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Your Ref: 25/01510/OUT  
Our Ref: ATE/25/00846/OUT  
Date: 30 June 2025

## 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:** 25/01510/OUT

**Site Address:** LAND SOUTH OF PERDISWELL FARM, SHIPTON ROAD,  
SHIPTON ON CHERWELL, OX20 1GG

**Description of development:** Outline planning application for the erection of up to 500 dwellings and commercial floorspace (Use Class E) with associated access, open space and infrastructure - All Matters Reserved except for Access

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 outline planning application.

It is understood that the application site is not currently allocated for development in the adopted Local Plan. However, the site was previously included in the draft allocation PR10 as part of the Cherwell Local Plan 2011–2031. According to the Planning Statement, it was ultimately excluded following concerns from the Planning Inspector regarding its distance from Oxford City. It is further noted that an earlier outline planning application (Ref: 22/01715/OUT), submitted in September 2018 for the erection of up to 500 dwellings with associated access, was subsequently withdrawn due to the council's stated housing land supply position.

ATE has not previously been consulted on applications relating to this site, nor has it been engaged in any pre-application discussions regarding its potential development.

This application has been assessed against the ATE Planning Assessment Toolkit, national planning policy, and current active travel design guidance. Following this assessment, ATE is issuing a deferral response pending the submission of further information and analysis, as outlined below.

## **2.0 Summary**

### **1. Trip Generation Analysis and Travel Plan Targets**

#### **Trip Generation**

It is understood that trip rates have been derived from the 'Land at Hill Rise' development and have been agreed with the highway authority.

Table 7 of the Transport Assessment (TA) includes person and vehicle trip rates. It would be helpful if this data could be disaggregated to show all modes—i.e. walking and cycling trips—to enable a more comprehensive understanding of transport demand. This information should reflect all-day trip data, as included in Table 7, since such data captures a wider range of journey purposes beyond commuting and provides a more accurate representation of overall travel behaviour.

#### **Travel Plan Targets**

The Travel Plan relies on 2011 Census data to establish modal split targets over a five-year monitoring period. While limitations exist with more recent data sources, the 2011 Census reflects outdated travel patterns, primarily focused on peak-hour commuting, and is of limited value in establishing an ambitious baseline for sustainable travel. A 'vision-led' or 'decide and provide' approach, as set out in Oxfordshire County Council guidance, is recommended for developing robust, forward-looking targets aligned with the updated NPPF.

Setting refined and forward-thinking modal targets from the outset would better support the 'vision-led' principles of the revised NPPF and strengthen the case for prioritising active travel infrastructure over continued reliance on unsustainable modes through a 'predict and provide' methodology.

## 2. Accessibility

Walkable neighbourhoods are generally defined as areas where key services are located within a 10-minute (800m) walk. While distances up to 2km may be reasonable for some users, they are often impractical for children, older adults, or those with reduced mobility.

The TA and Travel Plan both state that Woodstock town centre is approximately 1.7km from the centre of the site. However, it is unlikely that all essential services listed are located within this distance. It would be helpful if the applicant could provide a list of specific services considered to be within accessible distance, including distances in kilometres and estimated travel times by foot and by cycle.

It is also noted that the nearest primary school is located 1.4km from the site—beyond the standard walkable neighbourhood threshold of 800m—which is a matter of concern. Additionally, the nearest bus stop is reported to be approximately 800m away (TA paragraph 3.8.2), exceeding the desirable 400m walking distance recommended by best practice guidance.

Although commercial uses are proposed within the development, it is unclear what these will comprise. Greater clarity is required.

## 3. Active Travel Route Audit

A comprehensive assessment of accessibility should include a formal review of walking, wheeling, and cycling routes, in line with relevant design standards, to confirm genuine, inclusive access.

While the TA provides a general overview of existing conditions, it does not include a structured audit of key routes (e.g. to local schools, bus stops, shops) against standards such as LTN 1/20, Manual for Streets, or Inclusive Mobility.

Specifically, the TA omits consideration of:

- Footway widths and gradients
- Continuous dropped kerbs and tactile paving
- Accessibility for disabled users

ATE recommends that a full Active Travel Route Audit is undertaken using the ATE Planning Application Assessment Toolkit. This should include annotated maps and photographic surveys, and assess key routes based on:

- Safety
- Directness
- Convenience
- Accessibility

The audit should reference:

- The National Design Guide
- LTN 1/20 (coherence, directness, safety, comfort, attractiveness)

- Inclusive Mobility (2022)

Consideration should also be given to any relevant Local Cycling and Walking Infrastructure Plan (LCWIP), and opportunities for off-site improvements should be integrated into the development proposal. This is of particular relevance given ongoing improvements to the A44 into Oxford for active modes.

