

Banbury Regeneration - Tramway Road Improvements Consultation Report

Executive Summary

The Oxfordshire Growth Board has secured £215m of Government investment for new homes and infrastructure across Oxfordshire. This will support the ambition of building 100,000 new homes across Oxfordshire between 2011 and 2031 to address the county's severe housing shortage and expected economic growth.

The County Council has been considering a bus route through Tramway Road to Banbury station over many years. The objective is to improve access to the station, bus journey reliability into the town centre from southern areas of town and to remove trips from the heavily congested A4260/Bridge Street junction.

Skanska were commissioned to undertake feasibility work on the scheme

Background

Development of land in south east Banbury (the Longford Park residential development) has been approved by Cherwell District Council, with a significant number of homes already completed and occupied.

A new junction at Bankside and measures on Bankside to provide for the additional demands for travel arising from the development have already been approved.

The Tramway Road Scheme will deliver a new bus and taxi only link past the railway station to and from the town centre. A new access to Network Rail's West Car Park including vehicle activated capacity signs and improvements to cycle and pedestrian access are also part of the proposed works.

Consultation

Following completion of the Feasibility Study, a public exhibition was held at Banbury Town Hall on 16th January 2020 to present the proposed scheme and to gain views and insights on the plans and our Feasibility Design work. An online consultation was also carried out, running from 13th January to 9th February 2020. All responses have been analysed to understand the general consensus towards the scheme and to inform our next steps.

Online responses are summarised below:

	Like	Do Not Like	No view
Access to station west car park via Tramway Road	22	12	1
Bus and taxi-only link from Tramway Road to the station forecourt and town centre	24	11	

The main concerns centred on possible increased congestion along Bankside and Hightown Road, and the loss of bus stops directly outside the Morrisons store.

Measures to address parking along Bankside have already been approved, as mentioned, and a proposal is being worked up to limit parking on Hightown Road prior to the installation of traffic lights at the Bankside/Hightown Road junction. Discussions with the local bus operator are ongoing, and one suggestion is that the bus route could vary outside peak hours to enable it to continue to stop directly outside Morrisons.

A detailed analysis of consultation responses is included in Annex 1

Next steps

Following consideration of the public response, the scheme has progressed through feasibility design to preliminary design stage. This has included traffic modelling and discussions to acquire the necessary land have commenced.

A further engagement activity will take place on the “preferred” scheme to provide information on how the scheme has been developed further following the initial consultation exercise.

Annex 1

The following responses were made directly:

Organisation	Comment	Officer response
Banbury Town Council	Some concern about the redirection of bus routes away from Morrisons - need to look at all affected bus routes and the affect upon users	<i>Only the diversion of Route B3 is envisaged at this time. Ongoing discussions with Stagecoach on other routes.</i>
	Concern about the reliability of rising bollards - other means of control should be investigated (ANPR systems?)	<i>Other options are being considered to support the management of this bus/taxi only link</i>
	Pedestrian flows from Banbury United FC need accommodating along the new road	<i>Access to Banbury Town Football Club will continue along Station Approach while the club is located in this location.</i>
	Need for a safe pedestrian route through the station car park or alongside the new link road to enable safe access to the Station	<i>The scheme proposes a pedestrian footway alongside the link road.</i>
	Clarification if all commercial users of the existing vehicular access, and Network Rail/Chiltern Rail are content with the change of access arrangements to their sites further south and east - do they enjoy ownership and/or specific rights that need to be extinguished?	<i>The existing commercial users will be provided access to Station Approach from Tramway Road. The legal rights for access across Station Approach to Bridge Street is being investigated with Network Rail who currently own this road. Network Rail / Chiltern Rail support the proposals.</i>
	All south-side station car parking is to be accessed from Tramway Road and there is a consequent need to assess the revised traffic flows in Swan Close Road and Cherwell St. etc.	<i>Yes, modelling work has been undertaken and shows no material impact on the network due to the proposal.</i>
	Possible need to re-configure the station forecourt	<i>Yes, as part of the scheme OCC are including additional bus stops. Chiltern Railway are also making alterations to the forecourt using funding acquired from Sustrans.</i>
	Concern about the Tramway Road/Swan Close Road junction traffic lights. Concern about	<i>The signalisation of Tramway Road/Swan Close Road has been modelled and is expected</i>

