

Comments Received and Officer Responses

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

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	<ul style="list-style-type: none"> • There is a cycle lane marked on the plans for Field St which continues from the shared cycle route on the pavement to this point. This will encourage cyclists to ride off the pavement and across the junction where they might not be obvious to drivers who will not expect cyclists to emerge at this point. • The No Right Turn into Bucknell Road is open to abuse and no measures are being taken to help with enforcement. • The X5 coach service will no longer be able to access North Street and so may return to its old route down the Causeway. The council officers stated that this would not be allowed, but not how this could be prevented. <p>Officers of the County Council stated that the new layout had been extensively modelled and would not have any adverse impact on traffic flow or safety.</p> <p><u>Conclusions</u></p> <ul style="list-style-type: none"> • The new layout will significantly change traffic flow through the town centre. • There are minor concerns about the operation of the zebra crossing between Bucknell Road and St John’s Street junctions and the egress from Bucknell Road. 	<p>This will be looked at by officers during the detailed design stage of the scheme</p> <p>This will be looked at by officers during the detailed design stage of the scheme</p> <p>The Causeway is public highway and therefore buses cannot be prohibited from using it. However, given that the route to Manorsfield Road via St John’s Street will be more convenient and direct, it is unlikely that bus companies (specifically Stagecoach, who operate the X5) would want to utilise The Causeway.</p> <p>Noted</p>
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	<ul style="list-style-type: none"> • There is a potential for enforcement requests regarding the no right turn into Bucknell Road • There is a potential for the X5 bus service to return to its old route which uses an inappropriate road. • Though there are minor concerns about the new layout, there is nothing that is significant enough to warrant any objections from TVP. 	
<p>26479</p>	<p>These improvements are welcome and I think should improve north south traffic flow along with better access for pedestrians. One comment I would make is the absence of a crossing on the Buckingham rd near the roundabout. The nearest crossing is north of the station and if as you wish traffic flows more freely pedestrians wishing to cross the buckingham road to access the town centre will experience difficulty. I would ask for a crossing at the southerly end of the Buckingham rd be added to the improvements on safety grounds.</p>	<p>While a zebra crossing at the southern end of Buckingham Road is not proposed, an enlarged pedestrian refuge at this point is suggested in the amended scheme.</p>
<p>26480</p>	<p>We are writing to register our strong objection to the proposed “Town Centre Access Improvements”. We fail to see how a scheme that will cause traffic chaos and gridlock and adversely affects the businesses and residents in North Street and Roman Way can be described “improvements”. The proposed scheme will have the opposite effect to the intended objective.</p> <p>1. Traffic</p> <p>North Street has historically been the main road into Bicester</p>	<p>Noted</p>

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	<p>(formerly a toll road).</p> <p>It currently diverts traffic going into the town centre, to the east of the town, and through to Launton Road away from the traffic that goes through the town and to the west and south (including Bicester Village). It eases the traffic problems in Field Street and Queens Avenue.</p> <p>The closure of North Street would result in the traffic which currently uses North Street having to go down Field Street which would result in a traffic nightmare. That road Queens Avenue, Banbury Road and Buckingham Road will all suffer. All the traffic from the Railway Station, North Bicester and beyond will bottleneck at the same point in Field Street as will all the traffic going into the centre of town, the east of the town and into North Street and Roman Way. This in turn will cause traffic to back up from the new roundabout along Queens Avenue which will be detrimental not only to that traffic but also public transport all of which will be gridlocked in the resulting traffic jams.</p> <p>If the Council wishes to stop the residents of Roman Way having access to the roundabout then all they need to do is filter the exit from Roman Way into North Street whilst still allowing access to Roman Way from the roundabout. Closing access to North Street from the roundabout is totally unnecessary.</p>	<p>The different elements of the proposals work together to improve traffic flow which enables the closure of North Street. This holistic approach reduces congestion whilst also providing benefits for walking, cycling and public transport.