

***Delegated Decisions by Deputy Leader of the Council  
(including Transport)***

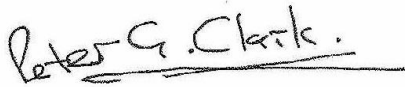
***Thursday, 6 September 2012 at 10.00 am  
County Hall, New Road, Oxford***

***Items for Decision***

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on 14 September 2012 unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

**These proceedings are open to the public**



Peter G. Clark  
County Solicitor

August 2012

**Contact Officer:** **Graham Warrington**  
Tel: (01865) 815321; E-Mail:  
graham.warrington@oxfordshire.gov.uk

**Note:** Date of next meeting: 11 October 2012

**If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.**

## Items for Decision

### 1. **Declarations of Interest**

### 2. **Questions from County Councillors**

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet Member's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

### 3. **Petitions and Public Address**

### 4. **Bicester Town Centre Access Improvements** (Pages 1 - 126)

*Forward Plan Ref:* 2012/080

*Contact:* Daniel Round, Strategic Policy Manager Tel: (01865) 815623

Report by Deputy Director for Environment & Economy (Strategy & Infrastructure Planning) (**CMDDL4**).

### 5. **Proposed Parking Restrictions, Marsh Lane Area, Oxford** (Pages 127 - 130)

*Forward Plan Ref:* 2012/111

*Contact:* Jim Daughton, Highways & Transport Service Manager Tel: (01865) 815083

Report by Deputy Director for Environment & Economy (Commercial & Delivery) (**CMDDL5**).

## EXEMPT ITEM

*It is RECOMMENDED that the public be excluded for the duration of item 6E since it is likely that if they were present during that item there would be disclosure of exempt information as defined in Part I of Schedule 12A to the Local Government Act 1972 (as amended) and specified below in relation to that item and since it is considered that, in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information on the grounds set out in that item.*

**NOTE:** The main report relating to item 6E does not itself contain exempt information and is thus available to the public. The exempt information is contained either in an Annex which has been circulated only to members and officers entitled to receive it, or will be reported orally at the meeting.

MEMBERS AND OFFICERS ARE REMINDED THAT THE EXEMPT FINANCIAL INFORMATION RELATING TO SUBSIDY AGREEMENTS REPORTED AT THE MEETING (WHETHER IN WRITING OR ORALLY) MUST NOT BE DIVULGED TO ANY THIRD PARTY.

## 6. **Bus Service Subsidies** (Pages 131 - 168)

*Forward Plan Ref:* 2012/081

*Contact:* Jim Daughton, Highways & Transport Service Manager Tel: (01865) 815803

Report by Deputy Director for Environment & Economy (Commercial & Delivery) (CMDDL6E).

---

This page is intentionally left blank

Division(s): Bicester, Bicester South and Ploughley

## **DEPUTY LEADER OF THE COUNCIL – 6 SEPTEMBER 2012**

### **BICESTER TOWN CENTRE ACCESS IMPROVEMENTS**

**Report by Deputy Director for Environment & Economy (Strategy & Infrastructure Planning)**

#### **Introduction**

1. This report considers proposals to improve access to Bicester town centre for all modes of transport by improving the flow of traffic and reducing congestion; providing facilities for walking and cycling and improving bus journey times. The scheme involves a number of different complementary elements on Banbury Road, Buckingham Road, Bucknell Road, Roman Way, North Street, Field Street, St John's Street and Queens Avenue (referred to hereafter as the Scheme Area).
2. The report outlines the public consultation undertaken on the scheme, the comments received and the subsequent changes to the initial proposals. Consultation has been carried out on a traffic regulation order (TRO) for the scheme and this is also covered in this report. The order is required to allow the necessary changes to the highway network to be made so that the scheme can be implemented. The report recommends that the Deputy Leader of the Council approves the implementation of the amended scheme and the making of the Oxfordshire County Council (Bicester) (Traffic Regulation) (Amendment) Order 20\*\*.
3. The proposals will help to achieve the County Council's overall transport strategy for the town by benefitting all users and help to support the economy of the town centre by improving access for visitors and residents alike.

#### **Background**

4. Part of Bicester town centre is currently being redeveloped to provide a superstore, cinema, restaurants and other facilities. This will improve the town centre 'offer' when it opens in 2013. Highway works to mitigate its impact have been agreed through a Section 278 agreement with developers.
5. Over the next twenty years Bicester will continue to grow significantly with housing and employment developments, supported by major rail investment, highway improvements and investment in community facilities. This growth will require investment in various parts of the highway network but routes into the town centre by all modes of transport are already problematic. Changes are required to the transport network to enable Bicester to fully benefit from the new retail opportunities.
6. For vehicular traffic problems are particularly apparent on Buckingham Road, which experiences significant amounts of queuing as it feeds traffic into the town centre as

well as acting as a key route through the town. The only cycle facilities within the scheme area are on Queens Avenue and both walkers and cyclists (taking part in an audit of the area) identified the five-arm roundabout at Banbury Road/Buckingham Road as a major barrier to accessing the town centre using these modes. Many buses currently use either The Causeway or North Street to access the town centre, both of which are narrow and environmentally sensitive streets. The proposed scheme looks to address all these issues. A location plan is shown at Annex 1.

## Consultation on the scheme

7. The scheme that was consulted on is shown on a plan at Annex 2 and described at Annex 3. In summary, the proposals include altering the five-arm roundabout at Banbury and Buckingham Roads into a three-arm roundabout with Roman Way and North Street closed to motor traffic from the north; transforming North Street and Roman Way into a cul-de-sac with two-way access from St John's Street; changing St John's Street from a one-way (westbound) to a two-way road; removing the traffic signals at the junction of St John's Street and Field Street and replacing them with a mini-roundabout, and a number of alterations on Queens Avenue and Field Street to improve the flow of traffic including banning vehicles from turning right into Bucknell Road but removing the existing right-turn ban out of this road.
8. Formal consultation was carried out on the scheme and traffic regulation order between 9 July 2012 and 10 August 2012 with a public exhibition held over three days between Thursday 12 and Saturday 14 July 2012 at the John Paul II Centre in Bicester. Approximately 350 people attended the exhibition. A letter and plan was sent to all stakeholders and full details posted online. Documents were placed on deposit at County Hall and Bicester Library and copies of the published Notice placed on site. Letters were sent to stakeholders and to 474 businesses and properties within the scheme area. Participants were invited to fill out a questionnaire to record their views on the proposals, a copy of which is attached at Annex 4.
9. Local County Councillors have been involved with the progression of the proposals and are supportive of the scheme and what it is trying to achieve. A total of 192 completed questionnaires were received from the public and a further twelve people submitted responses by letter or email. Copies of all the letters and emails received are available in the Members' Resource Centre. A summary of questionnaire returns can be found at Annex 5 to this report and the detailed comments received together with officer responses are at Annex 6.
10. In addition, a petition has been received signed by 56 local residents supporting the scheme. A copy of the petition is attached at Annex 7. The table below gives a summary of the questionnaire returns:

<b>1. The proposals will achieve their aims</b>	
Strongly or mostly agree	114 (59%)
Strongly or mostly disagree	70 (37%)
Don't know	8 (4%)

<b>2. This scheme will bring</b>	
Many or some advantages	103 (54%)
Minimal changes	15 (8%)
Many or some disadvantages	72 (37%)
Don't know	2 (1%)
<b>3. Preventing vehicular access to North Street/Roman Way from Buckingham/Banbury Road is a good idea</b>	
Strongly or mostly agree	98 (51%)
Strongly or mostly disagree	81 (42%)
Don't know	13 (7%)
<b>4. Turning St John's Street into a two-way road is a good idea</b>	
Strongly or mostly agree	124 (65%)
Strongly or mostly disagree	58 (30%)
Don't know	10 (5%)

11. Following the consultation response officers consider the following changes are required to the proposed scheme:
- inclusion of a northbound bus lay-by on Queens Avenue
  - an amended zebra crossing location on St John's Street
  - an enlarged pedestrian refuge on Buckingham Road at the roundabout to accommodate crossing movements.
12. Some comments were received from people who were unhappy with the scheme or at least with elements of it. The key points raised were the problems that they felt would be caused by permitting right turning traffic out of Bucknell Road; the perceived problems with turning the signalised pedestrian crossings into zebra crossings and the impact on businesses and some residents of North Street and Roman Way if these streets become a cul-de-sac with no direct access from the north. These elements of the scheme have been carefully re-considered but remain unaltered in the final proposals.

### **Policy and strategy**

13. The emerging Bicester Masterplan and Movement Strategy clearly identify the importance of an enhanced and vibrant town centre. These proposals will play an important role in enabling this to happen.
14. The scheme would make a positive contribution to achieving seven of the nine strategic objectives under the current Local Transport Plan (LTP3):
- (a) Improve the condition of local roads, footways and cycleways, including resilience to climate change.
  - (b) Reduce congestion.
  - (c) Improve accessibility to work, education and services.
  - (d) Secure infrastructure and services to support development.

- (e) Improve air quality, reduce other environmental impacts and enhance the street environment.
  - (f) Develop and increase the use of high quality, welcoming public transport.
  - (g) Develop and increase cycling and walking for local journeys, recreation and health.
15. The scheme also fits well with the Bicester Area Strategy, which forms part of LTP3, by providing travel choices and making high levels of sustainable travel a reality and influencing travel behaviour.

### **Financial and Staff Implications**

16. The funding for this scheme is through held Section 106 monies and officers will manage the costs of the scheme so that it is contained within the approved budget.

### **Equality and inclusion**

17. The scheme proposals are not considered to have the potential to affect people differently according to their gender, race, religion or belief or sexual orientation. However, the conversions of signalised pedestrian crossings to zebra crossings have the potential to affect people that are blind or partially sighted. Annex 8 provides more detail on this and shows that officers have considered equality issues carefully before reaching conclusions about the scheme.

### **Conclusions**

18. There was a very positive response to the consultation that was undertaken on this scheme. The majority of respondents agreed that the proposals will achieve their aims. The comments received have been fully considered and have resulted in some changes. However, in essence the scheme remains as proposed.

### **RECOMMENDATION**

19. **The Deputy Leader of the Council is RECOMMENDED to:**
- (a) **note the responses received as part of the consultation;**
  - (b) **agree proposed changes to the scheme, as outlined in paragraph 11 to this report;**
  - (c) **subject to approving the changes, approve the scheme for detailed design and construction;**
  - (d) **authorise the Director for Environment & Economy (Strategy & Infrastructure Planning) in consultation with the Deputy Leader of the Council, to make minor amendments to the scheme; and**



- (e) **approve the making of the Oxfordshire County Council (Bicester) (Traffic Regulation) (Amendment) Order 20\*\* as advertised and set out at Annex 9 to this report.**

MARTIN TUGWELL

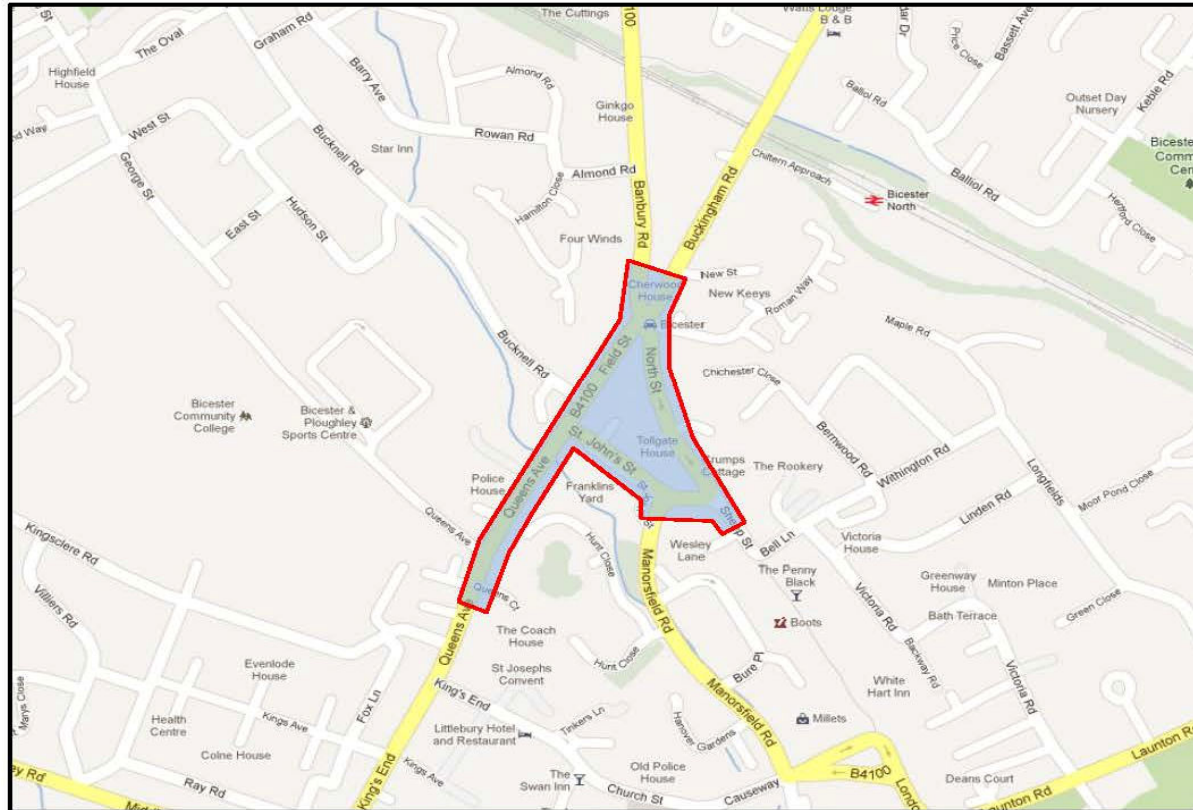
Deputy Director of Environment & Economy (Strategy & Infrastructure Planning)

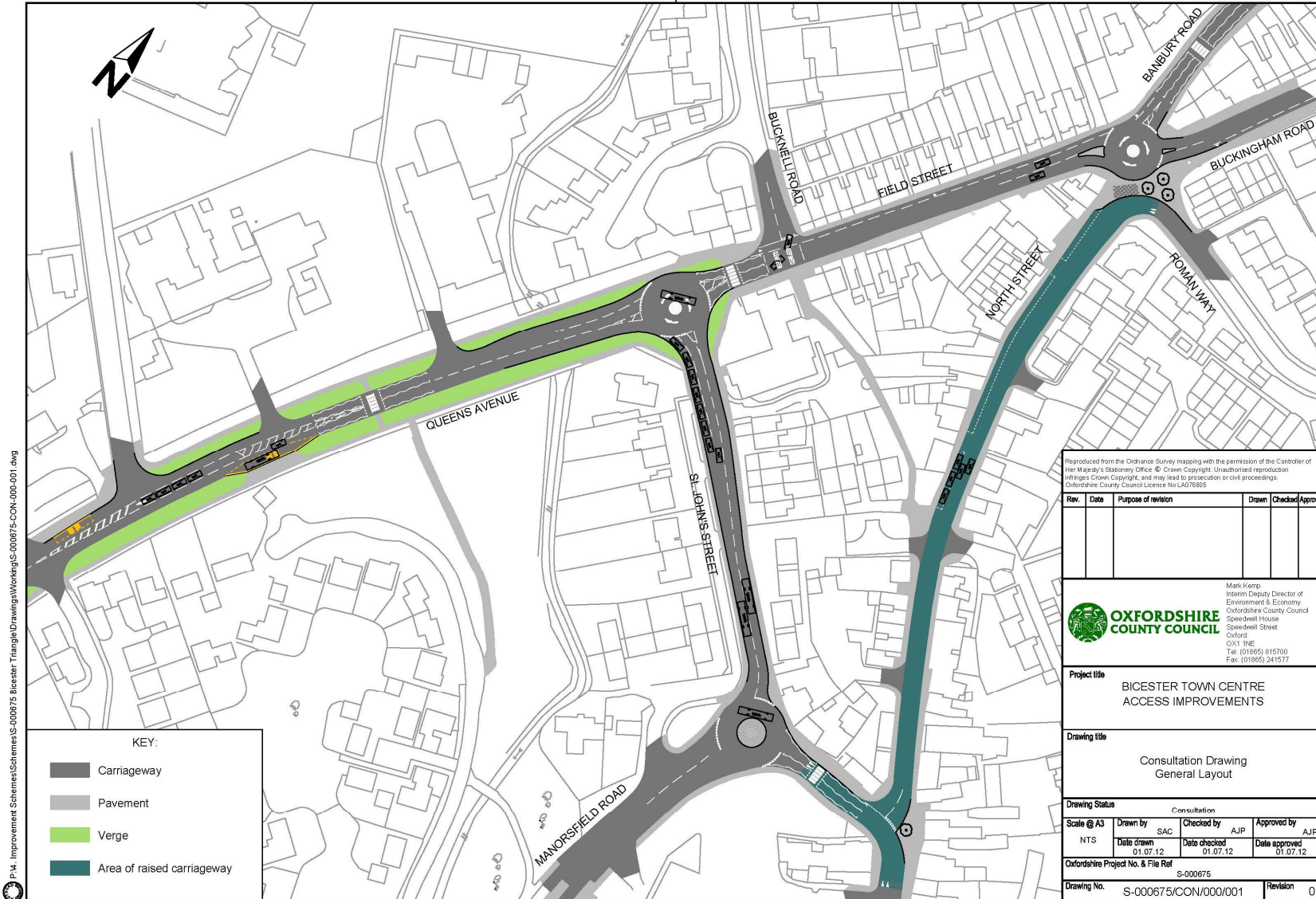
Background papers: Consultation documentation

Contact Officer: Daniel Round, Strategic Policy Manager, Environment & Economy  
(01865 815623)

August 2012

Bicester Town Centre Access Improvements: Scheme Location Plan





This page is intentionally left blank

## **Bicester Town Centre Access Improvements**

### **Description of the proposed scheme**

The existing roundabout at **Banbury and Buckingham Road** is proposed to be altered from a five-arm to a three-arm roundabout with Roman Way and North Street closed off to through traffic from the north. This will reduce movements and complexity at this junction thereby increasing traffic flow and reducing congestion.

The Buckingham Road arm can then be adjusted and moved slightly southwards to increase sightlines/visibility to further improve traffic flow. Cycle, pedestrian and emergency vehicle access will still be permitted to North Street/Roman Way which will remove a known barrier for pedestrians and cyclists and offer them a safer and more convenient access to the town centre.

**North Street and Roman Way** are proposed to be transformed into a cul-de-sac with two-way access from St John's Street. This would eliminate through traffic and create a more pleasant environment for residents and pedestrians and cyclists accessing the town centre, rail stations and beyond.

It is proposed that **St John's Street** will be changed from one-way (westbound) to two-way. This will allow traffic to access the town centre from Field Street/Queens Avenue and also enable the removal of buses from The Causeway and the Banbury/Buckingham Road roundabout which will help relieve congestion and improve bus journey time reliability.

The traffic signals will be removed and replaced at **St John's Street/Field Street** with a mini-roundabout which, as each arm has relatively even traffic flow, will improve movements and reduce congestion.

A raised zebra crossing is proposed just east of **Manorsfield Road** to aid pedestrian movements with a widened pavement on the north side of St John's Street. The proposed roundabout on St John's Street/Manorsfield Road as part of the town centre redevelopment will be constructed as planned.

The **Field Street** signalised crossing is proposed to be converted to a zebra crossing to allow for pedestrian priority, with a cycle lane northbound from Bucknell Road. The right turn ban will be removed coming out of Bucknell Road with one added to prevent right turns from Field Street to alleviate queuing traffic.

The **Queens Avenue** proposals include a new bus lay-by for southbound buses, a new right turn lane into the Bicester Community College and converting the inefficient signalised crossing to a zebra crossing. This will help to prevent queuing traffic southbound which results in traffic being blocked at St John's Street which is a cause of congestion.

This page is intentionally left blank

**Bicester Town Centre Access Improvements Public Consultation on Proposed Design**

**FEEDBACK FORM**

- Please fill out this questionnaire to let us know your views on the proposed plans set out in this exhibition for the Bicester Town Centre Access Improvements.
- At the end of the form there is an opportunity for you to give us any general comments you may have about the proposed plans.
- Once you have made your comments, please hand your completed form to a member of staff or put it in the collection box provided. You can also post the form using the envelope provided.
- Alternatively, please submit your response online at: <http://tinyurl.com/bicconsult>
- Thank you in advance for your help.

**Please ensure that you have looked at the consultation material before filling out the feedback form.**

Please indicate to what extent you agree with the following statements.

**Q1. The proposals will achieve their aims**

Strongly agree	Mostly agree	Mostly disagree	Strongly disagree	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Q2. This scheme will bring**

Many advantages	Some advantages	Minimal changes	Some disadvantages	Many disadvantages	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Q3. Preventing vehicular access to North Street/Roman Way from Buckingham/Banbury Road is a good idea**

Strongly agree	Mostly agree	Mostly disagree	Strongly disagree	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Q4. Turning St John's Street into a two-way road is a good idea**

Strongly agree	Mostly agree	Mostly disagree	Strongly disagree	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Q5. This scheme will improve people's access to the town centre by car**

Strongly agree	Mostly agree	Mostly disagree	Strongly disagree	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Q6. This scheme will improve people's access to the town centre by bus**

Strongly agree	Mostly agree	Mostly disagree	Strongly disagree	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Q7. This scheme will improve people's access to the town centre by foot and bicycle**

Strongly agree	Mostly agree	Mostly disagree	Strongly disagree	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please provide us with any other comments:

.....  
.....  
.....  
.....  
.....  
.....  
.....

Please give your postcode:.....

Name (optional):.....

Address (optional):.....

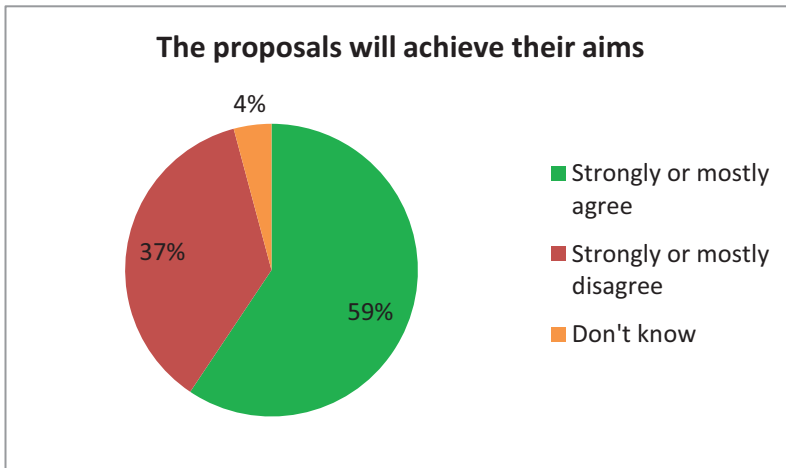
Please return this questionnaire by Monday 6<sup>th</sup> August 2012. Either by post using the envelope provided or using the web address: <http://tinyurl.com/bicconsult>



**Bicester Town Centre Access Improvements: Summary of questionnaire results**

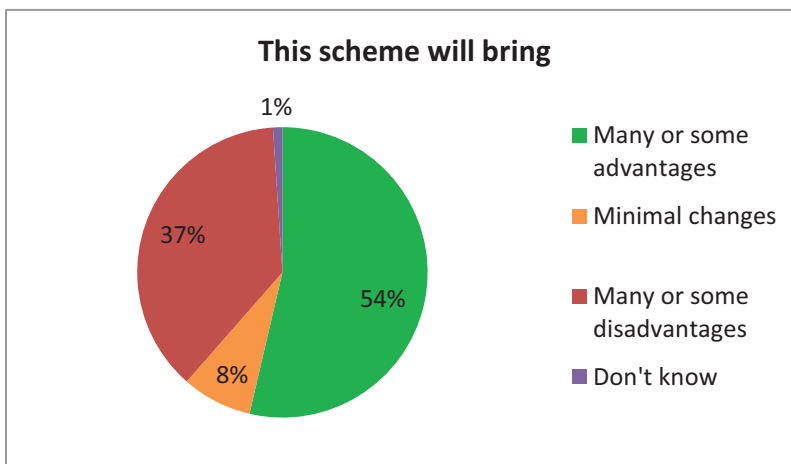
**1. The proposals will achieve their aims**

<b>Totals</b>		<b>Summary</b>	
Strongly agree	20	Strongly or mostly agree	114
Mostly agree	94	Strongly or mostly disagree	70
Mostly disagree	21	Don't know	8
Strongly disagree	49		
Don't know	8		



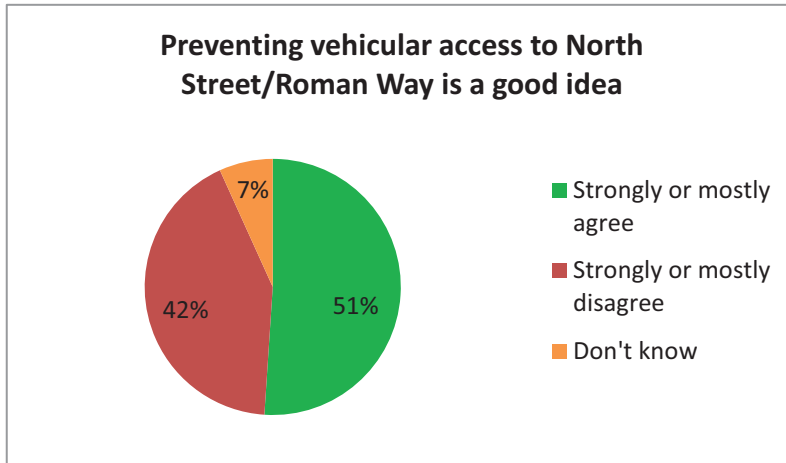
**2. This scheme will bring**

<b>Totals</b>		<b>Summary</b>	
Many advantages	29	Many or some advantages	103
Some advantages	74	Minimal changes	15
Minimal changes	15	Many or some disadvantages	72
Some disadvantages	31	Don't know	2
Many disadvantages	41		
Don't know	2		



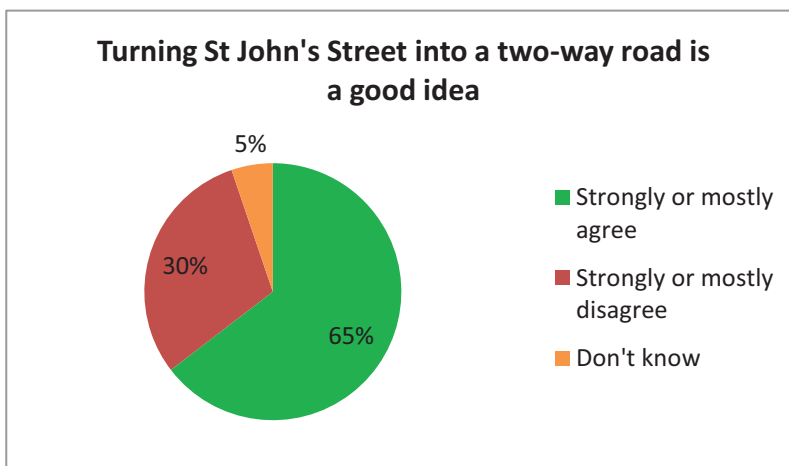
**3. Preventing vehicular access to North Street/Roman Way from Buckingham/Banbury Road is a good idea**

<b>Totals</b>		<b>Summary</b>	
Strongly agree	37	Strongly or mostly agree	98
Mostly agree	61	Strongly or mostly disagree	81
Mostly disagree	21	Don't know	13
Strongly disagree	60		
Don't know	13		



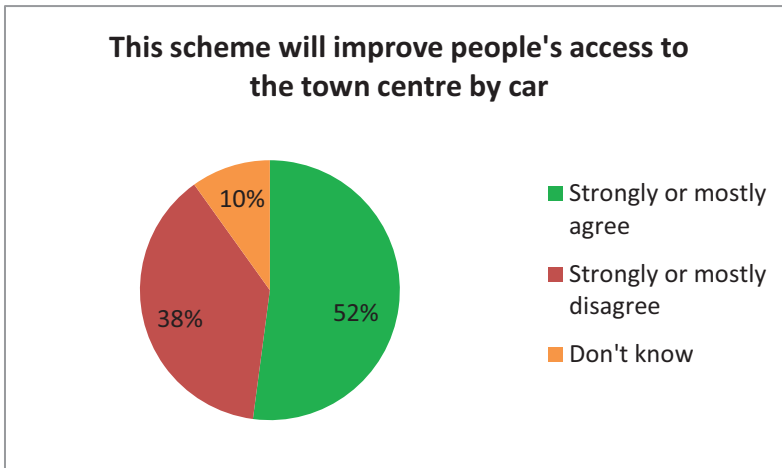
**4. Turning St John's Street into a two-way road is a good idea**

<b>Totals</b>		<b>Summary</b>	
Strongly agree	45	Strongly or mostly agree	124
Mostly agree	79	Strongly or mostly disagree	58
Mostly disagree	16	Don't know	10
Strongly disagree	42		
Don't know	10		



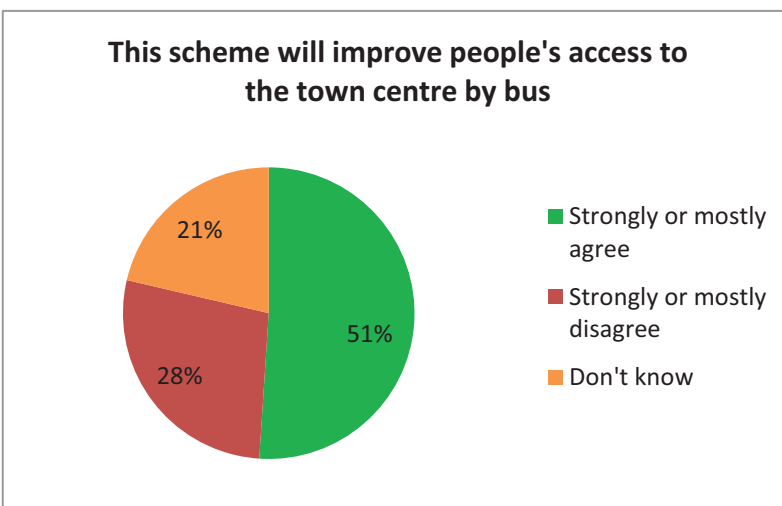
**5. This scheme will improve people's access to the town centre by car**

Strongly agree	24	Strongly or mostly agree	100
Mostly agree	76	Strongly or mostly disagree	73
Mostly disagree	27	Don't know	19
Strongly disagree	46		
Don't know	19		



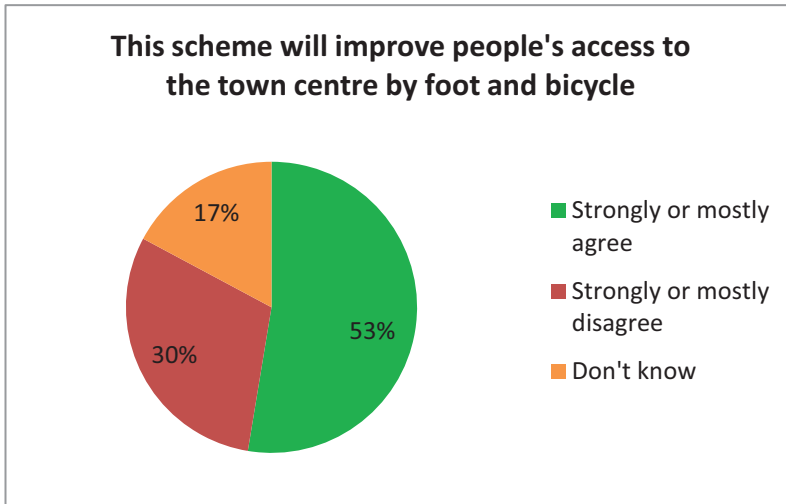
**6. This scheme will improve people's access to the town centre by bus**

Strongly agree	30	Strongly or mostly agree	98
Mostly agree	68	Strongly or mostly disagree	53
Mostly disagree	20	Don't know	41
Strongly disagree	33		
Don't know	41		



**7. This scheme will improve people's access to the town centre by foot and bicycle**

Strongly agree	26	Strongly or mostly agree	101
Mostly agree	75	Strongly or mostly disagree	58
Mostly disagree	28	Don't know	33
Strongly disagree	30		
Don't know	33		



Comments Received and Officer Responses

Comments received by letter or email		
Response ID	Content of comment/complaint	Response
26477  (Stagecoach)	This looks like an excellent scheme.	Noted
26478  (Thames Valley Police)	<ul style="list-style-type: none"> <li>The junction of Banbury and Buckingham Roads will be made safer by the removal of the third arm and the lessening of the need for U turns at this roundabout.</li> <li>The pedestrian crossings are to be made into zebra crossings. This could be a matter for concern as one is placed directly between a large mini-roundabout and a junction where drivers' attention will have to be shared between the crossing and the junctions.</li> <li>Observed current traffic flows suggest that the exit from Bucknell Road may be made difficult without the traffic signals. If that is the case then we may get issues of people making injudicious manoeuvres out of frustration. This may also lead to U turning at the junction of Banbury and Buckingham Road as is currently the case.</li> </ul>	<p>Noted</p> <p>Guidance provided encourages the use of zebra crossings close to junctions/roundabouts rather than their signalised alternatives. This is on safety grounds and the possibility that the signal heads might not be visible from adjoining roads. Crossings in these locations generally have good safety records.</p> <p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p>