Organisation	Comment	Officer response
	potential additional congestion. Inter-relationship to the Bankside/ Hightown Road junction (and the possible need for lights at that junction).	<p><i>to operate with suitable capacity.</i></p> <p><i>The Bankside / Hightown Road junction will also be signalised as secured from the Longford Park development.</i></p> <p><i>The two signalised junctions will be linked to improve the efficiencies along the corridor.</i></p>
Cherwell District Council	Consideration should be given to the potential for more than 700 dwellings being provided on the Canalside site.	<p><i>The traffic modelling undertaken has been informed by the Banbury Strategic Model which accommodates for the Canalside redevelopment as allocated within the Local Plan</i></p>
	The possibility of additional parking being provided at the station at some point, for example a multi-story on the western side of the railway, should be considered.	<p><i>Additional station car parking is not a consideration to the scheme.</i></p>
	It may be worth allowing for some flexibility in the design of proposals in terms of 're-opening' car access from Station Approach/the station forecourt to existing surface car parks at the railway station in the future, perhaps after monitoring of the proposals' implementation/ operation including at the junction with Swan Close Road and/or following any potential significant residential development at Canalside.	<p><i>This is not a consideration to the scheme. The connection between the Station Forecourt and Tramway Road is for bus/taxi only. Should this connection be opened to general traffic it would potentially become a 'rat-run' from Bridge Street to Swan Close Road.</i></p>
	The continuation of a single carriageway/ narrow highway to the north west of the new roundabout/where the road passes the station/station car park seems appropriate considering the relatively limited use by buses and taxis only and a reduced need to use neighbouring land, but measures should be considered to address	<p><i>The preferred scheme provides for single lane shuttle working under signal control.</i></p>

Organisation	Comment	Officer response
	the potential for the meeting of buses/taxis head on.	
	Access to the land (and neighbouring land) that was the subject of a recent grant of planning permission for new dwellings on the caravan site will need to be maintained.	
	In terms of the Local Plan Banbury 1 policy requirements of seeking a high-quality design and a distinctive proposition, a 'standard' roundabout may not be optimal achieving this. However, it is understood that the roundabout may provide the only appropriate option to enable cars dropping people off for the station to turn around. If this is the case then the design and use of materials for the roundabout should be given careful consideration in light of the future development at Canalside and the policy requirements.	<i>Due consideration to the streetscape and use of landscaping and materials is being made within the design of the scheme.</i>
	In the same vein, the design and the use of the materials for associated highway infrastructure/street furniture/lighting should be given careful consideration.	<i>Noted, due consideration to the 'street scene' and use of landscaping and materials is being made within the design of the scheme.</i>
	Bus stops and well-designed bus shelters should be provided as required along Tramway and at the station and the needs of the disabled considered.	<i>Bus shelters are to be provided within the Station Forecourt and suitable access to those less able throughout the design.</i>
	Where appropriate the use of alternative surfacing for roads and pavements should be explored.	<i>Noted, we will consider this as part of design but will seek advice from Safety team and cost of maintenance.</i>
	The proposals should create or allow for high quality and attractive pedestrian and cycle routes along the whole of Tramway, from the proposed roundabout through to Bridge Street and to the station.	<i>The preferred scheme now incorporates segregated cycle tracks through the shuttle working signalised link.</i>
	In terms of land acquisition/negotiation for the	<i>The proposal will seek to adopt the section of Station Approach</i>

