

**Divisions Affected – Bicester East; Bicester West**

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**11 DECEMBER 2025**

### **BICESTER: KINGS END/MIDDLETON STONEY ROAD/OXFORD ROAD ROUNDABOUT – PROPOSED PARALELL & TOUCAN CROSSINGS**

**Report by Director of Environment and Highways**

## **RECOMMENDATION**

**The Cabinet Member is RECOMMENDED to:**

- (a) Approve the introduction of the following new Parallel Crossings as advertised:**
  - i. Kings End, approx.10 metres north of the roundabout junction,**
  - ii. New access road, approx.10 metres east of the roundabout junction, to be sited on a raised table feature.**
- (b) Approve the introduction of a new Toucan Crossing on Oxford Road, approx.15 metres south of the roundabout junction, as advertised.**
- (c) Approve the introduction of a new parallel crossing on Middleton Stoney Road, approx.19 metres west of the roundabout junction, as amended since advertisement.**

## **Executive Summary**

- 2. This report presents responses received to a statutory consultation on proposals to construct four new crossings on the approach roads to the Kings End/Middleton Stoney Road/Oxford Road roundabout junction (including the new access road) – as shown in **Annex 1**.
- 3. The proposals comprise of Parallel Crossings, which consist of a separate zebra crossing for pedestrian use, with an adjacent parallel priority cycleway, to be located on Kings End, Middleton Stoney Road, and the new access road, as well as a Toucan Crossing, which is a signal-controlled crossing for use by both pedestrians and pedal cyclists, to be located on Oxford Road.

## Corporate Policies and Priorities

4. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:
  - (1) Greener Oxfordshire – *“We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”*
  - (2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*
  - (3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*

## Financial Implications

5. Funding for consultation on the proposals (and implementation if approved) has been provided by Bicester Village.

## Legal Implications

6. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, and any other relevant legislation.
7. The scheme has been promoted by Oxfordshire County Council as the Highway Authority under the Highways Act 1980.

*Comments checked by:*

*Jennifer Crouch – Principal Solicitor (Regulatory)*

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## Staff Implications

8. There are no negative staff implications, with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'Infrastructure Delivery' and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional/negative impact on capacity expected.

## Equality & Inclusion Implications

8. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.

## Sustainability Implications

9. The proposals are being put forward to help improve pedestrian & pedal cyclist safety in the area as a result of planned improvement works/amendments to the junction.

## Risk Management

10. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

## Formal Consultation

11. Formal consultation was carried out between 16 October and 14 November 2025. A notice was published in the Bicester Advertiser newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Cherwell District Council, relevant local District Cllrs, Bicester Town Council, and the local County Councillors representing the Bicester East, and Bicester West divisions.
12. During the course of the formal consultation, 74 responses were received via the online survey, and these are summarised in the table below:

Proposal	Object	Partially support / concerns	Support	No opinion /objection	Total
Kings End (Parallel)	42 (57%)	21 (28%)	7 (9%)	4 (5%)	74
Middleton Stoney Road (Parallel)	39 (53%)	21 (28%)	10 (13%)	4 (5%)	74

New access road (Parallel)	51 (69%)	10 (13%)	8 (11%)	5 (7%)	74
Oxford Road (Toucan)	39 (53%)	18 (24%)	11 (15%)	6 (8%)	74

13. Additionally, a further four emails were received directly – with Thames Valley Police not objecting, and Cherwell District Council having no specific comments. 'Bicester Bike Users' Group' (BBUG) offered their support, whilst 'Oxfordshire Liveable Streets' partially supported – raising concerns about the details of the proposed implementation.
14. The full responses are shown in **Annex 3**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

## Officer Response to Objections/Concerns

15. A large number of the objections/concerns relate to the scheme in its entirety. This was not the subject of the consultation as the scheme has already been granted planning permission by Cherwell District Council. Officers would point out that the new roundabout junction increases capacity and is aimed at alleviating congestion, whilst also improving active travel links in the area.
16. Further concerns relate to the proximity of the crossings to the roundabout. Each crossing has been designed along the desire line of travel for pedestrians and cycles to help reduce the deviation of routes, and also encourage crossing at controlled locations which are not currently present when navigating the roundabout.
17. All crossings are situated within the relevant guidance parameters set out in LTN 1/20 and other design guidance. Consideration of the crossing types has been given as part of the planning process, and it was found that parallel are the most suitable to allow for both traffic flow and safe crossing provision.
18. The crossing on Middleton Stoney Road has, in discussion with 'Bicester Bike User Group' (BBUG), been situated closer to the roundabout than originally proposed in order to achieve the reduction in route deviation for pedestrian and cycle users, as shown in **Annex 2**.
19. The proposals have been subjected to independent Road Safety Audit stages 1 & 2 and will be subject to stage 3 upon completion.
20. A further concern highlighted by a number of respondents was the use of the new roundabout arm by traffic accessing Bicester Village. Whilst this again was not the subject of the consultation, Officers are keen to state that this arm will not become the primary access for any Bicester Village traffic. Rather, access from this arm is intended for entry/egress to the park and cemetery only.

21. A concern was also raised regarding the movement of traffic exiting Middleton Stoney Road, whilst not part of the specific proposals being consulted on, Officers stress that the planned keep clear markings are intended to alleviate this concern. The new roundabout provides capacity increases. A wider signage strategy will also be implemented, which will help to reduce the U-turn frequency. Additionally, potential further improvements for Middleton Stoney Road are being considered and are under review, and is likely to be subject to its own active travel scheme.

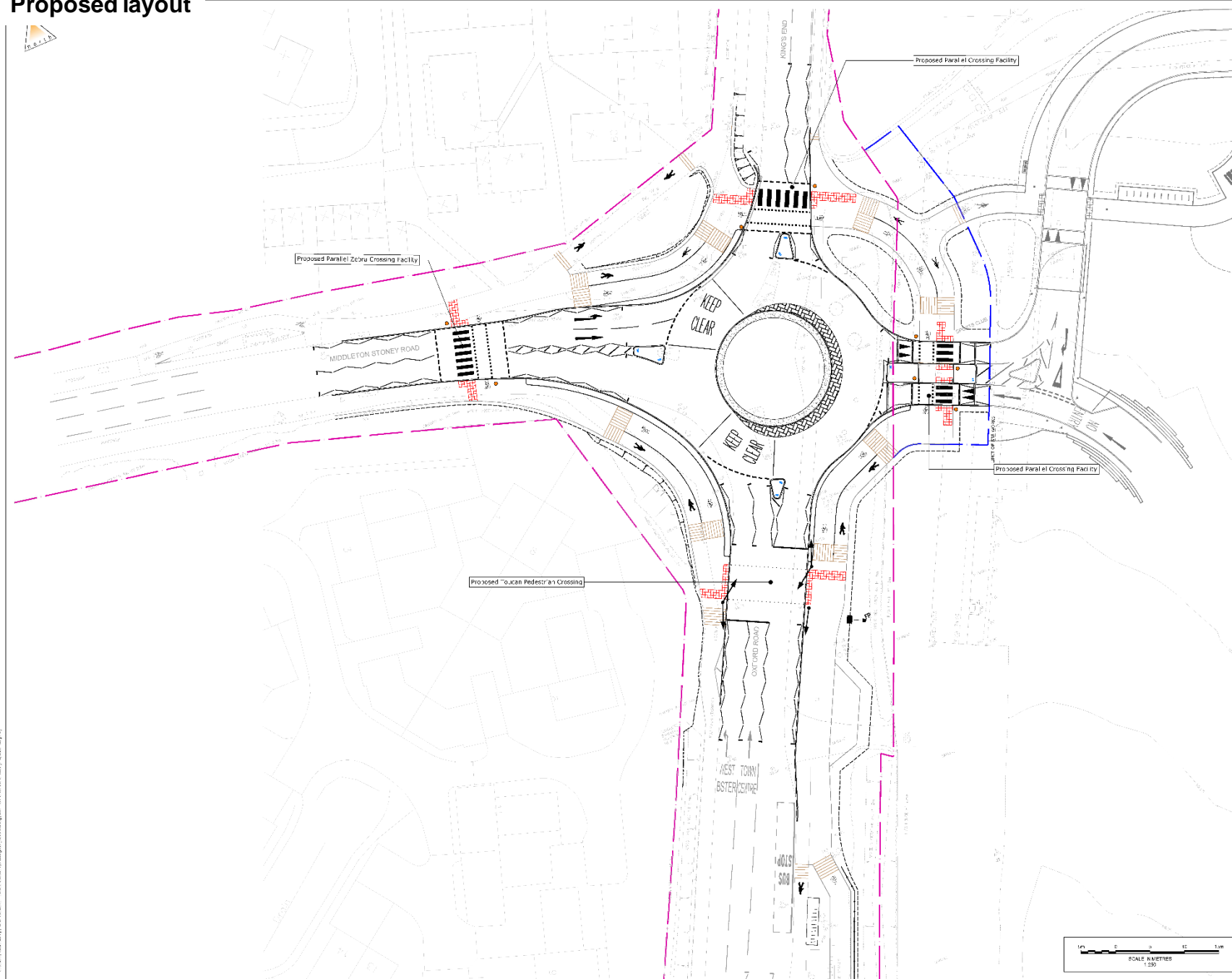
**Paul Fermer**  
**Director of Environment and Highways**