Comments Received and Officer Responses

	<ul style="list-style-type: none"> <li>• There is a cycle lane marked on the plans for Field St which continues from the shared cycle route on the pavement to this point. This will encourage cyclists to ride off the pavement and across the junction where they might not be obvious to drivers who will not expect cyclists to emerge at this point.</li> <li>• The No Right Turn into Bucknell Road is open to abuse and no measures are being taken to help with enforcement.</li> <li>• The X5 coach service will no longer be able to access North Street and so may return to its old route down the Causeway. The council officers stated that this would not be allowed, but not how this could be prevented.</li> </ul> <p>Officers of the County Council stated that the new layout had been extensively modelled and would not have any adverse impact on traffic flow or safety.</p> <p><u>Conclusions</u></p> <ul style="list-style-type: none"> <li>• The new layout will significantly change traffic flow through the town centre.</li> <li>• There are minor concerns about the operation of the zebra crossing between Bucknell Road and St John’s Street junctions and the egress from Bucknell Road.</li> </ul>	<p>This will be looked at by officers during the detailed design stage of the scheme</p> <p>This will be looked at by officers during the detailed design stage of the scheme</p> <p>The Causeway is public highway and therefore buses cannot be prohibited from using it. However, given that the route to Manorsfield Road via St John’s Street will be more convenient and direct, it is unlikely that bus companies (specifically Stagecoach, who operate the X5) would want to utilise The Causeway.</p> <p>Noted</p>
--	---	---

Comments Received and Officer Responses

	<ul style="list-style-type: none"> <li>• There is a potential for enforcement requests regarding the no right turn into Bucknell Road</li> <li>• There is a potential for the X5 bus service to return to its old route which uses an inappropriate road.</li> <li>• Though there are minor concerns about the new layout, there is nothing that is significant enough to warrant any objections from TVP.</li> </ul>	
26479	<p>These improvements are welcome and I think should improve north south traffic flow along with better access for pedestrians. One comment I would make is the absence of a crossing on the Buckingham rd near the roundabout. The nearest crossing is north of the station and if as you wish traffic flows more freely pedestrians wishing to cross the buckingham road to access the town centre will experience difficulty. I would ask for a crossing at the southerly end of the Buckingham rd be added to the improvements on safety grounds.</p>	<p>While a zebra crossing at the southern end of Buckingham Road is not proposed, an enlarged pedestrian refuge at this point is suggested in the amended scheme.</p>
26480	<p>We are writing to register our strong objection to the proposed “Town Centre Access Improvements”. We fail to see how a scheme that will cause traffic chaos and gridlock and adversely affects the businesses and residents in North Street and Roman Way can be described “improvements”. The proposed scheme will have the opposite effect to the intended objective.</p> <p>1. Traffic</p> <p>North Street has historically been the main road into Bicester</p>	Noted

Comments Received and Officer Responses

	<p>(formerly a toll road).</p> <p>It currently diverts traffic going into the town centre, to the east of the town, and through to Launton Road away from the traffic that goes through the town and to the west and south (including Bicester Village). It eases the traffic problems in Field Street and Queens Avenue.</p> <p>The closure of North Street would result in the traffic which currently uses North Street having to go down Field Street which would result in a traffic nightmare. That road Queens Avenue, Banbury Road and Buckingham Road will all suffer. All the traffic from the Railway Station, North Bicester and beyond will bottleneck at the same point in Field Street as will all the traffic going into the centre of town, the east of the town and into North Street and Roman Way. This in turn will cause traffic to back up from the new roundabout along Queens Avenue which will be detrimental not only to that traffic but also public transport all of which will be gridlocked in the resulting traffic jams.</p> <p>If the Council wishes to stop the residents of Roman Way having access to the roundabout then all they need to do is filter the exit from Roman Way into North Street whilst still allowing access to Roman Way from the roundabout. Closing access to North Street from the roundabout is totally unnecessary.</p>	<p>The different elements of the proposals work together to improve traffic flow which enables the closure of North Street. This holistic approach reduces congestion whilst also providing benefits for walking, cycling and public transport.</p> <p>Extensive modelling demonstrates that increasing capacity at the junctions within the scheme area will improve traffic flow which will have benefits for currently congested parts of the network. Although the traffic will not disappear, there will be an overall benefit to the network. This enables North Street/Roman Way to be closed off from the north (which in itself helps to increase capacity at the roundabout by reducing the complexity and increasing certainty of road users especially on the Buckingham Road arm) and also helps to reduce a known barrier to walking and cycling in the area thereby encouraging these modes of travel and reducing congestion further. The linear set of improvements along the 'central corridor' will help keep traffic flowing smoothly which means that more vehicles per hour can pass through the junctions.</p>
--	--	---



Comments Received and Officer Responses

	<p>The idea that by closing North Street traffic flow across the Roman Way roundabout will improve ignores the fact that all traffic will flow into Field Street and accordingly that traffic will back up from the new roundabout turning into St Johns Street. This element of the scheme transfers the problem two hundred yards down the road where it will create a much greater logjam than any ever experienced at the Roman Way roundabout as the St Johns Street roundabout will serve all the traffic coming out of the centre of town as well as that coming from the north and south. That is a problem which is not encountered at the Roman Way roundabout. It also ignores the fact that if traffic from the south is turning right at the St Johns roundabout then that traffic will in the future no longer turn into North Street and slow down the flow of traffic from Banbury and Buckingham Roads. Keeping North Street open to traffic from the north will improve the flow of traffic as it will reduce the level of traffic which will otherwise tailback from the St Johns Street roundabout.</p> <p>The suggestion that all traffic, including that going to the town centre and east Bicester having to go through Field Street will result in an “improvement” in traffic flow is a nonsense. This was shown on the 5<sup>th</sup> July when North Street was closed by emergency vehicles and within minutes traffic was backed up for a long distance up Banbury Road.</p>	
--	---	--

Comments Received and Officer Responses

	<p>2. Business</p> <p>North Street has not only always been a main road into Bicester, it has always been a road which has mixed use. There are some ten business properties situate in North Street. Their location relies on the fact that this is a through road. To close it and make it into a feeder road to Roman Way would have a severe adverse effect on those businesses.</p> <p>The resultant traffic chaos at the proposed St Johns Street roundabout will be to the detriment of all businesses in town as it will deter people from coming into Bicester.</p> <p>3. Residents</p> <p>If North Street becomes a two way road then the residents on North Street would lose their parking in a town where there is a distinct lack of parking.</p> <p>All residents, including those in both blocks of flats, in North Street and Roman Way would be caught in and add to the traffic jams which would result in Queens Avenue and particular in Field Street as that would be the only way they could access their properties.</p> <p>Vehicles making deliveries to North Street are too large to make a U turn and would have to drive to the end of Roman Way to enable them to turn and exit.</p>	<p>The proposals enhance the pedestrian and cycle experience on the Buckingham Road/Banbury Road roundabout (as previously identified as a deterrent by residents) and North Street which will encourage people to use these modes to access the town centre. Pedestrians and cyclists provide a much better ‘passing trade’ as they are traveling much slower than motor vehicles and are able to ‘soak’ up their surroundings. Given the strict parking restrictions in North Street, motorists are prevented from stopping as they ‘pass’ by. Officers are happy to work with traders to alleviate their concerns.</p> <p>The proposed scheme stipulates that the existing parking provision in North Street will be retained.</p> <p>The turning area at the north end of North Street will be designed to accommodate movements of refuse and delivery vehicles.</p>
--	--	---

Comments Received and Officer Responses

	<p>The traffic congestion would have an adverse effect on all Bicester residents and anyone visiting or travelling through Bicester.</p> <p>Conclusion</p> <p>This scheme is ill considered and has failed to take into consideration the businesses and residents which it will adversely affect.</p> <p>Most importantly it ignores the severe traffic congestion which will result. Traffic is currently diverted away from Field Street and Queens Avenue through North Street. The proposed scheme will ensure that North Street will no longer alleviate the traffic on those roads as the whole of Bicester traffic including that going to and from the centre of town will in future have to pass through those roads. That will not assist traffic flow, it will create gridlock.</p> <p>The closure of North Street is totally unnecessary and will create severe traffic problems. If North Street remains open it will alleviate those problems and achieve the primary aim of the scheme which is to improve traffic flow. I do not believe that such a fundamental change should be implemented in the face of these problems.</p>	<p>Noted</p>
--	---	--------------

Comments Received and Officer Responses

<p>26481</p>	<p>I really do think that this has not been thought through at all, and would ask where on earth the information has been collated from in order to even have the hair brain idea of altering the road system to what you have proposed.</p> <p>The following points have not even been considered in your proposed "Improvements"</p> <p>The severity of the closing North St for vehicle access to the town centre, where will this traffic go to? It will and can only go on to Field St this road is already too congested with Bicester Village traffic and traffic from the Railway Station so this traffic cannot go on to North St will go where? Allowing Bucknell Road traffic to turn right also will add congestion but not greatly on what is proposed as to be a roundabout? Let us hope it will be a magic one because at the moment the light system will filter</p>	<p>The data from the modelling which has informed these proposals has been obtained from several sources: i. Manual traffic counts which include turning data at each junction, number of vehicles and queue lengths (summer 2011). ii. Automatic traffic counts (regular counts of traffic numbers). iii. StrateGIS (data constantly taken by Satellite Navigation Systems which maps routes and journey times therefore indicating congestion on links). iv. Bicester Saturn Model (model updated regularly which assesses traffic conditions across Bicester and has the ability to determine traffic data associated with developments and predicts movement and re-routing amongst other details. v. Sainsbury's Transport Assessment associated with the town centre redevelopment which assesses the impact of increased travel associated with their development. vi. Local perspective (local residents used to validate the base VISSIM (visual simulation) model to 'sense check' traffic numbers, queues, traffic behaviour to achieve 'real-life' situations. vii. Onsite observations. Using all this data together has produced an accurate model with which to assess the current situation and predict the effects of the scheme in future years. To enable fair comparisons, the town centre development traffic has been added to the base and future year model. Traffic data can be presented in figures on request.</p> <p>Extensive modelling demonstrates that by increasing capacity at the junctions within the scheme area, traffic flow will increase which will have benefits for currently congested parts of the network. Although the traffic will not disappear, there will be an overall benefit to the network. This enables North Street/Roman Way to be closed off from the north (which in itself helps to increase capacity at the roundabout by reducing the complexity and increasing certainty of road users especially on the</p>
--------------	--	--

Comments Received and Officer Responses

	<p>and give each road a turn to clear traffic, if you put a roundabout in it will be more of a free for all, you are then only having one road that will provide in and out traffic to a roundabout which is already too busy. There is no problem with North St, only when there is a problem with Field Street! Would there be traffic queuing in North St, this has never happened, if you try and do this road change then you will be implementing a total disaster, not to mention the health and safety of road users and pedestrians and the bus services alike, you will force traffic to try and get out of the town centre via Victoria Road, and for people who know the area they will use Withington Road as a quick rat run out, and there is Longfields Primary school down there, so what was a safer housing development with a school will now be turned into a awful unsafe vehicle get away from the town centre, this clearly shows that in my opinion not even a primary school pupil would have even thought up this totally ridiculous road plan. This is completely a nonstarter!</p> <p>Businesses in North St, the loss of business to all the companies who rely upon their passing trade,</p> <p>the fact that lorries having to make deliveries to the business</p>	<p>Buckingham Road arm) and also helps to reduce a known barrier to walking and cycling in the area thereby encouraging these modes of travel and reducing congestion further. The linear set of improvements along the 'central corridor' will help keep traffic flowing smoothly which means that more vehicles per hour can pass through the junctions. The modelling undertaken does not suggest that there will be an excessive amount of traffic using the roads mentioned.</p> <p>The proposals enhance the pedestrian and cycle experience on the Buckingham Road/Banbury Road roundabout (as previously identified as a deterrent by residents) and North Street which will encourage people to use these modes to access the town centre. Pedestrians and cyclists provide a much better 'passing trade' as they are traveling much slower than motor vehicles and are able to 'soak' up their surroundings. Given the strict parking restrictions in North Street, motorists are prevented from stopping as they 'pass' by. Officers are happy to work with traders to alleviate their concerns.</p> <p>Under the proposals the turning area will be sufficient to cope</p>
--	--	--

Comments Received and Officer Responses

	<p>premises will have to go into Roman way to be able to turn around, what about a articulated lorry who need to deliver???</p> <p>How is he going to be able to do this???</p> <p>He is not!</p> <p>The plan to make North Street 2 way traffic as a cul de sac, how are residence going to be able to park cars as they can now?, you cannot have three lanes of traffic on this road it is as simple as that,</p> <p>the idea of leaving the roundabout end open for emergency vehicles suggests that this road closure is not perfect at all, and why? Because the emergency vehicles all come from the other direction, so their nearest and quickest route under your new route plan would be St John’s St then North St surely. This proposed plan is simply fraught with problems from start to finish.</p> <p>As you can see there are a number of points that I have raised, which will simply not allow this project to even be considered, I feel, and what we need to also think of here is the very severe changes you wish to make are only to relive the couple of hours rush hour, not every hour of every day.</p> <p>Whilst we are on the discussions of road improvements to Queens Ave and Field St, then I feel the need to advise that this road is mainly congested by Bicester Village traffic and would therefore encourage the traffic planners to look at this problem, and maybe look at getting BV to have a separate entrance on the A41 (Aylesbury Road) this would then send</p>	<p>with large delivery vehicles turning without using Roman Way. The area will be landscaped to prevent motor vehicle access whilst still providing access to emergency services. This will be fully addressed at detailed design stage if the scheme is approved.</p> <p>The proposed scheme stipulates that the existing parking provision for residents in North Street will be retained. The exact arrangement of the parking will be confirmed at the detailed design stage, if approved.</p> <p>The area will be landscaped to prevent motor vehicle access whilst still providing access to emergency services. This will be fully addressed at detailed design stage if the scheme is approved.</p> <p>Noted</p> <p>Bicester Village is set to apply for planning permission to include major junction improvements to the south of Bicester. Both schemes will equally work together or in isolation. Modelling has been conducted that shows traffic congestion and queues will be reduced, on the whole, creating a steady flow of moving traffic</p>
--	---	--

Comments Received and Officer Responses

	<p>traffic off round the ring road of Bicester, at the moment nothing uses the ring road and all of the traffic comes straight from Bicester North Station to Bicester Village, obviously there was not enough thought that went into the planning issues here, or we would not be having the problems we now have.</p> <p>I trust this letter along with I am sure other businesses and residents comments alike will defer this plan to being properly thought through with the long term solution that will work and taking into consideration the Bicester Village problem which does not help your new town centre development.</p> <p>This scheme has not taken into consideration A) road users B) local businesses C) Residents D) public transport E) Bicester Village F) Bicester North Railway Station.</p> <p>It has not addressed any of the road problems it has and will only cause complete chaos.</p> <p>Attached is a plan that makes a lot more sense without the dangerous roundabouts with zebra crossings, but with proper traffic control systems, and from the top roundabout only inward traffic to North St and Roman Way nothing out on to that top roundabout, Roman way traffic down North St and out.</p> <p>And finally I would like to make you aware that if you do go ahead with this plan and you close North St to through traffic, I can safely say that since I have traded from North St my work has increased every year, if my work drops as I expect it to do along with the other traders in this street then I will not hesitate to seek legal advice and peruse a case against you for</p>	<p>Noted</p> <p>The scheme has taken all of these into account.</p>
--	---	---

Comments Received and Officer Responses

	<p>loss of business or financial compensation of some sort as I would expect the other business to do, I hope you will be wise enough not to go down this route.</p>	
<p>26482</p>	<p>As a long term resident of Bicester it is very obvious the main reason for traffic congestion over the across town route is the sheer volume of through traffic entering Bicester on the A road Buckingham road and travelling across the town to exit on the A41 towards Oxford.</p> <p>If that alone could be diminished then congestion would be massively reduced, if this is not done then despite your proposed plans the congestion will remain.</p> <p>One point of interest (and this relates to a 'promise' by the County Council some years ago that was never delivered).</p> <p>Some years ago when the Bicester bypass was opened residents were told that once that bypass route existed then the A road route across Bicester (Buckingham Rd/Queens Avenue /Kings End) would have traffic calming measures and its 'A' Road classification dropped. With the aim of forcing through traffic to use the ring road.</p> <p>This never happened - The County Council went back on its promise.</p> <p>It is clear to me and other is that unless the Biceter Bypass is used to remove the cross town through traffic then no amount of replanning within the town will stop congestion.</p> <p>What is required is by means of traffic calming and de - Classification of the A road across town there will be a prpoensity to send more traffic around the ring road.</p>	<p>Oxfordshire County Council has a long term aspiration to provide a ring road not only to serve through-traffic but also to accommodate future employment and housing developments and is currently looking into options for this.</p>



Comments Received and Officer Responses

	<p>I am honestly baffled that the County Council think tinkering with internal town roads will solve a problem caused by the volume of through traffic travelling along Queens Avenue-Buckingham Road.</p>	
26483	<p>I am writing in subject of the new road proposal that will affect North Street in Bicester. I am the owner of the above address, we own a chip shop and Chinese takeaway business on North Street. We believe that this new proposal that will involve blocking this road to most traffic will seriously affect our business, losing most of our trade and potential customers out of reach. There will be a downfall on profit and loss of jobs, we depend highly on passing trade and therefore strongly disagree with this proposal.</p> <p>There is a one-way traffic system on North Street from Buckingham Road and Banbury Road towards the town centre, and this gives no danger. It is a shorter route to town and safe, compared to the new plan of going round through Field Street.</p> <p>I hope you will reconsider this new proposal in light of how it will negatively affect businesses like ours on this street, and urge you to remain it as it is.</p>	<p>The proposals enhance the pedestrian and cycle experience on the Buckingham Road/Banbury Road roundabout (as previously identified as a deterrent by residents) and North Street which will encourage people to use these modes to access the town centre. Pedestrians and cyclists provide a much better ‘passing trade’ as they are traveling much slower than motor vehicles and are able to ‘soak’ up their surroundings. Given the strict parking restrictions in North Street, motorists are prevented from stopping as they ‘pass’ by. Officers are happy to work with traders to alleviate their concerns.</p> <p>The proposals will reduce noise and air pollution on North Street and by reducing congestion and helping traffic flow air quality will improve. By providing better walking and cycling facilities and improving bus journey times and reliability, people are encouraged to use these sustainable modes thereby reducing congestion and pollution further.</p>
26484	<p>Thank you for taking the time to explain the current proposals to change the road layout in St John Street, Bicester, notably</p>	Noted

Comments Received and Officer Responses

	<p>the change from one way to two way traffic.</p> <p>Following our conversations ref the proposed changes, I have now explained the proposals to my mother, who lives at 'Gareloch' St John Street, and she would like me to make the following comment on her behalf.</p> <p>She would like to express her concerns about the potential increase in traffic and resulting noise and air pollution, which she feels will have an adverse impact on her quality of life. Although she has not seen any actual calculations, it would, she feels, be inevitable that the traffic currently using North Street to access Manorsfield Road and Victoria Road, including large delivery lorries and buses would add considerably to the traffic using the current road layout.</p> <p>Therefore, she would like me to, on her behalf, express her opposition to the scheme.</p>	<p>Although there may be an increase in traffic on Field Street/St John's Street, as the capacity will be improved the peak hours will be shortened. Also, if traffic flow is improved, queuing is reduced which also improves air quality.</p> <p>Noted</p>
<p>26485</p>	<p>We are writing to register our strong objection to the proposed "Town Centre Access Improvements", and in particular, the suggested proposal of blocking access to Roman Way and North Street.</p> <p>Traffic</p> <p>The closure of both Roman Way and North Street, thus preventing a 'bleed off' of traffic southbound from the Banbury and Buckingham Roads, is not going to change the traffic flow</p>	<p>The traffic modelling conducted shows an overall improvement in road capacity if the proposals are implemented. However, some of the areas of improvement may not be as significant as other</p>

Comments Received and Officer Responses

	<p>through the town.</p> <p>Looking at traffic flow, the main flow at peak times, is both ways from the Aylesbury Roundabout (A41) via Kings End, Queens End and Field Street, onwards to the roundabout at Skimmingdish Lane. The flow of traffic is determined by the policy of traffic ‘calming’ rather than speeding up the flow. Southbound, for instance, on the Buckingham Road we start with a Traffic Priority chicane, shortly followed by a Traffic surveillance camera. In addition there are – 2 mini-roundabouts, 1 double mini-roundabout, 4 Traffic light controlled pedestrian crossings, 2 Traffic light controlled road junctions (one with no stopping zone). At the moment there are 3 major roundabouts on the journey, plus various bus stop zones.</p> <p>The proposed plan is to remove one set of traffic lights at St John’s Street, and replace them with roundabout. That arrangement is going to bring its own problems. Intended diverted traffic from the Roman Way/North Street roundabout is only going to add to the difficulties.</p> <p>Cyclists</p> <p>Despite the apparent traffic calming measures, the traffic appears to proceed like a rat run. The motorists conduct has driven most of the cyclist off the roads and on to the pavements. This common practice, as you may know, is contrary to the Highways Act 1835 Sect 72. Unfortunately, Police Officers, Support Officers and Street Wardens are very unlikely to be seen taking action with offenders.</p>	<p>areas – the Bucknell Road junction is one area that benefits the least. The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p>
--	--	--

Comments Received and Officer Responses

	<p>North Street</p> <p>North Street has always been historically the main road into Bicester. It was a turnpike road, along which the 'Old Banbury Coach' used to travel 6 days a week, to London, via Aylesbury. It is still the main road into town and beyond, for residents living in North Bicester. That has been its main purpose, while through-traffic travelling south to Oxford and beyond was diverted when Kings End and Field Street was linked up in 1939. North Street has its own distinctive character, built up over the years with its mixed community of business properties and residential dwellings. It may not be Mayfair or Park Lane, but we are sure those that reside and work there like it as it is. While there is a Kings End and Queens End, we ourselves would not like to see North Street/Roman Road become Dead End.</p> <p>Conclusion</p> <p>Looking to the future, we have the so-called Eco-town to the north (supposed to be motor-car unfriendly) that will increase traffic flow. We will try not to mention the eco-friendly cyclists who will be looking for pavements to ride on! Added to the mix, it has just been announced that Town Councils may be permitted to reduce speed limits to 20mph.</p> <p>The closure of North Street is totally unnecessary, and will not</p>	<p>The proposals enhance the pedestrian and cycle experience on the Buckingham Road/Banbury Road roundabout (as previously identified as a deterrent by residents) and North Street which will encourage people to use these modes to access the town centre. Pedestrians and cyclists provide a much better 'passing trade' as they are traveling much slower than motor vehicles and are able to 'soak' up their surroundings. Given the strict parking restrictions in North Street, motorists are prevented from stopping as they 'pass' by. Officers are happy to work with traders to alleviate their concerns.</p> <p>The proposals will reduce noise and air pollution on North Street and by reducing congestion and helping traffic flow air quality will improve. By providing better walking and cycling facilities and improving bus journey times and reliability, people are encouraged to use these sustainable modes thereby reducing congestion and pollution further.</p> <p>Noted</p>
--	--	---

Comments Received and Officer Responses

	<p>improve the traffic flow as suggested. Remaining open will continue its primary purpose of access to the centre of Bicester.</p>	
<p>26486  (Bicester Community College)</p>	<p>Further to your letter of the 4<sup>th</sup> July I wish to formally object to one particular part of the proposed changes which I believe will put the safety of students at the College, and other schools, at risk and hinder rather than help traffic flow at peak times.</p> <p><b>Queens Avenue proposals</b></p> <p>The suggestion to convert the current signalised crossing to a zebra crossing makes some significant assumptions not the least of which is that it is inefficient. Currently students that cross the road have to wait for the crossing to signal that it is safe to do so. In the interim there is free flow of traffic along Queens Avenue. The start times of Bicester Community College, St Marys Primary School and Brookside Primary School mean that there is a constant flow of children and parents from around 7.50am to 8.30am who use the crossing. Whilst the crossing is in use the traffic cannot proceed but there are longer periods when the road is clear for traffic than when it is not. If a zebra crossing was installed the children using the crossing would have priority over traffic and rather than crossing in groups at intervals would cross singly or in smaller groups and this is likely to be a virtually constant use of the crossing.</p> <p>Therefore for the time period stated the traffic situation would be worse. In addition the safety of the children would be put at risk as not all drivers obey the rules of such crossings by giving way to pedestrians and those motorists that have been held up</p>	<p>Noted</p> <p>A number of factors contribute to congestion along Queens Avenue, which impacts on other parts of the highway network further downstream, with the signalised pedestrian crossing being just one. Manual pedestrian counts have been undertaken at this pedestrian crossing, during school term time and peak hours, and this data has informed the traffic model used for this scheme which demonstrates that the number of pedestrians crossing does not impact on traffic flow if converted to a zebra crossing. The pedestrian footfall needed to impact on traffic flow is only usually experienced in city centre locations. The existing crossing relies on ‘dead’ time to allow slower, less able bodied people to cross without feeling intimidated by traffic. This ‘dead’ time, when neither pedestrian nor vehicle is moving, is the reason behind the inefficiency and contributes to traffic delay.</p> <p>In regards to the relative safety of zebra and signalised crossings; reported injury accidents show that, on average, the safety performance of each is very comparable. National guidance on the choice of pedestrian crossing types stipulates that zebra</p>

Comments Received and Officer Responses

	<p>may become frustrated at the delay and would be more likely to disobey the crossing protocols. After School, from 3.00pm the situation would be similar.</p> <p>If there is an issue with traffic build up then either a change in the length of the crossing intervals or a pedestrian access bridge over the road would be a more appropriate response.</p> <p>In a time when we are encouraging all individuals to walk whenever possible rather than use motorised transport such a change that endangers the safety of pedestrians for the benefit of motorists is neither politically, environmentally or morally correct.</p>	<p>crossings are only used where the speed limit is 30mph (or lower), which is the case in this scenario. As you have alluded to, zebra crossings provide much better pedestrian priority than their signalised counterparts by being able to cross without having to wait. In some cases this can encourage more people to use the crossing. Early indications and counts from a similar conversion in Oxford (although the location of the crossing changed slightly to accommodate an improved desire line) indicate that the crossing is used almost three times as much without any detrimental safety implications. In combination with other pedestrian and cycle improvements, as part of the proposals, we hope to encourage more people to walk and cycle to cut congestion further.</p>
<p>26487</p>	<p>Re bicester traffic improvements - I ran out of room on the form so this is my added comments for inclusion please. I do not agree with the closing off of North Street.</p> <p>Large vehicles coming into bicester from the banbury or buckingham road would not safely be able to turn left at the new roundabout on queens avenue and turn left onto St Johns Street. I have lived in bicester for some 20 years and have seen the size of vehicles delivering to our shops increase hugely and do not believe a large lorry could safely turn left down st johns street without causing traffic disruption.</p> <p>I am hugely opposed to the pedestrian crossings being replaced for a zebra crossings as people cross in groups on the pedestrian crossings but in dribs and drabs when it's a zebra</p>	<p>Noted</p> <p>Auto-tracking (engineering software) has been conducted at feasibility design to ensure the largest vehicles are able to make the manoeuvres necessary under the proposals.</p> <p>The safety performance of zebra and signalised (pelican, puffin and toucan) crossings are very comparable. National guidance on the choice of pedestrian crossing types identifies a range of</p>

Comments Received and Officer Responses

	<p>crossing. Drivers being allowed to turn right out of bucknell road would have to negotiate 2 lanes of traffic coming at them and the worry that they are straight onto a zebra crossing especially if in the frustration of being held up on the bucknell road they pull out into traffic. It's just an accident waiting to happen especially as some children from both schools walk themselves to school and would have to use this crossing on their own. I agree that turning right into the bucknell road causes disruption and so i think that you should only be able to turn left out of bucknell road and left into bucknell road. This means anyone leaving this road would slingshot off both roundabouts to enter the road but that's the safest way.</p>	<p>factors to be considered – for example zebra crossings are only used where the speed limit is 30mph (or lower), and where the compliance with the 30mph limit is good; signalised crossings are however usually preferable where both pedestrian and traffic flows are particularly high, as a zebra crossing in these conditions may lead to high levels of congestion (the pedestrian levels are not high enough in these locations). Providing this guidance is followed, and appropriate detailed design is applied to mitigate any local risk factors, both types of crossing offer very good levels of safety.</p> <p>Zebra crossings only impact on traffic flows when the footfall is extremely heavy over a long period of time (an example would be in Oxford city centre). The pedestrian flows here are not heavy enough to impact on traffic flow. The delay caused by the signalised crossing currently in place on Queens Avenue is created by the 'dead time' when neither a pedestrian is crossing nor vehicles have a green signal. This is governed by a legal minimum for toucan crossings. Although demand may be more frequent, the time vehicles will be required to wait will be shorter.</p> <p>Guidance provided encourages the use of zebra crossings close to junctions/roundabouts rather than their signalised alternatives. This is on safety grounds and the possibility that the signal heads might not be visible from adjoining roads. Crossings in these locations generally have good safety records.</p> <p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and</p>
--	--	---

Comments Received and Officer Responses

	<p>St Johns road is not big enough to be 2 way and even if you increase the width of the pavement on the walled side I'd be worried about walking on that side as the wall has already collapsed once and still bows out in several places. Please acknowledge receipt of this email and let me know if it will be included in the consultation process. Thank you</p>	<p>relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p> <p>The widths currently provided for two outbound lanes in St John's Street will be kept for lanes in both directions meaning that vehicles will be able to pass each other comfortably. Auto-tracking (engineering software) has been conducted at feasibility design to ensure the largest vehicles are able to make the manoeuvres necessary under the proposals.</p>
<p>26487</p>	<p>I recently responded to the consultation on these proposals using the consultation form provided at the exhibition.</p> <p>I expressed strong reservations about the proposals for North Street and having looked at the situation and talked with local business people I now wish to add to those comments.</p> <p>There are currently many circumstances in which the access into North St is very convenient and would continue to be so for the foreseeable future. For example at weekends, traffic backs up from the Tesco roundabout at the south end of the town because of Bicester Village traffic. This extends back into Buckingham Rd sometimes as far as the turn to Bicester North</p>	<p>Noted</p> <p>Extensive modelling demonstrates that by increasing capacity at the junctions within the scheme area, traffic flow will increase which will have benefits for currently congested parts of the network. Although the traffic will not disappear, there will be an overall benefit to the network. This enables North Street/Roman Way to be closed off from the north (which in itself helps to</p>



Comments Received and Officer Responses

	<p>railway station. There can also be backing up in Field St./Queens Ave. at other times - eg 3-4pm when the school traffic emerges. Extra traffic in Field St seeking to turn left into St John's St would only exacerbate such problems.</p> <p>I also consider that St John's St is likely to become congested at times with 2-way traffic and an alternative option for drivers would therefore be very beneficial. I cannot see significant advantages in becoming so dependent on this one road for access to and from the town centre.</p>	<p>increase capacity at the roundabout by reducing the complexity and increasing certainty of road users especially on the Buckingham Road arm) and also helps to reduce a known barrier to walking and cycling in the area thereby encouraging these modes of travel and reducing congestion further. The linear set of improvements along the 'central corridor' will help keep traffic flowing smoothly which means that more vehicles per hour can pass through the junctions.</p> <p>Although there may be an increase in traffic on Field Street/St John's Street, as the capacity will be improved the peak hours will be shortened. Also, if traffic flow is improved, queuing is reduced which also improves air quality.</p>
<p>26488</p>	<p>Whilst individual parts of the scheme have merit I remain sceptical about the overall plan and its ability to deliver the benefits as outlined in your letter of the 4<sup>th</sup> July 2012.</p> <p>My main criticisms relate to the proposed alterations at the Banbury/Buckingham Road roundabout, the new mini roundabout at the junction of St John's Street and Queens Avenue and the removal of the right turn ban on Bucknell Road.</p> <p>Banbury, Buckingham Road Roundabout</p> <p>As a local resident to this part of the town and a constant user of the junction I cannot see the justification for this level of engineering to solve what is a relatively small perceived safety</p>	<p>Noted</p> <p>The proposed changes to the five arm roundabout are not predicated on a perceived safety issue. The rationale behind removing arms on the roundabout is that it simplifies and reduces</p>

Comments Received and Officer Responses

	<p>issue. The improvement to the sightline for traffic on the Buckingham Road coming onto the roundabout is to be welcomed, but in my view the roundabout should remain a five branch junction and that the perceived safety problems can be more cost effectively addressed by making the exit from Roman Way a left turn only into North Street. This could be further engineered with curbing/small island to ensure compliance (in my view the entrance to North Street is wide enough to accommodate this). Accordingly, this would negate the need for North Street to cater for two way traffic.</p> <p>Additionally, the installation of pedestrian crossings on the Banbury and Buckingham Roads closer to the roundabout would address any issues of negotiating the junction by pedestrians and cyclists.</p> <p>St. John’s Street/Queens Avenue</p> <p>The concept of two way traffic in St. John’s Street is an interesting one and one which will improve access to the new town centre. However, I have grave doubts about the proposed control of the Queens Avenue/St. John’s Street junction by mini roundabout. Whilst this would be adequate at certain times of the day, at peak periods (early mornings, evenings and weekends) I believe traffic would have great difficulty exiting St. John’s Street (I’m sure you are only too well aware of the reluctance of queuing traffic to allow additional traffic from the left onto a roundabout). In my view, if this part of the proposal goes ahead, it would need the additional control of part time traffic lights for peak periods.</p>	<p>movements, particularly the ‘U-turn’ from Field Street to North Street. This reduces hesitancy and increases certainty especially for traffic waiting at the Buckingham Road give-way. This give-way can also be moved further south enabling better sight-lines to the Banbury Road which increases confidence, certainty and capacity. By reducing the number of arms and therefore the complexity of the roundabout, this helps pedestrians and cyclists negotiate what is currently a difficult and daunting junction.</p> <p>Improvements to the provision for pedestrians crossing the Banbury and Buckingham Roads are included in the proposals.</p> <p>The proposed roundabout at this junction, which has relatively even flows on each arm, will improve the traffic throughput enabling more vehicles to get through the junction per hour. Under the current signal arrangement, vehicles travelling southbound from St John’s Street (left-hand lane) rarely queue back more than seven vehicle lengths, which will be provided under the proposed arrangements as a flare. As the queues will be reduced, access to the flare will be maintained to ensure smooth flow and reduce congestion.</p>
--	--	---

