

Divisions affected: Bicester Town; Bicester West

CABINET MEMBER FOR ENVIRONMENT – 25 FEBRUARY 2021

BICESTER – PROPOSED ACTIVE TRAVEL MEASURES

Report by Assistant Director Growth and Place, Communities

RECOMMENDATION

1. The Cabinet Member for Environment is RECOMMENDED:
 - a) to approve the proposed 20mph speed limit, toucan crossings and shared use footway/cycle tracks as advertised and as permanent measures;
 - b) to approve the introduction of an Experimental Traffic Regulation Order including the following provisions:
 - i) Waiting restrictions at Loddon Close and Villiers Road;
 - ii) Width limit, loading restrictions and a contra flow cycle lane on Causeway.

Executive summary

2. This report outlines the responses received to a consultation for the statutory and legal measures required to proceed with the Bicester active travel scheme. These measures include a 20mph speed limit, toucan crossings and legal conversion to shared use footway / cycle tracks, (as shown at Annex 1 and 2). The Bicester active travel scheme in its entirety will be reported separately to the Director of Growth and Economy, under delegated authority, on 26 February for implementation decision subject to the public consultation and available funding.
3. The formal statutory consultation was conducted from 22 January to 12 February 2021 for the proposals to deliver areas of 20mph speed limit, toucan crossings and shared use footway/cycle tracks in Bicester and this report outlines the results of the consultation process.
4. The outcome of the consultation was largely positive with 48 responses received. The full results are shown at paragraph 20; the level of support for each scheme element is outlined below:
 - 20mph speed limits – 75% of respondents supported the proposals
 - Toucan crossings – 83% of respondents supported the proposals
 - Shared-use Cycle Paths – 54% of respondents supported the proposals
 - Experimental Parking Restrictions – 48% of respondents supported the proposals

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- Experimental Width Restriction– 60% of respondents supported the proposals
 - Experimental Loading Restrictions – 67% of respondents supported the proposals
 - Experimental Cycling Contraflow – 44% of respondents supported the proposals
5. Though there is support for the experimental proposals listed above the impact of these will be monitored and remedial measures considered if necessary.
 6. Officers therefore recommend that the measures are approved.
 7. The content of this report does not have any implications for legal, finance or procurement teams.

Background

8. Oxfordshire County Council was successful in its bid to Government for an allocation of the Active Travel Fund Tranche 2 but the amount secured would not have delivered all the proposed schemes. Additional funding has been secured from the Oxfordshire Local Enterprise Partnership (OxLEP) to enable the Bicester and Witney proposals to be delivered.
9. Government launched the active travel fund in response to the Covid-19 pandemic. The fund is designed to support economic recovery and enable people to travel safely whilst maintaining social distancing. However, the long term ambition is for walking and cycling to become the norm for short journeys, or as part of a longer journey, with places that are designed first and foremost for people on foot or bicycle. This has led Oxfordshire County Council to further develop and expand the Oxfordshire active travel programme.
10. The Bicester active travel scheme focusses on providing new and improved routes between south west Bicester and the town centre, via Causeway.
11. The aim is to:
 - Make walking and cycling safer for everyone
 - Make local shops, schools and employment easier to get to by walking and cycling
 - Provide more choice for travelling in Bicester
12. A co-production workshop was held with stakeholders in December 2020, to gain their views on the proposals for wider active travel project (Annex 3 contains invited stakeholders). Their views were then considered by officers and engineers and influenced the design where appropriate.
13. In addition to this consultation for the statutory measures, a second public consultation has run in parallel asking people for their views on the whole Bicester active travel scheme. This consultation is called “Bicester Active Travel Scheme” and ran from 21 January to 11 February 2021. The outcomes of the consultation will be published on the council’s consultation portal during March 2021.

14. Once the outcome is known regarding the recommendations of this statutory measures report, the Bicester active travel scheme in its entirety will be reported to delegate authority to the Director of Growth and Economy in consultation with the Active Travel Programme Board for the final sign off of schemes to be progressed. An overarching communication and engagement plan covering transport planning, design and construction phases has been produced, with the aim to promote walking and cycling to increase the take up. This will be considered and approved also through the report to the Director of Growth and Economy.

Financial Implications

15. Funding for the proposals has been provided OxLEP Local Growth Fund and planning obligation section 106 funds the council holds. The council received £1.4m from OxLEP to be spent on the active travel schemes across Bicester and Witney. In addition, for Bicester there is £289,000 from planning obligation section 106. OxLEP have stipulated the Local Growth Funding needs to be spent or substantially committed by 31 March 2021, with works commencing in March 2021 and implemented over a period of three months.

16. The statutory measures reported here form part of the Bicester active travel scheme and will be progressed as part of that scheme including all budgeting, and programming. Each statutory measure therefore does not have individual financial implications but is part of the wider scheme.

17. Should the wider Witney and Bicester active travel schemes have budget constraints, officers will recommend the way forward to the Director of Growth and Economy in consultation with the Active Travel Programme Board where scheme elements will be prioritised based on those that are ready to implement, and those which are recommended to have the most benefit to walking and cycling.

18. The future maintenance of the proposed infrastructure will form part of the regular maintenance programme. It is considered that the proposals do not put undue pressure on the future maintenance budget due to their scale and nature.

Equality & Inclusion Implications

19. A copy of the scheme Equality and Climate Impact Assessment is available at Annex 4.

20. The proposals to implement shared-use paths have the potential to negatively impact upon people with a disability, such as those with a sight impairment. Where we are implementing shared pedestrian and cycle paths, the impact on pedestrians with a sight impairment is being managed through adherence to the Department for Transport's Cycle Infrastructure Design Local Transport Note 1/20 (July 2020) design guidance, herein referred to as LTN 1/20.

21. In adherence to LTN 1/20 (paragraph 6.5.4) the proposals for the conversion of a footway to shared use is considered a last resort due to lack of other appropriate

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options. It is acknowledged that shared use facilities are generally not favoured by either pedestrians or cyclists and can create particular difficulties for visually impaired people. Whilst actual conflict may be rare the interactions between people moving at different speeds can be perceived to be unsafe and inaccessible, particularly by vulnerable pedestrians. This can make the path unattractive for both types of user.

22. In order to try to reduce the likelihood or perceived risk to conflict between those walking and cycling we will deliver shared use routes that meet the recommended minimum width of 3.0m (where route traffic is up to 300 pedestrians and 300 cyclists per hour). We acknowledge that wherever possible, and where pedestrian flows are higher, greater widths should be used to reduce conflict.

Sustainability Implications

23. The proposals will help facilitate the safe movement of cyclists and pedestrians and positively contribute to the council's climate change and carbon reduction targets. Additionally, investment in active travel measures is known to deliver significant health, environmental and congestion benefits.

Consultation

24. Formal consultation was carried out between 21 January and 12 February 2021. A notice was published in the Bicester Advertiser newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Cherwell District Council, Bicester Town Council and local County Councillors. Letters were also sent to premises adjacent to the proposals.