Annex(es):                      Annex 1: Consultation plan  
                                        Annex 2: Amended plan  
                                        Annex 3: Consultation responses

Background papers:        n/a  
Other Documents:           n/a

Contact Officer(s):        Adam Barrett (Technical Lead Engineer - Regulatory  
                                        Planning Enforcement)

December 2025



1. Do not scale.
2. This drawing has been based upon survey information supplied by YK Surveys and Motion cannot guarantee the accuracy of the data provided.

Legend

- Existing highway boundary  
— Extent of S38 Works

83. 79-1049	47	10. 199	10. 199
84. 105-105	47	10. 199	10. 199

Erasing Station:

FOR APPROVAL



Guildford Reading London  
www.motion.co.uk

[illegible]

**VALUE RETAIL.**

Bluester Village LSPD Western Infrastructure

File:  
S278 Proposed Roundabout  
Proposed Traffic Regulation Order

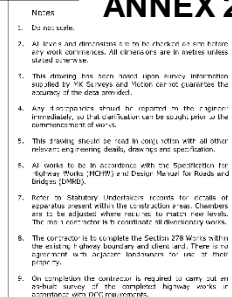
State: 1250	State: 61	Percent: 2.8500
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Exemplar:  
BVM-MOT-C-XX-DR-C-9021

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## ANNEX 2



Legend

- |  |   |
|--|---|
|  | Existing highway boundary                 |
|  | Patrol or S&B site line                   |
|  | Shropshire Right of Way (SRW)             |
|  | Emergency                                 |
|  | Roadworks/obstruction                     |
|  | Trafficway / cycleway                     |
|  | Footpath or traffic island / signal phase |
|  | Green verge                               |
|  | Proposed maintenance treatment            |
|  | Traffic parking - hard                    |
|  | Coronary Heartbeat zoning                 |
|  | British busstop                           |
|  | Non-fluorescent ballpost                  |
|  | Imperial signal                           |
|  | Existing trees as residuals               |
|  | Existing trees to be removed              |
|  | Additonal trees to be removed             |

FOR  
DISCUSSION

Flow	Hydroxyapatite modified Cytosol-coated, porous scaffolds	85	30	80%
EC	Free flow	85	30	75%
Flow rate	4.00	0	100	Flow

**DRAFT**  
**NOT FOR CONSTRUCTION**



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VALUE RETAIL.

Bicester Village LNSPD Western Infrastructure

10

S278 Proposed Roundabout  
General Arrangement  
with BBUG comments

Size: 1.750	Size: .61	Speed: 2,300/CP
Drawing: BVM-MOT-C-XX-DR-C-9025		Part No.: P

## ANNEX 3

### A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<p><b>No objection</b> – In principal I do not object providing these proposals fully meet current design and implementation standards.</p> <p>The crossing points seem very close to all exits from the roundabout . Could this increase the likelihood of shunt collisions on the roundabout , as driver's stop to allow pedestrians/cyclist to cross.</p> <p>The crossing on the new Access road is even closer to the exit from the roundabout and may lead to queuing/congestion on the roundabout . Are the KEEP CLEAR markings on the drawing sufficient?</p>
(e2) Principal Planning Officer, (Cherwell District Council)	<b>No comments</b>
(e3) Local group/organisation, (Bicester Bike Users' Group)	<p><b>Support</b> – In general, BBUG wholeheartedly supports the concept of improving the active travel, pedestrian and cycle, crossing experience here. The junction is a crucial node in the town's transport network, but currently cuts off pedestrian and cycle movements due to being dominated by traffic with few convenient crossing points in the immediate vicinity of the junction. It should be capable of connecting the large residential areas in the vicinity, the primary and secondary schools, the town centre, travel to the railway stations, staff and customer travel to the huge Bicester Village discount retail park, short and medium distance bus passenger movements, and the new public park planned for immediately adjacent to the remodelled junction.</p> <p><b>CROSSINGS</b></p> <p>The parallel crossings are essential in order to accommodate the large numbers of pedestrian and cycle movements that are inevitable with current and further development. Parallel crossings are the most advantageous for all users because they are the most demand responsive, high-capacity, and low-maintenance crossing type. They can also be placed at the desire lines, unlike signalised crossings.</p>



However, the parallel crossing over the Middleton Stoney Road is currently far too far off the desire line. This was an oversight by OCC's Transport Development Management as they believed that there was a risk to active travellers where two parallel traffic streams approach a zebra/parallel crossing. However, there are only two parallel streams leaving the crossing, meaning that there is no risk. The crossing should therefore be moved much closer to the circulatory carriageway of the roundabout, which we understand OCC has committed to do.

The toucan crossing over the Oxford Road has been provided in order to support movements over all arms of the junction. This is less welcome as the experience is worse for all users. However, it is imperative that the signals are set on fixed timing operation rather than vehicle detection as the latter prioritises vehicle movements and leads to a very poor experience for pedestrians and cyclists.

#### PINCH POINT OXFORD ROAD NORTH

There is a well-known and very problematic pinch-point on the north-eastern (King's End) arm of the proposed junction. This is where the shared pedestrian and cycle path is very narrow in order to squeeze past a set of lightly-used uncontrolled vehicle parking bays on King's End. It is particularly problematic because there is also a blind corner and bus shelter squeezed into this area.

Medium term, we question why a set of uncontrolled parking bays are being maintained directly opposite a 2,000 parking space multi-storey car-park. It seems inevitable that they will be misused by current and future visitors to Bicester Village. These should really be removed to deliver pedestrian and cycle paths and a safe waiting area for bus passengers.

Currently, in order to avoid this pinch point and the unresponsive toucan crossing further along King's End, many more confident cyclists jump onto the King's End carriageway from the shared cycle path in order to turn right into Piggy Lane and use the very attractive ATE funded active travel route into the town centre.

