increased traffic congestion. This modal shift in turn improves journey times for all road users and this is demonstrated in the modelling outputs.

What we do not have set out in the Technical Note is a scenario where all PR sites are brought forward without the package of mitigation included in Appendix 4 of the Local Plan Partial Review. However, through its audit of the model, OCC understands that such a 'Do Nothing' scenario which does not account for modal shift from the mitigation package results in severe congestion and delays along the key transport corridors of the A44 and A4260 as well as at key junctions across the network. This results in a modelled network that does not function. The presentation of such a scenario would therefore provide no useful analysis other than to demonstrate that the funding for, and delivery of, infrastructure identified in Appendix 4 is absolutely necessary to mitigate the impact of the delivery of the Partial Review sites. Should the infrastructure requests set out in this response, which are all included within the modelled scenarios, not be supported or forthcoming OCC will require further assessment of a scenario without identified mitigation included. As set out above, this would demonstrate that the PR developments would have a severe and detrimental impact on the operation of the highway network if they were to come forward without the identified package of mitigation.

The 'with all PR sites' scenario does however show areas on the network where additional mitigation measures that are not included within the model are required. For instance, there are some large journey time and queue length increases forecast along the A44 corridor, particularly south of the PR8 / PR9 junction, in both directions at certain times. The impact of this additional congestion on buses will be mitigated on the section between Cassington Road junction and the Pear Tree interchange through

the delivery of southbound bus lanes along this section, which are currently being built, allowing buses to bypass queueing traffic. However, additional bus priority measures will be required on the southbound approach to the Cassington Road junction (extending north of the junction) as the modelling shows significant delay forecast on that approach in the PR sites model scenario. Likewise, bus priority will also be required on the northbound approach to Sandy Lane to ensure that delays to northbound bus services are minimised. The Bus Impact Technical Note also submitted in support of the application (online 18/09/23) demonstrates that the addition of these bus priority measures would result in significant reductions to the impact on bus journey times that would otherwise occur.

PR9 Scenario

The Technical Note also provides an assessment of the impact of the PR9 development in isolation and without the package of infrastructure identified in the Local Plan. This is in order to assess the impact of the delivery of the PR9 development in isolation prior to the delivery of the key pieces of mitigating infrastructure required to accommodate all PR sites.

This assessment demonstrates that the addition of PR9 development traffic without the delivery of the package of mitigation identified results in journey time increases on the A44 and A4260 in particular during the AM peak period and along the A44 in particular during the PM peak period.

While these journey time increases may not quite meet the 'severe' threshold set out in the NPPF, it is nonetheless important to consider that the PR9 development is unlikely to be delivered in isolation and is likely to be delivered alongside the development of other Partial Review sites.

It is therefore vital that the package of mitigation that can be delivered directly by the PR9 development - including the connection of an enhanced pedestrian and cycle route along the site frontage to the Growth Deal scheme at the Cassington Road junction, bus stops serving the development, safe and suitable A44 crossings and enhanced bus services – is all provided for at the earliest stage of the development. This is not only to provide safe and suitable access to the development, but also to ensure that some of the key pieces of infrastructure that will ensure sustainable and active travel options to / from the site are available from the start and which will tie into the overall mitigation package for the PR sites.

The county council will continue to work on a programme for the delivery of the wider infrastructure strategy alongside the Partial Review development sites.

Controlled Parking Zone

I note from the recent committee report on the PR7a development site that the recommended condition requiring the implementation of a Controlled Parking Zone for that development was not supported.

As noted in the County Council's initial response to the application, a Controlled Parking Zone (CPZ) is required for all Partial Review development sites in order to prevent the developments from becoming informal 'Park and Rides' as well as to

enforce the lower car parking levels set out in the adopted Parking Standards document. This measure is supported in OCC's Parking Standards document and the county council considers this is the most effective method of controlling overspill and undesirable ad-hoc parking within the site.

The Highway Authority intends to implement a site-wide CPZ upon adoption of the internal streets in any event. However, in the interim, the county council considers that a residents' parking scheme which mirrors the operation of a CPZ is required and a planning condition is requested to secure this. The implementation of a private residents parking scheme would limit disruption to future residents of the development site when the county council comes to implement a CPZ once the internal streets are adopted.

Revised S106 requests

Following the submission of the collective PR sites modelling outputs, a review of the method for calculating proportionate S106 contributions towards infrastructure whose costs are to be shared among the PR sites has been undertaken.

This has resulted in a shift from a cost-per-dwelling calculation to a cost-per peak period external vehicle trip calculations. This revised calculation has been made in order to better reflect the proportionate impact on the highway network of each PR site. Particularly, this has been done to reflect the significant traffic impact of other uses proposed across the PR sites such as the expansion to the Begbroke Science Park at the PR8 site allocation and the significant traffic impact forecast as a result of that.

Updated calculations for the figures that have been revised are set out below. The justification for each S106 request remains as set out in previous responses.

All other S106 requests remain as set out in the county council's previous response.

£1,566,384 Mobility Hub Contribution index linked to June 2022 using Baxter Index.

Calculation:

The latest estimate for delivery of a Mobility Hub near Oxford Airport is £21,610,829 including land costs, design, planning and construction.

The Mobility Hub is key to delivering the Partial Review development sites as well as those sites allocated in Woodstock. It is therefore considered fair that all Partial Review allocated sites, and the two sites allocated by West Oxfordshire District Council in Woodstock contribute proportionately toward the delivery of the Airport Mobility Hub.