Comments Received and Officer Responses

	<p>Bucknell Road</p> <p>The proposal to remove the restriction on traffic exiting right from Bucknell Road is, I believe, ill conceived. This junction is too close to the Queens Avenue/St John’s Street intersection to function properly, particularly at peak periods when traffic backs all the way up Field Street.</p> <p>Additionally, I believe it would create an added safety risk to the pedestrian crossing positioned between these junctions. The current arrangement works perfectly and it begs the question why are you trying to fix something that ‘isn’t broke’.</p> <p>We all have a vested interest in making our new town centre a safe and pleasant environment to live in and I sincerely hope you will take account of the views of those of us who use these roads daily and have first-hand knowledge of the local issues that play out daily around the town.</p>	<p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p> <p>Guidance provided encourages the use of zebra crossings close to junctions/roundabouts rather than their signalised alternatives. This is on safety grounds and the possibility that the signal heads might not be visible from adjoining roads. Crossings in these locations generally have good safety records.</p> <p>Noted</p>
<p>26489 (Ramblers</p>	<p>I did fill in a questionnaire when I visited the consultation on the first day in Bicester. However, is it possible to mention now a point regarding the proposed pedestrian crossings being</p>	<p>Although they are not ideal for some disability groups, the tactile paving associated with crossing points enable blind and partially sighted users to cross as traffic is required to give-way to</p>

Comments Received and Officer Responses

<p>Association)</p>	<p>downgraded to Zebra crossings. What worries me is the fact that there will be no audible signal or 'under-button' as a tactile sign for aiding the visually impaired to cross.</p> <p>The idea that the traffic will flow easier to these crossings seems to me to warrant these light controlled crossings. Motorists can see these lights at a distance, whereas a pedestrian is not seen till the last minute. Zebra crossings are OK in slow moving traffic in town centres, but not on main carriageways.</p>	<p>pedestrians waiting to cross. Signalised crossings will remain at other key points along Queen’s Avenue to aid crossing. As part of this consultation, the proposals will be discussed with disability groups.</p> <p>The safety performance of zebra and signalised (pelican, puffin and toucan) crossings are very comparable. National guidance on the choice of pedestrian crossing types identifies a range of factors to be considered – for example zebra crossings are only used where the speed limit is 30mph (or lower), and where the compliance with the 30mph limit is good; signalised crossings are however usually preferable where both pedestrian and traffic flows are particularly high, as a zebra crossing in these conditions may lead to high levels of congestion.</p>
<p>26490 (Bicester Town Council)</p>	<p>Concern expressed on Zebra crossings in Queens Avenue and Field Street. Councillors ask that OCC revisit the statistics regarding the use of the crossing by students travelling to St Mary’s, Brookside and BCC schools and also pedestrian visitors to the leisure centre.</p>	<p>Manual pedestrian counts have been undertaken at the pedestrian crossing on Queens Avenue, during school term time and peak hours, and this data has informed the traffic model used for this scheme which demonstrates that the number of pedestrians crossing does not impact on traffic flow if converted to a zebra crossing. The pedestrian footfall needed to impact on traffic flow is only usually experienced in city centre locations.</p> <p>The existing crossing relies on ‘dead’ time to allow slower, less able bodied people to cross without feeling intimidated by traffic. This ‘dead’ time, when neither pedestrian nor vehicle is moving, is the reason behind the inefficiency and contributes to traffic delay.</p> <p>Although a pedestrian count has not been conducted at the crossing over Field Street (between the junctions with St John’s</p>

Comments Received and Officer Responses

	<p>Concern expressed on behalf of residents of Dunkins Close and St John’s Street who feel they will have difficulty exiting their lay by, especially to access the turn right lane into Field Street. In addition the access to number 10 St John Street will be very close to the roundabout at the junction with Manorsfield Road and the proposed Zebra crossing on the Sheep Street side of this roundabout.</p> <p>The effect on the business community in North Street by the removal of passing traffic and the loss of visibility of their businesses.</p> <p>The effect of an extremely long “cul de sac” formed by North</p>	<p>Street and Bucknell Road) guidance provided encourages the use of zebra crossings close to junctions/roundabouts rather than their signalised alternatives. This is on safety grounds and the possibility that the signal heads might not be visible from adjoining roads. Crossings in these locations generally have good safety records.</p> <p>Discussions have taken place with regard to the zebra crossing and the scheme amended accordingly.</p> <p>The proposals enhance the pedestrian and cycle experience on the Buckingham Road/Banbury Road roundabout (as previously identified as a deterrent by residents) and North Street which will encourage people to use these modes to access the town centre. Pedestrians and cyclists provide a much better ‘passing trade’ as they are traveling much slower than motor vehicles and are able to ‘soak’ up their surroundings. Given the strict parking restrictions in North Street, motorists are prevented from stopping as they ‘pass’ by.</p> <p>Noted</p>
--	---	--

Comments Received and Officer Responses

	<p>Street and Roman Way.</p> <p>Should the changes be implemented the major bus routes (S5 AND x5) should be prevented from using the Causeway to access the Town Centre. (This does not include local estate services)</p> <p>Kings End Queens Avenue junction improvements should be coordinated with these changes.</p> <p>The 5 arm roundabout junction improvements to ensure traffic cannot use North Street and that a raised roundabout is installed.</p>	<p>The Causeway is public highway and therefore buses cannot be prohibited from using it. However, given that the route to Manorsfield Road via St John’s Street will be more convenient and direct, it is unlikely that bus companies (specifically Stagecoach, who operate the X5) would want to utilise The Causeway.</p> <p>Improvements to the Kings End/Queens Avenue junction are beyond the scope of this scheme and would not be possible within the constraints of the funds available.</p> <p>The area will be landscaped to prevent motor vehicle access whilst still providing access to emergency services. This will be fully addressed at detailed design stage if the scheme is approved.</p> <p>It is deemed not necessary in traffic flow terms and/or safety to provide ‘full-sized’ roundabouts but even if this was the intention there is not enough space within the highway boundary to accommodate larger roundabouts.</p>
<p>26491</p>	<p>I am writing to express my opposition to two proposed changes regarding the above reference:</p> <p>2) Revocation of right turn ban from Bucknell Road in Field Street</p> <p>3) Imposition of right turn ban from Field Street to Bucknell Road</p>	<p>Noted</p>

Comments Received and Officer Responses

	<p>First, I believe it to be both dangerous and poor planning to allow cars to turn right out of Bucknell Road. There are many reasons for this. At present, our road is (mostly) protected from being a rat run due to the ban of a right turn at the end. Once drivers can turn right out from Bucknell Road, it gives more reason to use our road as a cut through. To turn right out of Bucknell Road is a difficult turn except at very quiet times of the day. Therefore, there will be a build-up of traffic queuing at the end of the road. This will tail back to where cars are parked, leading to jams. I also expect it to tail back as far as the school at busy times, which again could be dangerous. It will lead to increased driver frustration and make crossing the road difficult and also cause jams as cars do not wait behind parked cars and so block the road for cars travelling up Bucknell Road.</p> <p>Second, while I understand the reasoning behind the ban of the right turn, I do not agree with it. It appears to be suggested in order to free traffic getting held up behind cars turning right. However, this delay is only ever for one light change, as a general rule. In addition, there is a ring road for cars to use if they don't want to get caught up in local traffic. Also, for cars travelling in that direction, how are they meant to get into Bucknell Road if they cannot turn right? The only solution will be for them to use Barry Avenue, which hardly seems fair on the residents of that street, or to make a large detour so will come up with it on the left. Leading to increased traffic on that detour.</p> <p>I was also informed by a neighbour that it is also proposed for</p>	<p>Noted</p> <p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p> <p>Under the proposals the signal junction will be changed to a roundabout meaning that drivers wishing to use Bucknell Road from Field Street can U-turn at St John's Street/Field Street and turn left into Bucknell Road.</p> <p>The proposals do include conversion from signalised crossings to</p>
--	---	--

Comments Received and Officer Responses

	<p>the pelican crossing at the end of our road to be replaced by a zebra crossing. I would also oppose this, if that is correct. I would feel very unsafe using a zebra crossing there, as even with a red light, you occasionally get drivers not stopping. I also think that a zebra crossing would lead to increased delays to traffic, as people cross in dribs and drabs at busy times, with one person starting on the crossing as another leaves it. At least with the lights, everyone has to wait until the crossing is activated.</p> <p>I do hope that these objections are noted and actioned. Speaking with my neighbours, it appears that these are unpopular all round. However, it appears that few will bother to object as they have been told the decision has already been made so there is little point. I hope that this is not the case and that resident objections will be listened to and carefully considered.</p> <p>The right turn ban at the end of Bucknell Road is very important to be retained. I cannot see any benefits to its revocation, so please do reconsider on this matter at the very least.</p>	<p>zebras. The safety performance of zebra and signalised (pelican, puffin and toucan) crossings are very comparable. National guidance on the choice of pedestrian crossing types identifies a range of factors to be considered – for example zebra crossings are only used where the speed limit is 30mph (or lower), and where the compliance with the 30mph limit is good; signalised crossings are however usually preferable where both pedestrian and traffic flows are particularly high, as a zebra crossing in these conditions may lead to high levels of congestion (the pedestrian levels are not high enough in these locations). Providing this guidance is followed, and appropriate detailed design is applied to mitigate any local risk factors, both types of crossing offer very good levels of safety.</p> <p>The final decision for the scheme will be made by the Cabinet Member for Transport based on consultation and policy direction.</p> <p>Noted</p>
--	--	--



Comments Received and Officer Responses

Comments received on the returned questionnaires		
Response ID	Question:8 Please provide us with any other comments:	
26492	<p>The main downside that I can see is that traffic coming from Bucknell Road ( which includes public transport) will find almost impossible to get to the town Centre. With constant traffic flow in both direction in Field Street and additional traffic from the closure of North Street, it will be almost impossible to turn right into Field Street without any traffic control. The only option would be to turn left into Field Street and use the roundabout at Banbury Rd/Buckingham Rd to return to Field Street on the correct side to enter the town centre.&lt;br&gt; Even if one takes this option, turning left will be more difficult than present as without the current the traffic light control at the end of St Johns Street (both vehicular and pedestrian) which gives traffic from Bucknell Road a chance to filter into Field Street, motorists will now be confronted with continious traffic flows.&lt;br&gt;</p> <p>Parking should also be restricted further up the Bucknell Road to keep the junction clear</p>	<p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p> <p>Parking restrictions on Bucknell Road are not part of this scheme but can be investigated at a later date if a problem occurs.</p>
26496	<p>With the Bicester Village traffic usually backing up to the said junction - double the traffic will now join onto the end from the Banbury Road and Buckingham Road making access to the town centre more difficult, especially at weekends - its not broken so why mend it?</p>	<p>Bicester Village is set to apply for planning permission to include major junction improvements to the south of Bicester. Both schemes will equally work together or in isolation. Modelling has been conducted that shows traffic congestion and queues will be reduced, on the whole, creating a steady flow of moving traffic.</p>
26499	<p>The "NO RIGHT TURN" from the Bucknell Road should be kept To allow traffic to cross the main flow on Field Street will cause a problems as motorists towards Bicester Village will have to give way.</p>	<p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell</p>

Comments Received and Officer Responses

		Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.
26505	<p>The primary cause of traffic problems in Bicester is the knock on effect from Bicester Village. until this is solved the remainder of the area will continue to back up and these changes are just tinkering around the fringes.</p> <p>As far as Bicester as a commercial centre is concerned most people I know from surrounding villages now shop in Brackley and Buckingham due to the issue of parking in Bicester and this has become even worse now there seem to be no places to park free for a few minutes. In Buckingham the first hour is free and it is becoming a vibrant shopping area. Indeed most people I know will travel to Tingewick for a Post Office despite the journey of 8 miles as it represents a saving in cost and overall time</p>	<p>Bicester Village is set to apply for planning permission to include major junction improvements to the south of Bicester. Both schemes would operate in conjunction with each other but, equally, in isolation. Traffic modelling has been conducted that shows traffic congestion and queues will be reduced, on the whole, creating a steady flow of moving traffic, an improvement on the existing situation.</p> <p>Noted</p>
26511	This is an excellent idea and I really like the pavement and footway improvements. An excellent scheme	Noted
26521	I'm concerned that the scheme will make it more difficult for cars entering the roundabout from the Banbury Rd. It is difficult enough already, but removing the pedestrian traffic lights on Field Street will also remove the periodic breaks in traffic coming up Field Street towards the roundabout which currently	Periodic breaks in traffic will still occur with pedestrians using the zebra crossing but with improved traffic flow, breaks in traffic will occur more readily. By closing off the access to the Banbury Road/Buckingham Road roundabout from Roman Way, Banbury Road will no longer have to give-way to traffic heading north from

Comments Received and Officer Responses

	<p>produce windows of opportunity.                  Has the inevitable increase in traffic coming into the town down the Banbury Road from the new Eco-town also been taken into account?                  We also badly need a zebra crossing at the junction of Bell Street and Sheep Street so that pedestrians can cross safely from the NE side of Sheep Street to the pedestrian area.                  In the long term more needs to be done to provide an adequate ring road around the town for through traffic. The current layout is seriously inadequate given the planned growth of the town.</p>	<p>this arm.                  Modelling has been undertaken on the wider Bicester network for future year scenarios and it is evident that a longer term solution is required to accommodate all future growth in Bicester. Officers are currently working on this long-term solution in line with existing and predicted growth in a holistic manner. Even with this long-term solution in place, changes will still be required within the town centre to accommodate growth. OCC are acting proactively rather than reactively.</p>
26524	<p>I seriously question the wisdom of allowing right turns from Bucknell Road into Field Street. This will surely cause problems at peak times. Better to have traffic turning left. If drivers need to go the other way, they can go round the roundabout and back.</p>	<p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p>
26535	<p>Right turn into Buckingham Road might cause extra congestion on roundabout.</p>	<p>Under the proposals, there will be no right-turn into the Buckingham Road from the roundabout.</p>

Comments Received and Officer Responses

<p>26536</p>	<p>1) Pedestrian crossing so near to Bucknell Road roundabout presents too many hazards close together. It would be better on the other side of the Bucknell Road junction.</p> <p>2) We still need a right turn into Bucknell Road as I think the roundabout will be too small for a complete circuit (buses, lorries, fire engines) and will increase the congestion on that roundabout. A central turning lane would be better if space. The town centre was never built for such traffic.</p> <p>3) Keep the pelican crossings. Would rather have the better control of a traffic light than a pedestrian suddenly darting across the crossing. Would rather wait a few extra seconds for the cause of safety.</p>	<p>Guidance provided encourages the use of zebra crossings close to junctions/roundabouts rather than their signalised alternatives. This is on safety grounds and the possibility that the signal heads might not be visible from adjoining roads. Crossings in these locations generally have good safety records.</p> <p>Auto-tracking (engineering software) has been conducted at the feasibility design stage to ensure the largest vehicles are able to make the manoeuvres necessary under the proposals.</p> <p>The safety performance of zebra and signalised (pelican, puffin and toucan) crossings are very comparable. National guidance on the choice of pedestrian crossing types identifies a range of factors to be considered – for example zebra crossings are only used where the speed limit is 30mph (or lower), and where the compliance with the 30mph limit is good; signalised crossings are however usually preferable where both pedestrian and traffic flows are particularly high, as a zebra crossing in these conditions may lead to high levels of congestion (the pedestrian levels are not high enough in these locations). Providing this guidance is followed, and appropriate detailed design is applied to mitigate any local risk factors, both types of crossing offer very good levels of safety.</p>
<p>26537</p>	<p>No thought given to access from Buckingham Road to Victoria Road? More roundabouts - never a good idea.</p>	<p>Access from Buckingham Road to Victoria Road will be made via Filed Street, St John’s Street and Sheep Street. With the proposed changes to roundabouts and the removal of signals, traffic flow will improve therefore reducing journey time and congestion making it easier to access the town centre and other parts of Bicester.</p>

Comments Received and Officer Responses

<p>26538</p>	<p>1) Right turn from Bucknell Road will lead to gridlock at peak times &amp; school times.</p> <p>2) Concerns over width of St John's Street for 2 buses - given increased sizes year on year.</p> <p>3) confusion over 'raised roadway'!</p>	<p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre</p> <p>The widths currently provided for two outbound lanes in St John's Street will be kept for lanes in both directions meaning that vehicles will be able to pass each other comfortably. Auto-tracking (engineering software) has been conducted at the feasibility design stage to ensure the largest vehicles are able to make the manoeuvres necessary under the proposals.</p> <p>The term 'raised carriageway' means that the road surface will be raised to pavement level. This provides the area with a pedestrian 'feel' suited to a town centre location helping to reduce speeds and comfort for all road users.</p>
<p>26540</p>	<p>Q2 - answered both advantages and disadvantages - length of time - already disruption due to Sainsbury's development - Bicester is busy enough! BUT it needs to be done as Bicester is growing very quickly - BUT should have been thought about 10-15 years ago!</p>	<p>Noted</p>

Comments Received and Officer Responses

	PS Bus-stop on Queens Ave outside Magistrates Court needs to be move off the road - like the one opposite the Police Station - to enable continuous flow of traffic along Queens Avenue.	Officers are investigating the possibility of an additional bus lay-by on Queens Avenue.
26541	Turning right from Bucknell Road is a bad solution 8-9 is a very heavy traffic flow down Bucknell Road with school & bus traffic. Leave the left turn as it is for better flow.	The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre
26543	<p>How can anybody cross St John's Street? There needs to be a crossing. Roundabouts will be blocked - particularly on Bank Holidays and weekends mostly with Bicester Village traffic. Currently NOBODY obeys the roundabouts - try it!</p> <p>Why is St John's Street going to be the only north side access into town? I fail to see the advantage - maybe the traffic survey was not done by local people.</p> <p>Doubts about Bucknell Road at bottom of Queens Street (Avenue).</p>	<p>A new pedestrian crossing is proposed on St John's Street along the desire line to access the new town centre. Officers will investigate the possibility of further crossing facilities, if appropriate.</p> <p>At present North Street is the only access to the town from the north (without using Queens Avenue/The Causeway) so by using one lane in at St John's Street will be no different. By improving junctions within the scheme area, traffic will flow easier and allow St John's Street to be the main route into and out of the town centre.</p> <p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively</p>

Comments Received and Officer Responses

		<p>even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p>
26545	<p>Turning right out of Bucknell Road will be a nightmare better to keep left turn only, up to Buckingham Road roundabout and come back.</p> <p>Put the northbound bus stop into a lay-by anywhere along the road.</p>	<p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p> <p>Officers are investigating the possibility of an additional bus lay-by on Queens Avenue.</p>
26547	<p>Hopefully this scheme will stop cars shooting from the Banbury Road across the existing roundabout causing cars in Field Street to brake! Also less traffic queues to town &amp; Bicester Village.</p>	<p>By moving the current roundabout further west and installing a large pedestrian refuge/island on the Field Street arm this manoeuvre will be prevented.</p>

Comments Received and Officer Responses

<p>26548</p>	<p>Not sure that putting zebra crossings on Queens Avenue will work because of driver impatience! I hope to be proved wrong!</p> <p>A crossing on St John's Street is necessary.</p> <p>Overall though, a good idea.</p>	<p>The safety performance of zebra and signalised (pelican, puffin and toucan) crossings are very comparable. National guidance on the choice of pedestrian crossing types identifies a range of factors to be considered – for example zebra crossings are only used where the speed limit is 30mph (or lower), and where the compliance with the 30mph limit is good; signalised crossings are however usually preferable where both pedestrian and traffic flows are particularly high, as a zebra crossing in these conditions may lead to high levels of congestion (the pedestrian levels are not high enough in these locations). Providing this guidance is followed, and appropriate detailed design is applied to mitigate any local risk factors, both types of crossing offer very good levels of safety.</p> <p>A new pedestrian crossing is proposed on St John’s Street along the desire line to access the new town centre. Officers will investigate the possibility of further crossing facilities, if appropriate.</p> <p>Noted</p>
<p>26550</p>	<p>Local businesses on North Street will lose their passing trade. You have to go out of your way to get to North Street. With the local schools &amp; Bicester Village the Banbury Road will be heavily congested.</p>	<p>The proposals enhance the pedestrian and cycle experience on the Buckingham Road/Banbury Road roundabout (as previously identified as a deterrent by residents) and North Street which will encourage people to use these modes to access the town centre. Pedestrians and cyclists provide a much better ‘passing trade’ as they are traveling much slower than motor vehicles and are able to ‘soak’ up their surroundings. Given the strict parking restrictions in North Street, motorists are prevented from stopping as they ‘pass’ by. Officers are happy to work with traders to alleviate their concerns.</p>
<p>26551</p>	<p>We live on Bucknell Road and wonder if proposed plans will be an advantage to us - can only wait and see!</p>	<p>Noted</p>



Comments Received and Officer Responses

<p>26552</p>	<p>Bucknell Road traffic not really satisfactory solution it would be better to have signals as a 'keep clear' marking on the road will be ignored by the majority so that cars turning right out of Bucknell Road will be held up.</p> <p>A traffic island similar to the Middleton Stoney Road opposite the Rugby Club could surely be a better and safer idea.</p>	<p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p> <p>A traffic island is not appropriate for this solution and location.</p>
<p>26554</p>	<p>As I understand it, all the traffic from Banbury Road and Buckingham Road will have to go up Field Street, and traffic will also be turning into it from Bucknell Road, while North Street sits empty. It makes no sense. You need more roads open to ease the traffic build-up surely, not less?</p> <p>And what happens if there is an accident or breakdown in Field</p>	<p>Extensive modelling demonstrates that by increasing capacity at the junctions within the scheme area, traffic flow will increase which will have benefits for currently congested parts of the network. Although the traffic will not disappear, there will be an overall benefit to the network. This enables North Street/Roman Way to be closed off from the north (in itself helps to increase capacity at the roundabout by reducing the complexity and increasing certainty of road users especially on the Buckingham Road arm) and also helps to reduce a known barrier to walking and cycling in the area thereby encouraging these modes of travel and reducing congestion further. The linear set of improvements along the 'central corridor' will help keep traffic flowing smoothly which means that more vehicles per hour can pass through the junctions.</p> <p>This can happen on any part of the network at any time with similar</p>

Comments Received and Officer Responses

	Street. There is nowhere to go! Please rethink this!	results. These types of events are beyond the control of the highway authority and happen rarely.
26555	A public crossing of some kind eg zebra crossing needs to be put on St John's Street to enable safe crossing of the road and reduce the distance taken to get to the 'south side' of road. A pedestrian refuge at the roundabout is not enough.	A new pedestrian crossing is proposed on St John's Street along the desire line to access the new town centre. Officers will investigate the possibility of further crossing facilities, if appropriate.
26556	I don't believe traffic flow will increase with this new proposal compared how the roads are now  and I don't believe it will reduce noise and pollution.	Extensive modelling demonstrates that by increasing capacity at the junctions within the scheme area, traffic flow will increase which will have benefits for currently congested parts of the network. Although the traffic will not disappear, there will be an overall benefit to the network. This enables North Street/Roman Way to be closed off from the north (in itself helps to increase capacity at the roundabout by reducing the complexity and increasing certainty of road users especially on the Buckingham Road arm) and also helps to reduce a known barrier to walking and cycling in the area thereby encouraging these modes of travel and reducing congestion further. The linear set of improvements along the 'central corridor' will help keep traffic flowing smoothly which means that more vehicles per hour can pass through the junctions.  The proposals will reduce noise and air pollution on North Street and by reducing congestion and helping traffic flow air quality will improve. By providing better walking and cycling facilities and improving bus journey times and reliability, people are encouraged to use these sustainable modes thereby reducing congestion and pollution further.
26557	If this goes ahead (obviously it will) I recommend a zebra crossing on St John's Street (midway)	A new pedestrian crossing is proposed on St John's Street along the desire line to access the new town centre. Officers will investigate the possibility of further crossing facilities, if appropriate.

Comments Received and Officer Responses

<p>26558</p>	<p>Overall the scheme is a good idea, resulting from a footpath survey carried out with David Early previously.</p> <p>I strongly disagree with the pedestrian crossings - especially by the Police Station being converted down to 'zebra'. Motorists are not polite and will not stop. This crossing is used by three schools and the sports centre and needs to be light controlled. With the removal of 'hold-ups' traffic will be even faster along this stretch.</p> <p>The turn right out of Bucknell Road is also a concern. Impatient drivers cause accidents. Also a lot of traffic in area due to school on Bucknell Road!!!</p>	<p>Noted</p> <p>The safety performance of zebra and signalised (pelican, puffin and toucan) crossings are very comparable. National guidance on the choice of pedestrian crossing types identifies a range of factors to be considered – for example zebra crossings are only used where the speed limit is 30mph (or lower), and where the compliance with the 30mph limit is good; signalised crossings are however usually preferable where both pedestrian and traffic flows are particularly high, as a zebra crossing in these conditions may lead to high levels of congestion (the pedestrian levels are not high enough in these locations). Providing this guidance is followed, and appropriate detailed design is applied to mitigate any local risk factors, both types of crossing offer very good levels of safety.</p> <p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p>
--------------	---	---

Comments Received and Officer Responses

26559	As a resident of North Street I very much approve of the proposal to cut traffic - and, at the moment, the bus stop(!) - which affects the front of our house. I also think the whole plan for the redevelopment of the town centre.	Noted
26560	These proposals will increase the quality of our lives as we live in North Street and have suffered excessive traffic and buses outside our front door for far too long.	Noted
26562	There is currently a sewer manhole taking outlet from Crockwell Close right on the roadside edge (west of the pedestrian crossing). The changes will put this right in the middle of the roundabout carriageway - are there plans to strengthen this?	If the scheme is approved, this will be addressed in the detailed design if necessary.
26563	<p>Uncontrolled pedestrian crossings will be very dangerous on such a busy road, with many driver diversions like getting onto the roundabouts. Many housing estates are on North side.</p> <p>Really can't agree with allowing right turn from Bucknell Road.</p>	<p>The safety performance of zebra and signalised (pelican, puffin and toucan) crossings are very comparable. National guidance on the choice of pedestrian crossing types identifies a range of factors to be considered – for example zebra crossings are only used where the speed limit is 30mph (or lower), and where the compliance with the 30mph limit is good; signalised crossings are however usually preferable where both pedestrian and traffic flows are particularly high, as a zebra crossing in these conditions may lead to high levels of congestion (the pedestrian levels are not high enough in these locations). Providing this guidance is followed, and appropriate detailed design is applied to mitigate any local risk factors, both types of crossing offer very good levels of safety. It is, in fact, recommended that zebra crossings are placed for safety reasons close to roundabouts.</p> <p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field</p>

Comments Received and Officer Responses

	<p>Why not turn North Street/St John's Street/Field Street into one single one-way system?</p>	<p>Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p> <p>A one-way system has been investigated previously and ruled out as it only considers the traffic flow and does not take into account bus users, walking and cycling. The current partial one-way system relies on a four or five-arm junction at the Banbury Road/Buckingham Road roundabout which is one cause of the congestion on the Buckingham Road – a full one-way system would not resolve this. The county council has a duty to consider all road users, not just motorists, and officers believe the proposals achieve benefits for all modes. As a one-way system, all traffic would be required to use Field Street/North Street meaning increases for both – under the proposals North Street has huge benefits in traffic reduction.</p>
<p>26567</p>	<p>The proposed scheme will create a number of problems to the vicinity that can be easily resolved by the addition of further measures. In particular, the new layout will increase traffic jams in Bucknell road. The introduction of the right turn into Field Street will delay exit from Bucknell road and will increase the queue towards the narrow parts of the road.</p>	<p>The traffic modelling conducted shows an overall improvement in road capacity if the proposals are implemented. However, some of the areas of improvement may not be as significant as other areas – the Bucknell Road junction is one area that benefits the least. The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be</p>

Comments Received and Officer Responses

	<p>That issue can be easily resolved by introducing a double yellow line on both sides of Bucknell road all the way up to the Brookside Primary School where the road width increases.&lt;br&gt;The addition of a pedestrian crossing at the end of Bucknell road (just before Field Street) will improve pedestrian access to the town centre and will improve pedestrian safety; especially for children attending the Brookside Primary School.&lt;br&gt;</p> <p>Finally, a pedestrian crossing in Buckingham Road near the Banbury road/Field Street roundabout is essential for access to both the town centre and to the Bicester North train station.</p>	<p>created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p> <p>Parking restrictions on Bucknell Road are not part of this scheme but can be investigated at a later date if a problem occurs.</p> <p>Officers are investigating pedestrian improvements on the Buckingham Road arm but, given the improvements proposed for pedestrians across the Roman Way/North Street junction by closing off the roads, this may be a preferred method of crossing the roundabout, for some, as it would require fewer road crossings.</p>
<p>26572</p>	<p>Turning the signalised crossing outside the Police Station into a zebra crossing will cause mayhem and total gridlock/back-up at school opening/closing times! At the moment the children are forced to cross in &amp;quot;groups&amp;quot; and traffic flows in between - with a zebra crossing they will meander over in one and two's and the traffic will have to stop far more often - causing massive tailbacks. &lt;br&gt;</p>	<p>Zebra crossings only impact on traffic flows when the footfall is extremely heavy over a long period of time (an example would be in Oxford city centre). The pedestrian flows here are not heavy enough to impact on traffic flow. The delay caused by the signalised crossing currently in place on Queens Avenue is created by the 'dead time' when neither pedestrian is crossing nor vehicles have a green signal. This is governed by a legal minimum for toucan crossings. Although demand may be more frequent, the time vehicles will be required to wait will be shorter.</p>

Comments Received and Officer Responses

	<p>The bus layby is a good idea - should have been done years ago! &lt;br&gt;</p> <p>The banning of the right turn into Bucknell Road is a good idea - one that was suggested by a neighbour of mine some 10 years ago - and deemed to be a silly idea at the time!!! &lt;br&gt;</p> <p>St John's Street is too narrow for 2 way traffic at the new roundabout at Manorsfield Road - busses turning onto Manorsfield will be a hazard for cars exiting Manorsfield onto St John's. &lt;br&gt;</p> <p>I have sympathy for the elderly residents of Fane House who will have all this increased traffic (and pollution) on their doorstep.&lt;br&gt;</p> <p>Raised pavements wreck cars - not good</p>	<p>Noted</p> <p>Noted</p> <p>The widths currently provided for two outbound lanes in St John's Street will be kept for lanes in both directions meaning that vehicles will be able to pass each other comfortably. Auto-tracking (engineering software) has been conducted at feasibility design to ensure the largest vehicles are able to make the manoeuvres necessary under the proposals. However, the roundabout on Manorsfield Road will proceed regardless of these proposals. This gained planning approval as part of the town centre redevelopment.</p> <p>Although there may be an increase in traffic on Field Street/St John's Street, as the capacity will be improved the peak hours will be shortened. Also, if traffic flow is improved, queuing is reduced which also improves air quality.</p> <p>Raised carriageway ramps are not so severe as to cause damage to cars if taken at the appropriate speeds and create a much better environment for walking and cycling.</p>
<p>26575</p>	<p>Just 2 observations.&lt;br&gt; 1. There are issues mixing people with traffic. Driving through Bicester at peak times like many places is frustrating, through volume of traffic.</p> <p>Queen's Avenue is a particular bottle neck. it will be of interest</p>	<p>Noted. The collective impact of all the measures in the proposals will reduce congestion on Queens Avenue.</p> <p>A footbridge or tunnel would be prohibitive due to the cost and</p>

Comments Received and Officer Responses

	<p>to see if changing the lighted crossing to a zebra style crossing is an improvement, or whether a footbridge/ tunnel would improve traffic flow further.&lt;br&gt;</p> <p>2. The town is already filled with speed, light jumper and chancer drivers. I propose the new road layout area speed limit is reduced from 30 mph to 20 mph, for greater pedestrian safety and continuous traffic flow.</p>	<p>space required.</p> <p>At present there are no plans for a 20mph limit. However, although the traffic will move more freely at peak times, it will be travelling at a steady, constant speed under the proposals.</p>
<p>26582</p>	<p>Generally strongly in favour of the proposals, but with some reservations:&lt;br&gt; -</p> <p>All traffic from the north to Manorsfield Road and Market Square will be moved from North Street to Field Street; Field Street is often jammed due to congestion in the Kings End/Bicester Village area, and this could make it worse.&lt;br&gt; -</p> <p>Pedestrian access from Banbury Road to the town centre will remain difficult. The dangerous crossing of Buckingham Road by the roundabout remains, and the alternative is a longer detour involving a hazardous crossing of Bucknell Road.</p>	<p>Noted</p> <p>Extensive modelling demonstrates that by increasing capacity at the junctions within the scheme area, traffic flow will increase which will have benefits for currently congested parts of the network. Although the traffic will not disappear, there will be an overall benefit to the network. This enables North Street/Roman Way to be closed off from the north (in itself helps to increase capacity at the roundabout by reducing the complexity and increasing certainty of road users especially on the Buckingham Road arm) and also helps to reduce a known barrier to walking and cycling in the area thereby encouraging these modes of travel and reducing congestion further. The linear set of improvements along the 'central corridor' will help keep traffic flowing smoothly which means that more vehicles per hour can pass through the junctions.</p> <p>Officers are investigating pedestrian improvements on the Buckingham Road arm but, given the improvements proposed for pedestrians across the Roman Way/North Street junction by closing off the roads, this may be a preferred method of crossing the roundabout, for some, as it would require fewer road crossings.</p>



