

From:

Sent: 15 May 2020 15:34

To: Bernadette Owens <Bernadette.Owens@Cherwell-DC.gov.uk>

Subject: Proposed roundabout on Wendlebury Rd

Related to 19/01746/OUT

Dear Ms Owens,

I am writing to oppose the developer's proposed access arrangements and to support the changes recommended by Bicester BUG.

Access to the site and road improvements associated with the development should be designed to facilitate increased active travel including cycling in the future. This should apply to people using the new development and also those travelling past it. In the next few months Oxfordshire County Council will produce a Local Cycling And Walking Infrastructure Plan (LCWIP), whose aim will be to significantly increase the number of local journeys made by bike. We know that actual and potential cyclists are put off by the risk and perceived risk from motor vehicles and the guidelines incorporated in the Bicester BUG document are carefully designed to make cycling safe and comfortable. They should be adhered to enthusiastically, not simply if it is convenient.

More specifically, the original plan (Sept 2019) is on a large scale with commercial space providing employment for 458 people and a sports club including swimming pool with parking for 246 cars. It is to be hoped that a large proportion of the workers and sports club members will be local and will use active methods of travel to and from the site. Strategic plans for the development of Bicester emphasise that work, leisure and housing be located close together, so that cycling and walking become the default decision for work and leisure.

The location is on national Cycle Route (NCR) 51, which is the best quiet route in and out of Bicester to the south west, giving safe cycle access to Wendlebury, Chesterton, many other villages and eventually Oxford. In the near future links to Kingsmere across the A41 should be improved. Access to the new development must be designed to ensure that it accommodates the increased flow to the sports club and commercial premises, encourages users of the site to walk or cycle and does not create a problem for passing cyclists and walkers.

In summary, this roundabout should be built from the outset with a long term strategy for healthy and sustainable local travel infrastructure in mind. This includes a high standard of safety and convenience for active travel and the anticipation of future improvements to the network (eg substantial cycle traffic to and from Vendee Drive as well as along NCR 51 in both directions).

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