Organisation	Comment	Officer response
	proposals, opportunities could be explored to bring land and nearby land into public ownership and/or improve the quality of land where appropriate.	<i>as publicly maintainable highway.</i>
	The surrounding land is mainly used for B1/B2 and B8 employment uses. The access requirements of existing business and others, such as Banbury United, the Chiltern depot/facility to the east and the Oil depot site should be considered.	<i>Access for these existing users has been considered.</i>
	The existing accesses from Tramway at Hazelmere Way and Riverside should be maintained to allow for access to existing businesses and new residential development.	<i>These junctions are not altered by the scheme.</i>
	The necessary consultation should take place or be continued with stakeholders including the taxi companies, Chiltern Railways, network rail, the bus operators, utilities and land owners and businesses.	<i>Stakeholder engagement continues to be undertaken.</i>
	Any opportunities to contribute towards tackling climate change should be taken including the planting of trees if appropriate.	<i>Noted. Discussions with landowners continue and this includes for additional land to help support the potential to improve the streetscape and accommodate tree planting.</i>
	It is recognised that the proposals will need to be implemented within scope but associated opportunities to improve the highway or public realm should be taken in association with the scheme where possible/appropriate even if these are at a later date.	<i>Noted.</i>
Member of the public	I like the idea of extending the northern end of Tramway Road to provide a two-way connection to Station Approach. However, I suggest that it should be open to all traffics to ease the traffic congestion at Bridge Street junction.	<i>Tramway Road will be open to all traffic, but only as far as the car park. The link will only be open to buses/taxis/cycles.</i>

Organisation	Comment	Officer response
	The proposed signalised junction at Tramway Road/ Swan Close Road/ Hightown Road will not work and will, for sure, cause traffic queuing up along Hightown Road and Bankside	<i>Traffic modelling of the proposed junction has been undertaken and shows that the junction can operate to an acceptable level.</i>
Proprietor, Paw Paw Takeaway	I appreciate you are busy but could you spare just a few minutes to let me know if these proposed improvements will ease the traffic situation at the current bus/coach station?	<i>There will be no immediate effect on the operation of the bus station.</i>
Member of the public	Will drop off/pick up remain with the 20-minute waiting period	Yes
	Will the disabled spaces adjacent to the taxi rank remain	Yes
Member of the public	Is it intended that Windsor Street be restricted to buses, cycles and taxis, as is proposed for the new link between the extended Tramway Road and the station forecourt? If not, is it intended to maintain the current forecourt/drop-off area, accessed via Windsor Street as now?	<i>The access to the station forecourt from Bridge Street will remain open to all vehicles. There will be an additional passenger drop off on Tramway Road.</i>
	<p>Are there any proposals to make improvements to the junction of A4260 Cherwell Street and Bridge Street? The Feasibility Report by Skanska suggests that this should be investigated but there is no evidence of any report or analysis on this matter in any of the documents uploaded on your website.</p> <p>Without knowing the costs and implications of such improvements (which would appear to be necessary if the scheme is to alleviate traffic more than it adds to it), it is difficult to come to a fully informed view on the scheme as a whole.</p>	<p><i>The funding has been awarded specifically to the bus/taxi link and access to the car park, however, the consultants have also assessed the Bridge Street junction. However, OCC are also looking at more major alterations as part of the masterplan work for the Canalside redevelopment and overall transport strategy work in the town to improve the Cherwell Street corridor.</i></p> <p><i>The Tramway scheme will take out some of the trips from the south of the town that currently access the station car parks via the Bridge Street junction and will also provide an effective alternative to the car for commuters from those southern areas.</i></p>