Comments Received and Officer Responses

	<p>The zebra crossing in Field Street needs to be moved to north of Bucknell Road or an additional one provided in Bucknell Road. There is also a need for one in Buckingham Road.&lt;br&gt; -</p> <p>Access for cyclists will be easier from the north but it is not clear how they will return. There is no easy and safe access to the cycle lane in Field Street, and the latter needs to extend up Banbury Road to avoid cycles using the narrow pavement (already a problem)</p>	<p>The current crossing on Field Street and the proposed location for the zebra crossing is situated according to current 'desire lines'. An additional crossing in such proximity is not recommended.</p> <p>The proposals allow access to the town centre for cycling but a wider project is underway to improve walking and cycling facilities on the Banbury Road and Buckingham Road and further afield and the two projects will dovetail together, if approval is given. The projects are too large to consider collectively.</p>
26597	<p>I think the scheme overall looks good and can only be an improvement overall. As a member of the emergency services in the town, anything improving traffic flow along Queens avenue can only be a good thing, and this seems to cover this well. With an elderly parent in north street as well, I think the conversion into two way, but effectively a culdesac will be a significant improvement.</p>	<p>Noted</p>
26653	<p>Roundabouts need to be raised like the ones in Manorsfield Road.</p>	<p>It is deemed not necessary in traffic flow terms and/or safety to provide 'full-sized' roundabouts but even if this was the intention there is not enough space within the highway boundary to accommodate larger roundabouts.</p>
26655	<p>Roundabouts need to be raised like Manorsfield Road &amp; have directional arrows. (see map)</p>	<p>It is deemed not necessary in traffic flow terms and/or safety to provide 'full-sized' roundabouts but even if this was the intention there is not enough space within the highway boundary to accommodate larger roundabouts.</p>
26658	<p>As a resident of Bucknell Road, I would question allowing right turns again. The road was made left-turn only to prevent blockages. I assume the new proposal will increase flows along Field Street, the right turning vehicles will cause even further obstruction to flow.</p>	<p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be</p>

Comments Received and Officer Responses

		created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.
26661	<p>1) I am concerned that there is not also a zebra crossing on the Buckingham Road close to the roundabout as used by a lot of school children.&lt;br&gt;</p> <p>2)It is very difficult already to turn right out of sports centre and whilst the right turn lane up Queens Street [Avenue] eases the traffic flow there it will make it even more difficult to turn out of the school/sports centre drive. This services two primary and one secondary school in addition to sports centre and at times is extremely busy. Problem will be same for school coaches.</p>	<p>Officers are investigating pedestrian improvements on the Buckingham Road arm but, given the improvements proposed for pedestrians across the Roman Way/North Street junction by closing off the roads, this may be a preferred method of crossing the roundabout, for some, as it would require fewer road crossings.</p> <p>OCC anticipates that the situation will not be made worse for vehicles exiting the Bicester Community College side road but vast improvements entering which will have benefits for the main through route in Bicester.</p>
26665	The definition of 'people's' in the above questions needs clarification. It is different depending on where they live!!	Noted
26666	Concern over traffic turning right from Bucknell Road into Field Street. A right turner is likely to cause delay for left turners who wish to head towards Banbury/Buckingham Road. This will cause congestion in Bucknell Road.	The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the

Comments Received and Officer Responses

		Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.
26673	Having observed the bus stop at Aynho (Cartwright Arms side) will you ensure that the bus lay-by opposite the police station is of adequate depth to accommodate the bus completely off the carriageway?	The addition of the right-turn lane and associated road markings (hatching) will allow drivers to pass a stationary bus with ease even with a 'half' bus layby. This has the added benefit that buses are able to join the main flow of traffic more readily.
26680	<p>Concerned about changing the signal pedestrian crossings on Queens Avenue and Field Street into [zebra] pedestrian crossings –</p> <p>think it will hold up traffic without providing more safety for pedestrians.</p>	<p>The safety performance of zebra and signalised (pelican, puffin and toucan) crossings are very comparable. National guidance on the choice of pedestrian crossing types identifies a range of factors to be considered – for example zebra crossings are only used where the speed limit is 30mph (or lower), and where the compliance with the 30mph limit is good; signalised crossings are however usually preferable where both pedestrian and traffic flows are particularly high, as a zebra crossing in these conditions may lead to high levels of congestion (the pedestrian levels are not high enough in these locations). Providing this guidance is followed, and appropriate detailed design is applied to mitigate any local risk factors, both types of crossing offer very good levels of safety.</p> <p>Zebra crossings only impact on traffic flows when the footfall is extremely heavy over a long period of time (an example would be in Oxford city centre). The pedestrian flows here are not heavy enough to impact on traffic flow. The delay caused by the signalised crossing currently in place on Queens Avenue is created by the 'dead time' when neither pedestrian is crossing nor vehicles have a green signal. This is governed by a legal minimum for toucan crossings. Although demand may be more frequent, the time vehicles will be required to wait will be shorter.</p>

Comments Received and Officer Responses

26682	No confidence that the expenditure will achieve it's aims. Very disappointing.	Noted
26684	Q2 & Q6 - These proposals make me very concerned about the people walking to town from the Highfield area (Bucknell Road). They will cross on the existing crossing but as I see it there is no provision for them to cross St John's Street safely. They will not walk on the new left hand pavement and cross in North Street and this will be very dangerous with teh road being both ways!	A new pedestrian crossing is proposed on St John's Street along the desire line to access the new town centre. Officers will investigate the possibility of further crossing facilities, if appropriate.
26686	The biggest disadvantage I can see is no bus stop nearer to the Banbury and Buckingham Roads. There is currently a bus stop in North Street, which will be lost. Everyone wanting Glory Farm will have to get off in the town centre giving a much longer walk for the elderly, prams etc as a number of buses do not go onto Glory Farm.	The new bus stops in Manorsfield Road will be approximately 300 metres from the stop in North Street. The Department for Transport's guidance on providing inclusive transport infrastructure, <i>Inclusive Mobility</i> , recommends that "bus stops should be located ideally so that nobody in the neighbourhood is required to walk more than 400 metres". The new bus stops will have infrastructure (a full height kerb, a shelter with seating and lighting, and real time information etc.) that <i>Inclusive Mobility</i> recommends. In North Street it is not possible to provide any of these facilities.
26690	<p>1) This scheme may improve the flow but the problem then will be the weight of traffic. Once the new developments are completed this will be far worse. What we most urgently need is a dual carriageway ring road to take through traffic completely out of the town centre roads.&lt;br&gt;</p> <p>2) What about the mini-roundabout at Kings End/B4030 - this is a huge blockage when busy.&lt;br&gt;</p>	<p>Oxfordshire County Council has a long term aspiration to provide a 'fit-for-purpose' ring road not only to serve through-traffic but also to accommodate future employment and housing developments. This growth will still put a strain on the town centre traffic so OCC is acting proactively rather than reactively.</p> <p>The mini roundabout at the Middle Stoney Road is not part of this scheme due to cost. However, the restricted highway boundary means limited improvements are possible in this area.</p>

Comments Received and Officer Responses

	<p>3) It looks as if it will actually be even more difficult than now to exit by car from Banbury Road into Field Street. This roundabout needs traffic lights at peak periods.&lt;br&gt;</p> <p>4) We URGENTLY need a pedestrian crossing between the south end of North Street and Sheep Street.</p>	<p>The reduction of arms (exits) on the Banbury Road roundabout (along with other improvements in the proposals) will reduce the number of movements on the roundabout and improve traffic flow which will enable drivers to exit the Banbury Road arm.</p> <p>Due to limited resources, the extent of the scheme had to be managed. However, officers will investigate pedestrian improvements at junction with Sheep Street/Bell Lane (assuming this is the location in question given the proposed zebra crossing on St John’s St) as part of future walking and cycling improvements in the area.</p>
26692	<p>Don't like the uncontrolled crossing for people and children.</p>	<p>The safety performance of zebra and signalised (pelican, puffin and toucan) crossings are very comparable. National guidance on the choice of pedestrian crossing types identifies a range of factors to be considered – for example zebra crossings are only used where the speed limit is 30mph (or lower), and where the compliance with the 30mph limit is good; signalised crossings are however usually preferable where both pedestrian and traffic flows are particularly high, as a zebra crossing in these conditions may lead to high levels of congestion (the pedestrian levels are not high enough in these locations). Providing this guidance is followed, and appropriate detailed design is applied to mitigate any local risk factors, both types of crossing offer very good levels of safety.</p>
26698	<p>Roman Way residents being forced into busy town centre system. Current easy access to Roman Way is a selling point to property and I am under the impression that house prices will be affected.</p>	<p>The proposals will ease congestion in the town centre thereby smoothing the flow for Roman Way residents to travel. Anecdotal evidence from residents is that they choose this route in the morning peak hours as it is very difficult to exit at the roundabout. The benefits to Roman Way will be reduced distance and journey time if they approach Roman Way/North Street from the south/east.</p>

Comments Received and Officer Responses

26703	Access/turning area at top of Roman Way not described fully. If traffic is able to pass it will allow people to short cut to gain access. More detail required here please. Will it be gated/barrier/rising bollard? Slight worry about the delays to emergency vehicles to Roman Way in emergency!	Under the proposals the turning area will be sufficient to cope with large delivery vehicles turning without using Roman Way. The area will be landscaped to prevent motor vehicle access whilst still providing access to emergency services. This will be fully addressed at detailed design stage if the scheme is approved.
26704	<p>I think the roundabouts should be raised brick to make traffic go round and not across so as to slow traffic.</p> <p>I'm not happy with the closing of North Street giving Field Street 50% more traffic.</p> <p>I think there needs to be a zebra crossing in Bucknell Road.</p>	<p>It is deemed not necessary in traffic flow terms and/or safety to provide 'full-sized' roundabouts but even if this was the intention there is not enough space within the highway boundary to accommodate larger roundabouts.</p> <p>Noted</p> <p>The extent of the scheme had to be managed due to limited resources; therefore a pedestrian crossing on Bucknell Road is not being considered at this time.</p>
26706	<p>Please consider a bus lay-by outside of the Magistrates Court.</p> <p>Is pedestrian crossing between St John's Street and Bucknell Road too close to the roundabout?</p>	<p>A northbound bus lay-by on Queens Avenue has been incorporated into the design.</p> <p>Guidance provided encourages the use of zebra crossings close to junctions/roundabouts rather than their signalised alternatives. This is on safety grounds and the possibility that the signal heads might not be visible from adjoining roads. Crossings in these locations generally have good safety records.</p>
26721	Making Field Street into a one-way street (northbound) would create a total one-way system with North Street and St John's Street and eliminate the need for a new roundabout.	A one-way system has been investigated previously and ruled out as it only considers the traffic flow and does not take into account bus users, walking and cycling. The current partial one-way system relies on a four or five-arm junction at the Banbury Road/Buckingham Road roundabout which is one cause of the congestion on the Buckingham Road – a full one-way system would not resolve this. The county council has a duty to consider all road

Comments Received and Officer Responses

		users, not just motorists, and officers believe the proposals achieve benefits for all modes. As a one-way system, all traffic would be required to use Field Street/North Street meaning increased traffic for both – under the proposals North Street has huge benefits in traffic reduction.
26723	<p>It's [St John's Street] very narrow - what if two lorries are trying to pass? &lt;br&gt;</p> <p>What provision [is there] for people on foot to cross St John's Street? At the moment the lights help them.</p> <p>Will southbound traffic down Field Street be able to turn right into Bucknell Road? I can see this being a problem.</p>	<p>The widths currently provided for two outbound lanes in St John's Street will be kept for lanes in both directions meaning that vehicles will be able to pass each other comfortably. Auto-tracking (engineering software) has been conducted at the feasibility design stage to ensure the largest vehicles are able to make the manoeuvres necessary under the proposals.</p> <p>A new pedestrian crossing is proposed on St John's Street along the desire line to access the new town centre. Officers will investigate the possibility of further crossing facilities, if appropriate.</p> <p>A right turn ban into Bucknell Road from Field Street forms part of the proposals.</p>
26735	Do not feel that changing to zebra crossings will be a benefit.	The safety performance of zebra and signalised (pelican, puffin and toucan) crossings are very comparable. National guidance on the choice of pedestrian crossing types identifies a range of factors to be considered – for example zebra crossings are only used where the speed limit is 30mph (or lower), and where the compliance with the 30mph limit is good; signalised crossings are however usually preferable where both pedestrian and traffic flows are particularly high, as a zebra crossing in these conditions may lead to high levels of congestion (the pedestrian levels are not high enough in these locations). Providing this guidance is followed, and appropriate detailed design is applied to mitigate any local risk factors, both types of crossing offer very good levels of safety.

Comments Received and Officer Responses

		The benefits are achieved by reducing the pedestrian wait time whilst at the same time improving traffic flow by removing the 'dead time' associated with signalised controlled crossing where neither pedestrian nor driver is moving.
26737	<p>Parking that currently exists on North Street needs to be retained.</p> <p>Zebra crossing needed closer to the roundabout on Buckingham Road.</p> <p>Banbury Road zebra crossing position should be close to the roundabout.</p>	<p>The proposed scheme stipulates that the existing parking provision in North Street will be retained.</p> <p>While a zebra crossing at the southern end of Buckingham Road is not proposed, the pedestrian refuge located at this point will be improved.</p> <p>The zebra crossing at the southern end of the Banbury Road will be relocated closer to the roundabout to reflect the pedestrian desire line and officers will investigate the benefits of this in terms of aligning this closer to the junction.</p>
26742	<p>We are extremely concerned about access to Field Street from Bucknell Road, as traffic backs up Bucknell Rd. Also cars parked on the road limit the lower section to one way. We normally use the gap provided by the traffic lights to exit.&lt;br&gt; With a right turn permitted, traffic could have to wait a lot longer.&lt;br&gt;</p> <p>If only left turn were permitted, can buses then turn round at the new roundabout, as they previously exited down Noth</p>	<p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p> <p>The proposed three-arm roundabout at Buckingham Road/Banbury Road will not be of sufficient size to accommodate a bus</p>



Comments Received and Officer Responses

	<p>Street.&lt;br&gt;</p> <p>Also with the local schools , there are a number of children crossing Field Street, and we consider it to be a backward step to replace the lights controlled crossing with a zebra crossing. Safety could be a major issue.&lt;br&gt;</p> <p>Additionally we are not certain that St Johns Street can be widened sufficiently to allow safe pedestrian access for 2 way traffic.</p> <p>Also the brick wall which has been recently repaired may present future safety problems as it is still showing signs of bulging out.</p>	<p>performing a U-turn.</p> <p>The safety performance of zebra and signalised (pelican, puffin and toucan) crossings are very comparable. National guidance on the choice of pedestrian crossing types identifies a range of factors to be considered – for example zebra crossings are only used where the speed limit is 30mph (or lower), and where the compliance with the 30mph limit is good; signalised crossings are however usually preferable where both pedestrian and traffic flows are particularly high, as a zebra crossing in these conditions may lead to high levels of congestion (the pedestrian levels are not high enough in these locations). Providing this guidance is followed, and appropriate detailed design is applied to mitigate any local risk factors, both types of crossing offer very good levels of safety.</p> <p>The widths currently provided for two outbound lanes in St John’s Street will be kept for lanes in both directions meaning that vehicles will be able to pass each other comfortably. Auto-tracking (engineering software) has been conducted at the feasibility design stage to ensure the largest vehicles are able to make the manoeuvres necessary under the proposals.</p> <p>Officers will investigate the ownership of the wall as this is not county council property.</p>
<p>26756</p>	<p>I am concerned that letting traffic turn right from Bucknell Road onto Queens Avenue towards Oxford will cause more queues and delays up Bucknell Road. I believe that the present idea of left turn only then a u-turn at Buckingham/Banbury Road</p>	<p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field</p>

Comments Received and Officer Responses

	roundabout works well.	Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.
26757	Zebra crossing proposed near Queens Ave/St John's Street - motorists travelling south on Field Street will have their attention on the roundabout rather than the zebra crossing.	Guidance provided encourages the use of zebra crossings close to junctions/roundabouts rather than their signalised alternatives. This is on safety grounds and the possibility that the signal heads might not be visible from adjoining roads. Crossing in these locations generally have good safety records. As drivers approach zebra crossings they should approach with caution and be prepared to stop.
26758	I am worried St John's Street is not a very wide street.	The widths currently provided for two outbound lanes in St John's Street will be kept for lanes in both directions meaning that vehicles will be able to pass each other comfortably. Auto-tracking (engineering software) has been conducted at the feasibility design stage to ensure the largest vehicles are able to make the manoeuvres necessary under the proposals.
26759	Free parking as in Witney and Kidlington.	This is Cherwell District Council's responsibility
26762	Although well-intentioned I believe this is a poor idea. It is a piecemeal attempt at solving a much more fundamental problem. The traffic needs to be encouraged to use the ring-road, which is clearly under utilised. If this was solved then the problems in this area would disappear.	Oxfordshire County Council has a long term aspiration to provide a 'fit-for-purpose' ring road not only to serve through-traffic but also to accommodate future employment and housing developments. This growth will still put a strain on the town centre traffic so OCC is acting proactively rather than reactively.

Comments Received and Officer Responses

	<p>I believe traffic calming measures should be introduced along the length of Buckingham Road from the RAF Bicester roundabout all the way down to the Bicester Village roundabout. this could take the form of raised carriageways and chicanes as has been introduced in Headington. I would also remove the frankly dangerous current obstacles on the Buckingham and Banbury Roads.</p>	<p>Noted</p>
<p>26763</p>	<p>A crossing at Buckingham Road would be far safer for prams etc. than existing small island in the middle. There is a new (moved) crossing at Banbury Road and yet no safe access into town for Buckingham Road. A zebra crossing near the roundabout at Buckingham Road could save lives.</p> <p>Blocking off North Street and maintaining parking is a great idea.</p>	<p>The pedestrian refuge located at this point will be improved and enlarged to accommodate prams/buggies.</p> <p>Noted</p>
<p>26767</p>	<p>The bus stop in Queens Avenue looking north should be a lay-by.</p> <p>Bucknell Road junction is still a problem.</p>	<p>A northbound bus lay-by on Queens Avenue has been incorporated into the design.</p> <p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p>

Comments Received and Officer Responses

26769	<p>Please re-think the zebra crossings the zebra crossings. School children will be at risk as they cross. I think they are dangerous crossings with rush hour traffic coming through the children will amble across and think it fun to stop the traffic as long as possible. With lights there is some control. My aunt was knocked down on a zebra crossing further up Queens Avenue, she died as a result. It is now a lights crossing. Please re-think.</p>	<p>The safety performance of zebra and signalised (pelican, puffin and toucan) crossings are very comparable. National guidance on the choice of pedestrian crossing types identifies a range of factors to be considered – for example zebra crossings are only used where the speed limit is 30mph (or lower), and where the compliance with the 30mph limit is good; signalised crossings are however usually preferable where both pedestrian and traffic flows are particularly high, as a zebra crossing in these conditions may lead to high levels of congestion (the pedestrian levels are not high enough in these locations). Providing this guidance is followed, and appropriate detailed design is applied to mitigate any local risk factors, both types of crossing offer very good levels of safety.</p>
26773	<p>Traffic should be encouraged to use the ring roads. Atmospheric pollution should be lower. The plan reduces the number of lanes available into and out of the town centre, today we have two lanes in (North Street) and two lanes out (St. John's Street).</p> <p>The roundabout at the junction of Queens Avenue and St. John's Street is the same as at Bicester Village and will cause the same problems as there.</p>	<p>Oxfordshire County Council has a long term aspiration to provide a 'fit-for-purpose' ring road not only to serve through-traffic but also to accommodate future employment and housing developments. This growth will still put a strain on the town centre traffic so OCC is acting proactively rather than reactively.</p> <p>The different elements of the proposals work together to improve traffic flow which enables the closure of North Street. This holistic approach reduces congestion whilst also providing benefits for walking, cycling and public transport.</p>
26777	<p>I think some consideration of loading bays or access to businesses on North Street would be advantageous,</p> <p>but the new development on Manorsfield Road will be the draw and this scheme will make that more accessible &amp; reduce congestion on surrounding roads.</p>	<p>Access to businesses in North Street will be permitted, two-way from St John's Street/Sheep Street. Loading bays can be investigated at detailed design stage, if approved.</p> <p>Noted</p>

Comments Received and Officer Responses

<p>26778</p>	<p>As a resident of Roman Way I think this will greatly improve traffic flow.</p> <p>My only concern is the size of the roundabout at St John's Street/Queens Avenue.</p>	<p>Noted</p> <p>It is deemed not necessary in traffic flow terms and/or safety to provide 'full-sized' roundabouts but even if this was the intention there is not enough space within the highway boundary to accommodate larger roundabouts.</p>
<p>26779</p>	<p>Field Street will speed up towards Buckingham and Banbury Road as they will always have right of way. That roundabout could be taken at 40 mph, which doesn't discourage young or stupid drivers. Also, having this road will be even heavier for traffic as North Street will be cut off.</p> <p>I have three daughters and this road will become more dangerous. I will have to move!!!</p>	<p>Under the proposals the Roman Way exit is blocked off which is the only change that impacts on Field Street vehicles exiting. Given the low number of vehicles exiting from Roman Way, this will make very little difference to Field Street.</p> <p>Noted</p>
<p>26780</p>	<p>Please review chevrons between Oxford Road and Coker Close. The parking zone has reduced the road width and the chevrons cause confusion with regard to oncoming traffic.</p> <p>Presentation by Aron well presented.</p>	<p>Passed to Highways</p> <p>Noted and thank you</p>
<p>26783</p>	<p>I will have to move. Field Street will get worse and faster. I have kids and fear for their life already on this road. It's way too fast when there isn't heavy traffic especially at the five way roundabout. STUPID PLAN!!!!</p>	<p>Noted</p>
<p>26785</p>	<p>Most of the impact will be felt by businesses on North Street. As long as they are happy we should go ahead with it.</p> <p>Please focus on access to Bicester Retail Village. Otherwise you are just re-arranging deck chairs on the Titanic.</p>	<p>Noted</p> <p>Bicester Village has conducted an exhibition on proposals to alleviate the transport impact of their site and are expected to</p>

Comments Received and Officer Responses

		make an application imminently.
26786	The scheme to close the roundabout at the top of Roman Way will not accomplish anything but will cause great inconvenience to the residents of Roman Way. The only people who use the Roman Way turn are the residents. The great bulk of the traffic uses Field Street/North Street/Banbury and Buckingham Road and there will be no advantage to closing off the Roman Way turn off the roundabout. Not enough room here - call me to get more comments: 01869 .	Extensive modelling demonstrates that by increasing capacity at the junctions within the scheme area, traffic flow will increase which will have benefits for currently congested parts of the network. Although the traffic will not disappear, there will be an overall benefit to the network. This enables North Street/Roman Way to be closed off from the north (in itself helps to increase capacity at the roundabout by reducing the complexity and increasing certainty of road users especially on the Buckingham Road arm) and also helps to reduce a known barrier to walking and cycling in the area thereby encouraging these modes of travel and reducing congestion further. The linear set of improvements along the 'central corridor' will help keep traffic flowing smoothly which means that more vehicles per hour can pass through the junctions.
26789	<p>Firstly where will the bus stops go that are in North street with the new plans?</p> <p>Buses going onto Field street instead of North street will cause congestion especially when the traffic is at a standstill to go into Bicester Village.</p> <p>Letting vehicles turn right from Bucknell road is not a good idea</p>	<p>The bus stops will be relocated to the new bus station in Manorsfield Road.</p> <p>Under the proposals buses will enter the town centre via St John's Street so, apart from those that already use Field Street (X5 and Glory Farm), the vast majority will not need to use Field Street at all.</p> <p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the</p>

Comments Received and Officer Responses

	<p>and putting zebra crossings instead of traffic lights is not very good especially for school children.</p> <p>Was a survey down at all hours during the week and weekend.</p> <p>Why was the road improvements not thought of before they decided to build a supermarket in the centre of town.</p>	<p>option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p> <p>The safety performance of zebra and signalised (pelican, puffin and toucan) crossings are very comparable. National guidance on the choice of pedestrian crossing types identifies a range of factors to be considered – for example zebra crossings are only used where the speed limit is 30mph (or lower), and where the compliance with the 30mph limit is good; signalised crossings are however usually preferable where both pedestrian and traffic flows are particularly high, as a zebra crossing in these conditions may lead to high levels of congestion (the pedestrian levels are not high enough in these locations). Providing this guidance is followed, and appropriate detailed design is applied to mitigate any local risk factors, both types of crossing offer very good levels of safety.</p> <p>Surveys have been taken from various sources including manual and automatic traffic counts, pedestrian surveys, queue length data, StrateGIS database (satellite navigation data that provides journey times), local monitoring and observations, transport assessments from the town centre development and OCC modelling data from their local and county transport models. All this has been inputted into a VISSIM model to provide data on traffic flows under the proposals.</p> <p>The town centre developer has provided changes to the highway network as direct mitigation to their development which will accommodate the predicted increase in traffic. Oxfordshire County</p>
--	--	--

Comments Received and Officer Responses

		Council has a longer term vision and is acting proactively to proposed growth for the town in conjunction with a wider transport vision for Bicester.
26807	<p>Because North Street will be closed, more traffic will need to go south down Field street into Queen's Avenue, and that road is currently backed up with traffic at rush hour, even when town centre traffic has left to go down North street for town access. Access from Bucknell Road southbound will be well nigh impossible because of the flow (or jam) of traffic southbound from the Buckingham/Banbury Road roundabout.&lt;br&gt;</p> <p>It might work if more traffic was to be encouraged north to Lords Lane and Howes Lane, the ring road, in order to access the A41, A34 and M40 via the new link road through the Kingsmere development. It's my belief that this is where half of the commuter traffic is heading.</p> <p>That would make it easier for cars heading to the schools, leisure centre and Children's Centre along Queen's Avenue and give swifter access to the town centre car parks.</p>	<p>Extensive modelling demonstrates that by increasing capacity at the junctions within the scheme area, traffic flow will increase which will have benefits for currently congested parts of the network. Although the traffic will not disappear, there will be an overall benefit to the network. This enables North Street/Roman Way to be closed off from the north (in itself helps to increase capacity at the roundabout by reducing the complexity and increasing certainty of road users especially on the Buckingham Road arm) and also helps to reduce a known barrier to walking and cycling in the area thereby encouraging these modes of travel and reducing congestion further. The linear set of improvements along the 'central corridor' will help keep traffic flowing smoothly which means that more vehicles per hour can pass through the junctions.</p> <p>Oxfordshire County Council has a long term aspiration to provide a 'fit-for-purpose' ring road not only to serve through-traffic but also to accommodate future employment and housing developments. This growth will still put a strain on the town centre traffic so OCC is acting proactively rather than reactively.</p> <p>The proposals make improvements for people travelling by foot and bike. This will help to encourage people to use these modes, including school children/parents, and will help to reduce congestion further.</p>
26831	Some of the changes appear to be advantageous, however, removing the access to Roman Way at the	Anecdotal evidence from residents is that they choose this route in the morning peak hours as it is very difficult to exit at the



Comments Received and Officer Responses

	<p>Banbury/Buckingham Rd roundabout will mean residence have no choice but to take a longer route to this street to get home which means they must release more emissions from their cars into the environment. Surely people want to take the shortest route possible to keep their emissions to a minimum.</p> <p>I am also concerned about the current pedestrian lights being changed to zebra crossings. Although cars should stop by law, experience has taught me they do not always do so, especially during rush hour times, therefore, I think this could possibly put pedestrians, especially school children on their way to Bicester Community College and the Primary Schools in this area, at a disadvantage during peak times of the day. I feel a Pelican crossing here is much safer for the school children.</p>	<p>roundabout. The benefits to Roman Way will be reduced distance and journey time if they approach Roman Way/North Street from the south/east countering the increased journey time if heading or returning from the north. By increasing traffic flow and reducing congestion and queuing which increases emissions and pollution this will off-set the small increase in journeys.</p> <p>The safety performance of zebra and signalised (pelican, puffin and toucan) crossings are very comparable. National guidance on the choice of pedestrian crossing types identifies a range of factors to be considered – for example zebra crossings are only used where the speed limit is 30mph (or lower), and where the compliance with the 30mph limit is good; signalised crossings are however usually preferable where both pedestrian and traffic flows are particularly high, as a zebra crossing in these conditions may lead to high levels of congestion (the pedestrian levels are not high enough in these locations). Providing this guidance is followed, and appropriate detailed design is applied to mitigate any local risk factors, both types of crossing offer very good levels of safety.</p>
<p>26836</p>	<p>Field Street will become faster and more dangerous, cycle lane will be a hazard for deliveries, more parking issues for Field Street residents as we park on Bucknell Road and Roman way.</p> <p>A one way system would be better to encourage more people to use the ring road.</p>	<p>Under the proposals Field Street traffic will flow more smoothly but will not be travelling “fast” in peak times. The proposed cycle lane will be “advisory” meaning people are able to load/unload.</p> <p>A one-way system has been investigated previously and ruled out as it only considers the traffic flow and does not take into account bus users, walking and cycling. The current partial one-way system relies on a four or five-arm junction at the Banbury Road/Buckingham Road roundabout which is one cause of the congestion on the Buckingham Road – a full one-way system would not resolve this. The county council has a duty to consider all road users, not just motorists, and officers believe the proposals achieve</p>

Comments Received and Officer Responses

	<p>More crossings needed at the north end of Field Street</p> <p>and the south end of Buckingham Road to slow drivers and to be more safe.</p>	<p>benefits for all modes. As a one-way system, all traffic would be required to use Field Street/North Street meaning increases for both – under the proposals North Street has huge benefits in traffic reduction.</p> <p>A pedestrian island refuge will be provided at the top of Field Street to help pedestrians cross.</p> <p>Officers are investigating pedestrian improvements on the Buckingham Road arm but, given the improvements proposed for pedestrians across the Roman Way/North Street junction by closing off the roads, this may be a preferred method of crossing the roundabout, for some, as it would require fewer road crossings.</p>
<p>26839</p>	<p>Need to create off-road bus stop going north on Queens Avenue.</p> <p>Right turn option at Bucknell Road may cause issues.</p>	<p>A northbound bus lay-by on Queens Avenue has been incorporated into the design.</p> <p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p>

Comments Received and Officer Responses

26843	Wait and see.	Noted
26845	Q5 If the other changes come, St John's Street has to be two-way. Seemingly it will be widened but I cannot think there will be much room.	The widths currently provided for two outbound lanes in St John's Street will be kept for lanes in both directions meaning that vehicles will be able to pass each other comfortably. Auto-tracking (engineering software) has been conducted at the feasibility design stage to ensure the largest vehicles are able to make the manoeuvres necessary under the proposals.
26847	This scheme remains to be seen. Looks alright on paper, but will be interesting.	Noted
26848	<p>Good ideas - should improve traffic flow.</p> <p>Major issue - zebra crossing by police station should be a pelican crossing for school children and [the] large number of people who cross there from Kings End to use the footpath into town.</p>	<p>Noted</p> <p>The safety performance of zebra and signalised (pelican, puffin and toucan) crossings are very comparable. National guidance on the choice of pedestrian crossing types identifies a range of factors to be considered – for example zebra crossings are only used where the speed limit is 30mph (or lower), and where the compliance with the 30mph limit is good; signalised crossings are however usually preferable where both pedestrian and traffic flows are particularly high, as a zebra crossing in these conditions may lead to high levels of congestion (the pedestrian levels are not high enough in these locations). Providing this guidance is followed, and appropriate detailed design is applied to mitigate any local risk factors, both types of crossing offer very good levels of safety.</p>
26850	Zebra crossings will block road at school drop off and pick up [on Queens Avenue].	Zebra crossings only impact on traffic flows when the footfall is extremely heavy over a long period of time (an example would be in Oxford city centre). The pedestrian flows here are not heavy enough to impact on traffic flow. The delay caused by the signalised crossing currently in place on Queens Avenue is created by the 'dead time' when neither pedestrian is crossing nor vehicles have a green signal. This is governed by a legal minimum for toucan

Comments Received and Officer Responses

	<p>Need a bus stop on other side [opposite proposed bus lay-by on Queens Avenue].</p> <p>Bucknell Road traffic will turn left to mini roundabout and cause blockages [at former five-arm].</p>	<p>crossings. Although demand may be more frequent, the time vehicles will be required to wait will be shorter.</p> <p>A northbound bus lay-by on Queens Avenue has been incorporated into the design.</p> <p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p>
<p>26851</p>	<p>The access to and from my property of No. 10 St John's Street becomes increasingly difficult. According to the plan a pedestrian crossing is being situated in front of my gate or 'very near to it', making a traffic and pedestrian problem, not to mention cyclists who use the footpath as a cycle track.</p>	<p>The alignment of the zebra crossing has been adjusted so as to avoid blocking access to this address.</p>
<p>26852</p>	<p>I think you have a naive faith in how roundabouts work. With a new multi-storey car park soon to be associated with Sainsbury's the traffic will NOT be able to get out of St John's Street at the proposed new roundabout and the traffic will back up.</p>	<p>Extensive modelling demonstrates that by increasing capacity at the junctions within the scheme area, traffic flow will increase which will have benefits for currently congested parts of the network. Although the traffic will not disappear, there will be an overall benefit to the network. The linear set of improvements along the 'central corridor' will help keep traffic flowing smoothly which means that more vehicles per hour can pass through the</p>

Comments Received and Officer Responses

		junctions whilst also providing facilities for walking and cycling helping to reduce congestion further.
26857	The no right-turn from the Bucknell Road should be retained. If traffic is allowed to turn right here it has to impede the flow both ways in Field Street. To turn right at this junction is a major fault in the plan.	The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.
26858	North Street is a one-way traffic system from Buckingham Road and Banbury Road side to the centre. It is a shorter route and safe. We believe the new proposal will affect our street's businesses. Many people will lose their jobs.	The proposals enhance the pedestrian and cycle experience on the Buckingham Road/Banbury Road roundabout (as previously identified as a deterrent by residents) and North Street which will encourage people to use these modes to access the town centre. Pedestrians and cyclists provide a much better 'passing trade' as they are traveling much slower than motor vehicles and are able to 'soak' up their surroundings. Given the strict parking restrictions in North Street, motorists are prevented from stopping as they 'pass' by. Officers are happy to work with traders to alleviate their concerns.