It is therefore essential that an egress point / slip lane is provided to enable cyclists to safely exit from the remodelled junction onto King's End. As currently designed, cyclists will continue to exit using the zebra crossing of the parallel crossing, causing aggravation to both pedestrians and drivers of vehicles and a possible safety hazard.

#### BUFFERS

As currently presented, the junction is primarily a mass of tarmac, which is unattractive for walking and cycling, and amounts to a poor gateway to the town. It is essential that there be wide, properly-planted, vegetated buffers on all

	<p>four corners of the junction. Buffers also provide significant reassurance for nervous pedestrians and cyclists. Note that the planting on the northern corner between Middleton Stoney Road and King's End was funded by ATE as part of Tranche 1. It has proved a welcome addition to the town which should be retained and expanded.</p> <p>It would also be helpful if planting could similarly be delivered on the roundabout centre itself.</p>
(e4) Local group/organisation, (Oxfordshire Liveable Streets)	<p><b>Partially support</b> – We support this scheme. This junction is a key part of Bicester's walking and cycling networks, the current provision for walking, wheeling and cycling movements across it is terrible, and this scheme offers some major improvements.</p> <p>However we have some concerns about the details of the implementation.</p> <p>It was omitted from Bicester's 20mph scheme, but the speed limits at this roundabout and on the immediate approaches to it should be dropped to 20mph as part of this scheme. The proposed parallel crossings will be significantly safer for walking, wheeling and cycling with lower traffic speeds, and there may be some improvements at the toucan crossing as well (drivers are less likely to run red lights at lower speeds).</p> <p>Distinctive colouring of the cycle parts of the parallel crossings would greatly help their safe operation. Striped zebra crossings are iconic and have extremely high recognition rates among drivers, but far fewer will pick up from an extra dashed line, and perhaps some cycle symbols, that they should also expect people cycling across their course, with priority. Distinctive colouring of the cycle part of the crossing would make these crossings more "legible" and safer.</p> <p>The crossing on the Middleton Stoney Rd arm is offset so far as to be dangerous. It is sufficiently far from the desire line for north-south movements that, at least when there are lower levels of traffic, many pedestrians will go straight across at the roundabout to avoid the fifty metres or so of extra walking to reach it - and some people may cycle through the roundabout instead of diverting to the crossing. A Safe Systems approach tells us we need to design for people as they actually behave, not as we think they should.</p> <p>Consistency in the crossing provision would reduce stress and cognitive load, for people walking, cycling, and driving. Unless there is an overriding need for signalisation, the toucan crossing crossing of Oxford Rd should also be a parallel crossing.</p> <p>The topography and utilities may be constraints, but there appears to be no reason the foot and cycle paths on the north-west couldn't be bent away from the roundabout, as they are on the north-east. That would keep them further</p>

	<p>away from the roundabout, making them more pleasant to use and removing some risks (e.g. a collision on the cycle track resulting in someone falling onto the carriageway).</p> <p>Depending on the sequencing of this roundabout with improvements to the cycling routes on its approaches, provision may also need to be made for people cycling to safely get onto (off) the roundabout cycle tracks from (onto) the carriageway.</p>
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#### B. Online responses:

RESPONDENT	COMMENTS
(o1) Local resident, (Bicester, Browning Drive)	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Object</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Object</b></p> <p>The worst possible location of crossings for both pedestrian and driver. Why would anyone want to cross there anyway? A total nightmare and accidents waiting to happen.</p>
(o2) Local resident, (Bicester, buckingham road)	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Object</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Object</b></p> <p>not needed or required</p>
(o3) Local resident, (bicester, bucknell road)	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Object</b>  New access road (Parallel) – <b>Object</b></p>

	<p>Oxford Road (Toucan) – <b>Object</b></p> <p>not needed at all</p>
(o4) Local resident, (Bicester, Danes road)	<p>Kings End (Parallel) – <b>Object</b></p> <p>Middleton Stoney Road (Parallel) – <b>Object</b></p> <p>New access road (Parallel) – <b>Object</b></p> <p>Oxford Road (Toucan) – <b>Object</b></p> <p>Because bicester village should not be allowed to dictate the road layouts, they have already done this multiple times over in the immediate areas</p>
(o5) Local resident, (Bicester, Fairford Way)	<p>Kings End (Parallel) – <b>Object</b></p> <p>Middleton Stoney Road (Parallel) – <b>Object</b></p> <p>New access road (Parallel) – <b>Object</b></p> <p>Oxford Road (Toucan) – <b>Object</b></p> <p>Are you insane? Let's fix / revert the 40mph and 20mph limits before making Bicester even worse.</p>
(o6) Local resident, (Bicester, Goodwood Close)	<p>Kings End (Parallel) – <b>Object</b></p> <p>Middleton Stoney Road (Parallel) – <b>Object</b></p> <p>New access road (Parallel) – <b>Object</b></p> <p>Oxford Road (Toucan) – <b>Object</b></p> <p>I have never experienced, nor heard or seen of anyone else experiencing, problems crossing this road. I have 3 children who have all navigated it fine unaccompanied for the past 5 years. What I do take issue with is failure for council to rectify problems of vehicles turning out of Middleton Stoney Road (onto Kings End/Oxford Road) because traffic from A41 direction refuse to leave roundabout clear when it is busy. I have even twice seen police cars queuing on the mini roundabout preventing traffic from Middleton Stoney Road from turning right. At the very least put yellow crosshatching marks so that traffic abides their junctions. If not please erect permanent traffic lights so people trying to exit Middleton Stoney Road can do so. So many people do u-turns at this mini roundabout because they have missed</p>

	<p>the Bicester Village turn. It is honestly so dangerous for local residents, and with the expansion of the town at the top of the road with the Himley Village estate the traffic flow will be worse than ever. Thank you</p>
<p>(o7) Local resident, (Bicester, Graham Road)</p>	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Object</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Object</b></p> <p>This road is far too congested with crossings and weight of traffic already. This ridiculous idea is only going to make the traffic situation worse.</p>
<p>(o8) Local resident, (Bicester, Huntingdon Road)</p>	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Object</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Object</b></p> <p>Tho is an massively over engineered system and crossing at this location will completely snarl up the entire flow.</p>
<p>(o9) Local resident, (Bicester, Lerwick Croft)</p>	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Object</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Object</b></p> <p>Having crossings right before or right after a roundabout is how accidents happen. It's dangerous having encountered lots like this in Aylesbury it's one near miss after another. Totally object</p>
<p>(o10) Local resident, (Bicester, Newton close)</p>	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Object</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Object</b></p>

	<p>Have the planners been to see the current traffic jams for themselves? I suggest go and watch at prime times morning peak and afternoon peak and then honestly say these crossings won't have a detrimental effect on the flow of traffic. I'm for active travel solutions but this will cause further gridlock</p>
<p>(o11) Local resident, (Bicester, Newton close)</p>	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Object</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Object</b></p> <p>Please supply a traffic model of the current volumes of traffic simulated on the new layout. Then allow for 5 years time with more houses being built, then allow for further developments that will use the new access ie at edburgs school that will be developed</p> <p>I struggle to seriously see how this roundabout will function with current and future traffic along with cyclists and pedestrian using the crossings.</p> <p>I think if this plan is progressed the name of the project should at the very least be changed to something more fitting such as “new car park” as this is all it will achieve as vehicles will be in a constant state of going no where</p>
<p>(o12) Local resident, (Bicester, Newton close)</p>	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Object</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Object</b></p> <p>4 additional crossings - not even signalised? Has anyone witnessed for themselves the current roundabout setup? How will these crossings help the areas traffic? I'm very concerned it will cause more pollution and affect my health. It will ruin the enjoyment of my beautiful garden</p>
<p>(o13) Local resident, (Bicester, Newton Close (Middleton stoney Road))</p>	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Object</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Object</b></p>