25. Forty-eight responses were received during the formal consultation. These are summarised in the tables below:

Road	Object	Support	Concerns	No objection / opinion	Total
20mph Speed Limit	2 (4%)	36 (75%)	7 (15%)	3	48 (100%)
Toucan Crossings	-	40 (83%)	4 (8%)	4	48
Shared-use Cycle Paths	4 (8%)	26 (54%)	15 (31%)	3	48
Experimental Parking Restrictions	-	23 (48%)	2 (4%)	23 (48%)	48
Experimental Width Restriction	3 (6%)	29 (60%)	9 (19%)	7	48
Experimental Loading Restrictions	2 (4%)	32 (67%)	6 (12%)	8	48
Experimental Cycling Contraflow	4 (8%)	21 (44%)	16 (33%)	7	48

26. The individual responses are shown at Annex 5 with copies of the original responses available for inspection by County Councillors.

Response to objections and other comments

27. The Traffic Management Officer responding on behalf of Thames Valley Police raised no objection to the permanent 20mph Traffic Regulation Order and will wait for monitoring of the Experimental Orders before responding on these.
28. Bicester Town Council discussed the proposals at their Planning Committee and resolved to support the scheme, with reservation over the contraflow cycle lane proposal for Causeway. As the designs emerge these will be discussed with the Town Council. OxLEP are aware that this particular element of the scheme needs detailed design and discussion and have supported the need for this element to be delivered beyond the March 2021 funding deadline.

Shared - Use Paths

29. Four respondents have objected to the proposals to convert areas of footway to shared-use cycle paths and fifteen voiced concerns. Ideally all the proposals would provide dedicated space for cycling. However, due to the constrained path widths the proposals are unable to deliver segregated paths which meet national design standards. Following on from concerns raised at the stakeholder workshop, the shared path along the section of Middleton Stoney Road within this scheme is now proposed as 3m width, which is the recommended width for shared use paths in LTN 1/20 table 6-3.

20mph speed limit

30. The 20mph speed limit order covers the areas where on-road cycling is proposed (and associated adjoining side roads). Two people objected to the 20mph proposal and seven voiced concerns. Research shows that lower speed limits, such as 20mph, are linked with increased walking and cycling as people feel safer. The speed data collected indicates that the 85th percentile speeds are lower than 24mph for all but two of the routes where 20mph is proposed and, therefore, no traffic calming measures are proposed. B4100 London Road at Priory Road and Site 7 - Launton Road recorded greater 85th percentile speeds at 28mph and 27mph respectively. We recommend that the 20mph speed limit is implemented in these areas and post scheme monitoring conducted to identify if speeds reduce due to the introduction of the 20mph scheme. A summary of the speed data from 2020 is available at Annex 6.

Toucan Crossings

31. Four respondents were concerned about the proposed toucan crossing because of the impact on pedestrians who are crossing; 85% supported this element of the scheme. Upgrading existing signalised pedestrian crossings to toucan crossings will allow mounted cyclists to cross the road. Infrastructure will be installed to aid people with disabilities throughout the design, such as tactile paving, and cones/bleepers at the toucan crossings. The proposals can be monitored and reviewed as part of future plans for the central corridor.

Experimental Parking Restrictions

32. The proposal for restricting parking on Villiers Road/Loddon Close, close to the mouth of the junction with Middleton Stoney Road is proposed on an experimental basis. The loss of these spaces could have a negative impact on residents and businesses very close to these parking spaces but is unlikely to have a wider negative impact. As part of the experimental order the impact will be monitored, and any remedial measures considered.

Experimental Width Restriction

33. The proposal for implementing a width restriction on Causeway will enhance the existing town centre vehicle weight restriction by preventing large vehicles from using this as a through route. The narrow nature of Causeway makes the route currently unattractive to active travel users and by introducing an experimental width restriction, this will aid safety for walking and cycling.

Experimental Loading Restriction

34. A loading restriction would prevent vehicles from stopping on Causeway to load or unload goods to/from adjacent shop frontages. Loading along Causeway causes a blockage to the flow of traffic as there is no space for queueing vehicles to move around a stationary delivery vehicle. There were two objections with six people raising concerns around the ability for businesses to operate under these restrictions. Rear access is available to most of these units, both on the northern side (via Hanover Gardens parking area) and on the southern side (in the parking area to the rear of the Polish Grocery Shop). As part of the experimental order the scheme will be monitored and any remedial measures considered.

Experimental Cycling Contraflow

35. There were four objections and sixteen responses raising concerns over the proposals for a contraflow cycle lane on Causeway - whether there would be adequate space for pedestrians and the local Sustrans Rangers object on the basis that the road should be closed to motorised vehicles to better meet de-carbonising transport objectives. The funding budget and timescale limits do not enable consideration of closure – the impact of all vehicles from Kings End, Church Street and Causeway needing to exit westbound would require improvements to the junction with Queen's Avenue and the impact for the town centre would need to be thoroughly assessed. The current design proposal would keep all cycles off the footpath along Causeway, with the westbound contraflow cycle lane on the road itself. This element of the scheme will require careful design and stakeholder discussions. A road safety audit will be undertaken on the final design to ensure that it remains safe for all users.

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ERIC OWENS

Assistant Director Growth and Place, Communities

Annexes

Annex 1: Plan of proposed 20mph speed limit

Annex 2: Plan of proposed shared use footway/ cycle tracks, toucan crossings and experimental measures on The Causeway

Annex 3: Stakeholder Workshop Invite List

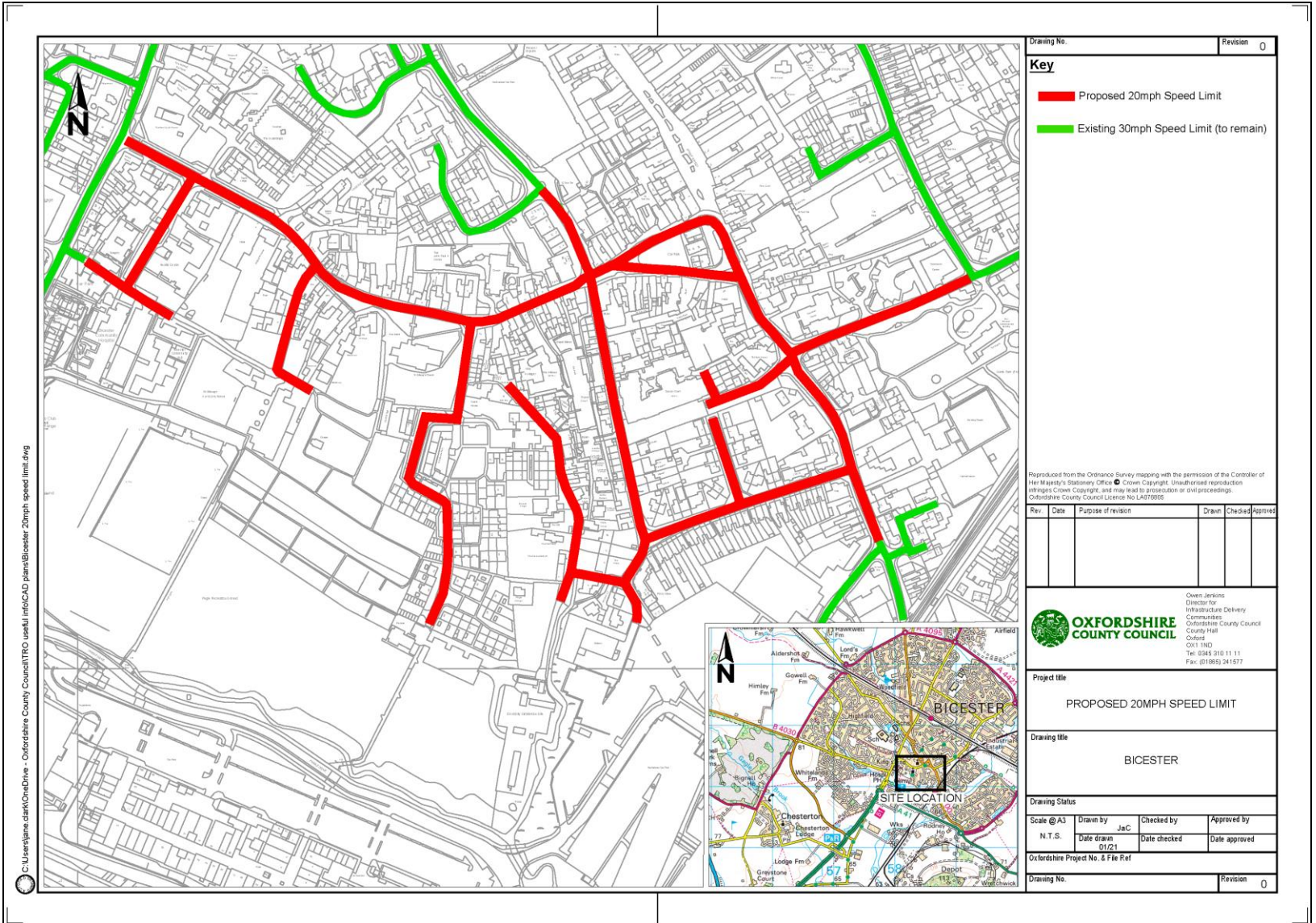
Annex 4: Equality and Climate Impact Assessment