</p> <p>Extensive modelling demonstrates that increasing capacity at the junctions within the scheme area will improve traffic flow which will have benefits for currently congested parts of the network. Although the traffic will not disappear, there will be an overall benefit to the network. This enables North Street/Roman Way to be closed off from the north (which in itself helps to increase capacity at the roundabout by reducing the complexity and increasing certainty of road users especially on the Buckingham Road arm) and also helps to reduce a known barrier to walking and cycling in the area thereby encouraging these modes of travel and reducing congestion further. The linear set of improvements along the 'central corridor' will help keep traffic flowing smoothly which means that more vehicles per hour can pass through the junctions.</p>
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	<p>The idea that by closing North Street traffic flow across the Roman Way roundabout will improve ignores the fact that all traffic will flow into Field Street and accordingly that traffic will back up from the new roundabout turning into St Johns Street. This element of the scheme transfers the problem two hundred yards down the road where it will create a much greater logjam than any ever experienced at the Roman Way roundabout as the St Johns Street roundabout will serve all the traffic coming out of the centre of town as well as that coming from the north and south. That is a problem which is not encountered at the Roman Way roundabout. It also ignores the fact that if traffic from the south is turning right at the St Johns roundabout then that traffic will in the future no longer turn into North Street and slow down the flow of traffic from Banbury and Buckingham Roads. Keeping North Street open to traffic from the north will improve the flow of traffic as it will reduce the level of traffic which will otherwise tailback from the St Johns Street roundabout.</p> <p>The suggestion that all traffic, including that going to the town centre and east Bicester having to go through Field Street will result in an “improvement” in traffic flow is a nonsense. This was shown on the 5th July when North Street was closed by emergency vehicles and within minutes traffic was backed up for a long distance up Banbury Road.</p>	
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	<p>2. Business</p> <p>North Street has not only always been a main road into Bicester, it has always been a road which has mixed use. There are some ten business properties situate in North Street. Their location relies on the fact that this is a through road. To close it and make it into a feeder road to Roman Way would have a severe adverse effect on those businesses.</p> <p>The resultant traffic chaos at the proposed St Johns Street roundabout will be to the detriment of all businesses in town as it will deter people from coming into Bicester.</p> <p>3. Residents</p> <p>If North Street becomes a two way road then the residents on North Street would lose their parking in a town where there is a distinct lack of parking.</p> <p>All residents, including those in both blocks of flats, in North Street and Roman Way would be caught in and add to the traffic jams which would result in Queens Avenue and particular in Field Street as that would be the only way they could access their properties.</p> <p>Vehicles making deliveries to North Street are too large to make a U turn and would have to drive to the end of Roman Way to enable them to turn and exit.</p>	<p>The proposals enhance the pedestrian and cycle experience on the Buckingham Road/Banbury Road roundabout (as previously identified as a deterrent by residents) and North Street which will encourage people to use these modes to access the town centre. Pedestrians and cyclists provide a much better ‘passing trade’ as they are traveling much slower than motor vehicles and are able to ‘soak’ up their surroundings. Given the strict parking restrictions in North Street, motorists are prevented from stopping as they ‘pass’ by. Officers are happy to work with traders to alleviate their concerns.</p> <p>The proposed scheme stipulates that the existing parking provision in North Street will be retained.</p> <p>The turning area at the north end of North Street will be designed to accommodate movements of refuse and delivery vehicles.</p>
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	<p>The traffic congestion would have an adverse effect on all Bicester residents and anyone visiting or travelling through Bicester.</p> <p>Conclusion</p> <p>This scheme is ill considered and has failed to take into consideration the businesses and residents which it will adversely affect.</p> <p>Most importantly it ignores the severe traffic congestion which will result. Traffic is currently diverted away from Field Street and Queens Avenue through North Street. The proposed scheme will ensure that North Street will no longer alleviate the traffic on those roads as the whole of Bicester traffic including that going to and from the centre of town will in future have to pass through those roads. That will not assist traffic flow, it will create gridlock.</p> <p>The closure of North Street is totally unnecessary and will create severe traffic problems. If North Street remains open it will alleviate those problems and achieve the primary aim of the scheme which is to improve traffic flow. I do not believe that such a fundamental change should be implemented in the face of these problems.</p>	<p>Noted</p>