Comments Received and Officer Responses

26859	Changes to Queens Avenue are simple - low cost also and will be a big improvement. North Street closure from old roundabout - will make the revised roundabout much simpler - currently it is dangerous and confusing.	Noted
26860	If the permit parking spaces will still be used, could I suggest they are moved one space further along North Street to allow better visibility for cars coming out of Hailles Gardens - also for pedestrians crossing the road.	Oxfordshire County Council has no intention of changing the permit parking on North Street. With the street being access only, this will dramatically reduce traffic helping people exit all side roads/accesses as well as making improvements for pedestrians.
26861	Brilliant ideas, well thought through.	Noted
26862	To close North Street and disrupt businesses because of hesitant drivers at the roundabout is not a good enough reason. Ten businesses, families and people's livelihoods will suffer from road closures.	The proposals enhance the pedestrian and cycle experience on the Buckingham Road/Banbury Road roundabout (as previously identified as a deterrent by residents) and North Street which will encourage people to use these modes to access the town centre. Pedestrians and cyclists provide a much better 'passing trade' as they are traveling much slower than motor vehicles and are able to 'soak' up their surroundings. Given the strict parking restrictions in North Street, motorists are prevented from stopping as they 'pass' by. Officers are happy to work with traders to alleviate their concerns.
26863	Access to Queens Avenue (right turn) from Bucknell Road will be difficult during busy periods but present access (left turn, U turn) is still available.	The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the

Comments Received and Officer Responses

		<p>Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p>
<p>26864</p>	<p>Two-way traffic in St John's Street and a roundabout instead of traffic lights will cause more problems for pedestrians.</p> <p>Traffic to Bicester Village should be diverted at roundabout on Skimmingdish Road [Lane].</p> <p>Removing traffic lights on Field Street [is] extremely dangerous, traffic will not STOP. Roman Way diversion and larger roundabout in North Street is all that is needed.</p> <p>Suggest next survey is in Victoria Road. Large delivery lorries and increase in through traffic to new supermarkets causing problems - road is not wide enough for two cars to pass!! You are welcome to sit in my drive - especially on weekends and delivery days to Iceland, Argos etc.</p>	<p>A new pedestrian crossing is proposed on St John's Street along the desire to access the new town centre. Officers will investigate the possibility of further crossing facilities, if appropriate.</p> <p>Noted – Bicester Village proposals are expected imminently.</p> <p>The safety performance of zebra and signalised (pelican, puffin and toucan) crossings are very comparable. National guidance on the choice of pedestrian crossing types identifies a range of factors to be considered – for example zebra crossings are only used where the speed limit is 30mph (or lower), and where the compliance with the 30mph limit is good; signalised crossings are however usually preferable where both pedestrian and traffic flows are particularly high, as a zebra crossing in these conditions may lead to high levels of congestion (the pedestrian levels are not high enough in these locations). Providing this guidance is followed, and appropriate detailed design is applied to mitigate any local risk factors, both types of crossing offer very good levels of safety.</p> <p>The issues addressed regarding Victoria Road are not within the scope of this scheme but can be investigated at a later date if problems occur.</p>

Comments Received and Officer Responses

<p>26881</p>	<p>1) There is no zebra crossing on St John's Street even though there is one on Queens Avenue and one on Field Street.&lt;br&gt;</p> <p>2) The zebra crossing and 'keep clear' area near Bucknell Road (on Field Street) could cause more congestion near roundabout (west). Pedestrians may potentially be at risk due to traffic.&lt;br&gt;</p> <p>3) If the right turn off Field Street on to Bucknell Road is banned, how will residents access their homes there from Field Street?</p>	<p>A new pedestrian crossing is proposed on St John’s Street along the desire to access the new town centre. Officers will investigate the possibility of further crossing facilities, if appropriate.</p> <p>Guidance provided encourages the use of zebra crossings close to junctions/roundabouts rather than their signalised alternatives. This is on safety grounds and the possibility that the signal heads might not be visible from adjoining roads. Crossing in these locations generally have good safety records.</p> <p>Cars wishing to access Bucknell Road from Field Street will be required to perform a U-turn around the roundabout at St John’s Street/Queens Avenue.</p>
<p>26882</p>	<p>This will cause more traffic on Field Street as there is no option of people from Roman Way who will have to go into town to get out of town.</p>	<p>Extensive modelling demonstrates that by increasing capacity at the junctions within the scheme area, traffic flow will increase which will have benefits for currently congested parts of the network. Although the traffic will not disappear, there will be an overall benefit to the network. This enables North Street/Roman Way to be closed off from the north (in itself helps to increase capacity at the roundabout by reducing the complexity and increasing certainty of road users especially on the Buckingham Road arm) and also helps to reduce a known barrier to walking and cycling in the area thereby encouraging these modes of travel and reducing congestion further. The linear set of improvements along the ‘central corridor’ will help keep traffic flowing smoothly which means that more vehicles per hour can pass through the junctions.</p>
<p>26883</p>	<p>Closing North Street off is a bad idea, the way it is at the moment everything works well.</p>	<p>Extensive modelling demonstrates that by increasing capacity at the junctions within the scheme area, traffic flow will increase which will have benefits for currently congested parts of the</p>



Comments Received and Officer Responses

		network. Although the traffic will not disappear, there will be an overall benefit to the network. This enables North Street/Roman Way to be closed off from the north (in itself helps to increase capacity at the roundabout by reducing the complexity and increasing certainty of road users especially on the Buckingham Road arm) and also helps to reduce a known barrier to walking and cycling in the area thereby encouraging these modes of travel and reducing congestion further. The linear set of improvements along the 'central corridor' will help keep traffic flowing smoothly which means that more vehicles per hour can pass through the junctions.
26884	Surely any traffic/street changes should keep traffic flowing on Buckingham Road and keep some traffic out of the town centre.	Noted
26886	<p>This will severely damage my trade, taking away passing traffic and bus customers.</p> <p>St John's Street isn't wide enough for two-way traffic. Putting extra cars down an already busy road [will not improve access to the town centre].</p>	<p>The proposals enhance the pedestrian and cycle experience on the Buckingham Road/Banbury Road roundabout (as previously identified as a deterrent by residents) and North Street which will encourage people to use these modes to access the town centre. Pedestrians and cyclists provide a much better 'passing trade' as they are traveling much slower than motor vehicles and are able to 'soak' up their surroundings. Given the strict parking restrictions in North Street, motorists are prevented from stopping as they 'pass' by. Officers are happy to work with traders to alleviate their concerns. All traffic will pass Field St (and the Plough car park) under the proposal maintaining the 'passing' trade.</p> <p>The widths currently provided for two outbound lanes in St John's Street will be kept for lanes in both directions meaning that vehicles will be able to pass each other comfortably. Auto-tracking (engineering software) has been conducted at the feasibility design stage to ensure the largest vehicles are able to make the manoeuvres necessary under the proposals.</p>

Comments Received and Officer Responses

	[Even though there is a] cycle route on North Street, there is not on the two major roads leading to it.	Oxfordshire County Council intends to improve the pedestrian and cycle facilities in Bicester but in particular the Banbury and Buckingham roads where informal consultation has already been conducted.
26888	Perhaps enforcement of parking restrictions e.g. North Street - Home Comforts and Indian Restaurant. This is a bottleneck with traffic from North Street to St John's Street.	This is a Cherwell District Council responsibility.
26896	<p>Although I 'mostly agree' that the plan meets its aims, the current plan will have a severe negative effect on me personally and almost certainly on others in Roman Way and North Street.&lt;br&gt; I usually exit Roman Way taking the Banbury or Buckingham Road from the mini-roundabout. I'll now be subject to a detour which will add about &amp;pound;180 to my fuel bill per year and additional four journeys along North Street (in and out twice a day) adding to that of all the other vehicle owners in Roman Way. North Street will also be subjected to two-way traffic and on road parking.&lt;br&gt;</p> <p>I'll have more comments once I've had time to carry out further checks of my own. Don't think this is a negative response. I must be sure that the money you intend to spen, my money, is spent to best effect.</p>	<p>Anecdotal evidence from some residents in Roman Way is that they choose this route in the morning peak hours as it is very difficult to exit at the roundabout. The benefits to Roman Way will be reduced distance and journey time if they approach Roman Way/North Street from the south/east countering the increased journey time if heading or returning from the north.</p> <p>Noted</p>

Comments Received and Officer Responses

<p>26903</p>	<p>Agree with Queens Av proposals and most others including no right turn from Field St into Bucknell Rd.</p> <p>Have serious doubts whether roundabout at jnct of Qu Av/St Jn St/field St will cope</p> <p>and right turn from Bucknell Rd will not work.Traffic flow at peak times will find the roundabout as much an hinderance as the present traffic lights.</p>	<p>Noted</p> <p>Extensive modelling demonstrates that by increasing capacity at the junctions within the scheme area, traffic flow will increase which will have benefits for currently congested parts of the network. Although the traffic will not disappear, there will be an overall benefit to the network. This enables North Street/Roman Way to be closed off from the north (in itself helps to increase capacity at the roundabout by reducing the complexity and increasing certainty of road users especially on the Buckingham Road arm) and also helps to reduce a known barrier to walking and cycling in the area thereby encouraging these modes of travel and reducing congestion further. The linear set of improvements along the 'central corridor' will help keep traffic flowing smoothly which means that more vehicles per hour can pass through the junctions.</p> <p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p>
--------------	--	--

Comments Received and Officer Responses

	<p>It would make a lot of sense to put in a temporary roundabout to see if the scheme works. &lt;br&gt;</p> <p>Having seen the implementation of the Abingdon scheme when sat in an office at the junction of Stert St and Stratton Way I'm worried the same problems will surface in Bicester in respect to more standing traffic and more pollution at peak times.No one in the dept will accept that the Abingdon Scheme is not a total success and my fear is once the Bicester scheme is in place and should problems occur no one will admit to a problem let alone find a solution. So try a temporary scheme in Bicester to see if it works.</p> <p>My hope is all your planning will work.</p>	<p>Unfortunately, just a temporary roundabout at this junction would not work as the scheme relies on all elements working in conjunction and the linear approach as stated above.</p> <p>It is difficult to compare with the Abingdon scheme as it involves signalised junctions whereby the Bicester Town Centre Access Improvements proposes to remove signalised junctions.</p> <p>Noted</p>
<p>26988</p>	<p>I've lived on North Street for 28 years and it was very peaceful. It is a one-way system. Sometimes when Field Street is blocked we can use North Street. The new proposal will block this from the junction. I don't know why. From the north side to the centre, the propagation doesn't build up. It will be the same amount of people that use both sides walking as pedestrians.</p>	<p>Extensive modelling demonstrates that by increasing capacity at the junctions within the scheme area, traffic flow will increase which will have benefits for currently congested parts of the network. Although the traffic will not disappear, there will be an overall benefit to the network. This enables North Street/Roman Way to be closed off from the north (in itself helps to increase capacity at the roundabout by reducing the complexity and increasing certainty of road users especially on the Buckingham Road arm) and also helps to reduce a known barrier to walking and cycling in the area thereby encouraging these modes of travel and reducing congestion further. The linear set of improvements along the 'central corridor' will help keep traffic flowing smoothly which means that more vehicles per hour can pass through the junctions.</p>

Comments Received and Officer Responses

<p>26990</p>	<p>Bucknell Road junction will cause traffic to back up to Brookside School. No natural break in traffic for turning right due to removal of lights.</p> <p>Field Street not wide enough for cycle lane</p> <p>difficulties for refuse collection in North Street and Roman Way.</p>	<p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p> <p>An advisory cycle lane is proposed for Field Street which is wide enough for this type of facility.</p> <p>Refuse collection for North Street and Roman Way will be via St John's Street/Sheep Street.</p>
<p>27040</p>	<p>The scheme seems to me to offer a tidier and more logical arrangement for traffic in this part of Bicester.&lt;br&gt;</p> <p>2. There may be an argument for keeping access from Roman Way onto the through road network if the residents want it and if the roundabout design can be altered without prejudicing the through traffic flows.&lt;br&gt;</p>	<p>Noted</p> <p>Extensive modelling demonstrates that by increasing capacity at the junctions within the scheme area, traffic flow will increase which will have benefits for currently congested parts of the network. Although the traffic will not disappear, there will be an overall benefit to the network. This enables North Street/Roman Way to be closed off from the north (in itself helps to increase capacity at the roundabout by reducing the complexity and increasing certainty of road users especially on the Buckingham Road arm) and also helps to reduce a known barrier to walking and</p>

Comments Received and Officer Responses

	<p>3. I do not see any validity in the arguments raised by protesters that closing the north end of North Street will prejudice businesses there or that the St Johns Street alterations will increase congestion.</p>	<p>cycling in the area thereby encouraging these modes of travel and reducing congestion further. The linear set of improvements along the 'central corridor' will help keep traffic flowing smoothly which means that more vehicles per hour can pass through the junctions.</p> <p>Noted</p>
27056	<p>Good to see proactive consideration of how to improve traffic flow with consideration to cyclists and pedestrians.</p> <p>Would also like to see better provision for cyclists on Middleton Stoney Road into town. At present you have to cycle on the footpath to be safe.</p>	<p>Noted</p> <p>Cycle improvements have been requested on Middleton Stoney Road as part of the Kingsmere development.</p>
27058	<p>I think it will cause a danger to all road users. I strongly disagree with all this, it should be kept the same.</p>	<p>Noted</p>
27059	<p>As we do not live in Bicester this scheme will hinder our lives rather than improve it. A lot of money is planned to be spent on this elaborate scheme. Why is North Street being raised?</p>	<p>The raised carriageway provides the area with a pedestrian 'feel' suited to a town centre location helping to reduce speeds and comfort for all road users.</p>
27060	<p>I can see no advantage in raising road level of North Street - a waste of money no matter who's money.&lt;br&gt;&lt;br&gt;</p> <p>Closing access to North Street from the roundabout will encourage vehicles from east on Buckingham Road not to stop or do emergency stop at roundabout and I do not believe that any driver cannot currently see over 1M high garden wall to Banbury Road.</p>	<p>The raised carriageway provides the area with a pedestrian 'feel' suited to a town centre location helping to reduce speeds and comfort for all road users.</p> <p>As with all roundabout and priority junctions vehicles have to give-way to vehicles approaching from the right. It is not envisaged that vehicles will behave any differently at this location. By closing off North Street, this enables the Buckingham Road junction (bell mouth) to move further south improving the sightlines to Banbury Road and alleviating the issue of the wall blocking the view.</p>

Comments Received and Officer Responses

<p>27061</p>	<p>Why do we have to dig up more roads and make bigger roads - yet more traffic!</p> <p>And as to digging up yet more green fields and sites - leave them alone - use disused sites which have been used before and are now redundant. We need our green fields - they are the lungs of life.</p>	<p>There is no intention of making the roads bigger. The proposals will simply improve traffic flow thereby making the best use of the space available</p> <p>Noted</p>
<p>27062</p>	<p>Ring road needs to be completed first then through traffic diverted from town centre (ie Queens Ave) scheme is a waste of time and money.</p>	<p>Oxfordshire County Council has a long term aspiration to provide a 'fit-for-purpose' ring road not only to serve through-traffic but also to accommodate future employment and housing developments. The provision of a ring road is dependent on developments coming forward. This growth will still put a strain on the town centre traffic so OCC is acting proactively rather than reactively.</p>
<p>27064</p>	<p>Pedestrian access from areas surrounding town need improving and particular attention to mobility/disabled access.</p>	<p>Noted</p>
<p>27065</p>	<p>Bus bay and right hand turn on Queens Avenue - excellent.&lt;br&gt;</p> <p>2) RH turn from Bucknell Road - asking for trouble.&lt;br&gt;</p>	<p>Noted</p> <p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town</p>

Comments Received and Officer Responses

	<p>3) Blocking off North Street from roundabout - short sighted.&lt;br&gt; 4) Two-way traffic on St Johns Street will increase traffic tail back on Manorsfield Road with health implications to pedestrians &amp; cyclists.&lt;br&gt;</p> <p>5) Until King's End/Bicester Village traffic issues resolved town centre traffic issues difficult to resolve.</p>	<p>centre. Extensive modelling demonstrates that by increasing capacity at the junctions within the scheme area, traffic flow will increase which will have benefits for currently congested parts of the network. Although the traffic will not disappear, there will be an overall benefit to the network. This enables North Street/Roman Way to be closed off from the north (in itself helps to increase capacity at the roundabout by reducing the complexity and increasing certainty of road users especially on the Buckingham Road arm) and also helps to reduce a known barrier to walking and cycling in the area thereby encouraging these modes of travel and reducing congestion further. The linear set of improvements along the 'central corridor' will help keep traffic flowing smoothly which means that more vehicles per hour can pass through the junctions.</p> <p>Bicester Village has previously consulted on proposals to mitigate the transport impact of their development. An application is expected imminently.</p>
<p>27066</p>	<p>St John's Street is relatively narrow.</p> <p>Is turning area on North Street large enough for large vehicles eg refuse collection? Bigger problem is Bicester Village. Could not scarce resources not be better spent?</p>	<p>The widths currently provided for two outbound lanes in St John's Street will be kept for lanes in both directions meaning that vehicles will be able to pass each other comfortably. Auto-tracking (engineering software) has been conducted at the feasibility design stage to ensure the largest vehicles are able to make the manoeuvres necessary under the proposals.</p> <p>The turning area at the north end of North Street will be designed to accommodate large delivery vehicles. Refuse vehicles will still need to serve Roman Way so will not need to turn at the top of North Street.</p>
<p>27067</p>	<p>Concern at available car parking during and after the works.</p>	<p>Noted</p>



Comments Received and Officer Responses

<p>27068</p>	<p>There are more disadvantages than advantages particularly for the residents of Roman Way and the no right turn into Bucknell Road</p> <p>and the use of zebra crossings.</p> <p>The only advantages may be the bus lay-by and the right turn lane into Bicester School in Queens Avenue.</p>	<p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p> <p>The safety performance of zebra and signalised (pelican, puffin and toucan) crossings are very comparable. National guidance on the choice of pedestrian crossing types identifies a range of factors to be considered – for example zebra crossings are only used where the speed limit is 30mph (or lower), and where the compliance with the 30mph limit is good; signalised crossings are however usually preferable where both pedestrian and traffic flows are particularly high, as a zebra crossing in these conditions may lead to high levels of congestion (the pedestrian levels are not high enough in these locations). Providing this guidance is followed, and appropriate detailed design is applied to mitigate any local risk factors, both types of crossing offer very good levels of safety.</p> <p>Noted</p>
--------------	---	---

Comments Received and Officer Responses

<p>27069</p>	<p>Footpaths from Roman Way down North Street need to be suitable for use by mobility scooters as there are several users in Roman Way who currently experience difficulties. &lt;br&gt; &lt;br&gt;</p> <p>As a resident in Roman Way at peak trading times eg Christmas when the town will be busy I am concerned that queueing traffic in the town to the new Sainsbury's will back up causing delays at the roundabouts and lengthened times to access North Street/Roman Way.</p>	<p>Noted and pedestrian/disability improvements will for part of the detailed design, if approved.</p> <p>The proposals will help to alleviate the congestion at peak times which will help access to North Street/Roman Way.</p>
<p>27070</p>	<p>Unfortunately until a ring road is sorted out and all Bicester Village traffic stops coming in from Banbury Road or Buckingham Road the volume of traffic will not change, along with all the new houses being built and 2-3 cars, maybe 4 cars to each house - most children over 17 live at home and drive. Bicester is a little town!&lt;br&gt; &lt;br&gt;</p> <p>The roundabout at St John's Street/Queens Avenue will be too small and a pelican crossing will slow traffic and cars will come to a complete standstill.</p> <p>You need to keep a crossing with lights as it is now.</p>	<p>Oxfordshire County Council has a long term aspiration to provide a 'fit-for-purpose' ring road not only to serve through-traffic but also to accommodate future employment and housing developments. This provision of this road is only possible with development.</p> <p>It is deemed not necessary in traffic flow terms and/or safety to provide 'full-sized' roundabouts but even if this was the intention there is not enough space within the highway boundary to accommodate larger roundabouts.</p> <p>Zebra crossings only impact on traffic flows when the footfall is extremely heavy over a long period of time (an example would be in Oxford city centre). The pedestrian flows here are not heavy enough to impact on traffic flow. The delay caused by the signalised crossing currently in place on Queens Avenue is created by the 'dead time' when neither pedestrian is crossing nor vehicles have a green signal. This is governed by a legal minimum for signal crossings. Although demand may be more frequent, the time vehicles will be required to wait will be shorter.</p>

Comments Received and Officer Responses

<p>27071</p>	<p>I do worry as a resident of Roman Way that we will become an extended car park for the railway station. Would it be a good idea to introduce resident parking only it is bad enough now. What it will be like when we become a quieter road with the no access onto Field Street etc. Open to abuse by people not wanting to pay car parking charges.</p>	<p>It is not envisaged that the scheme will contribute to ‘commuter’ parking. However, if the proposals are approved and parking in Roman Way becomes an issue, residents’ parking can be investigated.</p>
<p>27072</p>	<p>We feel that replacing the signalised crossing in Queens Avenue with a zebra crossing would be dangerous. This crossing is well used, especially by school children and students.</p> <p>We feel this is a good plan otherwise, but we are sure the traffic will still back up from the Bicester Village roundabout.</p>	<p>The safety performance of zebra and signalised (pelican, puffin and toucan) crossings are very comparable. National guidance on the choice of pedestrian crossing types identifies a range of factors to be considered – for example zebra crossings are only used where the speed limit is 30mph (or lower), and where the compliance with the 30mph limit is good; signalised crossings are however usually preferable where both pedestrian and traffic flows are particularly high, as a zebra crossing in these conditions may lead to high levels of congestion (the pedestrian levels are not high enough in these locations). Providing this guidance is followed, and appropriate detailed design is applied to mitigate any local risk factors, both types of crossing offer very good levels of safety.</p> <p>Noted</p>
<p>27074</p>	<p>Traffic from Bucknell Road will have little chance to turn right with no traffic light. There is no logical reason to alter North Street as this is the most direct route to Manorsfield Road from the north and reduces the traffic flow on Field Street and St John's Street.</p>	<p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The</p>

Comments Received and Officer Responses

	Buses will still use the Banbury Road/Buckingham Road roundabout as the X5 (Oxford to Cambridge) runs every half an hour and there is a regular service from Bicester North Station to Bicester Village.	benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.  The large buses that use the Banbury Road/Buckingham Road roundabout, at peak times, will be reduced to approximately 4 per hour (in both directions) under the proposals cutting the number of buses by half.
27075	Making St John's Street two way - the road is not wide enough for two large vehicles to pass each other.	The widths currently provided for two outbound lanes in St John's Street will be kept for lanes in both directions meaning that vehicles will be able to pass each other comfortably. Auto-tracking (engineering software) has been conducted at the feasibility design stage to ensure the largest vehicles are able to make the manoeuvres necessary under the proposals.
27076	Scheme could put more traffic on Victoria Road, which is already overused and unsafe.	Under the proposals it is not expected to increase traffic on Victoria Road substantially.
27082	North street being closed will help the traffic flow and stop north street being used as a race track.	Noted
27111	Queens Ave changes appear positive. Can see benefits of St John's changes but not with current concept.  Maybe simple to me but how can reducing capacity decrease travel time on an already over saturated road, this is proven elsewhere with managed motorways by the HA. Having walked and cycled this route into town before I have mainly found access to be no worse then coming from any other direction. At present the access from north Bicester along north street to Longfields is a god send and avoids the congestion on B4100/Queens Ave. Also reducing this roundabout to 3 tiers I believe could increase accident/ksis (I would guess data for all	Noted  The traffic modelling conducted shows an overall improvement in road capacity if the proposals are implemented. However, some of the areas of improvement may not be as significant as other areas – the Bucknell Road junction is one area that benefits the least. The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be

Comments Received and Officer Responses

	<p>these areas are low anyway). I believe the problems here are caused with the changes as you enter Bicester from the north with the chicanes that build traffic up before reaching this part of town. Sorry I do not have alternatives except to educate/force through and Bic Village traffic to use the almost very good ring road around town.</p>	<p>created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p>
<p>27159</p>	<p>Closing North Street is utterly ridiculous! Traffic to the town centre from Banbury and Buckingham Roads at present is gone, out of the way, and not adding to that in Field Street. Traffic from Roman way will HAVE to turn left under your scheme to access Queen's Avenue or to go North. IT CAN DO THAT NOW! Simply make the exit from Roman Way LEFT ONLY, and you have solved their problem cheaply, and without closing a vital road.</p> <p>Mini roundabouts are not a good idea. At present drivers from Banbury Road are bypassing that one to access Field Street. You will have the same problem at the proposed roundabouts at either end of St.John's Street unless they are proper sized structures.</p>	<p>Extensive modelling demonstrates that by increasing capacity at the junctions within the scheme area, traffic flow will increase which will have benefits for currently congested parts of the network. Although the traffic will not disappear, there will be an overall benefit to the network. This enables North Street/Roman Way to be closed off from the north (in itself helps to increase capacity at the roundabout by reducing the complexity and increasing certainty of road users especially on the Buckingham Road arm) and also helps to reduce a known barrier to walking and cycling in the area thereby encouraging these modes of travel and reducing congestion further. It is the traffic entering North Street not traffic exiting to reduces the capacity at the Banbury Road/Buckingham Road roundabout. The linear set of improvements along the 'central corridor' will help keep traffic flowing smoothly which means that more vehicles per hour can pass through the junctions.</p> <p>It is deemed not necessary in traffic flow terms and/or safety to provide 'full-sized' roundabouts but even if this was the intention there is not enough space within the highway boundary to accommodate larger roundabouts. The problem with bypassing the roundabout to Field Street would be resolved under the proposals by moving the roundabout further west and providing a pedestrian</p>

Comments Received and Officer Responses

	<p>Light controlled crossings are much safer for pedestrians than zebras.</p> <p>Of course,the real problem in Bicester is through traffic. Force the A34 and Bicester Village traffic to use the bypass and you've solved everything!But no doubt you'll do your scheme regardless of Bicester objections. Remember Abingdon?!!</p>	<p>island on Field Street which will force vehicles from Banbury Road to go round the roundabout whilst also making provision for pedestrians.</p> <p>The safety performance of zebra and signalised (pelican, puffin and toucan) crossings are very comparable. National guidance on the choice of pedestrian crossing types identifies a range of factors to be considered – for example zebra crossings are only used where the speed limit is 30mph (or lower), and where the compliance with the 30mph limit is good; signalised crossings are however usually preferable where both pedestrian and traffic flows are particularly high, as a zebra crossing in these conditions may lead to high levels of congestion (the pedestrian levels are not high enough in these locations). Providing this guidance is followed, and appropriate detailed design is applied to mitigate any local risk factors, both types of crossing offer very good levels of safety.</p> <p>Noted</p>
<p>27195</p>	<p>The scheme seems to concentrate upon improving the roads for motorists at the expense of pedestrians.</p> <p>I strongly object to the removal of the pelican crossings, as I consider the alternative use of zebra crossings very dangerous, children and the elderly will have to cross against heavy traffic at times. Pelican crossings were introduced when traffic flow increased, I do not accept the statistics stating that there is no difference between the safety of pelican and zebra crossings as</p>	<p>The proposals also have significant improvements for pedestrians and cycles at the Banbury Road/Buckingham Road roundabout, North Street, St John’s Street and Field Street.</p> <p>The safety performance of zebra and signalised (pelican, puffin and toucan) crossings are very comparable. National guidance on the choice of pedestrian crossing types identifies a range of factors to be considered – for example zebra crossings are only used where the speed limit is 30mph (or lower), and where the compliance with the 30mph limit is good; signalised crossings are however</p>

Comments Received and Officer Responses

	<p>zebra crossings in Bicester are on roads with much lighter traffic.</p> <p>The computer simulation only showed traffic flow, I did not see one showing how pedestrians fared!</p>	<p>usually preferable where both pedestrian and traffic flows are particularly high, as a zebra crossing in these conditions may lead to high levels of congestion (the pedestrian levels are not high enough in these locations). Providing this guidance is followed, and appropriate detailed design is applied to mitigate any local risk factors, both types of crossing offer very good levels of safety. Zebra crossings have the added advantage in that they reduce the pedestrian and vehicle delay.</p> <p>The traffic modelling included pedestrian counts within the scheme area which were demonstrated in the VISSIM traffic model.</p>
<p>27196</p>	<p>I am concerned for the safety of pedestrians without traffic lights at crossings. Pelican crossings were put in originally as being safer than zebra crossings.</p> <p>I think the new plans for the Bucknell Road junction will be unworkable - especially without lights controlling the junction at St. John's Street.</p>	<p>The safety performance of zebra and signalised (pelican, puffin and toucan) crossings are very comparable. National guidance on the choice of pedestrian crossing types identifies a range of factors to be considered – for example zebra crossings are only used where the speed limit is 30mph (or lower), and where the compliance with the 30mph limit is good; signalised crossings are however usually preferable where both pedestrian and traffic flows are particularly high, as a zebra crossing in these conditions may lead to high levels of congestion (the pedestrian levels are not high enough in these locations). Providing this guidance is followed, and appropriate detailed design is applied to mitigate any local risk factors, both types of crossing offer very good levels of safety.</p> <p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be</p>

Comments Received and Officer Responses

		created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.
27211	<p>This will cause some problems turning North Street into two-way traffic and knowing the permit parking.</p> <p>This problem for example bin collection on a friday as a person that walks it is not a problem to me.</p>	<p>North Street is capable of taking two-way traffic under the proposals as traffic flow will be reduced significantly.</p> <p>Noted</p>
27214	<p>Fail to see how St. John's Street is wide enough for two lanes with buses and lorries to pass with a widened pavement. The scheme will only improve access to the town centre by car if you are parking at the new Sainsbury's development. It seems an extravagance to spend on a raised carriageway as showy when cushions or pads would do in these times of economic restraint.</p>	<p>The widths currently provided for two outbound lanes in St John's Street will be kept for lanes in both directions meaning that vehicles will be able to pass each other comfortably. Auto-tracking (engineering software) has been conducted at the feasibility design stage to ensure the largest vehicles are able to make the manoeuvres necessary under the proposals.</p>
27215	<p>My main concern is whether the scheme will add to the amount of traffic in Field Street, where my daughter lives - to have anything delivered is difficult at the moment - I think this will make it even more difficult.</p>	<p>The scheme will add traffic to Field Street but in conjunction with the junction improvements the traffic will flow better. Loading and unloading will still be permitted on Field Street.</p>
27216	<p>This is a well thought out scheme, which will have significant benefits especially for traffic on the main north to south route through town.&lt;br&gt; &lt;br&gt;</p> <p>The proposals for North Street will be costly and will not bring significant benefits.</p>	<p>Noted</p> <p>The raised carriageway provides the area with a pedestrian 'feel' suited to a town centre location helping to reduce speeds and comfort for all road users.</p>



Comments Received and Officer Responses

	<p>There is more benefit in leaving this as it is so that there is an option for drivers when there is congestion and in the event of accidents or roadworks. Therefore it makes no sense at all to include the proposals for North Street.</p>	<p>Without the improvements to North Street, the benefits are not realised elsewhere. All elements of the proposals work in conjunction with each other to improve traffic flow.</p>
27218	<p>Better traffic flow for Queens Avenue, not so sure St John's Street. North Street closed will push more traffic onto Field Street. Is there any proposed cycle provision for St John's Street, two-way traffic will make it difficult for cyclists. Raising the carriageway in North Street and part of Sheep Street seems unnecessary.</p>	<p>The raised carriageway provides the area with a pedestrian 'feel' suited to a town centre location helping to reduce speeds and comfort for all road users.</p>
27286	<p>I live on bucknell road and finding a gap in the traffic to turn left is bad enough particularly at school times but to be able to turn right across 2 lanes of traffic and straight onto a zebra crossing is a disaster waiting to happen.</p> <p>At the moment it is a pedestrian crossing and groups of people cross over, however if it was changed to zebra smaller groups would cross constantly holding up traffic. Children also use this on their own to go to school.</p>	<p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p> <p>The safety performance of zebra and signalised (pelican, puffin and toucan) crossings are very comparable. National guidance on the choice of pedestrian crossing types identifies a range of factors to be considered – for example zebra crossings are only used where the speed limit is 30mph (or lower), and where the compliance</p>