Annex 5: Consultation responses

Annex 6: Traffic Speed Data Summary

Contact Officers: Hugh Potter 07766 998704
 Jacqui Cox 07919 298304

February 2021



C:\Users\jane.dick\OneDrive - Oxfordshire County Council\TRO useful info\CAD plans\Bicester 20mph speed limit.dwg

Drawing No. Revision 0

Key

- █ Proposed 20mph Speed Limit
- █ Existing 30mph Speed Limit (to remain)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title
PROPOSED 20MPH SPEED LIMIT

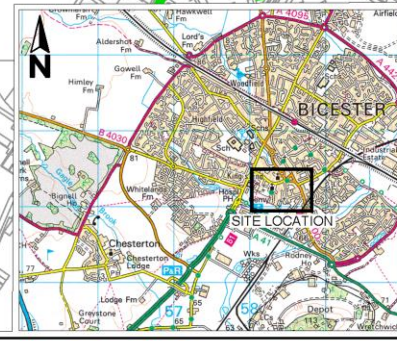
Drawing title
BICESTER

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn 01/21	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. Revision 0



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SITE LOCATION

Oxfordshire County Council Bicester Active Travel Scheme – List of Stakeholders December 2020

Stakeholder	Name and role
Cabinet Member	Councillor Yvonne Constance, Cabinet Member for Environment Councillor Liam Walker, Cabinet Member for Highways Delivery & Operations
Oxfordshire County Council – Local Members	Councillor Michael Waine – (Bicester Town) Councillor Les Sibley – (Bicester West) Councillor Lawrie Stratford – (Bicester North) Councillor Dan Sames – (Otmoor) Councillor Ian Corkin – (Ploughley)
Cherwell District Councillors	Cllr Sean Gaul Cllr Tom Wallis Cllr Nick Cotter Cllr Lucinda Wing Cllr John Broad
Cherwell District Council Officers	Paul Feehily Robert Jolley Angela Smith Paul Almond Rosie Rowe Dale Hoyland Sarah Stevens Maria Dopazo Dean Fischer Sue Cavalier Andy Bowe
Bicester Town Council	Samantha Shippen – Chief Officer
	Councillor Jason Slaymaker - Mayor
	Councillors:
	Cllr Richard Mould
	Cllr Robert Nixon
	Cllr Nick Mawer
	Cllr Lynn Pratt
	Cllr Alex Thrupp
	Cllr Nick Cotter
	Cllr Zoe McLernon

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	Cllr James Metcalf
	Cllr Dan Hallett
	Cllr Harry Knight
	Cllr Fraser Webster
MP for Bicester	Victoria Prentis MP
Bicester Chamber of Commerce Bicester Vision	Graham Perryman – Chair Graeme Laws
Bicester Bike User Group (BBUG)	George Bennett (Chair) Paul Troop



Council

Equality and Climate Impact Assessment

**Bicester Active Travel Scheme
January 2021**

****Please see the guidance note for support with completing this assessment****

Section 1: Summary details

Directorate and Service Area	Communities
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Bicester Active Travel LEP funded scheme
Is this a new or existing function or policy?	New infrastructure to support cycling and walking in Bicester

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<p>Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).</p>	<p>In response to COVID-19 the Department for Transport (DfT) launched two funding streams for Active Travel. The project being assessed has arisen from the second tranche of DfT funding. This will support active travel interventions that will aid community recovery to COVID-19 by supporting businesses, social distancing and general healthy lifestyle choices.</p> <p>The proposal benefits people of all ages from children and their journeys to school, to commuters and businesses. People with disabilities will also benefit from a removal of barriers to active travel, affording them an equal space on the street. In addition, due to the promotion of active travel for short journeys as opposed to carbon intensive modes, the proposal contributes to Oxfordshire County Council's ambition of reducing carbon emissions.</p> <p>The proposal does not discriminate or unfairly disadvantage any individual or groups within the community, the aim of the route is to create a place that is accessible and beneficial for all.</p>
<p>Completed By</p>	John Lee, Transport Planner; Odele Parsons, Principal Transport Planner
<p>Authorised By</p>	Amrik Manku, Growth Manager
<p>Date of Assessment</p>	Original 18/01/2021; revised 15/02/2021

Section 2: Detail of proposal:

<p>Context / Background Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>In response to COVID-19 the DfT launched two funding streams for Active Travel. This project is in response to the second tranche of this funding announced in July 2020. The aim of this funding is to support active travel interventions that will aid the reopening of the economy and social distancing; meaningfully reallocate road space for cyclists; and develop both cycling and walking as an attractive alternative mode of travel for short journeys, reducing potential overcrowding on public transport in the process. In addition, promoting active travel has many health benefits, including tackling obesity, which is said to increase a person's risk to the adverse effects of Covid-19.</p>
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<p style="text-align: center;">Proposals</p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>The project involves infrastructure measures to create a network of active travel links between southern and western neighbourhoods of Bicester to the town centre. Several measures are proposed throughout the route: a co-ordinated network of direction cycling signing with travel times; a review of cycle parking facilities and improvement if necessary; monitoring before, during and after completion of improvements; and a review of traffic signs to redirect vehicles to more appropriate routes. A combination of widening paths to create shared use off-road facilities, on-road advisory cycle lanes, reviewing/upgrading crossing points, surfacing improvements and a new 20mph zone for the section of the route closest to the town centre, complementing on-road cycling here.</p> <p>Suggestions for possible interventions were provided through initial stakeholder engagement between May-June 2020. The location and type of interventions that were ultimately chosen were selected due to their compliance with the DfT objectives, the available budget and timescales. In conjunction with this, consideration was given to where would have the greatest positive impact on the population, reflecting locations with a high population density and amenities including schools, retail and employment. The Propensity to Cycle Tool and Active Mode Appraisal Tool were also used in identifying the most valuable route. This was supported by analysis of hazard and traffic data.</p>
<p style="text-align: center;">Evidence / Intelligence</p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>Consultation:</p> <ul style="list-style-type: none"> • A consultation workshop was held with stakeholders in December 2020, to gain their views on the proposals for the project. Their views were then considered by officers and engineers and the design altered to reflect these where appropriate. • A public consultation will take place for three weeks from 21 January 2021, taking into consideration the intelligence from the workshop session. <p>Data:</p> <ul style="list-style-type: none"> • Speed surveys took place in late Jan/early Feb to assess the suitability of the proposed 20mph zone. These will take place along the main routes where speed reductions are planned (Kings End [east], Church Street, Causeway, Manorsfield Road [south], London Road, Launton Road). Surveys will also be conducted on selected adjoining roads where the proposed 20mph zone will affect (Priory Road, Chapel Street). <p>Research:</p> <ul style="list-style-type: none"> • Bike Life All cities publication, Inclusive City Cycling, Women: reducing the gender gap, Sustrans, June 2018 provides evidence that ‘most women would like to cycle ...most women don’t feel safe and are hesitant to start, or restart cycling’. This research shows that 74% of women would like to see more investment in cycling and that 79% of women favour more protected cycle routes – even if that means less space for other road users.