#### **4. Off-Site Infrastructure Improvements**

##### **Proposed Site Access (DTA Drawing 23570-05-GA)**

Paragraph 10.7.1 of LTN 1/20 notes that roundabouts account for approximately 20% of reported cyclist KSI (killed or seriously injured) casualties, with standard UK designs—particularly those with flared entries and exits—posing significant risks.

The proposed access roundabout appears to have been designed to DMRB standards, prioritising vehicle movement over active travel. LTN 1/20 states that roundabouts with flared geometry and no provision for cycling are unsuitable for most users and hazardous even for experienced cyclists.

The applicant should revise the design to align with LTN 1/20 principles, potentially including:

- Domed apex grass verges on all arms instead of easy-exit flares
- A central overrun area to narrow carriageway widths while maintaining HGV accessibility
- Single-lane entry and exit arms to reduce speeds

Consideration should also be given to creating a tapered transition from the highway to the shared-use facility for southbound cyclists along the A4095. This may require extending the facility northwards to allow cyclists to join it before the roundabout. A similar arrangement should be considered for northbound cyclists. An example can be seen via [this link](#).

##### **Bladon Roundabout**

The applicant proposes several toucan crossings. It is assumed these will be signal-controlled; confirmation of this would be welcomed.

Clarification is also needed regarding whether upgrades have been undertaken—or are planned—on the route connecting the western and northern arms of the roundabout. If this connection forms part of the pedestrian and cycle network, improvements such as increased path width and enhanced surfacing should be provided to support coherence as outlined in LTN 1/20. The path/connection can be seen via [this link](#).

The toucan crossing on the A4095 would function more effectively as a direct, rather than staggered, crossing. It is also unclear whether the crossing is of sufficient width. Consideration should be given to increasing its width and height to accommodate a mix and volume of users.

## **Park and Ride Connections**

There does not appear to be any obvious attempt to create a connection for pedestrians and cyclists to the proposed park and ride from the A4095. This should be considered.

## **5. Placemaking and Site Permeability**

### **Spine Road**

The Design and Access Statement claims that “The site has been designed to promote pedestrian and cycle movements over the car, which is reinforced through the layout and variety of pedestrian/cycle routes.”

However, it is unclear whether the spine road through the site will serve all modes. While a connection for walking, cycling and public transport is supported, ATE is concerned that a full vehicular spine road may encourage through traffic and undermine the prioritisation of active travel, contrary to NPPF paragraph 117. This concern is compounded by the TA’s forecast of over 2,388 daily vehicle movements.

Consideration should be given to:

- Filtered permeability: allowing pedestrian and cycle access while restricting motor vehicle through movement.
- Bus-gate: enforced using physical infrastructure where through-movement is essential.

This approach would align with expectations set out in the Oxfordshire Street Design Guide.

### **Hoggin Paths**

It is concerning that sealed surfaces are not proposed for shared-use paths. Inclusive Mobility guidance states that surfaces should be compact, firm and stable. Loose materials such as gravel, woodchips, or cobbles should not be used.

LTN 1/20 reinforces this, stating that surface quality significantly affects comfort, safety and usability. Loose or uneven surfaces increase risk of skidding, discomfort, and damage to bicycles, and are inappropriate for shared-use paths. A sealed, smooth surface should be provided on all shared-use paths of 3.0m width.

Appropriate lighting should also be provided, especially in areas not overlooked by development.

### **Northern Links to Shipton Road**

There appear to be no obvious links northwards to Shipton Road. The TA notes a 20mph speed limit on this road within the town, but it reverts to the national speed limit beyond the site boundary.

While currently unsuitable for pedestrians due to a lack of footways, this route may be appropriate for confident cyclists. The applicant should consider how a safe and convenient cycle connection could be delivered.

### **Cycle Parking**

Paragraph 4.4 of the TA refers to car and cycle parking provision but lacks detail on cycle parking specifically. While there is some commentary in paragraph 4.2.1, a comprehensive strategy is needed.

ATE recommends:

- Compliance with local planning policy and LTN 1/20 (whichever sets the higher standard)
- Provision that is secure, convenient, and at least as accessible as car parking
- Secure residential cycle storage located at the front of dwellings and provided by the developer
- In line with LTN 1/20, 5% of cycle parking should accommodate non-standard cycles (e.g. cargo bikes or adapted bikes) and include electric charging provision

### **3.0 Next Steps**

ATE requests that the local planning authority shares this response with the applicant's agent. We would welcome additional details and amendments in line with the above comments, with a view to providing a further response/appropriate wording for conditions as required.