Comments Received and Officer Responses

	<p>The no right turn should be upheld at this junction to prevent a major catastrophe and huge tailbacks on the bucknell road leading to frustrated drivers pulling out into traffic.</p> <p>There is not enough room on Field Street for a bicycle lane and to allow bikes to come off the pavement straight onto the road will cause a nightmare for drivers about to turn left into bucknell road. I agree traffic is held up for a right turn into bucknell road but to allow a right turn out of bucknell road will cause more danger to cars and on the crossing.</p>	<p>with the 30mph limit is good; signalised crossings are however usually preferable where both pedestrian and traffic flows are particularly high, as a zebra crossing in these conditions may lead to high levels of congestion (the pedestrian levels are not high enough in these locations). Providing this guidance is followed, and appropriate detailed design is applied to mitigate any local risk factors, both types of crossing offer very good levels of safety.</p> <p>Zebra crossings only impact on traffic flows when the footfall is extremely heavy over a long period of time (an example would be in Oxford city centre). The pedestrian flows here are not heavy enough to impact on traffic flow. The delay caused by the signalised crossing currently in place on Queens Avenue is created by the 'dead time' when neither pedestrian is crossing nor vehicles have a green signal. This is governed by a legal minimum for toucan crossings. Although demand may be more frequent, the time vehicles will be required to wait will be shorter.</p> <p>An advisory cycle lane is proposed for Field Street which is wide enough for this type of facility.</p>
<p>27292</p>	<p>I have also written to the Bicester Ad and copied in the Council to say how strongly I feel that this is an excellent idea. Our poor properties (between 200 and 300 years old) cannot take much more pounding and as someone who uses public transport I would welcome everything proposed.</p>	<p>Noted</p>

Comments Received and Officer Responses

<p>27297</p>	<p>We cannot see the rationale for preventing vehicular access to North Street from Buckingham Road. It is just so simple for getting to the town centre from the North. The flow is in one direction and causes no holdups. The proposed alternative will not help traffic flow. The problems are caused by the volume of traffic using the Buckingham &amp; Banbury roads for destinations other than the town centre. In addition, has anyone carried out a survey of how many people alight from the Oxford buses in North Street, especially in the afternoon. You may be suprised. &lt;br&gt; I'm not convinced about making St John's Street two way. A roundabout at the Queens Ave junction will mean two way traffic in three directions whilst at the moment it is only in two directions. It will probably remain a pinch point at peak times.</p>	<p>Extensive modelling demonstrates that by increasing capacity at the junctions within the scheme area, traffic flow will increase which will have benefits for currently congested parts of the network. Although the traffic will not disappear, there will be an overall benefit to the network. This enables North Street/Roman Way to be closed off from the north (in itself helps to increase capacity at the roundabout by reducing the complexity and increasing certainty of road users especially on the Buckingham Road arm) and also helps to reduce a known barrier to walking and cycling in the area thereby encouraging these modes of travel and reducing congestion further. The linear set of improvements along the 'central corridor' will help keep traffic flowing smoothly which means that more vehicles per hour can pass through the junctions. The overall journey time will be reduced if accessing the town centre from the Buckingham Road.</p>
<p>27300</p>	<p>Suggest adding yellow box system on roundabout at Middleton Stoney Road junction with A41.</p>	<p>The issues addressed regarding this junction are not within the scope of this scheme but can be investigated at a later date if problems occur.</p>
<p>27301</p>	<p>Yellow box needs to be added to roundabout at junction of Middleton Stoney Road and Queens Street.</p>	<p>The issues addressed regarding this junction are not within the scope of this scheme but can be investigated at a later date if problems occur.</p>
<p>27302</p>	<p>Strongly believe that until traffic bottleneck caused by Bicester Village is addressed there will continue to be problems on Buckingham Road.  Also, will you be using this project to implement 'residents only' parking on Roman Way to deal with the chronic congestion? I don't believe that simply making access more convoluted will address this problem.</p>	<p>Bicester Village is set to apply for planning permission to include major junction improvements to the south of Bicester. Both schemes will equally work together or in isolation.  It is not envisaged that the scheme will contribute to 'commuter' parking. However, if the proposals are approved and parking in Roman Way becomes an issue, residents' parking can be investigated.</p>
<p>27347</p>	<p>Do not agree with the right turn out of Bucknell Road being reintroduced.&lt;br&gt; &lt;br&gt;</p>	<p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The</p>

Comments Received and Officer Responses

	<p>A zebra crossing is needed on Buckingham Road at the approach to the roundabout.&lt;br&gt;&lt;br&gt;</p> <p>Request extra parking on North Street outside properties no. 12 to 28, this would help with parking issues and slow traffic by causing a chicane effect.</p>	<p>modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p> <p>While a zebra crossing at the southern end of Buckingham Road is not proposed, the pedestrian refuge located at this point will be improved.</p> <p>If the proposals are approved, North Street would be turned into a 'cul-de-sac' and 'raised' which would not require further traffic calming.</p>
<p>27386</p>	<p>Need more parking access through North Street for businesses. Need more loading parking spaces for delivery.</p> <p>Remove double yellow line through North Street.</p>	<p>Provision of loading bays can be investigated.</p> <p>Double yellow lines will remain on North Street under the proposals.</p>

Comments Received and Officer Responses

<p>27392</p>	<p>Traffic from Bucknell Rd will have a real problem turning Right into Field str, causing traffic to back up behind where parked cars are already a problem narrowing the road.</p> <p>Only 2 minibuses use the causeway, hardly a problem. St Johns Street works well as a two way road, recent roadworks caused the road to be a single lane causing tailbacks along Manorsfield Rd to Bure Place, this would become an everyday all day occurrence.</p>	<p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p> <p>The proposals are not solely about changing St John’s Street from one-way (two outbound lanes) to two-way – the sum of the scheme parts needs to be considered to realise the benefits it affords. Extensive modelling demonstrates that by increasing capacity at the junctions within the scheme area, traffic flow will increase which will have benefits for currently congested parts of the network. Although the traffic will not disappear, there will be an overall benefit to the network. This enables North Street/Roman Way to be closed off from the north (which in itself helps to increase capacity at the roundabout by reducing the complexity and increasing certainty of road users especially on the Buckingham Road arm) and also helps to reduce a known barrier to walking and cycling in the area thereby encouraging these modes of travel and reducing congestion further. The linear set of improvements along the ‘central corridor’ will help keep traffic flowing smoothly which means that more vehicles per hour can pass through the junctions.</p>
--------------	---	--

Comments Received and Officer Responses

	<p>Bus passengers from Buckingham Rd, would not be as now able to get off in North St to walk easliy to shops at the top end of Sheep Str, thus having to walk from Bure Place interchange or Market Sq. Bus passengers from Oxford would likewise be unable to alight in North str if they wished to walk to Banbury Rd or the bottom end of Buckingham Rd, indeed in that case they would have to travel via Bure Place with no alternative. All things considered a totally mad scheme with no real thought given at all, How can the removal of a two way system help traffic flow??</p>	<p>The new bus stops in Manorsfield Road will be approximately 300 metres from the stop in North Street. The Department for Transport’s guidance on providing inclusive transport infrastructure, <i>Inclusive Mobility</i>, recommends that “bus stops should be located ideally so that nobody in the neighbourhood is required to walk more than 400 metres”. The new bus stops will have infrastructure (a full height kerb, a shelter with seating and lighting, and real time information etc.) that <i>Inclusive Mobility</i> recommends. In North Street it is not possible to provide any of these facilities.</p>
<p>27413</p>	<p>In the beginning I was sceptical that the proposed changes would bring any improvement to the traffic flow in the centre of Bicester. However by carefully examining the proposal I was mostly converted. Here are my comments:&lt;br&gt;</p> <p>(1) Make the new bus lay-by on the Eastern side of Queens Avenue wide enough so that buses stopping there do not obstruct the south flowing traffic.&lt;br&gt;</p> <p>(2) Move the bus stop on the Western side of Queens Avenue a bit to the North and have a lay-bay for it. This would improve the traffic flow in the northern direction.&lt;br&gt;</p> <p>(3) Thanks for providing a cycle lane on Banbury Road in the northern direction. I will use it.&lt;br&gt;</p> <p>(4) But there should be also a cycle lane on Banbury Road in southern direction.</p>	<p>Noted</p> <p>A northbound bus lay-by on Queens Avenue has been moved further north and incorporated into the design.</p> <p>The addition of the right-turn lane and associated road markings (hatching) will allow drivers to pass a stationary bus with ease even with a ‘half’ bus layby. This has the added benefit that buses are able to join the main flow of traffic more readily.</p> <p>Noted</p> <p>Preliminary consultation for cycle facilities on the Banbury Road and Buckingham Road has been conducted as part of another scheme.</p>

Comments Received and Officer Responses

<p>27454</p>	<p>The scheme is unlikely to make a positive material difference to access yet will cause added severe disruption to the town centre and wider community.&lt;br&gt;&lt;br&gt; The works therefore will have a large direct cost to the community which in the current economic climate cannot be justified. The disruption will also cause indirect and difficult to quantify costs to a town and community that is struggling to survive. At a time of cuts being made I am surprised that there is no cost/benefit analysis for this project.</p>	<p>Extensive modelling demonstrates that by increasing capacity at the junctions within the scheme area, traffic flow will increase which will have benefits for currently congested parts of the network. Although the traffic will not disappear, there will be an overall benefit to the network. This enables North Street/Roman Way to be closed off from the north (in itself helps to increase capacity at the roundabout by reducing the complexity and increasing certainty of road users especially on the Buckingham Road arm) and also helps to reduce a known barrier to walking and cycling in the area thereby encouraging these modes of travel and reducing congestion further. The linear set of improvements along the 'central corridor' will help keep traffic flowing smoothly which means that more vehicles per hour can pass through the junctions.</p>
<p>27549</p>	<p>The raising of North Street is a waste of tax payer's money.</p> <p>Please, please keep the corner of Bucknell Road and Field Street to left turn only!</p>	<p>The raised carriageway provides the area with a pedestrian 'feel' suited to a town centre location helping to reduce speeds and comfort for all road users.</p> <p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p>

Comments Received and Officer Responses

	<p>The Council have paid £56,000 for a car park in Villiers Road, which only houses no. 25-35 can use. These residents have opened up their gardens to park and put keep clear signs up reducing the use of all residents to use it. Even putting notes on windscreens of cars saying "You must not block my exit or entrance". This is not used by all residents!</p>	<p>Noted</p>
<p>27551</p>	<p>In favour of removing confusing junction/signage at Sheep Street end of North Street and can appreciate simplification (for buses especially) in new St John's Street proposal. However I'm not a resident of the directly affected areas, and can understand their objections!</p>	<p>Noted</p>
<p>27554</p>	<p>I would prefer one of the pedestrian crossings to be controlled by lights.</p>	<p>The safety performance of zebra and signalised (pelican, puffin and toucan) crossings are very comparable. National guidance on the choice of pedestrian crossing types identifies a range of factors to be considered – for example zebra crossings are only used where the speed limit is 30mph (or lower), and where the compliance with the 30mph limit is good; signalised crossings are however usually preferable where both pedestrian and traffic flows are particularly high, as a zebra crossing in these conditions may lead to high levels of congestion (the pedestrian levels are not high enough in these locations). Providing this guidance is followed, and appropriate detailed design is applied to mitigate any local risk factors, both types of crossing offer very good levels of safety.</p> <p>Zebra crossings only impact on traffic flows when the footfall is extremely heavy over a long period of time (an example would be in Oxford city centre). The pedestrian flows here are not heavy enough to impact on traffic flow. The delay caused by the signalised crossing currently in place on Queens Avenue is created by the 'dead time' when neither pedestrian is crossing nor vehicles</p>



Comments Received and Officer Responses

		<p>have a green signal. This is governed by a legal minimum for toucan crossings. Although demand may be more frequent, the time vehicles will be required to wait will be shorter.</p> <p>Guidance provided encourages the use of zebra crossings close to junctions/roundabouts rather than their signalised alternatives. This is on safety grounds and the possibility that the signal heads might not be visible from adjoining roads. Crossings in these locations generally have good safety records.</p>
27555	<p>The scheme is well intentioned but misguided in its detailed proposals. The main pinch point is the access to the sports centre/BCC and St Mary's School for traffic going south. This part of Queens Avenue should provide at least 100 metres of right turn lane only which together with a bus layby should ensure traffic continues to flow.</p> <p>No right turn into Bucknell Road is a good idea if a roundabout is formed at the junction of St. John's Street and Queens Avenue/Field Street.</p>	<p>The length of the right-turn lane proposed for Queens Avenue is sufficient to cope with the volume of traffic turning right. Any longer and the 'green infrastructure' on Queens Avenue would be lost</p> <p>Noted</p>
27556	<p>Please leave well alone - your new plans will not work. Why not use the money to do something about the Bicester Village access?</p>	<p>Bicester Village is set to apply for planning permission to include major junction improvements to the south of Bicester. Both schemes will equally work together or in isolation. Modelling has been conducted that shows traffic congestion and queues will be reduced, on the whole, creating a steady flow of moving traffic</p>

Comments Received and Officer Responses

<p>27558</p>	<p>I think that changing the crossings will cause big delays to cars as at busy times there are always people waiting for the crossing lights and without some form of control, the cars will not get a chance to move. I will most probably carry on shopping in Buckingham Tesco's.</p>	<p>Zebra crossings only impact on traffic flows when the footfall is extremely heavy over a long period of time (an example would be in Oxford city centre). The pedestrian flows here are not heavy enough to impact on traffic flow. The delay caused by the signalised crossing currently in place on Queens Avenue is created by the 'dead time' when neither pedestrian is crossing nor vehicles have a green signal. This is governed by a legal minimum for toucan crossings. Although demand may be more frequent, the time vehicles will be required to wait will be shorter.</p>
<p>27562</p>	<p>I feel a bus lay-by as indicated on the attached plan (between the Queens Avenue turn and the Police Station entrance) is feasible and would be beneficial.</p> <p>The traffic light crossing by the Police Station should remain signalised because of the proximity to the school. It should not be replaced by a zebra crossing.</p>	<p>A northbound bus lay-by on Queens Avenue has been incorporated into the design.</p> <p>The safety performance of zebra and signalised (pelican, puffin and toucan) crossings are very comparable. National guidance on the choice of pedestrian crossing types identifies a range of factors to be considered – for example zebra crossings are only used where the speed limit is 30mph (or lower), and where the compliance with the 30mph limit is good; signalised crossings are however usually preferable where both pedestrian and traffic flows are particularly high, as a zebra crossing in these conditions may lead to high levels of congestion (the pedestrian levels are not high enough in these locations). Providing this guidance is followed, and appropriate detailed design is applied to mitigate any local risk factors, both types of crossing offer very good levels of safety.</p>

Comments Received and Officer Responses

27610	<p>The plan is ill-conceived. Currently North Street only takes traffic away from the area and already gives access to Manorsfield Road. Preventing this will only add traffic to Field Street.</p> <p>Allowing traffic to turn right out of Bucknell Road is a big error.</p> <p>Taking the current bus stops away from North Street is a major</p>	<p>Extensive modelling demonstrates that by increasing capacity at the junctions within the scheme area, traffic flow will increase which will have benefits for currently congested parts of the network. Although the traffic will not disappear, there will be an overall benefit to the network. This enables North Street/Roman Way to be closed off from the north (in itself helps to increase capacity at the roundabout by reducing the complexity and increasing certainty of road users especially on the Buckingham Road arm) and also helps to reduce a known barrier to walking and cycling in the area thereby encouraging these modes of travel and reducing congestion further. The linear set of improvements along the 'central corridor' will help keep traffic flowing smoothly which means that more vehicles per hour can pass through the junctions.</p> <p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p> <p>The new bus stops in Manorsfield Road will be approximately 300</p>
-------	--	--

Comments Received and Officer Responses

	<p>inconvenience.</p>	<p>metres from the stop in North Street. The Department for Transport’s guidance on providing inclusive transport infrastructure, Inclusive Mobility, recommends that “bus stops should be located ideally so that nobody in the neighbourhood is required to walk more than 400 metres”. The new bus stops will have infrastructure (a full height kerb, a shelter with seating and lighting, and real time information etc.) that Inclusive Mobility recommends. In North Street it is not possible to provide any of these facilities.</p>
<p>27620</p>	<p>Closing North Street to through traffic is madness.</p>	<p>Extensive modelling demonstrates that by increasing capacity at the junctions within the scheme area, traffic flow will increase which will have benefits for currently congested parts of the network. Although the traffic will not disappear, there will be an overall benefit to the network. This enables North Street/Roman Way to be closed off from the north (in itself helps to increase capacity at the roundabout by reducing the complexity and increasing certainty of road users especially on the Buckingham Road arm) and also helps to reduce a known barrier to walking and cycling in the area thereby encouraging these modes of travel and reducing congestion further. The linear set of improvements along the ‘central corridor’ will help keep traffic flowing smoothly which means that more vehicles per hour can pass through the junctions.</p>

Comments Received and Officer Responses

<p>27621</p>	<p>Proposals are unrealistic as Sainsbury's store should not have been given planning permission without fundamental solving of traffic issues.</p> <p>Safety is being compromised by use of zebra crossings to replace pelican crossings thus policy being traffic flow in front of safety. Totally ill conceived proposals.</p>	<p>The town centre developer has provided changes to the highway network as direct mitigation to their development which will accommodate the predicted increase in traffic. Oxfordshire County Council as a longer term vision and is acting proactively to proposed growth for the town in conjunction with a wider transport vision for Bicester.</p> <p>The safety performance of zebra and signalised (pelican, puffin and toucan) crossings are very comparable. National guidance on the choice of pedestrian crossing types identifies a range of factors to be considered – for example zebra crossings are only used where the speed limit is 30mph (or lower), and where the compliance with the 30mph limit is good; signalised crossings are however usually preferable where both pedestrian and traffic flows are particularly high, as a zebra crossing in these conditions may lead to high levels of congestion (the pedestrian levels are not high enough in these locations). Providing this guidance is followed, and appropriate detailed design is applied to mitigate any local risk factors, both types of crossing offer very good levels of safety.</p>
<p>27628</p>	<p>I don't see why it is necessary to have a bollard for emergency vehicle access when, like in most residential streets, there is access down the road. This means that instead of closing off the road with fencing etc at the entrance to Roman Way and at the top of North Street, vehicular noise won't be blocked out at all and it will still be unsafe for the children down the road to play outside as it leaves that access area open and them able to go straight into a busy junction.</p>	<p>The area will be landscaped appropriately without the need for fencing. The bollard will be installed if deemed appropriate by the emergency services.</p>

Comments Received and Officer Responses

<p>27641</p>	<p>Living in Bure Park an oversight to the plans appears in the lack of provision for a pedestrian crossing on Buckingham Rd (in a similar position to the re-sited Banbury Rd one) to afford traffic entering the round about the same benefits and also provide a safe crossing point for pedestrians who are walking to and from Banbury Rd into North Street (as this will still be the obvious pedestrian route into the town centre from the north of the town. At present crossing Buckingham Rd to the north of the round about is dangerous as the priority is with vehicular traffic but having the pedestrian central refuge causes confusion for both drivers and pedestrians. Pedestrian movements have been catered for in Banbury Rd, Field Street and Queens Ave but not in Buckingham Rd which I would estimate sees the majority of through traffic (rather than Banbury Rd) - especially at the rush hours and weekends when shoppers are drawn to Bicester Village Outlet Centre from the Milton Keynes area</p>	<p>Officers are investigating pedestrian improvements on the Buckingham Road arm but, given the improvements proposed for pedestrians across the Roman Way/North Street junction by closing off the roads, this may be a preferred method of crossing the roundabout, for some, as it would require fewer road crossings.</p>
<p>27661</p>	<p>The proposed design at the junction of Queens Avenue is the same as at the entrance to Bicester Village/Tesco roundabout. This cause severe congestion and is fatally flawed, you are trying to put 2 lanes of traffic into one lane. The proposal is for one lane into and one out of Bicester town centre, that is not enough for the traffic levels today. This plan does not take into account all the developments planned for Bicester  This plan does not take into account the frequent closures of the railway level crossing. I believe that you are trying to increase the amount of traffic here, This will cause more pollution than is allowed under the law.You should be undertaking offsetting measures so as to reduce the pollution ( especially NOX )</p>	<p>Each area and junction needs to be assessed according to its location and the context in which it is sited. Extensive modelling demonstrates that by increasing capacity at the junctions within the scheme area, traffic flow will increase which will have benefits for currently congested parts of the network. Although the traffic will not disappear, there will be an overall benefit to the network. This enables North Street/Roman Way to be closed off from the north (in itself helps to increase capacity at the roundabout by reducing the complexity and increasing certainty of road users especially on the Buckingham Road arm) and also helps to reduce a known barrier to walking and cycling in the area thereby encouraging these modes of travel and reducing congestion further. The linear set of improvements along the ‘central corridor’ will help keep traffic flowing smoothly which means that more vehicles per hour can pass through the junctions.</p>

Comments Received and Officer Responses

	<p>North Street should not be blocked off, it has been a major route for hundreds of years and should be returned to two way traffic</p> <p>No verge or trees should be removed from Queens avenue, this avenue is dedicated to the queen.</p>	<p>Wherever possible the 'green infrastructure' will be kept on Queens Avenue.</p>
<p>27664</p>	<p>It seems to me that Oxfordshire County Council are keen to make commerce the focus of Bicester with little regard for the people who live there. I don't believe any of these changes will benefit local people, and I believe that they are aimed at pleasing large retail operations such as Sainsbury's, Tesco and Bicester Village. The town has already changed a great deal and I feel like it is beginning to lose its heart and soul thus enabling a greater flow of traffic will not help this feeling.</p> <p>I have already seen markings on the pavement on St John's St, which leads me to believe that you have already made your decision on these matters. This leads me to ask why you have invited opinions when you have no intention of considering them nor changing your proposals in the light of such invited opinions. It seems to me that this invitation to consult is merely a PR operation.</p>	<p>Oxfordshire County Council has a duty to consider the needs of everybody including businesses and residents. Although the improvements will help traffic flow, the proposals also have significant benefits for walking and cycling (who are also residents), bus users and, in particular, the residents of North Street.</p> <p>The final decision for the scheme will be made by the Cabinet Member for Transport based on consultation and policy direction.</p>

Comments Received and Officer Responses

<p>Bus Users UK</p>	<p>Bicester has had only one secure, official motorcycle parking site: Franklin's Yard. This is being removed and, last time I asked, no new one was planned. Up to 5% of car users also have a motorcycle and they save lots of parking space. 10 square metres is enough space for 4-5 m/cycles or one car. Good m/cycle parking is good economic sense.</p> <p>The bus stops in Market Place are very useful and Bus Users UK members want them kept. The northbound stop is most useful. Making routes 21, 22, 23 and the Arncott branch of route S5 loop up and down long Manorsfield Rd would waste time.</p> <p>Bus Users think the scheme will not add to bus journey distances but is St John's St wide enough for 2-way traffic? Some services use coaches up to 13.8 m long. Could these get round the mini roundabout planned for the north end of St John's St?</p> <p>We oppose zebra crossings because their lack of signals disadvantages physically disabled users. We want pelican or puffin crossings for Queen's Avenue &amp; Field St.</p>	<p>There is no intention to provide any parking for any mode as part of this scheme.</p> <p>The bus stops in Market Square are situated there under temporary Traffic Regulation Orders and will move to Manorsfield Road once the town centre redevelopment is complete.</p> <p>The widths currently provided for two outbound lanes in St John's Street will be kept for lanes in both directions meaning that vehicles will be able to pass each other comfortably. Auto-tracking (engineering software) has been conducted at the feasibility design stage to ensure the largest vehicles are able to make the manoeuvres necessary under the proposals.</p> <p>The blind and partially-sighted may have difficulties if the signalised crossings are changed to zebras as they rely on the audible sound or vibration mechanism to alert them when it is safe to cross. However, drivers approaching zebras approach with caution and have to stop if someone is waiting to cross – this is even more apparent if a visual aid is used such as assistance dogs or canes.</p> <p>In the case of the Field Street pedestrian crossing, the proposal of a mini-roundabout and the removal of the right-turn ban from Bucknell Road necessitate the conversion to a zebra crossing as a zebra can be placed much closer to junctions and therefore more appropriate. Zebra crossings also have the advantage in that</p>
---------------------	---	---



**Comments Received and Officer Responses**

		<p>drivers have to slow down and look for pedestrians as they approach the crossing so they are less likely to hit someone who is crossing near the crossing but not on it.</p> <p>Zebra crossings offer more pedestrian priority and will delay pedestrians less than a signalised crossing. The number of pedestrians at these locations is not heavy enough to unduly delay traffic resulting from the 'dead' time that is required for signalised crossings. This is also the case if the crossing has been 'called' unnecessarily or the pedestrian has managed to cross in gaps in traffic without the green man.</p>
--	--	---

This page is intentionally left blank

Dear Mr Wisdom

Please find attached as promised a list of residents names from both North Street and Roman Way.

We the residents are as discussed on the telephone in favour of the road changes but only on the proviso that no change is made to the existing residents parking scheme as it stands at all, the businesses in the street already completely ignore the parking restrictions and actively encourage their customers to do the same at the moment we have over 7,000 vehicles per year parking illegally this is based on an average of only 20 per day, so as you can see to extend the scheme to include any business or make the bays any bigger would only serve to exasperate the situation. We the residents though not happy with how the scheme is being run are happy with how it is set out and the closure of North Street will only serve to stop those who do park illegally in our street to think again.

Yours

Joe Dickson  
33 North Street  
Bicester ox266nb



WE THE UNDER SIGNED RESIDENTS OF NORTH STREET ARE FULLY BEHIND THE PROPOSED ROAD TRAFFIC CHANGES AND IN FACT CAN NOT WAIT FOR THEM TO TAKE PLACE.

NAME

ADDRESS

D. NEARBY	65A NORTH ST.
S. FROST	65 NORTH ST
M. FROST	65 NORTH ST
A. CSORBOVA	59 NORTH STR.
N. MASON	59 - 11 -
S. KEINYTE	61 - 11 -
P. ASHLEY	57 - 11 -
K. SMULLEN	87 North Street
M. TEMPLES	86 North Street
	51 NORTH ST
Daniel Zdzimo	41 North St
Lee Zdzimo	41 North St
Lionel GREEN	247 NORTH ST
Carol GREEN	247 NORTH ST
Helen Roberts MacKays	70 North St.
Aileen	33 NORTH ST.
J. DIXON	33 NORTH ST
W. CHIAWENTY	1 Haulies Gardens
D. CHILVERS	34 NORTH STREET
J. CHILVERS	34 NORTH STREET.
S. Leagh	26 NORTH STREET
Joan Wain	26 NORTH STREET
M. Herimor	18 NORTH STREET
J. Whiting	16 NORTH STREET
P. WHITING	16 NORTH STREET.
Kate Ford	14 North Street.
Julian Zdyko	14 NORTH STREET, SEASIDE.
R. A. PRATT	11 Talgate houses

WE THE UNDER SIGNED RESIDENTS OF ROMAN WAY ARE FULLY BEHIND THE PROPOSED ROAD TRAFFIC CHANGES AND IN FACT CAN NOT WAIT FOR THEM TO TAKE PLACE.

NAME

ADDRESS

NAME	ADDRESS
STAVITI	5, ROMAN WAY
ADRIAN PENICHAL	9 Roman way 07841 12721 2
F. WILKINSON	15 Roman way
J- ALEXANDER	23 Roman way
D. STEVENS	27 ROMAN WAY
D. BOJE	37 ROMAN WAY
M Scales	39 Roman way
TOWNSEND	44 ROMAN WAY.
T A Muddy	130 Roman way
O. Baker	132 - Roman way
F ROUND	138 ROMAN way 245 011
L SAACS	140 ROMAN WAY.
P. SAACS	140 ROMAN WAY.
J NEWBREAD	148 ROMAN WAY
R LUDLOW	150 ROMAN WAY
M. STACHOWIAK	152 ROMAN WAY.
RJ Cooper	154 " "
CW Palmer	154 " "
KUMAR	41 north st

WE THE UNDER SIGNED RESIDENTS OF NORTH STREET ARE FULLY BEHIND THE PROPOSED ROAD TRAFFIC CHANGES AND IN FACT CAN NOT WAIT FOR THEM TO TAKE PLACE.

NAME

ADDRESS

NAME	ADDRESS
L.S. Naylor	4 HAILLES GARDENS
M.D. Naylor (Mrs)	4 HAILLES GARDENS.
L. Evans	8 Barbury Road
M. Evans	8 Barbury Road
C EDWARDS	67 WOLFE STREET
Michelle Campbell	18 Bucknell Rd
J Campbell	18 Bucknell Rd
Joseph Dickson	33 North Street
Charlie Dickson	33 North Street.

## Bicester Town Centre Access Improvements

### Equality and Inclusion Assessment

The scheme proposals are not considered to have the potential to affect people differently according to their gender, race, religion or belief or sexual orientation. However, the conversion from signalised crossings to zebra crossings may have the potential to affect people differently according to their disability, in particular the blind and partially-sighted.

The blind and partially-sighted may have difficulties if the signalised crossings are changed to zebras as they rely on the audible sound or vibration mechanism to alert them when it is safe to cross. However, drivers approaching zebras approach with caution and have to stop if someone is waiting to cross – this is even more apparent if a visual aid is used such as assistance dogs or canes.

In the case of the Field Street pedestrian crossing, the proposal of a mini-roundabout and the removal of the right-turn ban from Bucknell Road necessitate the conversion to a zebra crossing as a zebra can be placed much closer to junctions and will therefore be more appropriate under the proposed junction changes. Zebras also have the advantage in that drivers have to slow down and look for pedestrians as they approach the crossing so they are less likely to hit someone who is crossing near the crossing but not on it.

Zebra crossings offer more pedestrian priority and will delay pedestrians less than a signalised crossing. There also is less delay to traffic as the 'dead' time is removed that is required for safety reasons at signalised crossings, as is the wasted call time when a pedestrian has managed to cross in gaps in the traffic without waiting for the green man. The number of pedestrians expected at these locations is not assessed to be heavy enough to cause significant delay if a zebra is installed. A safety audit has been carried out on the preliminary design, which did not highlight any inherent problems with converting signalised crossings to zebras.

The proposed closure of North Street necessitates the removal of the bus stop on North Street and moving it to Manorsfield Road where the new bus station will be located in the town centre redevelopment. Although the scheme will have the benefit of reducing bus journey times and distance, it will impact on bus patrons alighting on North Street due to an extended walk to reach their new stop.

However, the new bus stops in Manorsfield Road will be approximately 300 metres from the stop in North Street. The Department for Transport's guidance on providing inclusive transport infrastructure, *Inclusive Mobility*, recommends that "bus stops should be located ideally so that nobody in the neighbourhood is required to walk more than 400 metres". The new bus stops will have infrastructure (a full height kerb, a shelter with seating and lighting, and real time information etc.) that *Inclusive Mobility* recommends. In North Street it is not possible to provide any of these facilities.

This page is intentionally left blank





# OXFORDSHIRE COUNTY COUNCIL

[www.oxfordshire.gov.uk](http://www.oxfordshire.gov.uk)

## OXFORDSHIRE COUNTY COUNCIL (BICESTER) (TRAFFIC REGULATION) AMENDMENT ORDER 20\*\*

NOTICE IS HEREBY GIVEN that Oxfordshire County Council proposes to make the above mentioned Order under the Road Traffic Regulation Act 1984 and all other enabling powers.

The effect of the proposed Order is as follows:

- 1) Revocation of one-way restrictions on North Street & St Johns Street.
- 2) Revocation of right turn ban from Bucknell Rd into Field St.
- 3) Imposition of right turn ban from Field St into Bucknell Rd.
- 4) Prohibit turns into Roman Way & North Street from Field St, Banbury Rd & Buckingham Rd.

Documents giving detailed particulars of the Order are available for public inspection at Oxfordshire County Council, New Road, Oxford, OX1 1ND from 8.30am to 4pm Monday to Friday; and at Bicester Library, Old Place Yard, Bicester, OX26 6AU from 9.30am to 7pm Monday, Wednesday & Thursday, 9.30am to 5pm Tuesday, 9.30am to 4.30pm Friday and 9am to 4.30pm Saturday.

This is the Traffic Regulation Order that would be required for the proposed Bicester Town Centre Access Improvements Scheme if approved. That scheme is currently being consulted upon and responses received for that will be considered in conjunction with this proposal.

Further objections to the proposals, specifying the grounds on which they are made, and any other representations, should be sent in writing to the address below quoting Ref: DR/ALW no later than 10<sup>th</sup> August 2012. The County Council will consider objections and representations received in response to this Notice. They may be disseminated widely for these purposes and made available to the public.

Huw Jones, Director for Environment and Economy, Oxfordshire County Council, Speedwell House, Speedwell Street, Oxford OX1 1NE.

This page is intentionally left blank

Division: Headington & Marston

## **DEPUTY LEADER OF THE COUNCIL– 6 SEPTEMBER 2012**

### **PROPOSED PARKING RESTRICTIONS, MARSH LANE AREA, OXFORD**

**Report by Deputy Director for Environment & Economy (Commercial & Delivery)**

#### **Introduction**

1. This report considers the responses to a formal consultation on proposals to introduce parking restrictions on Marsh Lane and adjoining streets in Marston, Oxford.