<p>Alternatives considered / rejected</p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>Many suggestions were put forward during the initial engagement period and not all of these have been taken forward. The proposals that were selected best met the government objectives, timescale and budget as discussed above. The suggestions that were not included have not been disregarded but added to a long list of schemes that will be reviewed when additional funding sources are available in the future.</p> <p>A full closure to motor vehicles on Causeway was suggested by a number of stakeholders, but this has not been taken forward to consultation due to a number of factors including timescales for delivery and a lack of political support. The proposed changes to Causeway go some way to making this road more accessible to non-motorised users and may be a stepping stone to making further changes to the town centre in the future.</p>
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Section 3: Impact Assessment

Please indicate for each of the Public Sector Equality Duty ‘protected characteristics’ whether there may be no impact, a positive or negative impact, or a mixture of both. If there is no impact, you do not need to complete the rest of that row.

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cycle conditions will be made safer for all, including for children, meaning that more will be able to travel by bike. The scheme emphasises safe connections to schools and is complimented by School Streets interventions that benefit children, teenagers and their families.			Scheme implementation by end of May 2021. Monitoring throughout 2021.
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	The scheme will improve cycle infrastructure to provide routes for cycling for all bike users including those with specially	The proposals to implement shared-use paths have the potential to negatively impact upon people with a disability,		Scheme implementation by end of May 2021. Monitoring

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				adapted bikes. Mobility Scooter users will also be considered in the scheme design to ensure that are not adversely impacted.	such as those a sight impairment. Where we are implementing shared pedestrian and cycle paths, the impact on pedestrians with a sight impairment is being managed through adherence to the Department for Transport's Cycle Infrastructure Design Local Transport Note 1/20 (July 2020) design guidance, which states where route traffic is up to 300 pedestrians and 300 cyclists per hour the path width should be a minimum of 3.0m.		throughout 2021 including of accident statistics.
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Pregnancy & Maternity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Sex	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	There is evidence that women don't feel safe and are hesitant to start or restart cycling the aim of the proposed cycle infrastructure is to provide safe attractive routes for everyone to use and to enable a greater take up of cycling irrespective of sex.			
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Additional impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Additional community impacts							

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Rural communities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Carers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Areas of deprivation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Certain neighbourhoods in west Bicester have been identified as areas where income deprivation and income deprivation affecting children are significantly worse than in Oxfordshire or England (Oxfordshire Insight 2020). The route provides an enhanced, accessible and free connection between these areas and local amenities including employment, meaning that people in deprived areas are not isolated due to lack of accessibility and producing an environment that may be attractive to further investment from businesses, thereby helping to reduce deprivation.			
Wider impacts							
Staff	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Social Value ¹	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The route will increase the connectivity of the community by improving the accessibility of retail, leisure and employment facilities. The route will also enhance the quality of the built environment. Improved lighting along the route will help to			

¹ If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

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				discourage anti-social behaviour. A more pleasant street scene will be created for all users.			
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Climate change impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
OCC and CDC aim to be carbon neutral by 2030. How will your proposal affect our ability to reduce carbon emissions related to:							
Energy use in our buildings or highways	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The route facilitates a modal shift to active travel for short journeys by creating an attractive environment for walking and cycling and raising awareness of these modes. Increased uptake of active travel will reduce unnecessary car trips and carbon emissions.			
Our fleet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Staff travel	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The increased attractiveness and convenience of active travel in Bicester places it as a realistic alternative to the car potentially for some work journeys.			
Purchased services and products (including construction)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Maintained schools	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The increased attractiveness and convenience of active travel in Bicester places it as a realistic alternative to the car for journeys to school.			
We are also committed to enable Cherwell to become carbon neutral by 2030 and Oxfordshire by 2050. How will your proposal affect our ability to:							
Enable carbon emissions reduction at district/county	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The route facilitates a modal shift to active travel for short journeys by creating an attractive environment for walking and			

level?				cycling and raising awareness of these modes. Increased uptake of active travel will reduce unnecessary car trips and carbon emissions.			
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Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

Review Date	1 June 2021
Person Responsible for Review	John Lee, Transport Planner
Authorised By	Amrik Manku, Growth Manager.

RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>No objection – I know the areas well where a 20mph speed limit is being applied and have requested speed data which I have now scrutinised and considered in this response. The sites chosen included those contentious with the exception of Launton Road where speeds may be towards or above the limit which I cannot evidence. The application is a measured one which I welcome without any included or additional character or physical features.</p> <p>The current speed of traffic is a reliable indicator of how acceptable a new speed limit would be. The recognized way of ascertaining this level of self-compliance is the 85th percentile speed. If the 85th percentile speed is 7mph or more over the proposed limit it is unlikely to be effective without other measures such as engineering or continual enforcement. I have had site of recent speed data from Oxfordshire County Council taken on these roads as part of this proposal. I am also aware Highway Authorities prefer to use Mean speed rather than 85th percentile. I note that the mean speeds from the data provided are compliant to Police and DfT guidelines and not exceeding 24mph.</p> <p>Police are not opposed to lowering speed limits providing they are appropriate to the road environment and likely to have casualty reduction benefits. All aspects of the proposed speed limit are taken into account i.e. collision history, speed of existing traffic, road environment, enforcement, road character function with driver perception. It is essential that post implementation speeds are also monitored to evidence any speed reductions together with casualty reduction benefits in areas with actual or assumed hazard potential. This is specifically relevant where measures as here are to attract and promote walking and cycling.</p> <p>There is a proven link between road environment/character where in this application all sections are urban. Drivers must respect the need for a speed limit. If not accepted as realistic from our experience a limit will quickly be abused and be the source of constant demands for police action which would never significantly address the problem. Communities not privy to this response will thereafter be unhappy and dissatisfied and the value lost for this and other schemes.</p>

