

CABINET MEMBER FOR ENVIRONMENT – 10 OCTOBER 2019

A40 TRANSPORT MODEL LICENSE AGREEMENT

Report by the Assistant Director Growth and Place

RECOMMENDATION

1. The Cabinet Member is **RECOMMENDED** to approve the sharing of the A40 Transport Model subject to the license agreement being signed.

Executive Summary

2. The A40 is a strategic road which links West Oxfordshire with the city of Oxford and the wider highway network. Congestion along the A40 has been acknowledged for a number of years and it is recognised that in order to unlock growth in West Oxfordshire mitigation will be required.
3. To help alleviate the current pressure on the A40 and complement future schemes, Oxfordshire County Council has been developing a business case for a new Park and Ride in Eynsham along with an east-bound bus lane into the city, the planning application for this is currently going through the planning process. Furthermore, a west-bound bus lane scheme is currently being developed which will again benefit the residents of West Oxfordshire.
4. Eynsham has two allocated strategic development sites, West Eynsham and the Oxfordshire Cotswold Garden Village, both to be accessed directly off the A40. The A40 Transport Model will model the existing situation on the A40 as well as the impact of future growth which includes the two allocated sites named above as well as the Park and Ride and bus lane schemes. This report sets out the need for the model, along with the reasons for sharing this with third parties and recouping a percentage of the cost.

Introduction

5. This report sets out the need for the A40 Transport Model and the subsequent license agreement to share the data with third parties. The transport model has been commissioned by Oxfordshire County Council in order to assess the A40 strategic transport corridor and unlock growth.
6. The license agreement has been prepared to share the transport model with third parties in order for them to use data to inform the planning applications for the strategic sites of West Eynsham and the Oxfordshire Cotswold Garden Village. These are planned to provide Oxfordshire with 3,200 houses and 40 hectares of land.

Exempt Information

7. N/A

Reason for the License Agreement

8. The A40 transport model was commissioned by Oxfordshire County Council (OCC) in order to assess the A40 strategic corridor. The A40 is a strategic road which joins West Oxfordshire with the city of Oxford and the wider highway network. It is recognised that the A40 suffers with congestion at peak times and that in order to relieve this pressure and to unlock housing and employment major highways schemes and mitigation will be required.
9. Within the West Oxfordshire Local Plan 2031, two strategic sites were allocated within Eynsham. These are West Eynsham, a residential development of circa 1000 dwellings and Oxfordshire Cotswold Garden Village, a mixed-use development of circa 2,200 dwellings and 40 hectares of employment land.
10. Oxfordshire County Council commissioned Wood PLC to create a VISSIM microsimulation model of the A40, to allow OCC to fully understand the operation of the A40 and how it will operate in future years once development traffic has been added, as well as to assess any proposed mitigation measures.
11. The model was paid for from the OCC localities budget. However, it will benefit the private developers of the strategic sites, as it will be used in their planning applications to demonstrate their traffic impact. The county council accept that due to the benefit the model has in enabling development, 50% of the cost should still be borne by the organisation. It is then considered that it would be fair to split the remaining 50% (evenly split) between the two strategic sites.
12. It is not envisaged that the model will be shared with any other applicant than that of the two allocated sites at this stage. This allows OCC to recoup some of the cost whilst also giving the allocated sites access to an up to date model for their use in the planning applications. This significantly improves the timeframe for gathering data along with assisting in the viability of the sites. As well as establishing the fee as discussed above, the license agreement also sets out a number of covenants the third parties must adhere to. These include the following:
 - i. The model is used by the party solely for their use in reference to named projects and is not to be used for any other project.
 - ii. The data, either in whole or any part thereof, shall not be any passed to any third party.
 - iii. The data should be deleted by the consultant either at the completion of the project or after a period of (x) months/years, whichever is the sooner. The

maximum period shall be agreed between OCC and the third party before the supply of the data. Extensions may be requested from OCC before the end of any agreed period.

- iv. The third party shall set out any changes that they make to the base model together with an assessment of the impact of them in a technical note or report.
 - v. The third party shall be solely responsible for any conclusions drawn from the data or any analysis carried out on them.
13. Oxfordshire County Council acknowledges the need for housing and employment sites within the county and the wider south east area, and officers are working with West Oxfordshire District Council and developers to inform the AAP and planning applications, similar to the way in which we input into the West Oxfordshire Local Plan. It is considered that the understanding this model gives to the current and future operation of the A40 strategic corridor is vital in unlocking the growth in Oxfordshire.

Financial and Staff Implications

14. There are no staff implications associated with the license agreement, However, the fee paid by the third parties for the model will recoup a total of 50% of the fee OCC initially paid for the model.

Equalities Implications

15. N/A

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Background papers: N/A

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