Active Travel England

Active Travel England
West Offices
Station Rise
York
YO1 6GA
Tel: 0300 330 3000

Your Ref: 25/01510/OUT
Our Ref: ATE/25/00846/OUT
Date: 19 January 2026

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 further consultation.

ATE previously submitted a response dated 30 June 2025 recommending deferral of the application pending the submission of further information.

ATE understands that the application has since been amended and that an updated Active Travel England Assessment (December 2025) has been submitted, which has been prepared to respond directly to that consultation response. ATE welcomes the submission of this Assessment, however some concerns still remain outstanding. ATE is therefore maintaining a deferral response, with further context provided below in relation to the earlier areas of concern.

2.0 Areas of Concern

1. Trip Generation Analysis and Travel Plan Targets

ATE previously requested the provision of all-day trip data, as this captures a wider range of journey purposes beyond peak-hour commuting.

Multimodal trip rates and trip generation are now presented in Table 1 of the submitted report. The applicant states that the inclusion of person trip data provides a more representative understanding of travel demand across a range of journey purposes and responds to the relevant requirements.

The table indicates that the development has the potential to generate up to approximately 780 pedestrian movements throughout the day, demonstrating the importance of prioritising pedestrian links and accessibility.

The provision of this information is welcomed and ATE considers that this matter has been satisfactorily addressed.

2. Accessibility

ATE previously raised concerns that the development does not demonstrate that most residents will be able to meet their day-to-day needs on foot, particularly those who are less able to walk longer distances.

Table 2, which summarises services and facilities and associated walking and cycling times, confirms that whilst some destinations, including the primary school and bus stops, are located beyond the desirable 800m and 400m walking distance thresholds respectively, the applicant considers that the suitability of these trips is mitigated by the quality of the pedestrian environment.

ATE remains concerned that essential services are not located within closer walking distance of the site. However, ATE accepts that longer distances may be realistic where routes are of a consistently high quality. On this basis, ATE accepts the location of the site in principle, but offers further comment on route accessibility below.

It is also noted that the applicant has confirmed that the development proposals include a Local Centre comprising approximately 550sqm of a children's nursery and 350sqm of either a convenience store or a doctor's surgery. An appropriate mechanism will be required to secure the delivery of these uses in order to improve overall accessibility.

The provision of bus stops within the site will also significantly enhance overall accessibility and steps should be taken to secure this service with the relevant highway authority.

3. Active Travel Route Audit

ATE previously advised that a comprehensive assessment of accessibility should include a formal review of walking, wheeling and cycling routes, in line with relevant design standards. This would help understand overall accessibility.

The applicant has undertaken a Walking Route Audit Tool (WRAT) assessment with reference to the ATE Planning Application Assessment Toolkit, LTN 1/20, Manual for Streets and Inclusive Mobility (2022). This assessment is provided within Appendix A of the report.

ATE considers that the applicant has presented a sufficient level of evidence and assessment to address this matter.

Results

Table 3 (Walking Audit Scoring Assessment) presents the outcomes of the WRAT. The assessment concludes that no improvements are required to the surveyed routes, as Route 1a (Shipton Road from Park View to Randolph Avenue) is the only route that falls below the minimum assessment criteria and is not wholly relied upon. ATE provides further comments on this conclusion below.

4. Off-Site Infrastructure Improvements

Proposed Site Access

ATE previously queried the necessity of a roundabout to provide site access and put forward a number of recommendations to address design concerns. It has not been possible to identify a direct response to this specific concern. However, it is noted that the applicant has proposed a number of design changes, including:

- Two signal-controlled toucan crossings on Upper Campsfield Road.
- One crossing located south of the site access roundabout, linking the site to the eastern shared footway/cycleway, and a second toucan crossing located immediately north of the Bladon Roundabout on the Upper Campsfield Road arm.
- An enhanced splitter island, with crossings set at least 20 metres from the roundabout to improve safety.

Paragraph 8.113 of the Design and Access Statement (DAS) explains that the site access proposals have been further refined to accord with the principles of LTN 1/20, with a strong focus on supporting and prioritising active travel. Whilst these enhancements are

welcomed, it is not clear how they fully accord with the principles of LTN 1/20, and further explanation would assist in understanding the approach taken.

It is also noted that a new 3.0m wide shared footway/cycleway with a 1.0m verge is proposed on the eastern side of Upper Campsfield Road (A4095). This is welcomed; however, further detail is required to demonstrate how this route will connect into the wider network and/or where it will terminate.

Bladon Roundabout

It is understood that on the A44 Woodstock Road arm of Bladon Roundabout, existing pedestrian priority crossings will be upgraded to signal-controlled toucan crossings to improve access to the shared footway/cycleway on the A44 and nearby bus stops. In addition, a 3.0m wide shared footway/cycleway is proposed at the south-western corner of the site, providing a direct connection to the A44 Oxford Road and the wider pedestrian and cycle network.

Whilst the principle of these interventions is welcomed, it has not been possible to identify detailed designs for the approach described. The provision of such information would be welcomed.

Park and Ride Connections

It has not been possible to identify a response to ATE's previous comments regarding pedestrian and cycle connections to the proposed Park and Ride from the A4095. Further context and clarification would be welcomed.

5. Placemaking and Site Permeability

Spine Road

ATE welcomes the provision of potential bus access/gate through the site. A mechanism will be required to secure this, or to provide an appropriate level of filtered permeability. Should bus access not come forward, the approach to walking and cycling provision along the main spine road should be revisited, with consideration given to segregated facilities rather than share use.

Hoggin Paths

The Assessment states that all proposed strategic shared pedestrian and cycle routes, both on-site and off-site, will be constructed with sealed, smooth and bound surfaces, in accordance with LTN 1/20 and Inclusive Mobility. This approach is welcomed.

However, the Access and Movement Parameter Plan identifies hoggin and mown path routes throughout. Whilst pedestrian and cycle facilities are proposed along the main spine road, it is not clear that the current approach sufficiently prioritises pedestrian and cycle movement. The provision of additional routes is welcomed, but based on the submitted plans these do not appear to function as strategic routes, given proposed surfacing. Further clarification would be helpful on which routes the applicant deems strategic.

Northern Links to Shipton Road

The site will act as a trip attractor and safe, suitable access should therefore be considered and achieved for all users, including those approaching the site from land to the east of Marlborough School.

Whilst this route has been assessed within the WRAT as not requiring improvement, the assessment appears to focus primarily on routes from the site rather than to. Given the proposed presence of on-site facilities, it is considered that movements to the site should also be fully assessed.

It is noted the DAS identifies Shipton Road as an existing key pedestrian route; however, given the absence of a footway, further clarification would be welcomed.

6. Cycle Parking

ATE is content with the proposed approach to cycle parking as set out within the applicant’s submission. This matter can be addressed through an appropriately worded planning condition.