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	<p>Many town centres have imposed similar controls under temporary orders including Bicester due to the Covid 19 pandemic and social distancing rules. To my knowledge no comment or complaints have been received by Police thus far with these measures.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Circular Roads 1/2013) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states Speed Limit should not be used to attempt to solve the problem of isolated hazards, for example junctions or reduced forward visibility.</p> <p>The police stance firmly reflects DfT advice that 20 mph limits should be self-enforcing. The speed data provided suggests roads included in the proposal would meet the criteria currently not exceeding 24mph (4 mph above the speed limit) accepted upper limit. The principal of 20mph speed limits is for compliant speeds without that outcome the perception of safety to vulnerable users is lost and with it the credibility of the intention.</p> <p>Thames Valley Police formally make no objection to the proposal evidenced in this report specifically due to the limited application on compliant roads. In the event that following implementation and residual public pressure to widen the 20mph speed limit, we would expect adherence to DfT guidelines and use physical self-enforcing measures to temper actual resultant speeds where appropriate.</p> <p>The Experimental Orders will be monitored during the relevant period and a response sent in due course.</p>
(2) Bicester Town Council	<p>Support - RESOLVED that (planning) Committee NOTED the consultation and WELCOMED the active travel initiative, however Bicester Town Council have concerns with the 2-way system proposed for the Causeway.</p>
<p><i>[A. Objections & Concerns]</i></p>	
(3) Local Group, (Kingsmere Residents Association)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - Concerns Exp. Width Restriction - Support</p>

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	<p>Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Concerns</p> <p>The KRA largely welcome residential 20mph zones and would welcome this on the Kingsmere estate. Toucan crossings mean cyclists do not have to dismount and encourage cycling and are therefore welcome. We welcome shared-use cycle paths which encourage cycling and walking. /we are concerned where the cars will go that currently park in this area and believe this will only push the problem to another area nearby. The loading and width restrictions are welcome and will be required if the other plans for the causeway are approved. We have concerns with the shared surface system with is widely used on the Kingsmere estate and are not well understood and do not reduce the speeds of vehicles as expected. If there is no segregation this could be more dangerous than it is currently. Making the causeway two-way for cyclists is welcomed.</p>
<p>(4) Local Group, (Sustrans North Oxfordshire National Cycle Network Rangers</p>	<p>20mph Speed Limit - Concerns Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - Support Exp. Width Restriction - Object Exp. Loading Restrictions - Object Exp. Contraflow Cycleway - Object</p> <p>We generally support the 20mph restrictions except:</p> <ul style="list-style-type: none"> - on London Road the 20mph zone should extend for approx. 130m further to include the railway crossing and the pedestrian crossing point which provides access to Bicester Village Station platform 1; this is particularly necessary due to the narrow pavements and absence of kerb at the railway crossing where pedestrian volumes are high; - the Launton Road 20mph zone should be extended a further 240m so it includes Longfields and the adjacent Launton Road toucan crossing which form part of a cycling/walking route to schools and are also part of the National Cycle Network. <p>We object to the proposals for the Causeway because this road should instead be closed to all motor vehicles between the entrance to the RC Church and Market Square. The reasons the road should be closed to motor vehicles are as follows:</p> <ul style="list-style-type: none"> - there is now a requirement to decarbonise of transport; - the alternative route along Manorsfield Rd has been improved in recent years; - even if a vehicle width restriction is introduced, the Causeway is too narrow to allow 1-way traffic and 2-way cycling

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	<p>without impacting on the safety of both pedestrians and cyclists;</p> <ul style="list-style-type: none"> - this road forms part of the Historic Town Trail and is also part of a potential traffic free route from Bicester Village into the Town centre which would boost the Town centre economy; - the restaurants/cafes along the Causeway could potentially put small tables on the pavement as space would be freed up; - the June 2020 Grimsey Report on town centre regeneration makes the case for removing cars from centres; - road closure to motor vehicles could be introduced as a temporary measure at minimal cost with no expensive infrastructure work being required.
<p>(5) Local Group, (BicesterBUG)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Concerns Exp. Parking Restriction - Support Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Concerns</p> <p>Our full reasoning has been submitted to activetravelcherwellandwest@oxfordshire.gov.uk</p>
<p>(6) Local Group, (CyclingUK Oxfordshire)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Concerns Exp. Parking Restriction - Support Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Support</p> <p>This response is from the Oxfordshire Cycling Network.</p> <ul style="list-style-type: none"> * 20mph speed limit is a measure with a strong record of safety improvement and will a better environment for walking and cycling. * Toucan crossing enables cycle crossing. We prefer a parallel crossing if possible on Kings End, at 20mph this should be quite viable.

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	<p>* Shared use paths are better than nothing but not ideal in urban settings, particularly when narrow. We support them over 'no change' but prefer facilities where motors, cycles and pedestrians are separated, or where the shared path is 3.0m wide (as LTN1/20) or 3.5m (as P.Lingwood)</p> <p>* We support the experimental parking, loading and width restrictions to enable the cycle routes, but recognise that shops need to receive deliveries, and perhaps timed delivery slots could be set. Emergency vehicle access should be checked.</p> <p>* We support the contraflow cycleway. These have a very good safety record, better than regular advisory painted lanes. We think this should have a post with the width restriction at the west end to sign and protect the lane.</p> <p>We will add further commentary to the consultation response.</p>
<p>(7) Local Resident, (Bicester)</p>	<p>20mph Speed Limit - Object Toucan Crossings - Concerns Shared-use Cycle Paths - Concerns Exp. Parking Restriction - No opinion Exp. Width Restriction - Object Exp. Loading Restrictions - Concerns Exp. Contraflow Cycleway - Concerns</p> <p>I see no reason to reduce the speed limit to 20mph. Seems to be being proposed just for the sake of doing it. Some of the other measures I have concerns about shared path and contra flow as this may lead to collisions. Why the causeway width restriction? How many vehicles actually cause an issue. Installing one would create a potential hazard to collide with for correct width vehicles.</p>
<p>(8) Local Resident, (Bicester)</p>	<p>20mph Speed Limit - Object Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - Support Exp. Width Restriction - No opinion Exp. Loading Restrictions - No opinion Exp. Contraflow Cycleway - No opinion</p> <p>30mph feels safe enough, if reduced to 20 it would be too slow.</p>

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	<p>I think the zebra crossing on Queens Avenue (near police station) needs to be converted into a Toucan. I use that crossing twice a day and 5/10 times the cars don't see me waiting because that road is too "plain" so it gets drivers zoned out and they forget there's a crossing there.</p>
<p>(9) Local Resident, (Bicester)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Object Exp. Parking Restriction - No opinion Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Object</p> <p>I am supporting measures which assist pedestrians, wheelchair users and people with mobility problems. Many motorists think that they mustn't block the roads when delivering but don't consider those using pavements. I am objecting to measures to give cyclists more freedom on existing pavements as many of them have a blatant disregard for pedestrians and those with mobility problems, especially children who are often not set a proper example by their parents. If cycle lanes on the road is the way forward I would definitely support this.</p>
<p>(10) Local Resident, (Bicester)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Object Exp. Parking Restriction - Support Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Object</p> <p>Cycle and walking paths should remain separated to ensure safety of people walking as some pedestrians may not be aware of cyclists and may not be able to move out of their way in time to avoid an incident if they are not in designated lanes.</p> <p>I have noticed that drivers at The Causeway Junction with Market Square do not know which lane they are meant to be in and often go to the left lane even if they go straight on, rather than turning right towards Manorsfield Road, this</p>

