

Application no: 23/02338/OUT

Location: Land West Of Oxford Close And North Of Corner Farm, Station Road, Kirtlington

Transport Schedule

Recommendation:

Objection for the following reasons

The visibility splay to the south shown withing the Transport Statement is not achievable – further information is required to confirm that access can be safely provided to the site.

If the Local Planning Authority is minded to approve, OCC would require the following:

- **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.
- Note should be taken of the **informatives** stated below.

S106 Contributions

Contribution	Amount £	Price base	Index	Towards (details)
Public Transport Contribution	£16995	December 2021	RPI-x	Continuation of Bus service in Kirtlington
	£1502			Improvements to infrastructure at the Oxford Arms bus stop
Total				

Key Points

Further information is required to demonstrate that the proposed access is safe: speed survey, Road Safety Audit Stage 1, and resubmission of drawings._

Comments:

Access is proposed onto Lince Lane (A4095) immediately north of the existing 20mph speed limit sign, on the outside of a curve. The speed limit to the south is 50mph. The transport statement says there is a visibility splay of 2.4m x 120m to the south, with the sight line crossing the opposite verge on the inside of the curve. However, having revisited the site, we find this is not achievable, due to the gradient and vegetation. Visibility measured along the edge of the northbound carriageway is between 90 and 100m. Therefore, the drawing is misleading in our opinion, and this is a **reason for objection**.

While no speed survey data has been provided with this application, a speed survey carried out for the previous application ref 22/03049/OUT (for fewer dwellings using the same access) used equipment placed immediately south of the 20mph sign, i.e. very close to the access, in January 2023. This showed 85th percentile speeds of 34mph northbound. To be confident that visibility to the south is adequate, given that drivers heading north could be braking from 50mph close to the speed limit sign, a speed survey should be carried out further to the south, I would suggest close to the limit of visibility of around 90m.

- The drawing should be resubmitted showing the achievable visibility splays, together with the speed survey data and a Stage 1 Road Safety Audit (RSA1) in accordance with GG119 (5.46.1) A Designers Response should accompany the RSA1 with the Overseeing Organisation agreeing and signing off the RSA.

The application proposes extending the speed limit further south. Officers would support this but given the rural nature of the road on the approach, it may be more appropriate to provide a 30mph buffer between the 50mph and 20mph limit. This would be subject to a separate statutory consultation, which could be carried out as part of the S278 process. (A S278 agreement would be required for the construction of the access).

The application proposes to provide a 2m footpath into the site, and to extend this along the verge, linking to the existing footpath towards the village. The existing footpath is in need of improvement further towards the village, opposite the junction with Bletchington road, where there is a small unsurfaced gap. This should be improved as part of the S278 works, to provide a continuous walking route.

Public Transport

The County Council seeks to ensure that new development is well served by public transport. With this in mind, financial contributions are requested from the promoters of development schemes for the maintenance and/or improvement of public transport services where reasonable and appropriate, in order to mitigate the impact of their proposals and to secure sustainable development in line with policy objectives.

Up until 2022, Kirtlington enjoyed an hourly bus service to Oxford city centre and Bicester. However, this was withdrawn following expiry of developer funding from the Heyford Park scheme, and the County Council have committed funds from its Bus Service Improvement Plan (BSIP) to provide a more limited service as per that reflected in the Transport Statement.

However, these funds are only in place until March 2025 and there is no guarantee of service continuation beyond that point.

The rail service frequencies from Tackley station contained in Table 2.5 are inaccurate. Service levels are slightly lower than that stated on Mondays to Fridays, and there are significantly fewer trains to Didcot. The Sunday service is also significantly overstated as there are only three trains each way between Banbury and Oxford, none of which serve Didcot.

Access to Tackley station is via an unlit, unsurfaced bridleway, which is subject to flooding and is unlikely to be attractive to anyone except the most determined. It cannot be relied on as a realistic transport choice for anything but a small minority of development residents.