Organisation	Comment	Officer response
	What plans are there for the station car park labelled as "closed", currently accessed via Tramway Road from the south? The map of the proposals shows the extended Tramway Road making an incursion into the current grounds of this car park but it is not clarified whether there has been any discussion with Network Rail or Chiltern Railways over what will happen with this land.	<i>Network Rail and Chiltern Railways are partners on the project team. The wider area to the east of Tramway Road comes under the Canalside redevelopment area.</i>
	Have there been any discussions with Network Rail or the Department for Transport over whether the potential replacement of Chiltern Railways as a franchisee during the course of the project would have any impact, given their franchise is currently scheduled to finish during 2021?	<i>This has been discussed at project meetings and is not seen as an issue. The land that is affected is Network Rail's and the project is seen as a positive benefit for the station and its services.</i>
	Why does Appendix A appear to be missing from the consultation documents uploaded on your website? The ownership of land is already a matter of public record via the Land Registry.	Appendix A was removed because of GDPR concerns. It has been re-loaded without the personal data.
	Why does Appendix H appear to be missing from the consultation documents uploaded on your website? The breakdown of costings of major scheme such as this, funded by taxpayers, is something which should surely be a matter of public record.	The overall costs of the preferred scheme are within the main document. The more detailed costings contain commercially sensitive information and therefore cannot be released.

A total of 35 responses were made online:

1. Please tell us what you like and dislike about the design and layout of the proposed new access to Chiltern Railway's station west car park via Tramway Road, including comments on the road junctions, the footway and crossing, and the drop-off area.

Like	I like the development of a new access route to the station for traffic coming from the South of Banbury, helping it avoid the busy Bridge St/Cherwell St crossroads. I like the prioritisation of non-car traffic.
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	<p>I dislike the loss of capacity at the west station car park and the lack of ability to easily transfer between the two car parks (where will traffic go if the West car park is full?)</p> <p>I dislike the increase in traffic down Tramway - this has been an exceptionally safe place to cycle.</p>
Do Not Like	I think what we have is adequate and just needs a tidy up
Like	Regeneration is great for the town as it will make it easily accessible and much easier for those of us who work in London. Due to the newly built properties, more and more people are relocating to the area and the town will see a rise in the population which will mean more people will pay council tax that will help the council with more regeneration projects and besides change is great for the community.
Do Not Like	<p>Poorly planned.</p> <p>This route will cause more congestion to users of Bankside & Hightown Road.</p> <p>The construction of the new housing estates is already applying pressure to the road network. Adding additional lights will stagger the traffic yes but will cause more delays in the long term.</p> <p>A cut through that saves perhaps 5 minutes maximum is not worth public funding.</p> <p>Construct more cycle paths would be a better expenditure and a greener option!</p>
Like	<p>I like moving traffic away from Bridge St and also of providing a more direct access for the south and west of the town to the station.</p> <p>I am concerned about extra traffic in Swan Close, Hightown Road and Bankside. I'm sure these can be improved relatively easily. Traffic lights for the junction between Hightown Road and Bankside synchronised with those proposed at the Tramway Road junction, solving parking issues in Hightown Road and along Bankside plus removal of the chicanes on Bankside would <i>[text ends]</i></p>
Like	<p>This should help reduce traffic congestion on bridge street station road junction.</p> <p>This scheme needs to link to Bankside with parking restrictions.</p> <p>Residents only</p>
Like	Moves traffic away from already congested route along Bridge St.
Do Not Like	As this does not address the issue of only a single road bridge over the railway line near the centre. A second road will serve all of the community needs and not just a couple of buses and taxi every hour or so...
Do Not Like	This will mean a significant increase in the number of vehicles using hightown road. Theres nothing that I like.
Like	<p>I am not sure what the purpose of the bollards is. I would personally open the road for traffic. It might be used as a cut through to Cherwell Heights, but can also ease the traffic congestion around Bridge Street. It will also allow cars to just direction of travel from let say Banbury United rather than going pass Morrison to get to Grimsbury.</p> <p>Alternatively the road from Grimsbury towards the train station could be a one way (whichever way seems more appropriate).</p>