	<p>The traffic in these area is already so built up, any more obstacles in place such as the proposed crossings will create more of a problem than what already exists. Also once Bicester Village car park opens, with its exit to be at the bottom of the middle stoney roundabout, it's going to be chaos (whoever signed of such a ridiculous idea, needs firing).</p>
<p>(o14) Local resident, (Bicester, Spruce drive)</p>	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Object</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Object</b></p> <p>With the additional Bicester village traffic using this junction for the new car park this junction will be a massive bottle neck. There are few pedestrians that use this route anyway. Please use common sense and keep the BV traffic away from this junction by making the entrance to the new car park from the existing BV road network.</p>
<p>(o15) Local resident, (Bicester, Swansfield)</p>	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Object</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Object</b></p> <p>This is already a busy roundabout that gets clogged up at the best of times and is going to get busier if you close the London Road railway crossing, the building of new estates and the unsuitable access to the Bicester Village multi storey. Allowing for crossings will make this roundabout a nightmare. Why can't you make the access to the new Bicester Village multi storey car park via the existing access road from Bicester Village across the stream behind the Acorn pub. This roundabout is unsuitable for the amount of traffic that a Bicester Village multi storey will generate. I expect you will ignore everyone's objections.</p>
<p>(o16) Local resident, (Bicester, Wetherby road)</p>	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Object</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Object</b></p>

	<p>The junction is being redesigned to allow Bicester village traffic to access a new car park. All other changes are a result of this. That junction is currently busy at the best of time and often difficult to exit Middleton stoney road. BV have already got a dedicated junction this should be the only access to the village and it is down to BV too provide access around their estate. The road layouts of Bicester cannot handle BV traffic encroaching further on the road infrastructure</p>
<p>(o17) Local resident, (Bicester, Whitelands)</p>	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Object</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Object</b></p> <p>This is for Bicester Village and not local resident's. If the car park that the people of Bicester did not want built on the rugby club was not being built then the roundabout would not need to be changed, not improved. Where does it stop with Bicester Village; it makes me wonder who our councillors actually work for!</p>
<p>(o18) Local resident, (Bicester, Fair Close)</p>	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Object</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Object</b></p> <p>Why disrupt the flow of the main road when a feeder road from Bicester Village to the rugby ground could be a better solution to run from BV to behind the Acorn pub. That way there is no further disruption to the main road and no need for additional crossings</p>
<p>(o19) Local resident, (bicester, germander way)</p>	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Object</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Object</b></p> <p>it will cause more chaos in traffic for building and probably after. you probably already approved and just asking for opinions cause you have to. Bicester village already ruined this town with its traffic on sale days and everything</p>



<p>(o20) Local resident, (Bicester, Kempton close)</p>	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Object</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Object</b></p> <p>The road traffic congestion is not suitable for the roundabout to be modified for a 4th exit to the Bicester village car park, with this being the case there is no need to add any additional crossings as there are sufficient crossings already in place for pedestrians to use. The addition of extra crossings will only increase the amount of congestion especially at peak times</p>
<p>(o21) Local resident, (Bicester, Kennedy road)</p>	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Object</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Object</b></p> <p>There are already crossings in this area. Why is money being spent on this when other areas need desperately sorting in Bicester- oh yes because Bicester village want it to happen. Are there plans for a larger roundabout and widening of left hand lane from Oxford turning left in Middleton stones road? As this is where traffic squeezes across the lane at the roundabout. Why is an access road needed near the football rugby club? This is only going to cause even more traffic in this area. There needs to be more transparency around Stedburgs school site and the rugby/ football club land. Who is paying for this? Surely more important areas to sort are the ring road- ten ton bridge- and the rail crossing issue near Bicester village station.</p>
<p>(o22) Local resident, (Bicester, Leach road)</p>	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Object</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Object</b></p> <p>Absolutely not needed will just cause congestion. Easy enough to cross now just may need to walk down a bit further to cross</p>

<p>(o23) Local resident, (Bicester, Middleton Stoney Road)</p>	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Object</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Object</b></p> <p>I believe the roundabouts keep the flow of traffic easy and smooth</p>
<p>(o24) Local resident, (Bicester, Newton close)</p>	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Object</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Object</b></p> <p>What a farce!  How is adding more crossings going to aid those roundabout. Nothing will move apart from the odd cyclist or pedestrian</p> <p>And why is the new access now including an entrance, Bicester village plans previously approved only had exit!  Why I'm I not surprised Bicester getting their own way again. Next it will be them submitting plans for converting the old school and saying "there's good access to it at from this roundabout .... "  Oh how convenient</p>
<p>(o25) Local resident, (Bicestet, Market end way)</p>	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Object</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Object</b></p> <p>Why not just take out the roudabout and put traffic lights in.....the roundabout is rubbish anyway. Its disgusting that the out of towners going to BV get priority over our decisions. The whole area is dreadful.....thank hod for the ring road!!!! Oh no thats not finished either!</p>

<p>(o26) Local resident, (Bicestr, Graham Road)</p>	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Object</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Object</b></p> <p>This roundabout presents significant peak traffic traffic queues and congestion. The addition of a further access into the roundabout from a private car park will exacerbate this problem. Traffic from this new access will also extend the periods of peak activity, especially at holidays and weekends.</p> <p>I am not objecting to the heightened safety aspect that these new cyclist/pedrstrian crossings will bring to this location. What I object to is that taxpayer money is being used to make the location safer as a direct result of the decision to allow BV to create this site access point to its advantage and not ours. They have other exit options!</p>
<p>(o27) Local resident, (Chesterton, Alchester Road)</p>	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Object</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Object</b></p> <p>There are already lighted crossings on Oxford Roadl either side of the mini roundabout. There is also a crossing in the Middleton Stoney Road which allows pedestrians to cross and gain access into the Kingsmere esttae. The access entrance into the Bicester Village car park would be better sited in Pingle Drive behind the Acorn public house. When the access road into the Rugby Club was in use off the Middleton Stoney Road roundabout there were constant accidents due to additional vehicles making a manouvre from the mini-roundabout. There is adequate room in Pingle Drive for Bicester Village to create a much better access to their proposed multi-storey car park.</p> <p>Residents of estates off the Middleton Stoney Road, the new Himley estate and residents from Middleton Stoney, Chesterton and other villages will start using Shakespeare Drive, Blenheim Drive, Leach Road and Kings Avenue or Kingsclere Road to gain access into Bicester in order to avoid queuing to get around the mini-roundabout.</p>
<p>(o28) Local resident, (Kingsmere, Ludlow Road)</p>	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Object</b>  New access road (Parallel) – <b>Object</b></p>

