



Langford Village
COMMUNITY ASSOCIATION

**East West Rail Consultation Making Meaningful Connections
31st March – 9th June 2021**

Response to: Section A: Oxford to Bicester – London Road Crossing

Langford Village Community Association represents the 6,000 residents who live on Langford Village Bicester, who will be directly affected by the decision taken regarding the London Road Crossing, and also represents the future residents of the south side of Bicester who have yet to move here.

Many of the local villages also use London Road, their most direct and logical route into town, and amounts to another 6,500 people.

London Road carries, from the last published figures available to us, 8,442 vehicles per day plus 1997 pedestrians/ cyclists and is one of three arteries into the town centre. Past experience has shown that when one of these arteries is out of action for any reason, the other two become heavily congested, often causing widespread gridlock. This would become the norm if London Road was permanently closed to vehicular traffic, and result in complete chaos in the event of temporary closures on one of the other 2 routes.

This would be the future for the south side of Bicester should there be no vehicle access via London Road, and looking forward five years would become totally unacceptable as Bicester continues to grow with much of the expansion on the south side of Bicester, with the following new housing planned: -

Graven Hill	2100 houses
Gavray Drive	300 houses
Wretchwick Green	1500 houses

There will also be a new Doctors 'super surgery' in Graven Hill by 2023, serving 60,000 patients, many residing town side of the crossing who want full access at the crossing maintained, to attend appointments. The GP practices, Alchester Medical Group and Montgomery House have stated to us, they want London Road to remain open to vehicles/ cyclists/ Pedestrians, as do their patients.

Bicester is destined to become the second largest town in Oxfordshire, already with an inadequate road system, it would be total madness to close a vital road into the town centre.

In addition, there will be large areas of warehousing and industrial units both on Graven Hill and Wretchwick Green, with DPD building a huge new depot increasing its capacity and number of vans, all adding to the traffic in and around Bicester, and the A41 and Charbridge Lane in particular.

Bicester also suffers from a huge influx of traffic visiting Bicester Village, a major attraction worldwide, and causes many issues using the A41/ Kings End route into Bicester, which would be one of the alternative routes into the town centre.

The bus services would also be affected detrimentally as London Road is a bus route from Langford Village and also the S5 from Ambrosden. The time added to the bus timetable would be considerable and if using the Charbridge Lane /Launton Road would have difficulty navigating the town end of the road where it narrows.

We have conducted two separate polls of residents canvassing their views regarding the London Road Crossing and the future, and the rankings of the concepts reflect the poll results.

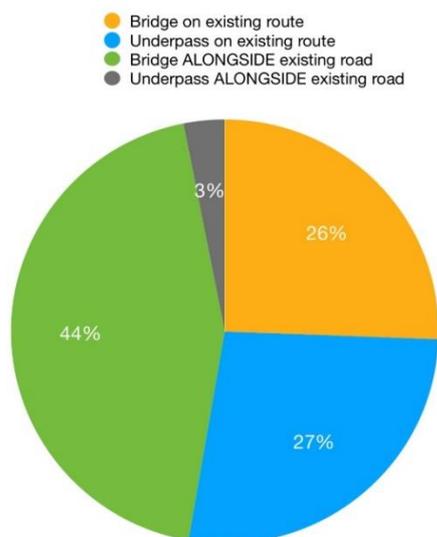
Ranked Poll Results:

Concept 5: road bridge alongside London Road -44%

Concept 2: road underpass at London Road – 27%

Concept 3: road bridge at London Road -26%

Concept 4: road underpass alongside London Road – 3%



44% of respondents have voted in favour of a bridge alongside London Road, which allows London Road to remain open during construction.

It also demonstrates that 70% of respondent's prefer a bridge, to a tunnel.

It is also important that pedestrian access is maintained as well, and a pedestrian bridge over the current London Road line is favoured by the majority (72%) to include usable access for people with disabilities / people with prams. The bridge by Garth Park is far too steep for many in this category.

Another interesting concept for pedestrian users raised by some (6%) is to have access over the current station bridge.

South Bicester residents have been calling for continued vehicle access over London Road for many years, and now the people of South Bicester have now clearly demonstrated their views above to keep London Road open to vehicles.

Many other Bicester residents in other online posts are also extremely worried about the impact on the whole of Bicester should London Road close to vehicles.

East West Rail having been challenged by the Secretary of State for Transport to seek improvements and properly integrate the different sections to give the best results for **ALL COMMUNITIES** from Oxford to Cambridge, this must include ensuring that South Bicester does not become effectively cut off from the town to which we belong.

There needs to be 'some thinking out of the box' to develop and design an attractive bridge solution, which basically could go over car parking areas in the main.

London Road must remain open to vehicles as well as pedestrians and cyclists

Carole Hetherington. Chairman LVCA (Langford Village Community Association) 4/06/21