

Briefing Note

REF: PB/P16-0631

DATE: 8th September 2020

NOTE – this Briefing Note supercedes the previous version dated 25th August 2020.

Traffic Impact on Villages Mitigation: S106 Heads of Terms

Following receipt of Oxfordshire County Council’s further comments dated 14th August 2020 as highway authority, as supplemented by the email note from County Council dated 4th September 2020, and also to the meetings held with officers of the District Council and the County Council on 20th August and 3rd September 2020, the proposed mitigation solution has been agreed to comprise of a 2-way bus gate at Middleton Stony and a resultant package of village calming measures to mitigate the traffic flows resulting from the operation of the proposed bus gate.

On this basis, it is confirmed that the applicant is willing to agree to the following heads of terms with regard to mitigation of impacts on villages as follows:

1. A contribution towards funding village traffic calming schemes, in conjunction with a 2 way-bus gate being implemented at Middleton Stony, would comprise the following villages:-
 - **Fritwell (£50,000 contribution)**
 - **Ardley (£50,000 contribution)**
 - **Bucknell** (cost shared with future development at NW Bicester, as per OCC recommendation, so **£25,000 contribution**)
 - **Middleton Stony (£50,000 contribution)**
 - **North Aston (£50,000 contribution)**
 - **Somerton (£50,000 contribution)**
 - **Chesterton (£50,000 contribution)**
 - **Lower Heyford (£50,000 contribution)**
 - **Kirtlington (£50,000 contribution)**

(It should be noted that in respect of **Upper Heyford** a contribution towards traffic mitigation has already been secured on the Heyford Park Phase 9 planning permission; no further mitigation is deemed necessary by OCC as the highway authority).

2. In addition, as recommended by OCC, with regard to the junction of the **A4260/North Aston Road**, a contribution (**£80,000 contribution**) towards funding safety improvements at this junction would be made, which may include a reduction in the speed limit, improving the signage and road markings and potentially upgrading the safety camera.

In addition, we note that there have been representations about the need for the potential **Hopcrofts Holt junction** improvements as funded under previous arrangements. Given further modelling work has been carried out and agreed along with the now proposed bus gate and village mitigation package set out above, the requirement for these Hopcroft Holt junction improvements should be revisited. If the removal of the improvements is justified and agreed with OCC, a variation to the current Heyford Park Phase 9 S106 agreement would be sought.

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