The Council has a standard rate of £1,133 per dwelling for public transport service contributions in this area. As this development comprises 15 dwellings, the expected contribution will be **£16,995**, indexed to December 2021 and payable on first occupation. This will be utilised towards maintenance of the existing bus service or on community transport services in the event the conventional bus service is withdrawn.

In addition, a public transport infrastructure contribution is requested for improvement to the bus stops closest to the site (at the Oxford Arms). The infrastructure here is in a poor condition and to make the facilities more attractive to development residents a contribution of **£1,502** (£751 per stop x 2) will provide a new pole, flag and timetable case at each of the stops.

S106 obligations and their compliance with Regulation 122(2) Community Infrastructure Levy Regulations 2010 (as amended):

£ 16995 + £1502 Public Transport Contribution indexed from December 2021 using RPI-x

Towards: The continuation of a bus service in Kirtlington and improvements to the infrastructure at the Oxford Arms Bus Stop.

Justification:

The infrastructure is in a poor condition and to make the facilities more attractive to development residents.

Calculation:

£1,502 (£751 per stop x 2) will provide a new pole, flag and timetable case at each of the stops.

15 x £1,133 per dwelling = £16,995 towards maintenance of bus services in Kirtlington.

S278 Highway Works:

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

- Creation of bell-mouth access,
- 2m-wide footway linking to existing footway towards the village centre and improvements to the existing footway opposite Bletchingdon Road-
- Relocation of the 20. speed limit.
- Other localised safety mitigation measures as may be considered necessary dependent on the outcome of the safety audit

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. In this case it would include a fee for the consultation on changes to the speed limit TRO.

Planning Conditions:

In the event that permission is to be given, the following planning conditions should be attached:

CTMP

Prior to commencement of the development hereby approved, a Construction Traffic Management Plan (CTMP) including routeing avoiding Kirtlington village shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be carried out other than in accordance with the approved CTMP.

Reason: In the interests of highway safety and the residential amenities of neighbouring occupiers and to comply with Government guidance contained within the National Planning Policy Framework.

Means of Access

No development shall commence unless and until full details of the means of access between the land and the highway, including, position, layout, construction, drainage

vision splays have been submitted to and approved in writing by the Local Planning Authority. The means of access shall be constructed in strict accordance with the approved details and shall be retained and maintained as such thereafter. Agreed vision splays shall be kept clear of obstructions higher than 0.6m at all times.

Reason - In the interests of highway safety and to comply with Policy ESD15 of the Cherwell Local Plan 2011-2031 Part 1 and Government guidance contained within the National Planning Policy Framework

Cycle Parking

Prior to the first use or occupation of the development hereby permitted, covered cycle parking facilities shall be provided on the site in accordance with details which shall be firstly submitted to and approved in writing by the Local Planning Authority. Thereafter, the covered cycle parking facilities shall be permanently retained and maintained for the parking of cycles in connection with the development.

Reason - In the interests of sustainability, to ensure a satisfactory form of development and to comply with Government guidance contained within the National Planning Policy Framework.

Electric Vehicle Charging

Prior to the first occupation of the development, a scheme for the provision of vehicular electric charging points to serve the development shall be submitted to and approved in writing by the Local Planning Authority. The vehicular electric charging points shall be provided in accordance with the approved details prior to the first occupation of the unit they serve, and retained as such thereafter.

Reason - To comply with Policies SLE 4, ESD 1, ESD 3 and ESD 5 of the adopted Cherwell Local Plan 2011-2031 Part 1 and to maximise opportunities for sustainable transport modes in accordance with paragraph 110(e) of the National Planning Policy Framework

Informative:

Please note If works are required to be carried out within the public highway, the applicant shall not commence such work before formal approval has been granted by Oxfordshire County Council by way of legal agreement between the applicant and Oxfordshire County Council. This is separate from any planning permission that may be granted.

Officer's Name: Ben Mundy

Officer's Title: Assistant Transport Planner

Date: 03/10/2023