Like	I like that it takes traffic away from Bridge Street and the junction with Cherwell Street, the volume of traffic using that junction to and from the rail station makes pedestrian access to and from the town centre harder.
Do Not Like	This will only serve to clog up the Tramway Rd junction in a similar manner to that which is already experienced at the other end by the bridge. The road outside Morrisons is already a nightmare at times, how will adding a light system and access for all vehicle types make that better?
Do Not Like	More traffic will be accessing hightown road which is busy enough at the best of times due to the amount of houses being built alongside Bankside. There is a purpose built car park on the other side of the trainline. The existing car park isnt really needed
Like	It removes traffic from bridge street and grimsby areas.
Do Not Like	The number of traffic lights in Banbury is bordering on the ridiculous already and you are proposing more traffic lights! Doing this will just cause more traffic jams around the Bankside / Hightown Road area.
Like	buses & taxis are minimum impact to the traffic issues from one side of the town to the other
Do Not Like	2 traffic signal sets less than 100 meter apart with further lights and supermarket entrance is going to be more chaos. Now plan to improve junctions to link road for left turn lane to ease traffic. Also the current flow to bridge St junction backs up past new proposed traffic signals at peak time. This needs a broader solution
Like	Good idea.
Like	1) I think this is a good idea as it should relieve congestion on Bridge Street and make it easier for cars to get in/out. 2) I think more thought needs to be given for improving pedestrian access to the station from Tramway Road; adding proper footpaths, crossings and better lighting, as currently people have to walk between cars and through the poorly lit car park. 3) Also need to ensure this route is accessible to everyone, including mobility scooters, bikes and pushchairs.
Like	Long overdue
Like	Redirecting any traffic off Hightown Road will help ease the congestion that this road, traffic lights will help the flow of this traffic, however I would take into account traffic turning out of the Morrisons car park onto Hightown Road, will these traffic lights assist and make this safer or not? The current car parking situation up Hightown Road and on Bankside MUST be sorted if this was to go ahead, its dangerous and soon there will be an accident
Like	Like everything
Do Not Like	Like the idea of regenerating this access way as it is currently sub standard. Dislike that the plans do not have any clear prioritisation for cycles unlike access to the vast majority of railway stations. The current access ways are not safe for cyclists but the plans only mention 'combined pedestrian/cycle path' without clearly outlining whether there will be dedicated and fast access for cycles to promote cycling over cars and to improve safety. At the moment station access is not safe.

Like	<p>It's a good idea. It's something that should have been looked at thirty years ago when Swan Close started to be redeveloped but at least it is finally happening.</p> <p>Taxis and buses will benefit from the extra access for sure. My concerns are in exiting the site as in question 3 below.</p>
No view	
Like	It makes for easy access to the Railway Station.
Like	Help ease congestion in town centre and Middleton Road
Like	<p>Station users coming from the south will find this a much shorter and easier way to the west car park. It must be borne in mind that some users coming from other directions will find Tramway a worse route than Bridge St/Station Approach so will divert to the east car park which is already getting busier. Ideally the west side car park should be made multi-storey or at least double deck so it is future proofed for growth. It is an odd shape but there is a precedent: Bicester North.</p>
Like	hopefully this will ease traffic congestion to bridge street bus station.
Like	please move national express bay further away from pawpaw restaurant.
Like	<p>The introduction of traffic lights at Tramway, Swann Close and Hightown Road will no doubt be good and necessary but it totally overlooks the grid lock that is already starting to occur in this area and will get worse as new housing development in Bankside attracts even more traffic, not least of which will be the desire for more cars to use Tramway as a Station access.</p> <p>When are the planners going to wake up to the ever increasing need to prevent so much traffic in this area. New M40 Jct needed</p>
Do Not Like	<p>Unless some measures are put in place to stop the cars cutting through (when not accessing the station car park), I'm worried the traffic via Tramway Rd will become worse for us cyclists. It's already bad at the Tramway Rd/Hightown Rd junction - v. unsafe for cyclists at peak times, when you try to turn towards Tramway and have to stop in the middle of the road, speeding cars going both ways, it feels very frightening. Drivers dropping off constantly block the cycle paths - very ignorant of cyclists</p>
Do Not Like	<p>Banbury roads are full to bursting. We do not need more roads, the answer is fewer people and fewer new houses. I suggested to OCC many years ago to put up signs - Oxford is full come back under another day. But it was ignored. The result after many millions of £s is more traffic congestion, poorer air and more irritable travellers.</p>
Like	<p>It will make a considerable improvement to the flow of car traffic to and from Banbury Station - when the Chiltern Rail parking in Tramway closed 5 or so years ago there was an immediate impact on the volume of traffic and the length of time taken to drive from Hightown/Bankside through the town to reach the East or West side Chiltern Railways car parks.</p> <p>The suggestions for pedestrian refuges and crossings look sound although Zebra Crossings rather than Pelican Crossings should be considered.</p>
Do Not Like	As the only access to the west car park, it will hugely increase the volume of traffic on all nearby connected roads and at all nearby

