

## Active Travel England Planning Application Assessment Tool - Appraiser Report

<b>Site address</b>	OS Parcel 4347 East Of Pipal Cottage, Oxford Road, Kidlington
<b>Local authority reference</b>	23/01233/OUT
<b>ATE Scheme reference</b>	ATE/23/00144/OUT
<b>Local Planning Authority</b>	Cherwell
<b>Local Highway Authority</b>	Oxfordshire County Council
<b>Completed by - name</b>	Kevin O'Hanlon
<b>Date (DD/MM/YY)</b>	11 July 2023
<b>Application stage</b>	Application
<b>Application type</b>	Outline
<b>Model version</b>	1.5
<b>Assessment outcome</b>	More info needed
<b>Decision (appraiser)</b>	<b>Are not in a position to make a recommendation</b>

### Policy Background / Wider Context

Site is adopted in the Cherwell Local Plan 2011-2031 Partial Review (September 2020) - 'Site PR6a, Land East of Oxford Road'. The site is one of six sites which have been allocated in the adopted Cherwell Local Plan 2011-2031 Partial Review (September 2020) for residential development.

### Appraiser - General Comments

The outline application proposes the construction of up to 800 dwellings and mixed-use development on the land, which is the subject of an allocation under policy PR6a in the adopted Cherwell Local Plan Partial Review. As part of the development, a range of community facilities are proposed, such as a primary school, a community hall and commercial and employment uses. Therefore, the development has the potential for many journeys to be contained on-site.

It is noted that the site is designed primarily for pedestrians and cyclists and the masterplan displays good permeability for pedestrians and cyclists through the site. Having through routes for pedestrians and cyclists south of the site is essential. Therefore, ATE would welcome confirmation on access and connections through the consented residential development site south of the site and links to neighbouring developments.

The uncertainty on when the super cycle highway will be delivered is a concern as many residents from the development will use the Oxford Road / Banbury Road to cycle to Oxford City Centre, Summertown and the Cherwell School, and navigate Cuttleslowe roundabout, which is not compliant with current standards. Therefore, ATE considers the potential Cuttleslowe Cycle Park link as a fantastic opportunity to provide a more scenic route, useful for less experienced cyclists to travel south and avoid the roundabout. ATE would welcome a proportioned contribution secured in a S106 agreement to support the scheme and link the site to this route.

### Appraiser - Next Steps

Active Travel England would welcome the opportunity to comment further once there are further developments on the super cycle highway scheme, the potential Cuttleslowe Cycle Park link and the connections from the site onto that route.

	Count	Summary of Detailed Assessment
Excluded criteria	1	
Recommendation for condition / financial contribution	3	
Fail flags	0	