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	<p>can be a hazard to cyclists if there is a car in both left and right lane and can cause further collisions if cyclists can freely use the Causeway in both directions</p>
<p>(11) Resident, (Oxford)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Object Exp. Parking Restriction - Support Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Support</p> <p>UN-segregated shared use cycle paths are not " next-generation" cycling infrastructure as hailed in the @OCC twitter feed. They are not; if anything they are last year/last generation. "2. Middleton Stoney Rd between Loddon Cl and roundabout with Oxford Rd: Proposal B: Widen northern path and create an off-road unsegregated share-use facility, 2.5m min width." If you are going to the trouble of widening the footpath, then you should install a SEGREGATED cycle path. This would be "next-generation".</p> <p>"6. Kings End between Middleton Stoney Rd roundabout and existing signalised pedestrian crossing: Proposal A: Widen western path and create an off-road unsegregated shared-use facility, 2.5m wide." similarly: if you widen the path, make it a segregated cycle path. If necessary, restrict the width of the carriageway and make it 20mph.</p>
<p>(12) Local Resident, (Bicester)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Concerns Shared-use Cycle Paths - Object Exp. Parking Restriction - No opinion Exp. Width Restriction - No opinion Exp. Loading Restrictions - No opinion Exp. Contraflow Cycleway - No opinion</p> <p>Cyclists continually use all footpaths as cycle tracks and in many cases have little regard for pedestrians. I have often</p>

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	<p>experienced whilst out walking, a cyclist approaching from behind at speed without using any warning (eg a bell). Even on shared-use paths, cyclists frequently weave from one lane to another (eg blue line routes). Unless the police are prepared to do something about dangerous cycling on footpaths, then I am opposed to any creation of new "unregulated shared-use paths". I dont mind young children using the paths for cycling, however, there are too many adults recklessly cycling on paths. Crossings are another problem when cyclist cross at the same time as pedestrians and weave between them.</p>
<p>(13) Local Resident, (Bicester)</p>	<p>20mph Speed Limit - Concerns Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - Support Exp. Width Restriction - Object Exp. Loading Restrictions - Object Exp. Contraflow Cycleway - Object</p> <p>I generally support the 20mph restrictions except:</p> <ul style="list-style-type: none"> - on London Road the 20mph zone should extend for approx. 130m further to include the railway crossing and the pedestrian crossing point which provides access to Bicester Village Station platform 1; this is particularly necessary due to the narrow pavements and absence of kerb at the railway crossing. - the Launton Road 20mph zone should be extended a further 240m so it includes the junction with Longfields and the adjacent toucan crossing which forms part of a cycling/walking route to schools and is also part of the National Cycle Network. <p>I object to the proposals for the Causeway because this road should be closed to all motor vehicles between the entrance to the RC Church and Market Square. The reasons the road should be closed to motor vehicles:</p> <ul style="list-style-type: none"> - there is now a requirement to decarbonise of transport; - the alternative route along Manorsfield Rd has been improved in recent years; - even if a vehicle width restriction is introduced, the Causeway is too narrow to allow 1-way traffic and 2-way cycling without impacting on the safety of both pedestrians and cyclists; - this road forms part of the Historic Town Trail and is also part of a potential traffic free route from Bicester Village into the Town centre which would boost the Town centre economy; - the restaurants/cafes along the Causeway could potentially put small tables on the pavement as space would be freed up; - road closure to motor vehicles could be introduced as a temporary measure at minimal cost with no expensive

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	<p>infrastructure work being required.</p>
<p>(14) Local Resident, (Bicester)</p>	<p>20mph Speed Limit - Concerns Toucan Crossings - Concerns Shared-use Cycle Paths - No opinion Exp. Parking Restriction - No opinion Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Concerns</p> <p>Causeway in particular has been a problem since I came here 10 years ago. I live in Church St, very close to the start of Causeway, and have seen many exceedingly large lorries pass by - usually I suspect they are heading to Sainsbury's. Causeway is very narrow and I cannot see how there is space for cycling in the opposite direction. On bin days one property there puts out a large bin which stops wheelchair access - how will you stop this when it's a cycleway?</p> <p>I am most disappointed that this consultation does not cover the lack of footpath/cycleway on the west side of the Oxford Road from the Pingle Drive roundabout to the A41 roundabout. It is a muddy well-trodden path; Starbucks and the Burger King are otherwise inaccessible to pedestrians (who will NOT walk up to the Tesco junction to cross the A41 safely).</p>
<p>(15) Local Resident, (Bicester)</p>	<p>20mph Speed Limit - Concerns Toucan Crossings - No opinion Shared-use Cycle Paths - Concerns Exp. Parking Restriction - No opinion Exp. Width Restriction - Concerns Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Concerns</p> <p>The 20mph restrictions will be ineffective because, during a large part of the day, the traffic flow is relatively slow anyway. Due to congestion caused by Bicester Village and Sainsburys traffic, on many occasions, the traffic is stop/start. Extending and improving provision for cyclists would be very welcome but in Causeway, the medieval dimensions of the street make it difficult to safely accommodate drivers and cyclists/pedestrians. Pedestrianising the</p>

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	area except for access would be a better solution.
(16) Local Resident, (Bicester)	<p>20mph Speed Limit - Concerns Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - Support Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Support</p> <p>While the 20mph restrictions are good and I support them, they don't go far enough. The Bicester School will have a 20mph limit applied along Queen's Avenue, however, Kingsmere and Cooper Schools will still be subject to 30mph roads. Many primary schools will also have 30mph limits outside their premises. Please extend your proposed 20mph limits to around all schools to try to reduce the risk of inattentive drivers coming into contact with equally inattentive students.</p>
(17) Local Resident, (Bicester)	<p>20mph Speed Limit - No opinion Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - No opinion Exp. Width Restriction - Concerns Exp. Loading Restrictions - No opinion Exp. Contraflow Cycleway - No opinion</p> <p>Bicester has changed immensely over the past 20 years but the road and cycle network is way behind what is currently needed.</p>
(18) Local Resident, (Bicester)	<p>20mph Speed Limit - Support Toucan Crossings - No opinion Shared-use Cycle Paths - Concerns Exp. Parking Restriction - No opinion</p>

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	<p>Exp. Width Restriction - No opinion Exp. Loading Restrictions - No opinion Exp. Contraflow Cycleway - Concerns</p> <p>I am a cyclist who wishes to cycle safely in Bicester. I am very concerned about cycle paths being built on the cheap by sharing with pedestrians. We need some councillors who ride cycles as a means of transport in Bicester if the appalling lack of a safe approach into the centre of Bicester from the North end of Bicester is to be addressed. The situation where all the roads meet to the North is dangerous, with Banbury Road cycle path coming to an end just as it gets to the dangerous bit. This is a joke!</p>
<p>(19) Local Resident, (Bicester)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Concerns Exp. Parking Restriction - No opinion Exp. Width Restriction - Concerns Exp. Loading Restrictions - Concerns Exp. Contraflow Cycleway - Concerns</p> <p>The pedestrian/cycle/car combination on the Causeway can be chaotic especially when cyclists proceed the wrong way against the traffic. The paths as they stand are barely wide enough for a push chair or a wheelchair and slightly wider than normal vehicles tend to overlap the kerb. Doors from shops, houses and restaurants open directly onto the street. Allowing cycles to legally ride down from Market Square to Church street will leave even less room for pedestrians, and we be hazardous.</p> <p>Two churches are situated on Church Street, and congregational traffic after services can be heavy. Most vehicles leave the churches and go up the Causeway to Market Square to miss the difficult right turn at King's End into Queens Avenue.</p>
<p>(20) Local Resident, (Bicester)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Concerns Exp. Parking Restriction - No opinion Exp. Width Restriction - Support</p>