#### **Background**

2. Planning consent was granted in 2009 by Oxford City Council for the redevelopment of the Court Place Farm site used by (among others) Oxford City Football Club. During the consultation process local residents raised concerns over the possible impact upon parking pressures within the surrounding streets and it was agreed that in order to minimise that risk it was appropriate for a financial contribution to be made towards the introduction of 'no waiting at any time' restrictions in the vicinity of the site.
3. Separately, over a number of years a number of complaints have been received about indiscriminate parking by non-residents in roads adjoining Marsh Lane. More recently, similar complaints had been raised through the Police-led Neighbourhood Action Group (which includes Councillors and representatives of Old Marston Parish Council) where it was agreed that the opportunity provided by the planning requirements of Court Place Farm could be used to deal with the wider issues in a cost-effective way.
4. Officers have visited the area on a number of occasions and discussed draft proposals with the Neighbourhood Action Group which led to the publication of formal proposals in June 2012. This report considers the outcome of that formal consultation.

#### **Formal Consultation**

5. Oxfordshire County Council sent formal consultees a copy of the published draft amendment orders, statement of reasons and a copy of the public notice appearing in the local press, containing the proposed changes to formal consultees on 21 June 2012. These documents, together with supporting documentation and plans were deposited for public inspection at County Hall and at Old Marston library. They are also available for inspection in the Members' Resource Centre.

6. At the same time to local residents affected by the proposed restrictions, were asked for their comments and public notices were displayed at each site and in the Oxford Times.
7. 11 responses were received. These are summarised at Annex 1 and relate mainly to the proposals for Horseman Close. Respondents generally agree that some restrictions are required but are divided on whether the proposed extent is too much (creating difficulties for visitors parking) or too little (resulting in any displaced parking not being in the most suitable section of the Close). It is considered that the proposals are a good balance between road safety needs and the convenience for residents and their visitors to park.
8. Two respondents have asked for the proposed restrictions in Dents Close, Elms Drive and Marsh Lane to be extended. However, officers consider that to do so would result in additional parking pressures for residents which, without any wider controls on non-resident parking, would be inappropriate at this time. Finally, one respondent has suggested that enforcement of current restrictions – the 20mph speed limit and the ‘access-only’ restriction in Elms Drive – should be prioritised over the introduction of new measures. These comments have been passed to the Police.

### **Financial and Staff Implications (including Revenue)**

9. The cost of the works described in this report is estimated to be approximately £3000 funded by developer contributions from the Court Place Farm development

### **RECOMMENDATION**

18. **The Deputy Leader of the Council is RECOMMENDED to approve the parking restrictions as set out in this report and as advertised in the Oxfordshire County Council (Various Streets, Oxford) (Waiting and Loading Restrictions) (Variation No. 3) Order 20\*\*.**

MARK KEMP

Deputy Director for Environment & Economy (Commercial & Delivery)

Background papers: Consultation documentation

Contact Officers: Jim Daughton 01865 815803

July 2012

RESPONDANT	COMMENT	RESPONSE
Resident of Dents Close	In agreement with the proposals but would like double yellow lines to cover the whole of Dents Close to prevent parking by non-residents.	The proposed restrictions are to deal solely with safety by keeping the junction with Marsh Lane clear of parked vehicles. Extending the restrictions to the rest of the Close would be inappropriate at this time.
Resident of Elms Drive	Suggests that all of Marsh Lane should have double yellow line restrictions as it is a key route into the City Centre and the Hospital. Concerned that the current proposals will encourage parking where the double yellow lines will end.  Requests that the proposed restrictions at the Marsh Lane junctions with Elms Drive and Ashlong Road should be extended to improve sightlines.	Extending the restriction to the whole of Marsh Lane would penalise residents who need to park off-carriageway. The current proposal is primarily to deal with the potential overflow from the Court Place Farm development.  The proposals are considered sufficient to give adequate sightlines – further extension would risk increasing the pressure on parking for residents and their visitors.
Resident of Elms Drive	Disappointed in the proposals. There is no point in adding more restrictions unless they are going to be enforced – the current 'access only' and 20mph restrictions are not enforced on Elms road and correcting this should be the first priority.	Parking restrictions are enforced by the County Council's contractor – the other matters are the responsibility of Thames Valley Police to whom these comments have been passed.
Resident of Marsh Lane	Agrees that some restrictions need to be put in place. Does not have sufficient parking at the front and rear of his property so has to park on the first section of Horseman Close and wishes this to become Residents Parking.	Noted. This and neighbouring properties have rear access with parking off Horseman Close. The proposed restrictions are to deal with safety issues and not the issue of Residents Parking.
Resident of Jessops Close	Wishes to congratulate all concerned in this proposal. Has been concerned about the parking on Horseman Close for a long time. Asks if the restrictions will apply to the grass verge on the north side of Horseman Close	Noted  The verge will be protected by the proposals as it forms part of the public highway.
Resident of Horseman Close	Feels the proposed restriction will make the road more congested as the parking problem will simply move further into the estate.	The proposal is designed to deal primarily with safety issues at the Marsh Lane end of Horseman Close and to prevent parking on the verge. If implemented there may be some displacement further along Horseman Close but the road alignment there is more suited to parked vehicles.

CMDL5

Two residents of Horseman Close	Do not consider that it is necessary for the restrictions to go beyond the entrance to Horseman Close. Object to the lines extending to the first bend as this will make it more difficult for visitors to park.	The extent of the proposed restrictions along Horseman Close is a balance between road safety and the convenience for residents and their visitors to park.
Resident of Horseman Close	Does not consider it necessary for the restrictions to go beyond the entrance to Horseman Close. Objects to the lines extending to the first bend as this will make it more difficult for visitors to park. The inconvenience of weekend parking is more acceptable than the inconvenience that the proposed restrictions would cause at all times.	The extent of the proposed restrictions along Horseman Close is a balance between road safety and the convenience for residents and their visitors to park.
Resident of Horseman Close	Welcomes the proposed restrictions which he has been pressing for over many years. However, would like the restriction on Horseman Close to be extended to cover both bends so that any displaced parking occurs in the more open section of the Close.	The extent of the proposed restrictions along Horseman Close is a balance between road safety and the convenience for residents and their visitors to park.
Resident of Horseman Close	The proposals are a good start but will only lead to non-resident parking further into Horseman Close.  The proposals should be extended to cover both bends on Horseman Close.	If implemented there may be some displacement further along Horseman Close but the road alignment there is more suited to parked vehicles. The extent of the proposed restrictions along Horseman Close is a balance between road safety and the convenience for residents and their visitors to park.
Resident of Horseman Close	In favour of the proposals. Notes that this may lead to parking going further into the side roads off Marsh Lane but expects that people will get used to this provided it is not inconsiderate. Wants action taken to prevent damage to the grass verges along Marsh Lane.	Noted.  Passed to City Council and Area Steward.

Divisions(s): Chipping Norton Cherwell
--

## **DEPUTY LEADER OF THE COUNCIL - 6 SEPTEMBER 2012**

### **BUS SERVICE SUBSIDIES**

#### **Report by Deputy Director for Environment & Economy (Commercial & Delivery)**

#### **Introduction**

1. This report and the associated Annexes deal with the following items, which now require decisions to be made by the Deputy Leader of the Council and portfolio holder for Highways & Transport. The review of subsidised bus services in the Chipping Norton and Charlbury areas, which, if awarded, will be effective from Sunday 9 December 2012.
2. Background information on the item above is included at Annex 1 together with a summary of the relevant points from the responses received through local consultation. Information relating to the main County Council subsidy contracts is also included at Annex 1 for each service, but in some cases there are wider issues affecting particular contracts, which are discussed later in the main body of this report.
3. Tender prices obtained for contracts specified in paragraph 1 will be contained in a confidential Supplementary Exempt Annex 2, to be circulated separately.

#### **Reasons for Exempt Annex**

4. The contents of Annex 2 should be considered as confidential and therefore in exempt session because their discussion in public might lead to the disclosure to members of the public present of information relating to the financial or business affairs of any particular person (including the authority holding that information) as a result of discussions between Oxfordshire County Council and/or other local authorities and organisations.
5. The costs contained in Annex 2 must be treated as strictly confidential since they relate to the financial and business affairs of the operator. All prices must be treated as strictly confidential until such time as a decision has been taken whether or not to provide financial support for each service. Revealing operators' prices before then would prejudice the County Council's position if tenders or propositions had to be sought again for any of the services. Prices remain confidential after the date of this meeting for 10 days (until 16 September 2012) under the objection period specified in the Public Contract Regulations 2006.

## **Subsidy Prices**

6. Tender prices will not be available until shortly before the meeting and will therefore be reported separately in Supplementary Exempt Annex 2, together with recommendations for each contract. Until all tender prices and 'de minimis' propositions received have been analysed, the overall impact on the Public Transport budget will not be known. Local Members will be advised in writing of recommendations affecting their Divisions at least one week before this meeting and invited to comment. Any responses received will be included as an annex to Supplementary Exempt Annex 2.
7. If further support for any contract is not agreed at the meeting on Thursday 6 September 2012 (except where they have been replaced by alternative arrangements or contracts) then the service or journey(s) concerned will cease after operation on Saturday 8 December 2012. The only exception to this may be if a settlement will be left with no other form of public transport. In such cases, it may be recommended that existing contract arrangements be extended until 2 June 2013 to allow time for alternative facilities such as voluntary community transport to be explored.

## **Exemption from Call-in**

8. On 10 January 2006 Council agreed an amendment to the Constitution which means that the County Council's call-in procedure should not apply to any decision on the letting of a contract, arising from termination of an existing contract. However, this amendment is only allowed if the time available is such that allowing for a call-in would result in service discontinuity and where all members of the relevant Scrutiny Committee had been informed of the circumstances of the decision to be made and given an opportunity to make representations to the decision maker about it. Since existing subsidy contracts will inevitably end on 8 December 2012, the effect of any call-in would be to prevent introduction of any replacement contracts, thus resulting in complete withdrawal of the services concerned and a consequent service discontinuity. The 10 January 2006 amendment therefore applies.
9. With regard to that provision, local members and Growth & Infrastructure Scrutiny Committee Members will be advised of the recommended contract awards (as contained in Supplementary Exempt Annex 2) at least one week before the date of this meeting to allow them the opportunity to put their comments in writing or arrange to speak at the meeting.
10. The above arrangements are separate from the provisions of the Public Contracts Regulations 2006 which allow a 10 day 'cooling-off' period for contractors who have any grievance with regards to the tender awards or processes. Successful tenderers will be advised of the outcome as soon as is practicable after the meeting, so that they will be in a position to register services with the Traffic Commissioners before the end of the 10 day period, if necessary. Because of this it will not be possible to disclose any information to the public in respect of the tender awards until Monday 17 September 2012 (the tenth day of the 'cooling-off' period being the preceding Sunday).



## Financial Position – Current Year (2012 - 2013)

11. The provisional funding available in the County Council’s bus subsidy budget is as follows:

	<u>£000's</u>
Bus Subsidy Budget	2,989
Rural Bus Subsidy Grant (RBSG)	1,788

Annual inflation, which is applied to existing contracts, does have a minor impact on available funding for new contracts.

*Note that this excludes budgets for public transport development, some of which are used for pump-priming bus services. It also excludes over £611K of income from developer, partnership and service-specific Government grant funding. All of these other sources of funding are dedicated to specific services and are not available for general bus subsidy. The value of any of these other sources of funding is therefore ‘netted out’ in any references to the subsidy cost to the Council of the services concerned.*

## Commercial declarations

12. At an early stage in the review process the County Council contacts all operators on the approved tender list (roundly some 200 in total), to enquire if there are any opportunities to provide all or part of the services under review on a commercial basis. Recent reviews have seen a number of declarations by operators resulting in significant savings in expenditure. Two separate declarations have been received for routes within this review under Annex 1 (for detail see paragraph 25 below).

## Financial Position – Chipping Norton & Charlbury area Review

13. The current annual net cost to the bus subsidy budget of the contracts under review (as at 1 April 2012) is £313,083.17. There are no other external contributions to the contracts under review (from for example Section 106 developer contributions).

## Contract Numbering

14. Contracts have been given a letter code in the first column of each Annex (and also in any references to the service within this report) and members are recommended to use this code for cross-reference purposes. Existing service and contract numbers are mentioned, for members’ information only, in the service descriptions. Both service and contract numbers may change following award of new contracts.

## **Review of Subsidised Bus Services in the Chipping Norton and Charlbury areas**

### **Background**

15. Subsidised bus services in the Chipping Norton and Charlbury areas are due for their regular review, and tenders have been invited for new contracts to run from 9 December 2012 until 31 May 2014. This is the date of the next review of services in the Witney (West Oxfordshire) area. Nine existing contracts were originally included within the scope of this review.
16. Details of all of the services concerned, together with information on the present subsidy cost and patronage data are contained at Annex 1. All affected Parish/Town Councils were consulted, as were two District Councils. The transport representative of each parish was notified of the consultation process in addition to the parish clerk. Numerous further interested parties were also consulted in the course of this review including Bus Users UK, Oxfordshire Unlimited and colleagues elsewhere within Oxfordshire County Council. Notices were placed on buses operating the routes concerned and at major bus stops. As a result views were also received from private individuals and other representative bodies. Comments received from the consultees, including any particular requests for new services or variations to existing routes, are also summarised under the respective contract headings in Annex 1.

### **Consultation during Review**

17. The consultation process undertaken was similar to other area reviews, in that some 48 parishes/towns were consulted and an open meeting for representatives held in Chipping Norton in May 2012.
18. A response rate of around 35% was achieved from parish and town Councils as a result of the public consultation exercise. Two locations have in recent years completed "parish plans" under guidance from the County Council.
19. A number of representations were made for new services, additional journeys or variations to services, although it was made clear at the commencement of the consultation process (in March 2012) that it was very unlikely that there would be spare funds for any significant improvements in view of the budgetary constraints imposed by Government.
20. Specifications for the new contracts have therefore sought prices for some minor route diversions or other realistic improvements where feasible, to meet any requests. In addition to the above responses, several further lengthy comments were received from other external consultees such as Bus Users UK.

## Services under Review

21. A number of factors have had to be taken into consideration during the course of the review. These include:-
- a. The wholly or partial commercial declarations, and subsequent 'de minimis' prices sought.
  - b. Other 'de minimis' prices sought for some contracts.
  - c. Cotswold Line "Rail-link" services.
  - d. Home to School Transport: revised joint working arrangement.
  - e. Exploration of possible use of other transport providers including unconventional modes.

### **a) – Wholly or partial commercial declarations and subsequent de minimis prices sought**

22. The position regarding commercial declarations received during this review, which are still the subject of further discussions, will be set out fully in Annex 2. In some cases, certain of the existing journeys have not been included within the scope of the commercial declaration in which case "de minimis" prices have been sought so as to ascertain the value of maintaining these trips. Prices for these are included at Annex 2.

23. However R.H.Transport have already declared the following services as mainly "commercial" and one of these has already been registered with the Traffic Commissioners to start on 9 December.

#### A) Service X8 (Chipping Norton – Kingham Station)

Commercial Monday to Friday timetable (only) but excluding a number of current early and late journeys. De Minimis prices will be sought for these and for a Saturday operation - See Item J).

#### B) Service X9 (Chipping Norton - Witney)

Commercial Monday to Saturday; the whole service except three existing journeys (excluding Fri/Sat evening journeys which will be tendered separately–Item K). The commercial journeys will not serve Ramsden or Poffley End. Alternative options for services to these villages have been included in the specifications as necessary.

24. Officers have sought tenders for the current level of service for all contracts under review and made available for tender. Various alternative options have also been specified for some contracts at either an enhanced (to meet requests) or lower (mainly based on usage) level of service or for a combination of existing routes in order to achieve savings. Consequently some 8 contracts were offered for open tender for services in the review area.

## **b) – Other ‘de minimis’ prices sought**

### **Stagecoach Midlands - service 50 (Contract PT/W37) (Item B) Mon-Sat service between Chipping Norton and Shipston / Stratford on Avon.**

- 25 This contract provides for the operation of four journeys each way between Chipping Norton and Shipston-on-Stour (on Monday-Saturday) as an extension of a mainly hourly commercial service operated by Stagecoach between Shipston and Stratford on Avon. These serve Over Norton in Oxfordshire (also served by route 488 from Banbury) and Long Compton in Warwickshire.
- 26 This contract is awarded by Oxfordshire County Council in conjunction with Warwickshire County Council, who pay 67% of the cost of the route 50 extension south from Shipston (based on the scheduled mileage in each authority area). They have indicated a willingness to continue the existing arrangement and level of service for a further period. Consequently “de minimis” prices have been sought from Stagecoach Midlands to continue the existing timetable. Prices received will be detailed within Annex 2 (item B).

### **Stagecoach Oxford / Midlands – services S3/50 (Contract PT/W42) (Item C) Sunday service between Oxford, Chipping Norton and Stratford on Avon.**

- 27 This contract provides for the operation of an hourly service between Woodstock and Chipping Norton (route S3) (extended every two hours to Shipston-on-Stour and Stratford on Avon on Sundays and Public Holidays. The section between Oxford City and Woodstock has a “commercially” provided service every half hour (integrated within the above schedule). Vehicles from both Stagecoach Oxfordshire and Stagecoach Midlands fleets jointly work on this service on Sundays.
- 28 This contract is awarded by Oxfordshire County Council in conjunction with Warwickshire County Council, who pay 43% of the cost of the route 50 extension south from Shipston on a Sunday/Public Holiday. Oxfordshire County Council wholly funds the Chipping Norton to Woodstock section, although the whole service is currently covered by a single contract price.
- 29 Stagecoach Oxfordshire (as lead company) has however indicated that, for operational reasons they are not in favour of continuing the through operation from Stratford-on-Avon to Oxford or vice-versa despite it being a quite efficient use of resources. It is suggested that connections could be maintained at Chipping Norton between S3 and 50, although it is thought that the number of through passengers is quite small. This does, however, mean that the level of service between Chipping Norton and Stratford will be very dependent upon the requirements of Warwickshire C.C. and the level of funding that they have available. Consequently “de minimis” prices have been sought from Stagecoach Oxfordshire and Stagecoach Midlands for their respective operations, which in respect of the latter will have to be considered in conjunction with Warwickshire County Council. In a “worst-case” scenario the service within Oxfordshire on service 50 on Sundays

may possibly be withdrawn completely. The outcome of these discussions together with the prices received will be detailed within Annex 2 (Item C).

### **c) – Cotswold Line “Rail-link Services.**

- 30 This review covers the three “Rail-Link” services that connect with Cotswold Line train services at either Kingham or Charlbury stations. These comprise the X8 (Chipping Norton – Kingham), C1 (Charlbury – Leafield – Wychwoods) and T1 the demand responsive off-peak service from Charlbury Station. All were established around 2000 using specific Government funding. The X8 has from this review been declared partly commercial (see paragraph 25 above) but the Charlbury routes (C1 & T1) remain unsustainable without continued financial support. Various options have been tendered for these latter services, including seeking prices for separate operations on the existing basis (Items F & I) or incorporation with other routes (Item G). The recommended option(s) for these services will be detailed in Annex 2.

### **d) – Home-to-School Transport – revised joint working arrangements**

- 31 In a recent change, these services have now reverted to being tendered by the Public Transport Section (within the Integrated Transport Unit) but on a separate timescale to the Public Transport bus subsidy contracts. There are no existing education contracts within this review area that utilize public bus services to carry entitled schoolchildren. No other opportunities have been identified at this stage for putting any other groups of students on existing public journeys.

### **d) - Exploration of possible use of other transport providers including unconventional modes**

32. Officers considered the possible use of County Council owned vehicles in the context of this review and several possible opportunities were identified. All of the contracts on offer (with exception of PT/W49–service 811) specify 15 seat vehicles or less. Based on observed loadings it is thought that vehicles of this size will be adequate to meet known demands. Small size vehicles must still, however, be capable of carrying a wheelchair passenger.
33. In addition to the County Council’s own fleet a number of “not for profit” Community Interest Companies exist in our area. One ‘Go-Ride C.I.C.’ already has two contracts with the County Council and also works for West Berkshire District Council. These companies run small vehicles (under 16 seats) under “Section 22” permit arrangements and employ full-time paid staff and managers, but any profit from income is reinvested in the company. Members will also be aware that the Council’s Big Society Fund is focused on stimulating interest amongst community groups to provide local transport solutions.

## **Developer Funding – Section 106 Monies**

- 34 There are no available Section 106 funding (or alternative sources) for the bus services under review in this area.

### **Contract Costs**

- 35 Following the award of any new bus service contracts the financial impact on the Bus Services budget can then be calculated. The financial outturn will be set out in Annex 2. Operators were requested to quote prices on a “Gross” costs basis only for all of the open tendered services listed offered in this review. With “gross” contracts, the operators keep the on-bus revenue but no claim is made for the carriage of concessionary pass holders. An estimate has to be made as to the cost of this and included in their bid price. The “de minimis” contracts, listed on page 1, which also have a commercial element, will continue on a “net cost” basis whereby concessionary reimbursement is claimed separately. It will clearly indicate in Annex 2 which type of contract is being recommended for possible award.

### **Scheduled Community Transport operations**

- 36 Whilst there are a number of community transport operations in this area of West Oxfordshire these have not been considered as part of this review. These receive no funding from Oxfordshire County Council, but comprise services to/from Chipping Norton provided by:-

A) Shipston Community Minibus

From Warwickshire villages to Chipping Norton on a Wednesday –

B) “Villager” community bus services Ltd

Operates the following routes from a base at Oddington in Gloucestershire to/from Chipping Norton (normally one return journey). The Oxfordshire villages served are listed below:

Route V22 (Tues) – Churchill, Kingham, Salford.

Route V2 (Wed) - Cornwell, Salford.

Route V4 (Wed) – Cornwell, Salford.

Route V8 (Fri) – Chasleton, Cornwell, Salford.

Route V9 (Fri) – Fifield, Idbury, Foscot, Kingham, Churchill.

Route V12 (Fri) – Taynton, Burford, Fulbrook, Shipton-under-Wychwood, Milton-under-Wychwood, Bruern, Kingham, Churchill.

Whilst providing the only public transport services to number of these villages, they also (inter alia) provide links to both Moreton-in-the-Marsh and Stow-on-the-Wold.

### **Financial and Staff Implications**

- 37 The financial implications as they relate to bus service subsidies will be dealt with in Annex 2. There are no staff implications.

## **ANNEX 2**

- 38 This document will be circulated prior to the meeting to all relevant County Council members. Each contract (or group of like contracts) will have a separate sheet in the same order and numbering as in Annex 1. Relevant information on the current service pattern, level and route will be repeated in the heading followed by the officer's recommended option and suggested course of action (including the costs of any recommended option). This section will also highlight the likely consequences of proceeding with the award of a recommended option (parishes/areas unserved or known passenger flows displaced). This is followed by a summary of all the other options/prices sought and the cost /likely effect of awarding these options (and which may be awarded by the Deputy Leader in lieu of the officer's recommended option if he so wishes).

## **RECOMMENDATION**

- 39 **The Deputy Leader of the Council is RECOMMENDED to:**
- (a) **agree the subsidy for the services described in this report on the basis of the tender prices (and the periods of time) as set out in Supplementary Exempt Annex 2 to this report;**
  - (b) **agree that the decisions made in (a) above are urgent in that any delay likely to be caused by the call-in process would result in service discontinuity and in accordance with the requirements of Scrutiny Procedure Rule 17(b) those decisions should not be subject to the call in process.**

MARK KEMP

Deputy Director, Environment & Economy (Commercial & Delivery).

Background papers: Correspondence with Local Councils, Parish Transport Representatives, Transport operators and other bodies (refer to contact officers).

Contact Officers: Steve Smith (Service Manager, Environment & Economy) Tel: (01865) 810435.

August 2012

This page is intentionally left blank



## Chipping Norton and Charlbury Area Review – New contracts to commence 9<sup>th</sup> December 2012

Item	Service number	Contract number	Route	Days of operation	Current Operator	Page
A	23A	W43	Steeple Aston – Tews – Chipping Norton	Weds/Sat: single return trip	Heyfordian	2-3
B	50	W37	<i>Chipping Norton – Over Norton – Shipston-on-Stour</i>	<i>Mon-Sat: 4 return trips</i>	<i>Stagecoach</i>	4-5
C	50/S3	W42	<i>Oxford – Chipping Norton – Stratford-upon-Avon</i>	<i>Sun/BH only: hourly</i>	<i>Stagecoach</i>	6-7
D	243	W48	Combe – Leafield – Witney	Tues/Fri: 3 return trips	R H Buses	8-9
E	811	W49	Salford – Chipping Norton – Cheltenham	Sat only: single return trip	Pulhams	10-11
F	C1	W40	Charlbury Railbus	Mon-Fri peak	R H Buses	12-14
G	C1/X8A	W52	Kingham – Wychwoods (X8A) including Charlbury Railbus (C1)	Mon-Fri	R H Buses	15-18
H	E1/E2	W47	Evenlode Connection	Mon-Fri	New Services	19
I	T1	W46	Charlbury Taxibus	Mon-Fri off-peak	R H Buses	20-21
J	X8	W50	<i>Kingham Railbus</i>	<i>Mon-Fri early and late jnys + all day Sats</i>	<i>R H Buses</i>	22
K	X9	W45	Witney – Charlbury – Chipping Norton	Limited Fri/Sat evening service	R H Buses	23-24
L	X9	W56	<i>Witney – Charlbury – Chipping Norton</i>	<i>2 x AM and 1 x PM journeys Mon-Fri</i>	<i>R H Buses</i>	25-27

*Items shown in italics were not tendered but are negotiated “de minimis” contracts.*

## SECTION A: -

### CHIPPING NORTON & CHARLBURY AREA REVIEW

Contracts to be awarded for 18 months to 31<sup>st</sup> May 2014

#### Notes

---

**Parishes served:** Where a parish is listed in [square brackets], the service passes through the parish but does not serve the main area of population.

#### ITEM A

##### Service 23A

**Contract: PT/W43:- Steeple Aston – The Tews – Chipping Norton**

---

**Description:** Market day/shoppers service through a number of villages where this is the only bus service.

**Operator:** Heyfordian Travel

**Days of operation:** Wednesday and Saturday only

**Frequency:** One single trip each way.

**Parishes served:** Chipping Norton, Great Tew, Heythrop, Little Tew, Sandford St Martin, Steeple Aston (Cherwell), Steeple Barton, Swerford, Westcot Barton

**Alternative services:** None of the communities served have other direct links with Chipping Norton. Great Tew, Little Tew and Swerford have no other public bus service. Sandford St Martin is linked with Banbury on Thursdays by Oxfordshire County Council service 90 (single return trip). This also serves Middle Barton, which also benefits from Stagecoach service S4 to Oxford and Banbury (Monday to Saturday: am/eve peak service to Oxford and Banbury, plus three/four off-peak journeys each way). Steeple Aston has an hourly S4 service to Banbury and Oxford, (Mon-Sat) along with a limited Sunday service.

**Current subsidy per annum:** £12,319

**Average passengers per day:** 8 Wednesday, 3 Saturday

**Cost per passenger journey:** £12.53

---

#### **Background**

This is a very long established market day service (running on Wednesdays to Chipping Norton Market). An extension to serve Steeple Aston and an additional day's operation on a Saturday were introduced, following representations, at the last review in 2008.

#### **Overview:-**

Like many of the once per week "market services" this route has seen a slow decline in usage over the years. There appears to be no usage on either of the present operating days from Steeple Aston (despite the request for the service), nor from Swerford village (where access is sometimes difficult due to parking). The new Saturday service has been poorly supported and therefore it is difficult to justify continuation on this day.

*Continued:*

**ITEM A - Service 23A Contract: PT/W43**  
**(Continued)**

**Comments from consultation:-**

*Sandford Parish Council: - Retain if possible (including Saturdays)*  
*Steeple Barton Parish Council: - Retain if possible (including Saturdays)*  
*Bus Users UK: - Retain if possible (including Saturdays)*

**Prices sought: - One journey each way on:-**

PT/W43A – Wednesday & Saturday (Current level of service)  
PT/W43B – Wednesday only (reduction)

## **ITEM B**

### **Service 50**

#### **Contract: PT/W37:- Chipping Norton – Over Norton - Shipston on Stour**

*(joint contract with Warwickshire County Council).*

---

**Description:** This is a negotiated 'de minimis' subsidy contract by Oxfordshire and Warwickshire County Councils towards the extension of a commercially operated service between Stratford on Avon and Shipston-on-Stour to/from Long Compton (Warks) and Over Norton and Chipping Norton (Oxon).

**Operator:** Stagecoach Midlands

**Days of operation:** Monday to Saturday (see Item C for Sunday service).

**Frequency:** 4 journeys each way. (N.B. combined with service 50A the frequency between Shipston and Stratford is broadly hourly)

**Parishes served:** Chipping Norton, Over Norton.

**Alternative services:** Over Norton is linked with Chipping Norton by hourly peak and off-peak services 488 on Monday to Saturday. However, service 50 provides an early morning journey between these places. Shipston Link community transport provides an alternative service between Chipping Norton and Shipston on Stour on a Wednesday only (via a different route) but this does not serve Long Compton.

**Current subsidy per annum:** £10,213.51 (Warwickshire also contributes £21,174.03 toward the subsidy cost for this service, the bulk of which operates in their administrative area).

**Average passengers per day:** 23 (passengers from Oxfordshire to points as far as Shipston on Stour and vice versa)

(Any passengers who had alternative facilities (to the same destination) within 400m of this route are excluded from the above figures).

**Cost per passenger journey:** £1.40

#### **Background:**

This service is the continuation of a once popular through route from Oxford to Stratford on Avon, and although connections are now made with Stagecoach Oxfordshire service S3 to/from Oxford in Chipping Norton (West Street) these are not guaranteed. This is in contrast to the Sunday service (Item C below), where buses presently run through from Oxford to Stratford, and at a higher frequency (every two hours) than on Mondays to Saturdays.

#### **Overview:-**

This service currently provides a local service for mainly cross County journeys from points in Warwickshire to/from Chipping Norton, with little evidence of through journeys to/from points beyond Chipping Norton within Oxfordshire. The current pattern of service with one journey in each peak and two off-peak trips is probably the minimum level that is of any value.

*Continued:*

**ITEM B - Service 50 Contract: PT/W37**  
**(Continued)**

**Comments from consultation:-**

*Member of public via portal:*

*Later bus from Chipping Norton to Shipston on Stour for nights out.*

*Bus Users UK:*

*Improve publicity of 50/S3 integration*

*Warwickshire County Council:*

*Prepared to continue present level of service with existing apportionment (67%).*

**Prices sought:**

PT/W37 – Negotiated de minimis contract with Stagecoach Midlands.  
(in consultation with Warwickshire County Council).

## **ITEM C**

### **Services S3/50**

#### **Contract: PT/W42:- Oxford - Chipping Norton – Stratford on Avon**

*(joint contract with Warwickshire County Council).*

---

**Description:** This is a negotiated 'de minimis' subsidy contract by Oxfordshire and Warwickshire County Councils towards the provision of a frequency enhancement to the Sunday S3 service between Chipping Norton and Woodstock (giving an hourly service from Oxford to Chipping Norton), with some extensions (as route 50) to/from Stratford on Avon via Shipston on Stour. The Woodstock-Oxford section is provided commercially.

**Operator:** Joint operation by Stagecoach Oxfordshire and Stagecoach Midlands

**Days of operation:** Sundays and Bank Holidays

**Frequency:** Half-hourly, Oxford – Woodstock (commercial) with hourly projections under this contract to/from Chipping Norton and two-hourly thence to/from Stratford on Avon. Buses operate as a through service.

**Parishes served:** Begbroke (Cherwell), Chipping Norton, Enstone, Kiddington, Oxford, Over Norton, Rollright, Woodstock, Yarnton (Cherwell)

**Alternative services:** No alternative services link the places served by this contract on Sunday. If the subsidy contract is not re-awarded the service is likely to revert to a previous operational level, comprising the half-hourly Sunday commercial frequency between Oxford and Woodstock with just some journeys AM and PM to/from Chipping Norton. The status of the service beyond Chipping Norton to Stratford-upon-Avon (currently two-hourly) would be dependent upon Warwickshire County Council's ongoing willingness to subsidise the service in their area.

**Current subsidy per annum:** £23,204.52 (Warwickshire County Council contributes a further £17,505.16 towards the subsidy cost for this contract)

**Average passengers per day:** 112 (Estimated) (Oxon section of S3)  
No data for service 50

**Cost per passenger journey:** £3.43 (Oxon S3)

#### **Background:**

This service continues the long established provision of a through route from Oxford to Stratford on Avon, although this facility is now only available on Sundays. It is not known how much this opportunity is actually used although it provides a very efficient operation.

#### **Overview:-**

If the subsidy contract is not re-awarded the service is may possibly revert to a lower frequency between Chipping Norton and Woodstock, although the commercial half-hourly Woodstock – Oxford service is likely to be maintained. A service from Chipping Norton to Startford connection with service S3 and offering at least four trips in each direction has been proposed by Stagecoach and this broadly reflects the level of service that officers from Warwickshire feel may be appropriate should reductions be necessary.

Continued:

**ITEM C - Services S3/50 Contract: PT/W42**  
**(Continued)**

**Comments from consultation:-**

*Warwickshire County Council: Prepared to continue broadly present level of service with exiting apportionment (43%). Note: if frequencies alter then this amount will have to be recalculated, based upon scheduled on mileage within each authority area.*

*Members of public (Portal): Evening & /Sunday service: Charlbury-Oxford service (2 requests).*

*Begbroke Parish Council: Retain Sunday enhancement (Begbroke)*

*Bus Users UK: Improve publicity of S3/50 integration.*

*Chipping Norton Town Council: Enhance service daily to every 30 minutes.*

*Woodstock Town Council: Retain Sunday enhancement for travel to Blenheim.*

**Prices sought:**

PT/W42 – Negotiated de minimis contract with Stagecoach Oxfordshire in consultation with Stagecoach Midlands and Warwickshire County Council.