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Assessment Report				
Criterion	Outcome	Appraiser comments	Relevant policy	Reason for potential refusal
TRANSPORT ASSESSMENT: Quantitative analysis	PASS	A detailed quantitative analysis of multi-modal trips generated by the development is included in the TA. In Appendix N of TA, ATE welcomes the inclusion of specific journeys made and broken down into categories, work, education, and leisure.		
TRANSPORT ASSESSMENT: Qualitative analysis	PASS	A qualitative assessment of existing infrastructure is provided, and improvements are proposed.		
Local Amenities	PASS	Numerous local amenities accessible 2 miles of the site. Primary school and proposed convenience store located on site.		
Walking routes to a primary school	PASS	A primary school is located on-site. The proposed route is compliant with the LTN1/20 guidelines.		
Walking routes to a food shop	More info needed	A convenience store is proposed on-site. The walking route to Sainsbury's follows NCN 51. This is a shared footway/cycleway. It is considered there is significant merit to being fully segregated, as set out in OXCC aspirations. ATE would welcome confirmation on the contribution level towards these segregated cycleways and timescales from the highway authority of implementation.		
Suitability for walking and wheeling (external to the site)	More info needed	The infrastructure for walking and wheeling external does not comply with Inclusive Mobility guidelines. The current shared footway is well under 2 metres for an extended distance. Confirmation of the proposed improvements and timing would be helpful.		
Safety at junctions (off-site)	PASS	Proposed junctions immediately off-site comply with LTN1 /20		
Cycle routes to key destinations	More info needed	More information is needed on proposed contribution to cycle highway.		
Cycle Safety on links (off-site)	More info needed	current links across the roundabout to major supermarket north of site need improvements.		
Crossings (external to the site)	Recommendation for condition / financial contribution	The current infrastructure at Kidlington Roundabout needs improvements to be compliant with LTN 1/20 and Inclusive Mobility. OXCC's Kidlington roundabout improvement scheme is welcomed and necessary to ensure linkages to nearby facilities are compliant and promotes active travel. A contribution towards this scheme would be appropriate.	NPPF 110c, 112a, 112b; National Model Design Code: 59ii / M.2.ii; LTN 1/20 and other highway guidance; Partial Review Local Plan - PR4a (Sustainable Transport) PR4b (Kidlington Centre). Local Plan (Part 1) SLE4 (Improved Transport and Connections)	
Shared use routes (external to the site)	Recommendation for condition / financial contribution	as above	LTN 1/20, NPPF 112abc; Partial Review Local Plan - PR4a (Sustainable Transport) PR4b (Kidlington Centre). Local Plan (Part 1) SLE4 (Improved Transport and Connections)	
Physical barriers for cycle users (on and off-site)	More info needed	The existing shared footway and cycleway along Oxford and Banbury presents a barrier due to its narrowness. Cyclist/wheeler passing is likely to cause difficulty.		
Lighting (on and off site)	PASS	Lighting is compliant		

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Walking routes to nearest transport nodes	PASS	Bus stop within 200m of site and rail connections from Oxford Parkway also short distance with linkages from site.	
Access and provision of public transport	PASS	as above	
Active Travel infrastructure enabling use of public transport	PASS	as above	
TRANSPORT ASSESSMENT: Proposed Infrastructure	PASS	Transport Assessment proposes many improvements to the infrastructure, and the Framework Travel Plan provides detail on how they intend to incentivise sustainable travel methods.	
Site permeability	PASS	Masterplan demonstrates good site permeability with a focus on walking and cycling.	
Walking and cycling access	More info needed	there are more accessible walking and cycling links. Connections through consented development south of site are not clear.	
Future-proofing and safeguarding	Recommendation for condition / financial contribution	Recommended that highways are adopted by highway authority up to the redline boundary.	NPPF: 88, 92a, 110a, 112c; National Model Design Code: 45 (Figure 11); Partial Review Local Plan - PR4a (Sustainable Transport) PR4b (Kidlington Centre). Local Plan (Part 1) SLE4 (Improved Transport and Connections)
Through traffic	PASS	Through traffic has been designed out.	
Safety at junctions (internal to the site, including site accesses)	PASS	Development is designed as a walkable neighbourhood. TA and DAS note that the majority of streets in the site would be shared streets for pedestrians and cyclists. The widths of the footways and cycleways are needed to ensure compliance with LTN1/20.	
Design speed of new streets	More info needed	speed limit within the site unclear	
Crossings (internal to the site)	PASS	As noted above	
Suitability for walking and wheeling (internal to the site)	PASS	As note above	
Cycle safety on links (Internal to the site)	PASS	As noted above	
Shared use routes (internal to the site)	More info needed	Development is designed as a walkable neighbourhood. TA and DAS note that the majority of streets in the site would be shared streets for pedestrians and cyclists. The widths of the footways and cycleways are needed to ensure compliance with LTN1/20.	
Car parking layout	More info needed	Agreement to be reached with OXCC. Must ensure standards are followed and parking strategy looks to minimise car parking. Details are noted to be provided with the reserved matters application.	
Cycle Parking	PASS	Cycle parking provision provided	
Trip end facilities for cycling (Destinations)	N/A - exclude	Residential home will have all of these facilities	

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TRAVEL PLAN	More info needed	Framework Travel Plan identifies mode share targets and ways to monitor the trip generation of the development. No measures included in the even modal share targets are not met.		
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