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	<p>Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Concerns</p> <p>The Causeway is narrow and it is already impossible to pass another pedestrian without stepping into the road. Cyclists on the footway would make this very dangerous for all road users. What happens when they meet a buggy or wheelchair? My suggestion is to make the section of road from the entrance to the Church of the Immaculate Conception to Market Square accessible to cyclists and pedestrians only, no motor vehicles.</p> <p>Similarly the pavement on the Middleton Stoney Road is narrow and, for these proposals to be safe, would need widening.</p>
<p>(21) Local Resident, (Alvescot)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Concerns Exp. Parking Restriction - No opinion Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Support</p> <p>previous longtime resident of Bicester area and concerned over its future as a mini Milton Keynes.</p>
<p>(22) Local Resident, (Bicester)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Concerns Exp. Parking Restriction - Support Exp. Width Restriction - Concerns Exp. Loading Restrictions - Concerns Exp. Contraflow Cycleway - Concerns</p> <p>I have concerns over the changes in the Causeway as without some sort of barrier between the road and the dual use paths I can see bikes moving in to the road against the traffic flow (as actually happens now). Surely the best option would be to force cyclists to dismount for the short distance of the causeway and walk on the path.</p>

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	<p>Also, in my experience Shared-use cycle paths cause more problems than they solve. Better to have a marked cycle lane on the road. Cyclists are on the paths all the time anyway and for ever getting in peoples' way. Please force them on to the road in dedicated lanes where it will be safer for the pedestrians and cyclists.</p>
<p>(23) Local Group/Organisation, (Bicester)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Concerns Exp. Parking Restriction - Support Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Support</p> <p>20mph is an improvement, however it should include Queens Ave to discourage Bicester village traffic. Toucan crossings should include Queens Ave zebra crossing too as many bikes cross there. Shared use paths should be 1.5m wide for cyclists.</p> <p>Contraflow for cyclists is a must on the causeway as it is NCN 51. Cycling should be re allowed on Sheep St NCN 51, those who cycle with little regard anyway may be encouraged to cycle sensibly if they see others doing so.</p> <p>Queens Ave access to schools needs a crossing, we regularly see 'near misses' with traffic/pedestrians as we live opposite this junction.</p>
<p>(24) Local Resident, (Bicester)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - Concerns Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Support</p> <p>Support cycling infrastructure and reduction of in town speed limits</p>

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<p>(25) Local Resident, (Bicester)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - Support Exp. Width Restriction - Concerns Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Concerns</p> <p>I support the shared-use cycle paths on Kings End because I think this will provide a safer and more direct route for those cycling to the centre from the South West of the town. The shared-use cycle paths and toucan crossing on Manorsfield Road are particularly welcome because this is the final link to accessing the town centre by bike which is currently missing.</p> <p>However, I am concerned at the proposed contraflow cycleway on Causeway. I think this road is too narrow to share for pedestrians, cycles, and cars and that - without segregation - there may be accidents between different types of road users.</p> <p>I would like instead to see a modal filter at the end of Causeway. This would have the effect of eliminating all through traffic, reducing the number of vehicles through this historic road. It would also allow for a wider footway through Causeway, given its proximity to retirement homes I think would be much welcomed by its mobility-impaired residents.</p>
<p>(26) Local Resident, (Bicester)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - No opinion Exp. Width Restriction - Concerns Exp. Loading Restrictions - Concerns Exp. Contraflow Cycleway - Concerns</p> <p>We need safer cycling routes around the town. I do have concerns at contraflows and loading restrictions on the</p>

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	<p>causeway, already a busy road.</p>
<p>(27) Local Resident, (Bicester)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - No opinion Exp. Width Restriction - Concerns Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Support</p> <p>Traffic in the town centre generally flows at lower speed than the current 30mph speed limits due to the road layout and, in busy times, the sheer weight of traffic. Cyclists already ignore the no entry on Causeway and attempt to use the road as a contraflow, often taking to the pavement if traffic is oncoming, so this proposed experimental contraflow cycleway would (in my opinion) work well for motorists, cyclists and pedestrians. Loading restrictions in Causeway should already be a given based on the width of the road. My only concern is that a width restriction would create an amount of traffic u-turning into Old Place Yard, which could be dangerous in certain circumstances.</p>
<p>(28) Local Resident, (Bicester)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Concerns Exp. Parking Restriction - No opinion Exp. Width Restriction - Support Exp. Loading Restrictions - Concerns Exp. Contraflow Cycleway - Concerns</p> <p>Generally this is a good scheme. I have some concerns over the shared use cycle paths where pavements are narrow, for example on parts of Kings End, in the Causeway, and on Manorsfield Road leading into Crown Walk. Experience of London Road where the pavement on the east side is used as an informal and illegal cycle route suggests that this can be dangerous both to pedestrians and cyclists. It would be better if cyclists had to dismount at such points and push their bikes, though I concede that this would be difficult to enforce. If loading restrictions apply at all times to the Causeway, what happens to deliveries to the businesses along the street?</p>

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	<p>I am also concerned about the proposed cycle contraflow in the Causeway. The road is very narrow and I do not see how it can accommodate a shared use path for cyclists and pedestrians on the north side, and a contraflow cycle lane on the south side. Again cyclists should have to get off their bikes and walk.</p>
<p>(29) Local Resident, (Bicester)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Concerns Exp. Parking Restriction - No opinion Exp. Width Restriction - Concerns Exp. Loading Restrictions - Concerns Exp. Contraflow Cycleway - Concerns</p> <p>Loading and width restrictions on the Causeway could harm the businesses there. It's important to support a variety of local business especially now - not make things more difficult. Please consider pedestrians and avoid putting cycling contra-flow on pavement. I have concerns about the contraflow.</p>
<p>(30) Resident, (Eynsham)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Concerns Exp. Parking Restriction - Support Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Concerns</p> <p>I am all for increased and safe cycle and pedestrian ways to encourage people to use cars less.</p>
<p>(31) Local Resident, (Bicester)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - No opinion Exp. Width Restriction - Support</p>

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	<p>Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Concerns</p> <p>I am concerned about the safety of the contraflow cycleway, the road is narrow and busy. There are alternative vehicle routes so Causeway can be closed to traffic allowing safe environment for people and active travel.</p>
<p>(32) Local Resident, (Bicester)</p>	<p>20mph Speed Limit - Concerns Toucan Crossings - Concerns Shared-use Cycle Paths - Support Exp. Parking Restriction - No opinion Exp. Width Restriction - No opinion Exp. Loading Restrictions - No opinion Exp. Contraflow Cycleway - No opinion</p> <p>Without seeing more evidence for the benefits, I don't see who reducing the speed limit will help.</p>
<p>(33) Local Resident, (Bicester)</p>	<p>20mph Speed Limit - Concerns Toucan Crossings - Support Shared-use Cycle Paths - Concerns Exp. Parking Restriction - Support Exp. Width Restriction - Concerns Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Support</p> <p>I would like to see better restrictions in place on approach to the road about just off the A41 near the park and ride. So many close misses there. Many a time I have pulled out of that park and ride to have a car almost on top of me. You put lights in at Rodney House roundabout.</p> <p>Something does need going throughout Bicester as the infrastructure of Bicester roads was never built to take all the traffic that goes through. It's been bliss during lock down and Bicester village shut. Once the schools are back and e dry thing is open it will be grid lock again quickly.</p>