	<p>Oxford Road (Toucan) – <b>Object</b></p> <p>The congestion is bad enough now on that road, cars having to queue some days, it is even worse when there is sale day at Bicester Village, and then there are thousands of extra houses will be built at Middleton Stoney, having these parallel or toucan to stop for the crossing would cause even more tail back absolutely ludicrous, area around must get stuck by traffic if these crossings are applied</p>
(o29) Local resident, (Kingsmere, Whitelands Way)	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Object</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Object</b></p> <p>WHY WHY WHY are roundabout improvements required when the pathetic car parking again for Bicester Village users should not be needed. Surely that was what the park n ride was designed for. You're not improving services for the residents of Bicester, instead allowing Bicester Village to creep further into the town and take over. WE ARE BICESTER TOWN NOT BICESTER VILLAGE! Represent the people who elected you.</p>
(o30) As part of a group/organisation, (Langford Village Bicester, Nightingale Place)	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Object</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Object</b></p> <p>There is already light controlled crossings, on Kings End, Middleton Stoney Road and Oxford Road not very far away , There is no need for additional crossings right by a very busy junction, which will be worse once the new Bicester Village car park is complete and in operation. Crossings will stop the traffic causing more queueing than currently. People wishing to visit Bicester Village will become very agitated and likely to make unsafe manoeuvres, as happens now, if they get held up or get in the wrong lane.</p>
(o31) Local resident, (Launton, Beech road)	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Object</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Object</b></p>

	<p>Existing crossing points are already acceptable for the small roundabout, this is just a ruse in order to push through having access into the Bicester Village owned multi storey car park on this roundabout. Access to private Bicester village multi story car park should be from their own existing road after driving past the Acorn Pub junction towards Bicester Village, not onto an already overburdened roundabout that struggles with vehicular traffic at rush hour on a daily basis. Stop wasting our money on this project and repair the already ruined roads around the town and surrounding villages instead.</p>
<p>(o32) Local resident, (Launton, Station Road)</p>	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Object</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Object</b></p> <p>This road is already heavily congested, it is a main road into the town of Bicester, or out of Bicester towards the M40 and Oxford. It also houses a huge senior school, sports centre, police and fire station, with the only entrances/exits being off of Queens Avenue, so vital to the services offered to the residents of Bicester and surrounding villages. Bicester community hospital and two GP surgeries will be directly beside this proposed multi-storey car park and could delay patients getting to the treatment they need. Residents living within the town centre have to walk their children across this road to the various primary schools situated on the Kingsmere, Kings End and Greenwood estates. If the proposed closing of London Road into the town of Bicester goes ahead this will be a main route for most people into the town.</p> <p>It is already congested, traffic builds up in this area especially at peak times, causing delays getting into or out of the area. Adding another entrance to the road, is absolutely ridiculous, and will inevitably cause, additional traffic, congestion and delays. Four pedestrianused crossings added to this will only add to this with the stop start of traffic, not to mention the dangers this will incur to pedestrians/cyclist trying to go about their daily local business! This plan is absolutely ludicrous and exit entrances on this road or on Bicester Village site will still add more traffic to the area, than the town and infrastructure can cope with!</p>
<p>(o33) Local resident, (Bicester, Kennedy Road (not that this should make any difference))</p>	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Object</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Partially support/concerns</b></p>

	<p>Both Kings end and Middleton Stoney road crossings are too close to the roundabout, leaving a high chance of traffic not able to exit this junction quickly, as the road is very busy this will only make existing congestion worse. Why are Value retail getting another road? (i.e the proposed parallel crossing facility - as they own that land) Why can they not use their existing road? Are they fitting the full bill of this?</p> <p>Oxford road, i have no major issue on the "toucan crossing", however as a regular user of this junction, i am amazed that the last "Fix" for this roundabout made the dual lane from oxford direction poor, the lanes coming onto the roundabout are "cramped" and cars in the right lane often cut across the left rather than follow the curve, also adding to this poor signage prior to the Bicester village roundabout does not identify the left lane as left only soon enough. All in all this looks like another badly thought out design, keep Value retail (Bicester Village) traffic in their existing junction off of the prior roundabout. This round bout does need a better design BUT not extra traffic from BV or a 4th spur.</p>
(o34) Local resident, (Bicester, Nuffield close)	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Object</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Partially support/concerns</b></p> <p>This road is already to congested, and forcing more traffic from Bicester Village on to it will make it even worse, the Bicester Village car park entrance should be on the existing road to bicester village chichi will also make it less confusing trying to find the car park and less pollution</p>
(o35) Local resident, (Bicester, Bristol road)	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Partially support/concerns</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Object</b></p> <p>Kings end road has a crossing just up from the roundabout. Middlton Stoney road also has a crossing just needs to be moved down very slightly, no need for 2 so close together. Oxford road also has a crossing by the bus stop so also does not need another crossing.</p>

	Bicester village should have there own entrance/exit to the multi storey car park on pingle drive just behind the pub so it will stop the roundabout being over used by Bicester Village traffic.
(o36) Local resident, (Bicester, Silibaravi Drive)	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Partially support/concerns</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Object</b></p> <p>'- Oxford Road and kings end already have suitable traffic lights that do not cause traffic issues.  - Middleton stones could probably do with another set, but I would say further away from the roundabout to avoid build up of traffic.</p> <p>- new access road is crazy. Value retail could have the entrance to the multi story on pingle drive. We all know what village traffic is like. Drivers always block the road to get into the village. It'll cause gridlock round town..</p>
(o37) Local resident, (Bicester, Silibaravi Drivee)	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Partially support/concerns</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Object</b></p> <p>The crossingsnat Oxford road and Kings End will cause major traffic especially when there is already suitable crossings on both. Access tonthis multi storey car park should come from Pingle Drive to again avoid the inevitable backlog of traffic and a additional exit on the roundabout will cause. Traffic is already and breaking point in Bicester this would be a nail in the coffin with no suitable alternatives.</p>
(o38) Local resident, (Bicester, Medina Gardens)	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Object</b>  New access road (Parallel) – <b>No objection/No opinion</b>  Oxford Road (Toucan) – <b>No objection/No opinion</b></p>

	<p>The parallel crossings are in completely the worst place possible, and will cause gridlock around the roundabout and be a danger to road users and pedestrians as drivers are not only having to navigate the roundabout but also then be alert for people crossing the road.</p>
<p>(o39) Local resident, (Bicester, Read Place)</p>	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Object</b>  New access road (Parallel) – <b>No objection/No opinion</b>  Oxford Road (Toucan) – <b>Object</b></p> <p>There is already a pedestrian crossing on the Oxford Road and I feel the zebra crossings are planned to be too close to the roundabout. The roundabout is already too congested and problematic with people using incorrect lanes. Having a new access road and crossings so close will cause even more mayhem.</p>
<p>(o40) Local resident, (Bicester, Wensum Crescent)</p>	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Object</b>  New access road (Parallel) – <b>No objection/No opinion</b>  Oxford Road (Toucan) – <b>Support</b></p> <p>No comments</p>
<p>(o41) Local resident, (Bicester, Ashdene Road)</p>	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Object</b>  New access road (Parallel) – <b>Support</b>  Oxford Road (Toucan) – <b>Object</b></p> <p>There are already safe crossing points and cycle paths in Middleton Stoney Road, Kings End and Oxford Road</p>
<p>(o42) Local resident, (Bicester, Ray Road)</p>	<p>Kings End (Parallel) – <b>Object</b>  Middleton Stoney Road (Parallel) – <b>Support</b>  New access road (Parallel) – <b>Support</b>  Oxford Road (Toucan) – <b>Support</b></p>



