

Bridgwater Area Cycling Campaign (BACC)

Brewery Field, Planning Application 08/20/00204

Formal Objection/Comments

For the attention of Dawn de Vries, Case Officer

Dear Dawn,

One of the main Bridgwater Vision Document 15 Primary Objectives states "to shape and influence a transport strategy and investment package for the town which will create a safe, attractive and inclusive public realm, with an enhanced environment for pedestrians and cyclists" and further within the Sedgemoor Local Plan 2011-2032 (adopted version, Feb 2019) within its Sustainable Development Principles (policy S4), it states "minimising the need to travel and encourage any journeys by alternative means of travel by maximising opportunities for walking, cycling and the use of public transport"

We object to this proposed development because it is not fully compliant with the above documents and due to our specific concerns as detailed below;

1. CYCLE CORRIDOR APPROACH:

The government adopted Cycle Infrastructure Design guidance LTN 1/20 contains 'core principles'. Two of these are Cohesion & Directness. Cohesion states "cycle networks should be planned and designed to allow people to reach their day to day destinations easily" and Directness states "that routes should provide the shortest & fastest way of travelling from place to place".

The new cinema complex stops all through cycle traffic and requests people to dismount and walk. The BACC infrastructure team are working on many corridors in Bridgwater north, south, east & west. The western corridor links in with cyclists coming from the Cannington direction and cycling through Wembdon to the Docks and across into the town centre. The Active Travel cell is currently working on an upgrade to cycle infrastructure from the old Wembdon Road, through Halesleigh Road to Victoria Road (this is directly connected to links to the docks and access into town).

There is NO coherent or direct consideration for cycle traffic passing through this complex.

Sedgemoor are promoting the **celebration mile** in many plans/documents and drawings and it therefore appears strange that within this new development complex/site the **celebration mile** cycling corridor has been severed.

Ideally, a route should be built that comes from Anson Way along a 'widened' path (as proposed) and continues in alignment with Mount Street into the Kings Square/Cornhill areas. Is it possible to create an in-line path alongside the Northgate Primary school? We believe that Angel Crescent areas and the new enhanced crossing that will access directly into the new cinema complex should remain for pedestrians.

2. ANSON WAY CROSSING:

The plans for upgrading to the cycling & walking path adjacent to the Brewery Field make no references to improving cycling infrastructure outside of the planning boundary. Does the Community Infrastructure Levy (CIL) associated with the larger scheme have funding aside to enhance the crossing on Anson Way and the short path to docks? Anson Way crossing requires a hatched marking across and the tarmac ideally colored red. The short footpath needs widening to at least 3.5 metres and safely lead on to the docks landing area.

3. BREWERY FIELD PATH:

There is currently a significant amount of cycling & walking traffic that use the Brewery Field path. This will very likely increase as/and the cinema complex is built. This path will include multiple groups of people, wide pushchairs, disabled scooters, etc. Section 8.2.3 of LTN 1/20 states “ Where space and budget allows, the most effective way to minimise conflict and increase comfort is to provide separate route space for cycling & walking”.

It is recommended that the Brewery Field path is widened to 3.5 metres (not 3 metres as designed) and the path is segregated and marked for cyclists on one side and walkers on the other. This generally, avoids conflict.

4. PLANNING OBLIGATIONS: The Brewery Field planning application, we request to understand how the Community Infrastructure Levy (CIL) has been proportion for sustainable development and particularly what mitigation does it contain with respect to cycling & walking improvements

Please take notice that we would like to speak at the meeting of the committee at which this application is expected to be decided. Please let us know the date, as soon as applicable

Yours Faithfully

BACC Planning Team

BACC Mission Statement

The BACC is a voluntary group run by cycling enthusiasts and local residents. Formed in February 2019, our main aim is to improve & promote safer cycling and the provision of new route infrastructure within Bridgwater and the surrounding areas. We also will support (where applicable) safer walking, the interests of pedestrians and all means of sustainable transport.

The group has four main focus areas.

These are, safety (concerning ourselves with vulnerable road users, reduction in speed limits and assessing local areas for personal safety risk), behavioural change (raising awareness of the benefits of cycling and increased physical activity), infrastructure (influencing changes to both existing and new paths and local route mapping), and communications (raising awareness through 'our' website, social media, the local press and any group's correspondence).

Website <https://thebacc.org.uk/>