	junctions from early morning through to late night seven days a week to the detriment of local cyclists, pedestrians and residents. Yellow lines on Lambs Crescent as planned will only exacerbate existing long-term problems for local people and residents, while authorities continue to ignore parking issues on Lambs Crescent, Hightown Road and Bankside.
Like	Less traffic by this route - but - The drop-off area at the station itself looks too small.

2. What do you like and dislike about the proposed design and layout of the bus and taxi-only link between Tramway Road and the station forecourt and town centre, including comments on the impact on current bus services?

Like	I like the prevention of cars taking a short-cut. This will deter people from trying to cut around existing traffic problems (risking pedestrian and cyclist safety)
Do Not Like	A waste of money as is taking people away from the shopping centre, why add a walk?
Like	Easily accessible
Do Not Like	This shortcut makes little difference and will cause even more disruption. Disappointing!
Like	I am a bit concerned about the B3 bus not serving Morrison's but the proposed new stops in Tramway Road could help. I'd like to see more frequent buses than the present half hourly B3 serving the station. I do like the bus/taxi only link as it would be bad to have through traffic. There is also the East side car park where drop off and pick up can happen too.
Like	Should help traffic flow around the Station, Cherwell street and Swan Close
Like	Safer and more efficient for bus/taxi users and pedestrians.
Do Not Like	If you build it, you are putting the needs if the very few ahead of the needs of the community at large.
Do Not Like	As long as no busses use hightown road it might work.
Like	Again as above. Otherwise it is ok.
Like	I like it for the most, but I feel that bus passengers for Morrisons will be cut off, the proposed stops on Tramway Road mentioned in the FAQs are too far away and involve crossing what will become a busy junction. If there was some way for buses to stop on Hightown Road or divert round Lambs Crescent this would be beneficial
Like	Limiting access to public transport will allow much better traffic management. I understand the case for opening up access, but allowing all vehicles to enter from tramway Rd is too much. Why not alleviate traffic from one end by making all public transport enter from tramway, and all none public transport enter from the bridge entrance.
Do Not Like	Why does there need to be a bus service between the station and banbury town. It's a 2 minute walk max. The traffic is bad enough around the two junctions at the best of times and having bus only routes will only compound the problem