	<p>Kings End is a high traffic road the constant stop start caused by the high amount of people needing to use the crossing will back traffic up both way both into town and coming in. A light controlled crossing would control the amount of times this changes Also the Zebra crossing further up that road gets ignore a lot by cars who constantly nearly hit people. The traffic lights dont have this issue. A larger roundabout will also help stop people suddenly having to stop at the end the roundabout</p>
<p>(o43) Local resident, (Bicester, Newton close)</p>	<p>Kings End (Parallel) – <b>Partially support/concerns</b>  Middleton Stoney Road (Parallel) – <b>Partially support/concerns</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Object</b></p> <p>I get the idea for walking / cycling, but does it need that many crossings? Seems like vehicle traffic will be severely hindered - it's already very bad.</p> <p>Why is there an exit and entrance on the new access- should only be an exit there as per approved plans there was never an entrance as well.</p> <p>Including an entrance on the new access will surely negatively effect travel for pedestrians and cyclists</p>
<p>(o44) Local resident, (Bicester, Chester Road)</p>	<p>Kings End (Parallel) – <b>Partially support/concerns</b>  Middleton Stoney Road (Parallel) – <b>Partially support/concerns</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Object</b></p> <p>Whils I fully agree that pedestrian crossing a in this location are required for safety, the flow of traffic needs to be also taken into account. Specifically having two light controlled crossings (the new toucan and the one lower down close to the Acorn pub) will have detrimental impact on the traffic and will increase local area pollution</p> <p>Also the proposed road to service Bicester Village car park should be "exit only" otherwise it'll cause huge traffic jams on the Kings End and Middleton Stoney roads during Bicester Village opening hours.</p>

(o45) Local resident, (Bicester, Goodwood)	<p>Kings End (Parallel) – <b>Partially support/concerns</b>  Middleton Stoney Road (Parallel) – <b>Partially support/concerns</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Partially support/concerns</b></p> <p>The road needs to be wider travelling from Bicester village towards the roundabout. As the two lanes in this direction reach the roundabout they bend to the left and narrow. People who can't be bothered to drive properly do not follow the bend and cut cars up in the next lane.</p> <p>Crossings here are a bonus</p> <p>Bicester Village needs to make sure that Middleton Stoney Road DOES NOT become the main access road for their new car park. New car park is an eye sore and shouldn't be built.</p>
(o46) Local resident, (Bicester, Newton close)	<p>Kings End (Parallel) – <b>Partially support/concerns</b>  Middleton Stoney Road (Parallel) – <b>Partially support/concerns</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Partially support/concerns</b></p> <p>Ask yourself the following questions:</p> <ol style="list-style-type: none"> <li>1. Is the current roundabout coping with the current amount of traffic</li> <li>2. Will a larger roundabout with more crossings increase traffic flow and ease congestion</li> <li>3. Will adding more traffic from the new access improve future congestion</li> <li>4. When Bicester village submit plans for development of st edburgs school into a hospitality venue or similar and associated vehicle traffic, which the planners will approve, will this improve congestion at this roundabout?</li> </ol> <p>Please can we be sensible and logical and actually undertake an assessment of the current roundabout and present the findings of whether this plan can cope with further traffic volumes of traffic.</p>
(o47) Local resident, (Bicester, Newton close)	<p>Kings End (Parallel) – <b>Partially support/concerns</b>  Middleton Stoney Road (Parallel) – <b>Partially support/concerns</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Partially support/concerns</b></p>

	<p>I had to look at the date as I thought it was an aprils fool, but no, this planning does appear to be genuine! Honestly, how will this help improve traffic here? I understand the benefits for cyclists/ walkers but the amount of vehicles that use this roundabout currently will make it even worse.</p> <p>As a resident of newton close it's already difficult turning right out of the junction- with crossings left and now right - I don't see how I will be able to exit the close going to towards roundabout</p>
(o48) Local resident, (Bicester, Newton close)	<p>Kings End (Parallel) – <b>Partially support/concerns</b>  Middleton Stoney Road (Parallel) – <b>Partially support/concerns</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Partially support/concerns</b></p> <p>Reasons for objecting:</p> <ol style="list-style-type: none"> <li>1. Does not benefit residents of newtonclose who use their vehicle</li> <li>2. I am not in the pocket of Bicester village so can clearly see that the inclusion of exit/entrance at the new access will solely benefit Biceste village and not local residents</li> <li>3. I don't like the idea of vehicles churning out fumes whilst they sit there unable to move</li> </ol>
(o49) Local resident, (Bicester, Ray rd)	<p>Kings End (Parallel) – <b>Partially support/concerns</b>  Middleton Stoney Road (Parallel) – <b>Partially support/concerns</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Partially support/concerns</b></p> <p>New access road- fails to improve pedestrian and cyclist safety. In fact with entry and exit now shown on plans this will make it worse not better.</p> <p>Currently if I cross over at the lights near kwik and walk along the path heading towards the Acorn pub I never come across any vehicles - with these proposals I will be negatively affected with the increase vehicle movements entering and exiting the multi storey car park which I believe had the capacity for 0,000s of cars.</p> <p>This scheme will make it harder for me not easier.</p>

<p>(o50) Local resident, (Bicester, Ray road)</p>	<p>Kings End (Parallel) – <b>Partially support/concerns</b>  Middleton Stoney Road (Parallel) – <b>Partially support/concerns</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Partially support/concerns</b></p> <p>The new access road does not make any sense , if the scheme intends to improve cycling/ walkers then the new access road negatively impacts these users and increases the risk of collisions with vehicles using the new multi storey carpark exit onto it. Whereas currently little to none vehicles use this access and therefore walkers/ cyclists are safer and movements uninterrupted.</p> <p>Also this plan includes an entrance to the new access road but the approved plans for the multi storey didnt include this so unclear why this has been incorporated into these plans</p>
<p>(o51) Local resident, (Bicester, Newton close)</p>	<p>Kings End (Parallel) – <b>Partially support/concerns</b>  Middleton Stoney Road (Parallel) – <b>Partially support/concerns</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Partially support/concerns</b></p> <p>Support active travel  Do not support adding additional traffic by way of a new junction, has anyone involved with planning watched the traffic at this junction currently, how on earth is this going to add the flow of traffic! It will be gridlock and the locals will be effected by it</p>
<p>(o52) Local resident, (Bicester, Windmill Avenue)</p>	<p>Kings End (Parallel) – <b>Partially support/concerns</b>  Middleton Stoney Road (Parallel) – <b>Partially support/concerns</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Partially support/concerns</b></p> <p>The car park entrance should not come off this roundabout it will cause traffic chaos in Bicester. It should come off the main bv access</p>

<p>(o53) Local resident, (Bicester, Kennedy)</p>	<p>Kings End (Parallel) – <b>Partially support/concerns</b>  Middleton Stoney Road (Parallel) – <b>Partially support/concerns</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Support</b></p> <p>I am concerned that the position of the crossing will be dangerous for pedestrians due to cars failing to stop. People arrive in Bicester at great speed and may not be read to stop. The left turn to the west could cause tailbacks.</p>
<p>(o54) Local resident, (Bicester, Newton close)</p>	<p>Kings End (Parallel) – <b>Support</b>  Middleton Stoney Road (Parallel) – <b>Support</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>Support</b></p> <p>Object to new access road for following reasons”  An entrance for vehicles was never on the plans approved previously only exit. So unclear why on these plans now includes both exit and entrance for vehicles.</p> <p>Your letter dated 16th October 2025 states the proposals are “to help improve the pedestrian and pedal cyclist safety in the area” however surely by introducing vehicle access to the new access road this is in conflict with the whole objective of the scheme as more vehicles movements will increase hazards for pedestrians and cyclists.  I recommend vehicle movements entering the new access road removed in its entirety and the vehicle exit movements restricted otherwise you are surely increasing the risk to pedestrians and cyclists with the current proposals</p>
<p>(o55) Local resident, (Bicester, Newton close)</p>	<p>Kings End (Parallel) – <b>No objection/No opinion</b>  Middleton Stoney Road (Parallel) – <b>No objection/No opinion</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>No objection/No opinion</b></p> <p>It will be a completely gridlocked most of the day with these crossings. Good idea on paper but in reality will be a set back rather than an improvement.</p>