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<p>26481</p>	<p>I really do think that this has not been thought through at all, and would ask where on earth the information has been collated from in order to even have the hair brain idea of altering the road system to what you have proposed.</p> <p>The following points have not even been considered in your proposed “Improvements”</p> <p>The severity of the closing North St for vehicle access to the town centre, where will this traffic go to? It will and can only go on to Field St this road is already too congested with Bicester Village traffic and traffic from the Railway Station so this traffic cannot go on to North St will go where? Allowing Bucknell Road traffic to turn right also will add congestion but not greatly on what is proposed as to be a roundabout? Let us hope it will be a magic one because at the moment the light system will filter</p>	<p>The data from the modelling which has informed these proposals has been obtained from several sources: i. Manual traffic counts which include turning data at each junction, number of vehicles and queue lengths (summer 2011). ii. Automatic traffic counts (regular counts of traffic numbers). iii. StrateGIS (data constantly taken by Satellite Navigation Systems which maps routes and journey times therefore indicating congestion on links). iv. Bicester Saturn Model (model updated regularly which assesses traffic conditions across Bicester and has the ability to determine traffic data associated with developments and predicts movement and re-routing amongst other details. v. Sainsbury’s Transport Assessment associated with the town centre redevelopment which assesses the impact of increased travel associated with their development. vi. Local perspective (local residents used to validate the base VISSIM (visual simulation) model to ‘sense check’ traffic numbers, queues, traffic behaviour to achieve ‘real-life’ situations. vii. Onsite observations. Using all this data together has produced an accurate model with which to assess the current situation and predict the effects of the scheme in future years. To enable fair comparisons, the town centre development traffic has been added to the base and future year model. Traffic data can be presented in figures on request.</p> <p>Extensive modelling demonstrates that by increasing capacity at the junctions within the scheme area, traffic flow will increase which will have benefits for currently congested parts of the network. Although the traffic will not disappear, there will be an overall benefit to the network. This enables North Street/Roman Way to be closed off from the north (which in itself helps to increase capacity at the roundabout by reducing the complexity and increasing certainty of road users especially on the</p>
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	<p>and give each road a turn to clear traffic, if you put a roundabout in it will be more of a free for all, you are then only having one road that will provide in and out traffic to a roundabout which is already too busy. There is no problem with North St, only when there is a problem with Field Street! Would there be traffic queuing in North St, this has never happened, if you try and do this road change then you will be implementing a total disaster, not to mention the health and safety of road users and pedestrians and the bus services alike, you will force traffic to try and get out of the town centre via Victoria Road, and for people who know the area they will use Withington Road as a quick rat run out, and there is Longfields Primary school down there, so what was a safer housing development with a school will now be turned into a awful unsafe vehicle get away from the town centre, this clearly shows that in my opinion not even a primary school pupil would have even thought up this totally ridiculous road plan. This is completely a nonstarter!</p> <p>Businesses in North St, the loss of business to all the companies who rely upon their passing trade,</p> <p>the fact that lorries having to make deliveries to the business</p>	<p>Buckingham Road arm) and also helps to reduce a known barrier to walking and cycling in the area thereby encouraging these modes of travel and reducing congestion further. The linear set of improvements along the 'central corridor' will help keep traffic flowing smoothly which means that more vehicles per hour can pass through the junctions. The modelling undertaken does not suggest that there will be an excessive amount of traffic using the roads mentioned.</p> <p>The proposals enhance the pedestrian and cycle experience on the Buckingham Road/Banbury Road roundabout (as previously identified as a deterrent by residents) and North Street which will encourage people to use these modes to access the town centre. Pedestrians and cyclists provide a much better 'passing trade' as they are traveling much slower than motor vehicles and are able to 'soak' up their surroundings. Given the strict parking restrictions in North Street, motorists are prevented from stopping as they 'pass' by. Officers are happy to work with traders to alleviate their concerns.</p> <p>Under the proposals the turning area will be sufficient to cope</p>