Do Not Like	It could work, but what will happen to the lay by in the station forecourt which allowed cars to pick up returning commuters? Are you forcing drivers under 30 min visits to try to find a limited parking space?
Like	If this will allow buses to get around Bnabury quicker I am all for it, but not if it means even more traffic lights to be put in, slowing traffic and causing delays.
Do Not Like	current bus services should be looked at & many assessed on actually need of the town than just profits of running many times totally empty
Like	Good idea for link through tramway to ease bridge st. This though would be ruined by moving issue elsewhere
Like	Good idea.
Do Not Like	I was crippled by Hackney Carriage (he still holds Cherwell license) & now rely on mobility scooter, I often go down Station Approach & Tramway Rd to get to hospital or Morrisons, it's only one car wide but as it's quiet it's still an easier/safer route than using busy & narrow A4260 footpath. Sharing this route with taxis scares me and would put me off of going out! Not enough buses to justify link, would be better to add a foot/cycle path & improve lighting, to encourage healthier habits.
Like	It would appear that bus stops at the station will remove/reduce the 20 mins car parking area that exists at present. Such an area is required when picking up rail passengers by car if the train is running late.
Like	Redirecting any traffic off Hightown Road will help ease the congestion that this road has on a daily basis, especially peak times such as school runs and early evenings. Traffic Lights will help the flow of this traffic. I do not use the bus service so cannot comment.
Like	Like everything
Do Not Like	Like the idea of regenerating this access way as it is currently sub standard. Dislike that the plans do not have any clear prioritisation for cycles unlike access to the vast majority of railway stations. The current access ways are not safe for cyclists but the plans only mention 'combined pedestrian/cycle path' without clearly outlining whether there will be dedicated and fast access for cycles to promote cycling over cars and to improve safety. At the moment station access is not safe.
Like	The elephant in the room is the exit from the Station down to the crossroads with Concord Ave. As noted in the survey that at peak times, trying to get out of the station junction is very bad. It's awful. The main cause of the backup is the traffic lights on the Concord Ave, Cherwell St, Bridge Street crossroads junction. So, get rid of the traffic light junction and replace it with a large roundabout. It would speed up all traffic and make bus travel much quicker so Tramway is not needed.
Like	.
Like	It will make a trip from Morrisons supermarket very difficult for people with more than the bare minimum of shopping. Over the last few years I have managed to cut my car use from 4.5/5 thousand miles to less than 1 thousand miles per year, it will be a shame if I have to start using it for my Morrisons shop.

Like	Help ease congestion in town centre and Middleton Road
Like	Anything to make access to the station easier is welcome but any works should not conflict with longer term CD plans for canalside re-generation with direct pedestrian access with Cherwell St. The B3 should call, perhaps other buses too, some such as the B4 could call after their Bridge St stop. The B5 & B6 should be able to enter from Bridge St, turn and leave the same way. There should be plenty of secure cycle parking too allowing for future growth.
Like	hopefully this will ease traffic congestion to bridge street bus station. please move national express bay further away from pawpaw restaurant.
Like	Looks good
Like	It should stay buses, taxis and cyclists only. I like the cyclists are being taken into account! I lived in Oxford for 16 yrs and moving to Banbury 3yrs ago was a shock, esp. bc of the lack of cycle paths here and drivers being so ignorant. It made me feel like a second class citizen! I've already had a collision with a driver who knocked me off my bike while I was on my side of the road. It's a daily battle- especially not being given a way on narrow street. Banbury on a bike feels very unsafe!
Do Not Like	The bus stops for B3 outside Morrisons will cease in 2022. The number of older people is increasing please do not deprive them of this facility. It is very useful.
Like	Excellent idea to join the bus and rail transport systems up, however, there are issues with buses exiting the station onto Bridge Street, this roadway is already congested and cars wait a considerable length of time in order to move out of the station entrance and across the rail bridge. The proposed change to the B3 route means that elderly people from Bodicote and Longford Park will no longer have easy access to Morrisons' supermarket - the proposed bus stops in Tramway are too far away.
Like	A good idea, helping provide solutions to encourage more use of public transport while not deterring cyclists and pedestrians nor unduly disadvantaging local residents. I do not understand though why local people have been denied the opportunity to consider the signalisation of Bankside/Hightown Road/Lambs Crescent at the same time as this consultation. The two proposed developments are intrinsically linked and impact each other hugely, not least continuing traffic congestion and parking issues.
Do Not Like	I am concerned that the six short stay parking spaces, shown in photo 14 (Station Approach looking South towards Car Park), will be removed. There is no mention of them in the proposals. At certain times these are heavily used, in my experience. I find them very convenient, when visiting the station to buy a ticket, or waiting for a passenger (especially when a train is delayed).