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<p>(34) Local Resident, (Bicester)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Concerns Exp. Parking Restriction - No opinion Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Concerns</p> <p>I support the 20 mph speed limit in selected location, and toucan crossings, as i believe they will make it safer for pedestrians and cyclists.</p> <p>I also support experimental width and loading restrictions on the Causeway for the same reason but have concerns about a negative impact on pedestrians by contraflow cycling. However, if the Causeway were made completely unsegregated (ie curbs removed and resurfaced flat right across the width) that might mitigate this concern. My main concern over shared-use pathways is that the signage is clear and frequent enough to ensure its safe for all users.</p>
<p><i>[B. Support]</i></p>	
<p>(35) Local Resident, (Bicester)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - No opinion Exp. Width Restriction - No opinion Exp. Loading Restrictions - No opinion Exp. Contraflow Cycleway - Support</p> <p>I would like to add Crumps Butts - the end near The Bell Inn / Methodist church to your list. It is just a small bit of road but can be dangerous for pedestrians coming out of the Crumps Butts alleyway. There is no pavement and it is shared use cars and pedestrians but sometimes cars come out of the car park treating it like a normal road, too fast. I have been beeped at there by cars wanting me to move when I have been with dog, pushchair and elderly lady... there was not enough space for us to move and cars should be aware it is shared space, children can come straight out of the</p>

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	<p>alleyway on scooters / bicycles into the road - most drivers are sensible and realise this but some people are not, so it should be indicated that is shared space with pedestrians and speed limit.</p>
<p>(36) Local Resident, (Bicester)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - No opinion Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Support</p> <p>I moved to Bicester as a cycling instructor five years ago and was excited about the cycling plans for the future. Very little has materialised. Many children are prevented by parents to cycle to school as 'too dangerous'. Not enough joined up cycle ways. As a 'healthy' town, we need to be doing a lot more to encourage cycling, particularly in younger age groups. eg: no cycle path included in the building of the new shopping park and subsequent A41 road widening. Nowhere for a bicycle to go with crossing a major road multiple times through slow pedestrian lights. Actually no pavement for walking by the Shell Garage!</p>
<p>(37) Local Resident, (Bicester)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - No opinion Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Support</p> <p>I live locally to the area of proposed change</p>
<p>(38) Local Resident, (Bicester)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - Support</p>

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	<p>Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Support</p> <p>Great ideas to make it more attractive to walk and cycle rather than drive</p>
(39) Local Resident, (Bicester)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - Support Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Support</p> <p>I am a cyclist in Bicester and the surrounding area and heading into town is currently not a very nice experience, with narrow paths and having to cycle on busy roads.</p>
(40) Local Resident, (Bicester)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - Support Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Support</p> <p>Supporting all proposals to encourage walking and cycling and reduce car usage for short distance travel.</p>
(41) Local Resident, (Bicester)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - Support Exp. Width Restriction - Support</p>

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	<p>Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Support</p> <p>I live in Church Street and welcome any proposal that encourages the slowing down of cars driving at speed down the road and into the narrow causeway... At times elderly neighbours nervously hurry over the road as cars come round the bend.</p> <p>As I live “ on the “ pavement” I come out of my front door cautiously, in case I’m knocked over by a cyclist on the pavement, invariably, also at some speed, so I welcome, a plan to divert them off the pavement, onto a cycle lane..... It would be very welcome for the residents of Church Street to be taken seriously on their concerns, some of which have been going on for a considerable amount of time.</p>
<p>(42) Local Resident, (Bicester)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - Support Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Support</p> <p>Bicester is a disaster area for walking and cycling. It is like Birmingham in the 1960s. There are previous few places to safely walk and cycle, it is dangerous, and the air is polluted. There is no need for motor vehicles everywhere.</p>
<p>(43) Local Resident, (Bicester)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - Support Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Support</p> <p>I am broadly in favour of measures designed to encourage less reliance on motor vehicles and to make the town more walking and cycling friendly. As a local resident, I am keen to see further measures, experimental or otherwise,</p>

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	<p>designed to facilitate primarily cyclists travelling in and out of the centre of town from all of the surrounding areas.</p>
<p>(44) Local Resident, (Bicester)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - Support Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Support</p> <p>Bicester needs more joined-up thinking when it comes to planning infrastructure. Our two newest developments, Graven Hill and Elmsbrook, are isolated, as is the rest of the town from it's neighbours, in respect of active travel options. As a small town, everything possible should be done to make it easy to access all amenities without having to use a car.</p>
<p>(45) Local Resident, (Bicester)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - No opinion Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - No opinion</p> <p>The focus of these proposals enables greater safety for pedestrians and cycle users</p>
<p>(46) Resident, (Faringdon)</p>	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - Support Exp. Width Restriction - Support Exp. Loading Restrictions - Support</p>

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	<p>Exp. Contraflow Cycleway - Support</p> <p>Measures which aid more efficient traffic flow and pedestrian/cycle safety are welcome.</p>
(47) Resident, (Hornton)	<p>20mph Speed Limit - Support Toucan Crossings - Support Shared-use Cycle Paths - Support Exp. Parking Restriction - Support Exp. Width Restriction - Support Exp. Loading Restrictions - Support Exp. Contraflow Cycleway - Support</p> <p>This is a sound initiative and an example of something to be encouraged. I hope it is a forerunner to a critical appraisal of traffic in Banbury - my nearest town - which is a mess - especially around the increasingly busy railway station.</p>
(48) Resident, (Launton)	<p>20mph Speed Limit - No opinion Toucan Crossings - No opinion Shared-use Cycle Paths - No opinion Exp. Parking Restriction - No opinion Exp. Width Restriction - No opinion Exp. Loading Restrictions - No opinion Exp. Contraflow Cycleway – No opinion</p> <p>I live in Launton and have an issue with the narrow footpath by the church, it really needs to be widened (and raised so it's not a mud bath and flooded like it's been in the last few weeks from every time the road is flooded it fills up the path.) If it's widened we could then actually get pushchairs down there easily without getting filthy and enough room for cyclists & folk to pass (Launton school also acts a catchment area to glory farm so this would encourage people to walk)</p> <p>I'm not talking all the way through the village, it just needs to be from the bridge down to the church entrance as then there's a path both sides of the road through the village so passing is easy. Note: there is already a divided foot/cycle path Bicester side of the Launton bridge so this would also be a continuation.</p>

Summary of Bicester traffic speed surveys conducted January 2021 – Five-day, two-way data, 00:00-00:00.

Location	Mean Speed mph	85th Percentile Speed mph
Site 1 - Kings End	20.14	25.21
Site 2 - Church Street	19.50	23.53
Site 3 - Causeway	16.20	19.30
Site 4 - B4100 Manorsfield Road	18.59	21.77
Site 5 - B4100 London Road at Launton Road	17.60	20.45
Site 6 - B4100 London Road at Priory Road	23.61	28.40
Site 7 - Launton Road	23.23	27.41
Site 8 - Chapel Street	15.36	19.98
Site 9 - Priory Road	17.41	21.58