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	<p>premises will have to go into Roman way to be able to turn around, what about a articulated lorry who need to deliver???</p> <p>How is he going to be able to do this???</p> <p>He is not!</p> <p>The plan to make North Street 2 way traffic as a cul de sac, how are residence going to be able to park cars as they can now?, you cannot have three lanes of traffic on this road it is as simple as that,</p> <p>the idea of leaving the roundabout end open for emergency vehicles suggests that this road closure is not perfect at all, and why? Because the emergency vehicles all come from the other direction, so their nearest and quickest route under your new route plan would be St John’s St then North St surely. This proposed plan is simply fraught with problems from start to finish.</p> <p>As you can see there are a number of points that I have raised, which will simply not allow this project to even be considered, I feel, and what we need to also think of here is the very severe changes you wish to make are only to relive the couple of hours rush hour, not every hour of every day.</p> <p>Whilst we are on the discussions of road improvements to Queens Ave and Field St, then I feel the need to advise that this road is mainly congested by Bicester Village traffic and would therefore encourage the traffic planners to look at this problem, and maybe look at getting BV to have a separate entrance on the A41 (Aylesbury Road) this would then send</p>	<p>with large delivery vehicles turning without using Roman Way. The area will be landscaped to prevent motor vehicle access whilst still providing access to emergency services. This will be fully addressed at detailed design stage if the scheme is approved.</p> <p>The proposed scheme stipulates that the existing parking provision for residents in North Street will be retained. The exact arrangement of the parking will be confirmed at the detailed design stage, if approved.</p> <p>The area will be landscaped to prevent motor vehicle access whilst still providing access to emergency services. This will be fully addressed at detailed design stage if the scheme is approved.</p> <p>Noted</p> <p>Bicester Village is set to apply for planning permission to include major junction improvements to the south of Bicester. Both schemes will equally work together or in isolation. Modelling has been conducted that shows traffic congestion and queues will be reduced, on the whole, creating a steady flow of moving traffic</p>
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	<p>traffic off round the ring road of Bicester, at the moment nothing uses the ring road and all of the traffic comes straight from Bicester North Station to Bicester Village, obviously there was not enough thought that went into the planning issues here, or we would not be having the problems we now have.</p> <p>I trust this letter along with I am sure other businesses and residents comments alike will defer this plan to being properly thought through with the long term solution that will work and taking into consideration the Bicester Village problem which does not help your new town centre development.</p> <p>This scheme has not taken into consideration A) road users B) local businesses C) Residents D) public transport E) Bicester Village F) Bicester North Railway Station.</p> <p>It has not addressed any of the road problems it has and will only cause complete chaos.</p> <p>Attached is a plan that makes a lot more sense without the dangerous roundabouts with zebra crossings, but with proper traffic control systems, and from the top roundabout only inward traffic to North St and Roman Way nothing out on to that top roundabout, Roman way traffic down North St and out.</p> <p>And finally I would like to make you aware that if you do go ahead with this plan and you close North St to through traffic, I can safely say that since I have traded from North St my work has increased every year, if my work drops as I expect it to do along with the other traders in this street then I will not hesitate to seek legal advice and peruse a case against you for</p>	<p>Noted</p> <p>The scheme has taken all of these into account.</p>
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	<p>loss of business or financial compensation of some sort as I would expect the other business to do, I hope you will be wise enough not to go down this route.</p>	