	<p>Get rid of that new access which will solely be for the benefit of Bicester village and there will only be a requirement for 3 crossings which should improve the impact of this scheme</p>
<p>(o56) Local resident, (Bicester, Ray road)</p>	<p>Kings End (Parallel) – <b>No objection/No opinion</b>  Middleton Stoney Road (Parallel) – <b>No objection/No opinion</b>  New access road (Parallel) – <b>Object</b>  Oxford Road (Toucan) – <b>No objection/No opinion</b></p> <p>New access road- entry and exit now shown on the plans this will make it worse not better.  I use the path the from the kings end in the direction of the acorn pub to catch the bus and I never come across any cars at the approx location of the new access.</p> <p>Please can you undertake a survey of the current traffic at this new access road - I suspect zero and also simulate the vehicles estimated from the 0,000s new parking at the multi storey that will use the new road access. I would assume the new road access proposals will negatively affect my current use of the path due to huge increase in car movements entering and exiting the multi storey car park</p> <p>Therefore I object and hope you do to- the other three junctions will I feel will help walkers and cyclists .</p>
<p>(o57) Local resident, (Bicester, Newton Close)</p>	<p>Kings End (Parallel) – <b>Support</b>  Middleton Stoney Road (Parallel) – <b>Object</b>  New access road (Parallel) – <b>Support</b>  Oxford Road (Toucan) – <b>Support</b></p> <p>I have concerns over the Middleton stoney road zebra crossing. Some cars turning into Middleton stoney road are often going at a high speed and will not have enough time to slow down for the zebra crossing. This is already an issue when I cross this road regularly. If driving down Oxford road and turning left at the roundabout this is a blind bend and pedestrians will not be seen early enough for cars to brake.</p>

<p>(o58) Local resident, (Bicester, Mullein Road)</p>	<p>Kings End (Parallel) – <b>No objection/No opinion</b>  Middleton Stoney Road (Parallel) – <b>No objection/No opinion</b>  New access road (Parallel) – <b>Partially support/concerns</b>  Oxford Road (Toucan) – <b>No objection/No opinion</b></p> <p>There should be a right turn only lane coming from the Oxford side into the Bicester Village access road. Additional to this, there should be some sort of barrier to stop traffic in the left turn only onto the Middleton Stoney Road from forcing it's way into the straight on town centre lane at the last minute. This is the main cause of traffic build up at this roundabout. If space allows, a left turn only lane coming from town centre into the new Bicester Village access road would be beneficial.</p>
<p>(o59) Local resident, (Bicester, Blythe Place)</p>	<p>Kings End (Parallel) – <b>Partially support/concerns</b>  Middleton Stoney Road (Parallel) – <b>Partially support/concerns</b>  New access road (Parallel) – <b>Partially support/concerns</b>  Oxford Road (Toucan) – <b>Partially support/concerns</b></p> <p>I think adding crossings at the various locations will cause even more congestion. There are other places along these roads where pedestrians can cross, but they choose not to use them. The roundabout needs to be bigger and the lanes made wider as cars coming to the roundabout from Oxford Road encroach on both lanes. People missing the junction for Bicester Village cause confusion and near misses when they do a U turn on the roundabout. All this needs to be considered in the planning stage.</p>
<p>(o60) Local resident, (Bicester, Cedar Dr)</p>	<p>Kings End (Parallel) – <b>Partially support/concerns</b>  Middleton Stoney Road (Parallel) – <b>Partially support/concerns</b>  New access road (Parallel) – <b>Partially support/concerns</b>  Oxford Road (Toucan) – <b>Partially support/concerns</b></p> <p>Given the proximity of other crossings on Oxford Rd and Kings End having additional crossings may well add to congestion by holding up traffic, especially adding another set of traffic lights to 5 that are close to each other already. If the additional rd is for another car park then this may add to increased congestion, especially for through traffic and for traffic entering the town if the London rd rail crossing is closed. It is a very small roundabout as well so unless the size of this is increased then I anticipate near misses and accidents with vehicles and vulnerable road users</p>

(o61) Local resident, (Bicester, Dickens Close)	<p>Kings End (Parallel) – <b>Partially support/concerns</b>  Middleton Stoney Road (Parallel) – <b>Partially support/concerns</b>  New access road (Parallel) – <b>Partially support/concerns</b>  Oxford Road (Toucan) – <b>Partially support/concerns</b></p> <p>On the plan, the crossings are extremely close to the exits from the roundabout. I believe that this does NOT contribute to pedestrian safety, as car drivers will have little time to respond to any traffic signals upon turning their focus from completing their negotiation of the roundabout. In addition, stopping traffic is likely to tail back onto the roundabout, thereby endangering and inconveniencing other road users. Please look at moving the crossings to a more sensible distance from the roundabout.</p> <p>Also, there is a large amount of land available for a redesigned roundabout; please ensure that the roundabout is of sufficient size to carry traffic from more than one direction at a time. This will ease traffic flow and markedly reduce potential for collision.</p>
(o62) Local resident, (Bicester, Titchener Close)	<p>Kings End (Parallel) – <b>Partially support/concerns</b>  Middleton Stoney Road (Parallel) – <b>Partially support/concerns</b>  New access road (Parallel) – <b>Partially support/concerns</b>  Oxford Road (Toucan) – <b>Partially support/concerns</b></p> <p>This junction often gridlocks northbound at busier times due to lack of capacity on the northern side coupled with the bus stop immediately north of it and the existing signal-controlled crossing at the Kings End / Kings Avenue junction. In addition, at peak periods gridlock northbound extends to and across the "hamburger" roundabout at the Oxford Road / A41 junction due to a combination of queuing traffic for the Kings End / Middleton Stoney junction that is the subject of this consultation being unable to proceed, the phasing of the traffic signals at the Pingle Drive junction where traffic exiting Bicester Village joins the northbound flow into the already queuing traffic, and the existing signal-controlled crossing immediately north of the Pingle Drive junction.</p> <p>I am very concerned that the addition of further signal-controlled crossings at Kings End / Middleton Stoney junction, absent very careful signal phasing, will exacerbate the current congestion issues significantly, especially when taking</p>



	<p>into account the displaced traffic using the A41 from the Rodney House junction to access the centre of Bicester if and when the London Road rail crossing is closed, or its capacity further diminished.</p> <p>Furthermore, the "Keep Clear" zone on the north-west side of the roundabout will effectively give priority to traffic exiting Middleton Stoney Road turning left onto Kings End to the detriment of traffic joining the roundabout from the south, effectively making progress of that traffic impossible in busy periods and causing further tailbacks and gridlock at the Oxford Road / A41 "hamburger" junction.</p> <p>In short, absolute priority needs to be given to improving the capacity of this junction and it is hard to see how the addition of further signal-controlled crossings on its immediate entry / exit points will deliver that.</p>
(o63) Local resident, (Bicester, Dickens close)	<p>Kings End (Parallel) – <b>Partially support/concerns</b>  Middleton Stoney Road (Parallel) – <b>Partially support/concerns</b>  New access road (Parallel) – <b>Partially support/concerns</b>  Oxford Road (Toucan) – <b>Partially support/concerns</b></p> <p>My concern is how close the crossings are to the roundabout, the roundabout is very busy, and can be a nightmare, with many near miss accidents every day.</p> <p>Having an extra exit on an already small roundabout, then including the crossing will make this area very dangerous in my opinion,</p> <p>Perhaps turning the whole junction into a traffic light controlled 4 way junction would be a better, safer option, This roundabout is already dangerous with having to really have your wits about you when driving it, without having the extra danger of crossings and an extra exit to contend with</p>
(o64) Local resident, (Bicester, Victoria Road)	<p>Kings End (Parallel) – <b>Partially support/concerns</b>  Middleton Stoney Road (Parallel) – <b>Partially support/concerns</b>  New access road (Parallel) – <b>Partially support/concerns</b>  Oxford Road (Toucan) – <b>Partially support/concerns</b></p> <p>Clearly this roundabout needs to be improved, not just for pedestrians and cyclists but also vehicles. This junction is a nightmare at the best of times and the new Bicester Village multi storey carpark exiting on to is crazy. Bicester</p>

