



Active
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Your Ref: 23/01493/REM
Our Ref: ATE/23/00153/RM
Date: 18 April 2024

Active Travel England Planning Response Detailed Response to an Application for Planning Permission

From: Planning & Development Division, Active Travel England

To: Cherwell District Council

Application Ref: 23/01493/REM

Site Address: PROPOSED HIMLEY VILLAGE NORTH WEST BICESTER,
MIDDLETON STONEY ROAD, BICESTER, OX26 1RT

Description of development: Reserved Matters Application including access, layout, landscaping and scale pursuant to outline planning permission 14/02121/OUT for internal primary and secondary streets along with the partial discharge of conditions 12 (Building for Life 12), 16 (means of vehicular access), 17 (means of pedestrian/cycle links) and 19 (detailed surface water drainage scheme) for Phase 1B

Notice is hereby given that Active Travel England's formal recommendation is as follows:

- a. ~~**No Objection:** ATE has undertaken a detailed assessment of this application and is content with the submission.~~
- b. ~~**Conditional approval:** ATE recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in this response.~~
- c. **Deferral:** ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.
- d. ~~**Refusal:** ATE recommends that the application be refused for the reasons set out in this response.~~

1.0 Background

Active Travel England (ATE) welcomes the opportunity to comment on this second reserved matters consultation for access, layout, landscaping and scale for the internal primary and secondary streets for Phase 1B only, pursuant to outline planning permission 14/02121/OUT at the proposed Himley Village northwest Bicester.

ATE submitted a response to the first round of consultation dated 11 July 2023. These comments focused on:

1. Walking and cycling infrastructure route along B4030 Middleton Stoney Road
2. Site access arrangements
3. B4030 Middleton Stoney Road bus stop

2.0 Summary

ATE note that the applicant has since issued a series of updated plans as well as a cover letter outlining changes that have been made following discussions with Cherwell District Council and Officers at Oxfordshire County Council Highways Department.

It has not been possible to identify a direct response to ATEs comments. Notwithstanding, ATE have identified several issues with the revised proposals which have been elaborated on further below. A position of Defferal is therefore maintained.

3.0 Areas of Concern

Walking and cycling infrastructure route along B4030 Middleton Stoney Road

ATE suggested a segregated walking and cycle route along B4030 Middleton Stoney Road would significantly increase the legibility, safety and therefore attractiveness for those considering whether to walk, wheel and cycle, in line with Figure 4.1 of LTN 1/20. It appears as though a shared use facility has been retained; however the following improvements have been made.

- A 'lazy S' bend has been introduced to ensure a smooth transition between the on site 4 metre wide footway / cycleway and the off site 3 metre wide footway / cycleway.
- A continuous footway/cycleway has been provided at the entrance to the Secondary Street from B4030 Middleton Stoney Road with vehicles required to give way.

The above improvements are welcome and supported, however it is felt the access to the Primary Spine Road would also benefit from the same priority arrangement proposed at the Secondary Street access. This would assist those joining infrastructure within the proposal site as well as future proofing connections to the west.

To the east of the 'lazy S' bend it is still unclear whether a buffer is to be included between the shared use path and highway.

Site Access

The above comments regarding pedestrian and cycle priority address outstanding access concerns.

B4030 Middleton Stoney Road for bus stop

Concern was raised regarding the uncontrolled crossing towards the bus stop on the southern side of B4030 Middleton Stoney Road. It was recommended that a signalised crossing be provided in view of the nature of the road and the likely increase in movements generated by surrounding growth.

Revised detailed drawings have not been identified and therefore this concern remains.

Internal Street layout

Detailed comments were not previously provided on the internal layout, however given the submission has been revised, ATE have the following observations to make.

Primary Spine Road

The provision of segregated walking and cycling infrastructure on both side of the Primary Spine Road was previously welcome. However, the revised Phase 1b Infrastructure Reserved Matters Redline Boundary Plan lacks any obvious treatment at side roads, which will require pedestrians and cyclists to give way to vehicles. This will inconvenience/discourage active travel movements. ATE encourages the applicant to adopt approaches set out in either Figure 10.13: Priority crossings of cycle tracks at side roads or Figure 10.15: Full set back, marked priority (bent-out) crossing within LTN 1/20.

It is noted that the submitted Cover Letter March 24' explains '*Proposed junctions designed to provide pedestrians and cyclists with direct crossing alignments, located along desire lines and connectivity into adjacent footway / cycleway links.*' Some evidence of treatment at side roads is evident but it is not entirely clear from the submitted plans how these will operate. Further clarity on what junctions this comment applies to would be welcome.

Spine Road East West

It is understood that a 3 metre (two way) cycleway will be provided on the north side of the Spine Road East West. ATE would encourage the applicant to maintain a cycleway on either side of the highway to achieve consistency and coherence with the Primary Spine Road. See 1.5 Core design principles of LTN 1/20.

If the current approach is maintained, it will be necessary to create a logical link between the two roads at the junction. The current 'squared' off arrangement does not achieve continuity and this should be addressed.

Treatment at side roads should also be provided as recommended above.

Strategic Secondary Road

The same issues arise along the Strategic Secondary Road, which will include a 3 metre (two way) cycleway on one side of the highway.

4.0 Next Steps

It is requested that these recommendations are provided to the LPA case officer and forwarded to the agent and applicant. ATE would be content to review further submitted information to help address the above identified deficiencies, with a view to providing a further response and recommended wording for planning conditions and obligation.