In order to attribute contributions towards the development sites fairly, an assessment of the external peak period trip generation, and so proportionate traffic impact, of each development has been undertaken. This takes account of additional uses proposed on each site, for instance the large expansion to Begbroke Science Park on PR8, and not only housing numbers. The external peak period vehicle trips for each PR development site and the two allocated Woodstock sites are set out in the forecasting

report which underpins the assumptions on the modelling work that has been jointly undertaken and is as follows:

Combined peak period vehicle trips

PR6a = 1,019

PR6b= 768

PR7a= 549

PR7b= 221

PR8 OUD = 5477

PR8 Hallam Land = 177

PR9= 713

Hill Rise Woodstock = 302

Banbury Road Woodstock = 611

Total = 9837 peak period trips

$£21,610,829 / 9837 = £2196.89$ per peak period trip

$£2196.89 * 713$ (PR9 peak period trips) = **£1,566,384** index linked to June 2022 using Baxter Index.

£2,116,660 – A44 Highway Works Package – Bladon to Begbroke Hill index linked to June 2022 using Baxter index

Calculation:

The Highway Authority has commissioned a cost estimate for the A44 corridor works as set out in the North of Oxford Corridor Strategy. The total cost estimate to deliver the bus priority measures and pedestrian and cycle facilities between the proposed Mobility Hub at Bladon Roundabout and the Begbroke Hill signalised junction is £21,611,905 (at June 2022 prices), inclusive of works to the Bladon Roundabout and Langford Lane junction.

These works are required in order to accommodate the proposed developments in this area by enhancing the sustainable transport offer in the area and enabling the modal shift to sustainable transport required.

The A44 corridor works are most directly related and relevant to the PR8, PR9 and two WODC allocated sites in Woodstock: Land East of Hill Rise and Land North of Banbury Road.

It is considered fair that the cost for delivery of this necessary infrastructure be met proportionately from these developments according to the development's traffic impact.

Combined peak period vehicle trips

PR8 OUD = 5477

PR8 Hallam Land = 177

PR9= 713

Hill Rise Woodstock = 302

Banbury Road Woodstock = 611

Total = 7280 peak period trips

£21,611,905 / 7280 = £2968.67 per peak period trip

£2968.67 * 713 (PR9 peak period trips) = **£2,116,660** (index linked to June 2022 using Baxter index).

£1,762,912 A44 Highway Works Package – Cassington Road to Pear Tree Index linked to January 2023 using Baxter Index

Calculation:

Oxfordshire County Council is currently implementing a scheme for bus priority and enhanced pedestrian and cycle facilities on the A44 between Cassington Road and Pear Tree interchange. The purpose of this scheme is to allow for the delivery of allocated housing sites along the A44 corridor. The scheme is being forward funded using Growth Deal funding. Oxfordshire County Council has a policy to claw back and recycle Growth Deal funding wherever possible.

The latest cost for the scheme, which is currently in progress, is £18,000,000.

This figure has been divided amongst the PR8, PR9 and allocated Woodstock sites as set out above based on each site's proportionate impact.

The proportionate contribution sought from the PR9 development is therefore **£1,762,912** index linked to January 2023 using Baxter index.

£529,123 Public Transport Service Contribution index linked to October 2021 using RPI-x

Calculation:

The upgrade requires an additional six vehicles to deliver. The County Council uses a declining subsidy model to calculate the costs of such services, which is equivalent to £787,500 per vehicle (£175,000 in the first year, then declining at a linear rate to zero). The total cost of providing these services is therefore £4.725 million (at October 2021 prices).

These costs are to be apportioned between development sites PR8 and PR9 using the proportionate traffic impact methodology outlined above.

Combined Peak Period Vehicle Trips

PR8 OUD = 5477

PR8 Hallam Land = 177

PR9= 713

Total = 6367

£4,725,000 / 6,367 = 742.11 per peak period trip

£742.11 * 713 = **£529,123** indexed to October 2021 using RPI-x

Planning Conditions:

In the event that permission is to be given, planning conditions as set out in the county council's previous response dated 22 February 2023 should be attached:

S278 Highway Works:

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

- Signalised site access junction incorporating pedestrian and cycle crossing facilities onto A44 at Begbroke Hill, as indicated in Drawing No: 162751-B01 Rev E
- Site access junction onto Rutten Lane, incorporating relocated medical centre access junction, details to be agreed with Highway Authority
- Segregated pedestrian and cycle infrastructure along A44, including crossings over the A44 at agreed locations, safe and attractive pedestrian waiting areas at crossing locations, and a parallel crossing over the Rutten Lane arm of the A44 / Rutten Lane roundabout junction, between the site access junction with Begbroke Hill and the A44 / Cassington Road roundabout junction, detailed layout plan required.
- A traffic calming / gateway feature on Rutten Lane, to the north of the Rutten Lane site access junction, as indicated in Drawing No: 162751A/PD01 Rev B
- A southbound bus stop on Rutten Lane near to the site access junction including:
 - o an RTPI compatible 3-bay shelter with power for RTPI display and suitable in-shelter lighting
 - o a pole/flag/timetable case to OCC Premium Route specification, and
 - o appropriate crossing facilities.

As indicated in Drawing No: 162751-C01-AT01

- A pair of bus stops just north of the Begbroke Hill / northern site access junction on the A44, including:
 - o 2 x RTPI compatible 3-bay shelters with power for RTPI displays and suitable in-shelter lighting
 - o a pole/flag/timetable case to OCC Premium Route specification, and
 - o secure cycle parking stands,

As indicated in Drawing No: 162751-B01 Rev E

- Speed restriction to 40mph on A44 from Spring Hill Road to Cassington Road
- Signalised pedestrian and cycle crossing of Godstow Road near to the Wolvercote roundabout, details and location to be agreed with Highway Authority.

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: Tim Peart

Officer's Title: Senior Transport Planner

Date: 12 October 2023