	<p>residents are going to be even more grid locked, and even more so if no vehicles can pass the London Road crossing. Modifications to this roundabout will result in it still not being fit for purpose and unable to handle the volumes of traffic that use it. Bicetser Village have well designed infrastructure on their own site, access to and exit from to a new multi-storey should be kept within this existing infrastructure. I don't believe these proposed crossings will be safe given the volumes of traffic and will potentially be under utilised for safety reasons. As noted, the issue is that higher volumes of traffic should not be directed onto this roundabout.</p>
<p>(o65) Local resident, (Bicester, Banbury Road)</p>	<p>Kings End (Parallel) – <b>Partially support/concerns</b>  Middleton Stoney Road (Parallel) – <b>Partially support/concerns</b>  New access road (Parallel) – <b>Partially support/concerns</b>  Oxford Road (Toucan) – <b>Support</b></p> <p>As both a driver and pedestrian who use these roads daily I think there are too many crossings near the roundabout. Surely it would be better to have 4 way traffic lights on this junction with associated pedestrian crossings? Yes, pedestrians need more places to cross safely but drivers will have to drive extremely carefully as there will be so many hazards - being aware of pedestrians crossing, traffic movement at roundabout and then more pedestrian crossings once past the roundabout. The new exit from the new part of Bicester Village will be congested so I think the only way to safely control the area is by 4 way traffic lights.</p>
<p>(o66) Local resident, (Bicester, Thirsk Rd)</p>	<p>Kings End (Parallel) – <b>Partially support/concerns</b>  Middleton Stoney Road (Parallel) – <b>Support</b>  New access road (Parallel) – <b>Partially support/concerns</b>  Oxford Road (Toucan) – <b>Partially support/concerns</b></p> <p>Please don't just make a cycleway around the junction but upgrade the cycleway along middleton stoney Rd too: that is dangerous with cars encroaching into the cycleway regularly. A painted line isn't enough</p>
<p>(o67) Local resident, (Bicester, Newton Close)</p>	<p>Kings End (Parallel) – <b>Partially support/concerns</b>  Middleton Stoney Road (Parallel) – <b>Support</b>  New access road (Parallel) – <b>Partially support/concerns</b>  Oxford Road (Toucan) – <b>Support</b></p>

	<p>I live in Newton Close and the proposed changes will have a massive impact on my ability to get in and out of my house. I don't know anything about this New Road. Does it leads to the hospital or to Bicester Village car park? The reality of it will be that residents will have to face severe delays because of Bicester Village shoppers using the New Road. Bicester Village shoppers should not have to come into Bicester. They should have an entrance from the A41 and not by the roundabout.</p>
<p>(o68) Local resident, (Bicester, Evenlode Close)</p>	<p>Kings End (Parallel) – <b>Partially support/concerns</b>  Middleton Stoney Road (Parallel) – <b>Support</b>  New access road (Parallel) – <b>Support</b>  Oxford Road (Toucan) – <b>Support</b></p> <p>The path along the Oxford Rd, where the old hospital used to be, is not wide enough to accommodate any additional foot traffic.</p>
<p>(o69) Local resident, (Bicester, Ray Road)</p>	<p>Kings End (Parallel) – <b>Support</b>  Middleton Stoney Road (Parallel) – <b>Support</b>  New access road (Parallel) – <b>Support</b>  Oxford Road (Toucan) – <b>Partially support/concerns</b></p> <p>The Oxford Road crossing seems very close to the one further south, will this replace this crossing</p>
<p>(o70) Local resident, (Bicester, Friend Way)</p>	<p>Kings End (Parallel) – <b>Support</b>  Middleton Stoney Road (Parallel) – <b>Support</b>  New access road (Parallel) – <b>Support</b>  Oxford Road (Toucan) – <b>Support</b></p> <p>The proposal will improve safety for everyone: Pedestrians and cyclists will have a clear place to cross (even though they should already be given way under the rule H2 of the Highway Code), and other road users will have a proper roundabout with more space and a better overview of the situation.</p>

<p>(o71) Local resident, (Bicester, Nuthatch Way)</p>	<p>Kings End (Parallel) – <b>Support</b>  Middleton Stoney Road (Parallel) – <b>Support</b>  New access road (Parallel) – <b>Support</b>  Oxford Road (Toucan) – <b>Support</b></p> <p>Good for pedestrians</p>
<p>(o72) Local resident, (Bicester, Kingsclere Road)</p>	<p>Kings End (Parallel) – <b>Support</b>  Middleton Stoney Road (Parallel) – <b>Support</b>  New access road (Parallel) – <b>Support</b>  Oxford Road (Toucan) – <b>Support</b></p> <p>I'm a pedestrian/cyclist and live in the Kingsclere area. I frequently use that stretch of road, and it really can be a nightmare to cross the road. Especially around the Junction and roundabout of Middleton Stoney Road and Oxford Road. I really do welcome any improvement that will help pedestrians and cyclists. Drivers quite often aren't focused on pedestrians. Although not always the case. You do get drivers who will give way to let pedestrians cross, only for other drivers in a different lane not doing so. Which can lead to pedestrians being stranded in the middle of both lanes and feeling rather vulnerable and not knowing what way to go. It's dangerous. These schemes will give some dedicated crossing points. I do like the separate pedestrian/cycle crossing mentioned. There can be a bit of an awkward clash at busy times between cyclists and pedestrians. This would deal with that issue. Brilliant. I do however feel that a 20mph limit should be imposed all the way along that stretch of road from the A41 roundabout through and along Queen Avenue and upto the mini roundabout with Banbury Road and Buckingham Road. There are a couple of zebra crossings along there. And cars approaching these crossings at 30mph can leave them with little time to react to people using these crossings. I have personally had several rather close calls where drivers were not paying attention.</p>
<p>(o73) Local resident, (Bicester, Villiers road)</p>	<p>Kings End (Parallel) – <b>No objection/No opinion</b>  Middleton Stoney Road (Parallel) – <b>No objection/No opinion</b>  New access road (Parallel) – <b>No objection/No opinion</b>  Oxford Road (Toucan) – <b>No objection/No opinion</b></p>

	<p>Because I'm Bicester born and bred and I like to know what is going on and how much more the town is going to be shagged by greedy Bicester village. It's absolutely pointless airing views of support or against because you do as you please anyway.</p>
<p>(o74) Local resident, (Bicester, Kings End)</p>	<p>Kings End (Parallel) – <b>Support</b>  Middleton Stoney Road (Parallel) – <b>Support</b>  New access road (Parallel) – <b>No objection/No opinion</b>  Oxford Road (Toucan) – <b>No objection/No opinion</b></p> <p>The people, special children, need a safe way to cross the roads</p>