## **ITEM D**

**Service 243**

**Contract: PT/W48:- Combe – Leaffield – Witney**

---

**Description:** This contract was introduced at the last review in 2008 to provide a new shoppers service from Stonesfield, Combe, Crawley and Leaffield to/from Witney. These villages had only limited services prior to the introduction of this route.

**Operator:** R. H. Transport.

**Days of operation:** Tuesday and Friday

**Frequency:** Three trips each way.

**Parishes served:** Combe, Crawley, Fawler, Finstock, Leaffield, Stonesfield, Witney

**Alternative services:** *No alternative direct services link Combe and Stonesfield with Witney at any time.*

*Crawley has the following additional services:*

- Witney (Villager services 14, 21 and 23): Tuesday, Wednesday and Thursday morning

*Fawler has the following additional service:*

- Woodstock and Oxford (Stagecoach service S3): broadly hourly peak/off-peak service Mon-Sat

*Finstock has the following additional services:*

- Witney and Chipping Norton (R.H. Buses service X9 – contract W45/W56: see Item I): broadly hourly peak/off-peak service Mon-Sat
- Charlbury (RH Buses services C1/T1 – contract W40: see Item G): peak hour 'railbus' service and off-peak demand responsive 'taxibus'
- Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only

*Leaffield has the following additional services:*

- Charlbury (RH Buses services C1/T1 – contract W40: see Item G): peak hour 'railbus' service and off-peak demand responsive 'taxibus'
- Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only.
- Witney: single shoppers round trip on Tuesday, Wednesday and Thursday mornings and Thursday afternoon (Villager services V14/20/21/23).

**Current subsidy per annum:** £18,719

**Average passengers per day:** 24

**Cost per passenger journey:** £7.52

---

*Continued:*



**ITEM D - Service 243 Contract: PT/W48**  
**(Continued)**

**Background:**

Introduced following requests at the December 2008 review. Previously Crawley and Leafield only had the infrequent "Villager" minibuses outlined above to/from Witney, which on occasions such as market day were sometimes inadequate. Combe and Stonesfield are linked by regular services (Mon-Sat) to Charlbury, Woodstock and Oxford.

**Overview:-**

Whilst the Friday service has proven to be popular, certain of the trips on both days have been little used. No passengers were picked up or set down in Crawley on any of our surveys. Regular users from Combe, Stonesfield, Fawler and Leafield but no passengers from Finstock.

**Comments from consultation:-**

*Bus Users UK: - Retain service*

*Combe Parish Council: - Retain service. Connection with X9 may be adequate substitute if reliable*

*West Oxon District Council: - Make afternoon return trip 'compulsory' to Combe.*

*Witney PTR: - Maintain 243 service in some guise, even if by amending routes*

**Prices sought:**

PT/W48A: Tuesday and Friday shoppers service (as existing – 2 days operation - three trips e.w.)

PT/W48B: Tuesday & Thursday shoppers service (reduction – 2 days operation (different from 48A) - one journey each way).

PT/W48C: Monday to Friday shoppers service (5 day operation - one jny each way).

PT/W48D: Mon, Tues, Thurs, Fri shoppers service (4 days operation - one jny each way)

PT/W48E: Monday to Friday shoppers service (5 day operation – one jny each way)  
Serving Coombe, Stonesfield, Fawler and Ramsden only.

PT/W48F: Mon, Tues, Thurs, Fri shoppers service (4 days operation - one jny each way)  
Serving Coombe, Stonesfield, Fawler and Ramsden only.

## **ITEM E**

**Service 811**

**Contract: PT/W49:- Salford – Chipping Norton – Wychwoods – Idbury - Cheltenham.**

---

**Description:** Saturday leisure/shoppers' service linking Chipping Norton and several nearby villages with Bourton-on-the-Water and Cheltenham

**Operator:** Pulham's Coaches

**Days of operation:** Saturday only

**Frequency:** One single trip in each direction.

**Parishes served:** Bruern, Chipping Norton, Churchill and Sarsden, Fifield, Idbury, Kingham, Lyneham, Milton-under-Wychwood, Salford, Shipton-under-Wychwood.

**Alternative services:** This service provides a shopping and leisure link between the Oxfordshire villages listed above and Cheltenham. The departure times and direction of travel mean that this service is of little use to the villages en route in terms of enabling other useful trips. However, it does enable residents of Salford to access Chipping Norton on Saturday afternoon, but travellers must stay for five hours if they wish to return by bus as there are no other services between these places on Saturday.

Churchill, Fifield, Idbury, Kingham, Milton and Shipton under Wychwood all have direct daily links to either Chipping Norton or Witney whilst Bruern, Lynham and Salford are served by various "Villager" routes, generally on market days, to/from the nearest centre.

**Current subsidy per annum:** £8,813

**Average passengers per day:** 34 (travelling to/from Oxfordshire towns and villages)

**Cost per passenger journey:** £5.01

---

### **Background:**

A long standing and (comparatively) well used service that at one time was a commercially provided operation by Pulham's who have always run this route. Also serves Church Westcote, the Rissington's and Bourton on the Water in Gloucestershire but no funding is received from this authority towards the cost of this operation.

### **Overview:-**

Some 16 passenger were also carried wholly within Gloucestershire (giving 50 overall) during our surveys. This service is somewhat unusual in a number of respects in providing a Saturday afternoon shopping trip to a large town some distance inside an adjoining County. Nevertheless it continues to be well used and has seen no real decline in passenger numbers over the four years since the last review in 2008. Despite these positives, it has a high c.p.j., although in monetary terms the amount of subsidy is quite low.

### **Comments from consultation:-**

*Bus Users UK:*

*Retain service*

*Milton-under-Wychwood Parish Council:*

*Retain service*

*Salford Parish Council:*

*Retain service*

*Continued:*

**ITEM E - Service 811 Contract: PT/W49**  
**(Continued)**

**Prices sought:**

PT/W49A: Saturday shoppers service (as existing – one journey each way).  
PT/W49B: Enhanced Saturday shoppers' service (two journeys each way).

## **ITEM F**

### **Service C1**

**Contract: PT/W40:- Charlbury Railbus.**

---

**Description:** This contract currently comprises the following two services:-

**C1 – Charlbury – Finstock – Leaffield – Ascott - Shipton (peak service)**

**T1 – Leaffield – Ramsden – Finstock - Charlbury (off-peak service)**

*Service C1 is retendered separately under this contract (W40) or as a combination with off-peak service X8A under new contract PT/W52 (Item G).*

*Service T1 is retendered separately under contract PT/W 46 (Item I)*

Service C1 provides peak hour links to Charlbury Station, with arrivals and departures timed to connect with trains to and from London.

**Operator:** R.H. Transport.

**Days of operation:** Monday to Friday peaks.

**Frequency:** Peak hour service connects with train arrivals/departures from Charlbury.

**Parishes served:** Ascott-under-Wychwood, Charlbury, Finstock, Leaffield, Milton-under-Wychwood, Shipton-under-Wychwood

**Alternative services:** *Ascott-under-Wychwood has the following additional services:*

- Chipping Norton (RH Buses service X8 – contract W50: see Item J): hourly off-peak service.
- Chipping Norton and Banbury (Pulhams service 806): single Thursday return trip.

*Charlbury has the following additional services:*

- Woodstock and Oxford (Stagecoach service S3): broadly hourly peak/off-peak service Mon-Sat.
- Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only.
- Witney and Chipping Norton (R.H. Buses service X9 – contract W45/W56: see Item K): broadly hourly peak/off-peak service Mon-Sat.

*Finstock has the following additional services:*

- Witney and Chipping Norton (R.H. Buses service X9 – contract W45/W56: see Item K/L): broadly hourly peak/off-peak service Mon-Sat.
- Witney (R.H. Buses service 243 – contract W48: see Item D): Tuesday and Friday shoppers' service.
- Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only.

*Leaffield has the following additional services:*

- Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only.
- Witney: single shoppers round trip on Tuesday, Wednesday and Thursday mornings and Thursday afternoon (Villager services 14/20/21/23), plus RH Buses service 243 (contract W48: see Item D) on Tuesday and Friday

*Continued:*

**ITEM F - Service C1 Contract: PT/W40  
(Continued)**

*Milton-under-Wychwood has the following additional services:*

- Chipping Norton (R.H. Buses service X8 – contract W50: see Item J): hourly off-peak service.
- Chipping Norton and Banbury (Pulhams service 806): single Thursday return trip.
- Cheltenham (Pulhams service 811: contract W49: see Item E): single Saturday return trip.
- Witney (Stagecoach service 233: not under review): broadly every 90 minutes Monday to Saturday, and 4 round trips on Sunday

*Shipton-under-Wychwood has the following additional services:*

- Chipping Norton (Pulhams service 806): single Thursday return trip.
- Chipping Norton (Villager service 13): single Friday return trip.
- Cheltenham (Pulhams service 811: contract W49: see Item E): single Saturday return trip.
- Witney (Stagecoach service 233: not under review): broadly every 90 minutes Monday to Saturday, and 4 round trips on Sunday.
- Chipping Norton (RH Buses service X8 – contract W50: see Item J): hourly off-peak service.
- Witney (Villager services V14/20A/20B): single Tuesday return trip, and one Thursday a.m. and one Thursday p.m. return trip.

<b>Current subsidy per annum</b>	£15,472 (includes demand-responsive daytime T1 service).
<b>Average passengers per day</b>	47.
<b>Cost per passenger journey</b>	£1.27

---

**Background:**

The Railbus service commenced in March 2001 using specific Government funding under a “Challenge” programme and this covered both the cost of operations up to April 2003 and the purchase of a special low-floor 12 seat minibus. Subsequently the service has been mainly funded from the County Council Bus Subsidy budget. The same minibus is still being used on the service in 2012 due to the recent imposition of a weight limit on the river bridge just beside Charlbury station. Should buses be banned entirely from crossing this bridge then this would have a very detrimental effect on this operation. Ability to serve Charlbury Town would be reduced which would affect evening peak loadings and possibly the viability of the route as a whole. Potential tenderers have been advised of the situation.

The service has been regularly reviewed in both 2004 and 2008 with the off-peak operation being reduced to an “on-demand” taxi service (route T1) in 2008. Timetables have had to be slightly modified at each rail timetable change (normally in May/December) in order to maintain train connections, although the Cotswold Line train service has itself been through a significant upgrading over the same period.

The C1 service has always had extensive publicity and is promoted both by the Council and the Train operator (First Great Western).

**Overview:-**

The service has achieved the original aim of connecting the Cotswold villages that are served, with Charlbury station and has been suitably refined over the intervening decade.

*Continued:*

ITEM F - Service C1 Contract: PT/W40  
**(Continued)**

Nevertheless usage remains quite low (more passengers travel from the Station in the evening – often just to points within Charlbury Town – than arrive in the mornings). As such the operation is very unlikely to be self-sustainable.

**Comments from consultation:-**

*Bus Users UK: Retain service.*

*Charlbury Town Council: Advance morning journeys to give a little more time for train connections.*

*Charlbury resident: Retain 'unofficial' stop at footbridge at Charlbury Station*

*Milton-under-Wychwood Parish Council: Retain service.*

*Member of public (Portal): Improve stopping arrangements at Fawler turn.*

*Cotswold Line Promotion Group : Remove evening 'request' extensions to Wychwoods if necessary for improved timekeeping.*

*Shipton-under-Wychwood Parish Council: Retain for rail commuters.*

**Prices sought:**

PT/W40A: Peak Hour service (Mon-Fri) – existing service.

In an attempt to achieve economies as part of a combined operation, certain variants of contract PT/W52 (Service X8A – see Item G) include journeys on service C1 as follows:-

PT/W52A - Hourly service on X8A including service C1 (current route).

PT/W52C - Broadly two-hourly service on X8A with extensions to Leaffield, Ramsden and Witney and including service C1.

PT/W52E - Broadly two-hourly service on X8A with extensions to Leaffield, Ramsden and Witney and including service C1 (earlier finish).

## **ITEM G**

### **Service X8A (including C1)**

**Contract: PT/W52:- Kingham – Wychwoods.**

---

#### **Description:**

**X8A – Kingham – Idbury – Shipton-under-Wychwood – Ascot-under-Wychwood.**

*Certain options also include journeys on:-*

*C1 – Charlbury – Finstock – Leafield – Ascott - Shipton (peak service).*

**Service X8 currently operates between Chipping Norton and Kingham Station, Idbury, Milton-under-Wychwood and Ascot-under-Wychwood. The existing operator has declared the majority of the Monday to Friday service on X8 as a commercial operation between Chipping Norton and Kingham Station (also see Item J).**

This contract provides an off-peak replacement service over the non-commercial section of the existing route (Kingham to Ascot) as well as (for certain options only) integration with the peak only C1 Charlbury Railbus. Optional extensions of service X8A are also suggested from Ascot to Leafield, Ramsden and Witney.

NOTE: A Sunday/ Public Holiday service is provided between Milton-under-Wychwood and Chipping Norton via Idbury, Kingham and Churchill by an extension of Stagecoach Oxfordshire service 233 (Witney – Milton-under-Wychwood). This covers the X8/X8A route on these days. This service is NOT part of this review and will continue unchanged.

FOR FULL DETAILS OF SERVICE C1 (Charlbury Railbus) please see Item F.

Full Details of present service X8

#### **Kingham Railbus (with off-peak extensions to Wychwoods via Idbury)**

---

**Operator:** R.H. Transport

**Days of operation:** Monday to Saturday

**Frequency:** Broadly hourly

**Parishes served:** Ascott-under-Wychwood, Chipping Norton, Churchill, Fifield, Idbury, Kingham, Milton-under-Wychwood, Shipton-under-Wychwood

**Alternative services:** *Ascott-under-Wychwood has the following additional services:*

- Charlbury (R.H. Buses service C1 – contract W40: see Item F): peak hour service (Mon-Fri).
- Chipping Norton and Banbury (Pulhams service 806): single Thursday return trip.

*Chipping Norton has the following additional services:*

- Woodstock and Oxford (Stagecoach service S3): hourly peak/off-peak with limited Mon-Sat evening service, Two hourly Sundays.
- Charlbury, Woodstock and Oxford (Stagecoach service S3): limited peak hour 'placement' journeys only.
- Shipston-on-Stour and Stratford (Stagecoach service 50 - contract W32: see Items B/C): one morning and evening peak journey in each direction, plus three off-peak journeys each way Mon-Sat; two hourly Sundays.
- Charlbury and Witney (R.H. Buses service X9 - contracts W45/W56: see Item K): broadly hourly peak/off-peak service Mon-Sat.

*Continued:*

**ITEM G – Service X8A Contract: PT/W52**  
**(Continued)**

- Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only.
- Bloxham and Banbury (Stagecoach service 488/489): hourly service Mon-Sat.

*Churchill has the following additional services:*

- Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only.
- Chipping Norton (Villager service V9/V12): one round trip on Thursday a.m. and one round trip on Friday a.m. and p.m.
- Cheltenham (Pulhams service 811 – Contract W45: see item E): single Saturday return trip.
- Witney (Villager service V24): single Thursday p.m. return trip.
- Witney (Stagecoach service 233 – Sundays: four trips each way to Witney / Kingham / Chipping Norton).

*Fifield and Idbury have the following additional services:*

- Cheltenham (Pulhams service 811 – Contract W45: see item E): single Saturday return trip.
- Witney (Villager service V21): single Wednesday morning return trip
- Witney (Stagecoach service 233 – Sundays: four trips each way to Witney / Kingham / Chipping Norton).

*Kingham has the following additional services:*

- Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only).
- Stow-on-the-Wold (Villager service V6): single round trip on Thursday only.
- Witney (Villager services V14/20/23): single round trip on Tuesday morning and Thursday morning.
- Witney (Stagecoach service 233 – Sundays: four trips each way to Witney / Kingham / Chipping Norton).

*Milton-under-Wychwood has the following additional services:*

- Charlbury (RH Buses service C1 – contract W40: see Item F): Peak hour service.
- Chipping Norton and Banbury (Pulhams service 806): single Thursday return trip.
- Cheltenham (Pulhams service 811): single Saturday return trip.
- Witney (Stagecoach service 233: not under review): broadly every 90 minutes Monday to Saturday, and 4 round trips on Sunday.

*Shipton-under-Wychwood has the following additional services:*

- Chipping Norton (Pulhams service 806): single Thursday return trip.
- Chipping Norton (Villager service 13): single Friday return trip.
- Cheltenham (Pulhams service 811): single Saturday return trip.

*Continued:*



**ITEM G – Service X8A Contract: PT/W52**  
**(Continued)**

- Witney (Stagecoach service 233: not under review): broadly every 90 minutes Monday to Saturday, and 4 round trips on Sunday.
- Charlbury (R.H. Buses service C1 – contract W40: see Item F): peak hour service.
- Witney (Villager services 14/20/23/24): single Tuesday return trip, and one Thursday a.m. and one Thursday p.m. return trip.

<b>Current subsidy per annum:</b>	£135,736 <i>(Current cost, entire service Chipping Norton – Ascot)</i>
<b>Average passengers per day:</b>	164 <i>Approx no of passengers over new X8A section, Kingham – Ascot = 50.</i>
<b>Cost per passenger journey:</b>	£2.71

---

**Background:**

The Kingham Railbus service commenced in July 1999 using Government funding provided under the “Rural Bus Subsidy Grant”, specifically given to County Councils to encourage new links. It is still funded from this source.

The service has been regularly reviewed in both 2000, 2004 and 2008, with the extension from Kingham Station to Ascot introduced as part of the last review (an extension to Bledington village (in Gloucestershire) being discontinued at the same time. Timetables have had to be slightly modified at each rail timetable change (normally in May/December) in order to maintain train connections, although the Cotswold Line train service has itself been through a significant upgrading over the same period.

The X8 service has always had extensive publicity (jointly with the C1) and is promoted both by the Council and the Train operator (First Great Western).

**Overview:-**

This route has been developed over the past 13 years not only as a link to the nearest railhead from Chipping Norton but also as a useful service to the intermediate villages. It has now achieved sufficient usage to be deemed commercial over the main section (which is what the concept the Rural Bus Subsidy Grant envisaged). The newer section, from Kingham to Ascot, which saw a significant increase in service in 2008 may not be as sustainable as a separate operation.

**Comments from consultation:-**

*Bus Users UK: Retain but possibly re-route (via Bruern?) to reduce journey time and improve reliability and scope of route (BUUK)*

*Churchill Parish Council: Retain service, plus extend to Witney*

*Cotswold Line Promotion Group:*

- Retard all/some off-peak journeys from Kingham by a few minutes to facilitate connections in both directions.*
- Increase evening peak ‘wait’ from 5 to 10 minutes.*

*Milton-under-Wychwood: Retain service.*

*Kingham Parish Council: Retain service: larger bus on Wednesdays?*

*Shipton-under-Wychwood Parish Council:*

*Oppose any reduction in frequency; retain useful daytime links with rail service.*

*Continued:*

**ITEM G – Services X8A / C1 Contract: PT/W52**  
**(Continued)**

**Prices sought:**

PT/W52A - Hourly service *including* service C1 (current route).

PT/W52B - Hourly service *excluding* service C1 (current route).

PT/W52C - Broadly two-hourly service with extensions to Leaffield, Ramsden and Witney and *including* service C1.

PT/W52D - Broadly two-hourly service with extensions to Leaffield, Ramsden and Witney *excluding* service C1.

PT/W52E - Broadly two-hourly service with extensions to Leaffield, Ramsden and Witney and *including* service C1 (earlier finish).

PT/W52F - Broadly two-hourly service with extensions to Leaffield, Ramsden and Witney *excluding* service C1 (earlier finish).

Variants A, C and E include journeys on service C1 (see item F) in an attempt to achieve reduced costs by a combined operation. If contract PT/W52 is awarded as an option that includes the C1 service, then contract PT/W40 would not be awarded.

## **ITEM H**

### **Services E1/ E2.**

#### **Contract: PT/W47:- Evenlode Connection.**

---

**Description:** If awarded this will be a new contract for a service linking Combe, Stonesfield, Fawler, Leaffield and Ramsden with Witney and Charlbury.

#### **Background:**

It will provide an alternative operation to service 243 (contract PT/W48 – Item E), as well as a replacement facility to Ramsden village (a commercial declaration has been received in respect of the present (contracted) X9 service but this does not divert to serve Ramsden). It may also be awarded in conjunction with other contracts on offer in this tender round.

#### **Relevant comments from consultation (in respect of 243/X9):-**

*Bus Users UK:- Retain 243 service*  
*Combe Parish Council:- Retain 243 service. Connection with X9 may be adequate substitute if reliable*  
*Member of public (portal): Improve access to Fawler with new bus stop in lay-by near Fawler turn*  
*Ramsden Parish Council: Retain three off-peak return trips to Witney, plus 'request' diversions later in afternoon*  
*West Oxon District Council:- Make afternoon return trip 'compulsory' to Combe.*  
*Witney PTR: Possibly divert X9 two-hourly via Leaffield (Witney PTR)*  
*Witney PTR:- Maintain 243 service in some guise, even if by amending routes*

#### **Prices sought:**

PT/W47A - Monday to Friday service

PT/W47B - Monday, Tuesday, Thursday and Friday service

PT/W47C - Monday to Friday service (earlier finish)

PT/W47D - Monday, Tuesday, Thursday and Friday service (earlier finish)

*If any of these options are awarded, then contract PT/W 48 may not be awarded*

## **ITEM I**

### **Service T1.**

**Contract: PT/W42:- Charlbury Taxibus**

---

#### **Description: Leaffield-Ramsden-Finstock-Charlbury (off-peak service)**

Off-peak service T1 caters for social need, linking Leaffield with Charlbury: Ramsden and Finstock are also served by the off-peak service, but these are also catered for by the hourly X9 service.

NOTE: this is a demand responsive service; journeys, whilst scheduled, have to be booked in advance by telephoning the operator. May be worked by a private hire "taxi" vehicle.

**Operator:** R. H. Transport

**Days of operation:** Monday to Friday off-peak and 'demand-responsive' service.

**Frequency** Off peak service connects with some trains, but is broadly designed to fulfil social need rather than facilitate rail journeys. Four advertised trips each way.

**Parishes served** Charlbury, Finstock, Leaffield, Ramsden.

**Alternative services** *Charlbury has the following additional services:*

- Woodstock and Oxford (Stagecoach service S3): broadly hourly peak/off-peak service Mon-Sat.
- Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only.
- Witney and Chipping Norton (R.H. Buses service X9 – contract W45 see Item K): broadly hourly peak/off-peak service Mon-Sat.

*Finstock has the following additional services:*

- Witney and Chipping Norton (R.H. Buses service X9 – contract W45: see Item K): broadly hourly peak/off-peak service Mon-Sat.
- Witney (R.H.Buses service 243 – contract W48: see Item D): Tuesday and Friday shoppers' service.
- Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only.

*Leaffield has the following additional services:*

- Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only.
- Witney: single shoppers round trip on Tuesday, Wednesday and Thursday mornings and Thursday afternoon (Villager services 14/20/21/23), plus RH Buses service 243 (contract W48: see Item D) on Tuesday and Friday.

*Ramsden has the following additional service:*

- Witney and Chipping Norton (R.H. Buses service X9 – contract W45: see Item K): broadly two-hourly off-peak service Mon-Sat from village. Hourly service operates along main road

**Current subsidy per annum** £15,472 (includes peak hour C1 – Charlbury Railbus)

**Average passengers per day** Estimated at 5 per day

**Cost per passenger journey** N/A.

*Continued:*

**ITEM I – Service T1; Contract: PT/W42**  
**(Continued)**

**Background:**

The C1 Railbus service commenced in March 2001 using specific Government funding under a “Challenge” programme and this covered both the cost of operations up to April 2003 and the purchase of a special low floor 12 seat minibus. The service has been regularly reviewed in both 2004 and 2008 with the off-peak operation being reduced to an “on-demand” taxi service (route T1) in December 2008.

**Overview:-**

Service T1 appears to be used as a ‘social’ service rather than to necessarily connect with trains, and it seems that removal of nominal rail connections would not be significantly disadvantageous. Usage of the off-peak link to/from Charlbury Station from these villages has always been quite low hence the move to the demand responsive operation at the last review. This currently meets the small demand – could it possibly also be met by the Dial-a-Ride service in West Oxfordshire?

If Leafield were to benefit from improved services to Witney and/or/Chipping Norton (See Item H – Evenlode connection) there may not still be a need to link this village with Charlbury via the off-peak service T1 Also given that Finstock is linked with Charlbury by hourly service X9, there is probably no need for off-peak service T1 to serve Finstock Village.

**Comments from consultation:-**

*Bus Users UK: Retain service*

*Member of public (portal): Improve stopping arrangements at Fawler turn*

**Prices sought:**

PT/W42A - Monday to Friday service (DEMAND–RESPONSIVE) (existing – 4jnys e.w.)

PT/W42B - Monday to Friday service (TIMETABLED) (2 jnys e.w.).

PT/W42C - Monday, Tuesday, Thursday and Friday service (TIMETABLED) (2 Jnys e.w.)

**ITEM J**

**Service X8.**

**Contract: PT/W50:- Kingham Railbus**

---

**Description: Chipping Norton – Churchill – Kingham**

**Service X8 currently operates between Chipping Norton and Kingham Station, Idbury, Milton-under-Wychwood and Ascot-under-Wychwood. The existing operator has declared the majority of the Monday to Friday service on X8 as a commercial operation between Chipping Norton and Kingham Station.**

A separate contract will, if awarded, provide an off-peak replacement service over the non-commercial section of the existing route (Kingham to Ascot) as well as integration with the peak only C1 Charlbury Railbus (see Item G – Contract PT/W52 above).

**FOR FULL DETAILS OF SERVICE C1 (Charlbury Railbus) please see Item F.  
FOR FULL DETAILS OF CURRENT SERVICE X8 – please Item G.**

**The existing operator of service X8 (R.H. Transport) has declared the majority of journeys on this service between Chipping Norton and Kingham Station to be commercial. However some early a.m. and later last p.m. return journeys are not part of this declaration neither is any of the Saturday service.**

**Prices sought:**

Negotiate with the existing contractor (R.H. Transport) to continue broadly the existing level of service on X8 between Chipping Norton and Kingham Station.

## **ITEM K**

### **Service X9.**

**Contract: PT/W45:- Witney – Charlbury – Chipping Norton (eves).**

---

**Description:** Currently a part-commercial service offering peak and off-peak journeys in each direction (Contract W56), plus Friday and Saturday evening journeys (Contract W45) and commercial college journeys serving Poffley End Campus.

**The existing operator of service X9 (R.H. Transport) has declared the majority of the daytime service between Chipping Norton and Witney via Charlbury to be commercial. (See ITEM L - contract PT/W 56).**

***Therefore only the additional evening buses on Fridays/Saturdays will offered for retendering under Contract PT/W45.***

**Operator:** R.H. Transport.

**Days of operation:** Two late night journeys provided in each direction on Friday and Saturday.

**Frequency:** Two journeys each way.  
19.12 and 22.12 from Chipping Norton  
20.00 and 23.20 from Witney

**Parishes served:** Chadlington, Charlbury, Chipping Norton, Finstock, Hailey, Ramsden, Spelsbury, Witney

**Alternative services** *Chipping Norton has the following additional services:*

- From Woodstock and Oxford (Stagecoach service S3): Mon-Sat evening services from Oxford at 20.45, 21.45 and 23.45. Last bus from Chipping Norton is at 21.30

*Chadlington and Spelsbury - have no other evening services*

- *Charlbury has the following additional services:*  
From Woodstock and Oxford (Stagecoach service S3): The 21.45 and 23.45 journeys from Oxford operate via Charlbury.

*Finstock Hailey, Ramsden - have no other evening services.*

- *Witney has a regular evening service to Eynsham and Oxford, the last bus leaving Oxford at 03.15 on Saturday and Sunday mornings. The last bus from Witney to Oxford is at 23.59.*

**Current subsidy per annum:** £11,464 (Fri/Sat evening service)

**Average passengers per day:** 24

**Cost per passenger journey** £4.66

### **Background:**

These extra journeys were introduced following the last review of services in this area in 2008, following requests.

*Continued:*

**ITEM K – Service X9 (eves); Contract: PT/W45**  
**(Continued)**

**Overview:-**

Usage of the evening service on Friday and Saturday has been disappointing and it is therefore difficult to make a strong case for continuation unless there is a significant reduction in costs.

**Comments from consultation:-**

*Member of public (portal): Improve evening and weekend service to Witney*

*Member of public (Portal): Sunday service.*

*Bus Users UK: Retain: important strategic service.*

*Hailey Parish Council: Divert X9 via Charlbury Station*

**Prices sought:**

PT/W45A - Single evening return trip (Friday and Saturday only).

PT/W45B - Two evening return trips (Friday and Saturday only)(existing).

PT/W45C - Single evening return trip (Monday to Saturday).

PT/W45D - Two evening return trips (Monday to Saturday).

*Single evening return trips comprise the 19.12 from Chipping Norton and 23.20 from Witney.*



## **ITEM L**

### **Service X9.**

**Contract: PT/W45:- Witney – Charlbury – Chipping Norton (daytime).**

---

**Description:** Currently a part-commercial service offering peak and off-peak journeys in each direction (Contract W56), plus Friday and Saturday evening journeys (Contract W45) and commercial college journeys serving Poffley End Campus.

**The existing operator of service X9 (R.H. Transport) has declared the majority of the daytime service between Chipping Norton and Witney via Charlbury to be commercial.** However the operator will not divert commercially into Ramsden village (alternative facilities could be awarded under Items G or H above). Poffley End will also cease to be served (a contracted coach service has been arranged by the department of Abingdon-Witney College which is located there).

**Operator:** R.H. Transport.

**Days of operation:** Monday to Saturday

**Frequency:** Only the following existing journeys are NOT being provided commercially:-  
07.24 Charlbury to Witney (Mon-Fri)  
07.45 Witney to Chipping Norton (Mon-Fri)  
18.12 Chipping Norton to Witney (Mon-Sat).

**Parishes served:** Chadlington, Charlbury, Chipping Norton, Finstock, Hailey, Ramsden, Spelsbury, Witney

**Alternative services** *Chipping Norton has the following additional services:*

- Woodstock and Oxford (Stagecoach service S3): hourly peak/off-peak with limited Mon-Sat evening service
- Charlbury, Woodstock and Oxford (Stagecoach service S3): limited peak hour 'placement' journeys only
- Shipston-on-Stour and Stratford (Stagecoach service 50 - contract W32: see Item C): one morning and evening peak journey in each direction, plus three off-peak journeys each way Mon-Sat
- Kingham and Wychwoods (RH Buses service X8 - contract W50: see Item H): broadly hourly peak/off-peak service Mon-Sat.
- Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only
- Bloxham and Banbury (Stagecoach service 488/489): hourly service

*Chadlington and Spelsbury have the following additional services:*

- Charlbury and Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only
- Charlbury, Woodstock and Oxford (Stagecoach service S3): limited peak hour 'placement' journeys only

*Continued:*

**ITEM L – Service X9 (daytime); Contract: PT/W56  
(Continued)**

*Charlbury has the following additional services:*

- Woodstock and Oxford (Stagecoach service S3): broadly hourly peak/off-peak service Mon-Sat
- Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only
- Routes C1 and T1 serve Charlbury, but are largely designed to get people to get residents of surrounding villages **to** the town and rail station.

*Finstock has the following additional services:*

- Charlbury (RH Buses services C1/T1 – contract W40: see Items F & I): peak hour ‘railbus’ service and off-peak demand responsive ‘taxibus’
- Witney (RH Buses service 243 – contract W48: see Item E): Tuesday and Friday shoppers’ service
- Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only

*Hailey has no other bus service.*

- *Ramsden* is currently served by RH Buses service T1 (contract W40: see Items F & I): off-peak demand responsive ‘taxibus’. However, the mainly commercial X9 service declared by R H Transport will not divert to serve Ramsden. Service T1 may therefore have to be retained in conjunction with the award of contracts for other replacement facilities for this village

*Witney has a high-frequency service to Eynsham and Oxford, along with hourly services to Burford and Woodstock and many nearby villages.*

<b>Current subsidy per annum</b>	<b>Contract W56:</b> £77,104 (subsidised element of Mon-Sat daytime service)
<b>Average passengers per day</b>	<b>Contract W56:</b> 179 (subsidised journeys only)
<b>Cost per passenger journey</b>	<b>Contract W56:</b> £1.41

---

**Background:**

Retention of these trips will maintain all of the current timetable that has been in operation since 2008.

**Overview:-**

Average usage of the three journeys covered by this de minimis arrangement is 24 passengers per day (M-F).

**Comments from consultation:-**

*Bus Users UK: Retain: important strategic service.*

*Charlbury Town Council: Improve vehicles, timings and reliability.*

*Hailey Parish Council: Divert X9 via Charlbury Station.*

*Witney PTR: Possibly divert two-hourly via Leafield.*

*Continued:*

**ITEM L – Service X9 (daytime); Contract: PT/W56**  
**(Continued)**

*Member of public (portal): Improve access to Fawler with new bus stop in lay-by near Fawler turn*

*Member of public (portal): Service terrible. Needs larger more reliable buses*

*Member of public (portal): Extend to hospital/surgery in Chipping Norton.*

**Prices sought:**

Negotiate with the existing contractor (R.H. Transport) to continue broadly the existing level of service on X9 between Chipping Norton and Witney.

END JJW310712

This page is intentionally left blank