<p>26482</p>	<p>As a long term resident of Bicester it is very obvious the main reason for traffic congestion over the across town route is the sheer volume of through traffic entering Bicester on the A road Buckingham road and travelling across the town to exit on the A41 towards Oxford.</p> <p>If that alone could be diminished then congestion would be massively reduced, if this is not done then despite your proposed plans the congestion will remain.</p> <p>One point of interest (and this relates to a 'promise' by the County Council some years ago that was never delivered).</p> <p>Some years ago when the Bicester bypass was opened residents were told that once that bypass route existed then the A road route across Bicester (Buckingham Rd/Queens Avenue /Kings End) would have traffic calming measures and its 'A' Road classification dropped. With the aim of forcing through traffic to use the ring road.</p> <p>This never happened - The County Council went back on its promise.</p> <p>It is clear to me and other is that unless the Biceter Bypass is used to remove the cross town through traffic then no amount of replanning within the town will stop congestion.</p> <p>What is required is by means of traffic calming and de - Classification of the A road across town there will be a prpoensity to send more traffic around the ring road.</p>	<p>Oxfordshire County Council has a long term aspiration to provide a ring road not only to serve through-traffic but also to accommodate future employment and housing developments and is currently looking into options for this.</p>

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

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

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	<p>through the town.</p> <p>Looking at traffic flow, the main flow at peak times, is both ways from the Aylesbury Roundabout (A41) via Kings End, Queens End and Field Street, onwards to the roundabout at Skimmingdish Lane. The flow of traffic is determined by the policy of traffic ‘calming’ rather than speeding up the flow. Southbound, for instance, on the Buckingham Road we start with a Traffic Priority chicane, shortly followed by a Traffic surveillance camera. In addition there are – 2 mini-roundabouts, 1 double mini-roundabout, 4 Traffic light controlled pedestrian crossings, 2 Traffic light controlled road junctions (one with no stopping zone). At the moment there are 3 major roundabouts on the journey, plus various bus stop zones.</p> <p>The proposed plan is to remove one set of traffic lights at St John’s Street, and replace them with roundabout. That arrangement is going to bring its own problems. Intended diverted traffic from the Roman Way/North Street roundabout is only going to add to the difficulties.</p> <p>Cyclists</p> <p>Despite the apparent traffic calming measures, the traffic appears to proceed like a rat run. The motorists conduct has driven most of the cyclist off the roads and on to the pavements. This common practice, as you may know, is contrary to the Highways Act 1835 Sect 72. Unfortunately, Police Officers, Support Officers and Street Wardens are very unlikely to be seen taking action with offenders.</p>	<p>areas – the Bucknell Road junction is one area that benefits the least. The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p>
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	<p>North Street</p> <p>North Street has always been historically the main road into Bicester. It was a turnpike road, along which the ‘Old Banbury Coach’ used to travel 6 days a week, to London, via Aylesbury. It is still the main road into town and beyond, for residents living in North Bicester. That has been its main purpose, while through-traffic travelling south to Oxford and beyond was diverted when Kings End and Field Street was linked up in 1939. North Street has its own distinctive character, built up over the years with its mixed community of business properties and residential dwellings. It may not be Mayfair or Park Lane, but we are sure those that reside and work there like it as it is. While there is a Kings End and Queens End, we ourselves would not like to see North Street/Roman Road become Dead End.</p> <p>Conclusion</p> <p>Looking to the future, we have the so-called Eco-town to the north (supposed to be motor-car unfriendly) that will increase traffic flow. We will try not to mention the eco-friendly cyclists who will be looking for pavements to ride on! Added to the mix, it has just been announced that Town Councils may be permitted to reduce speed limits to 20mph.</p> <p>The closure of North Street is totally unnecessary, and will not</p>	<p>The proposals enhance the pedestrian and cycle experience on the Buckingham Road/Banbury Road roundabout (as previously identified as a deterrent by residents) and North Street which will encourage people to use these modes to access the town centre. Pedestrians and cyclists provide a much better ‘passing trade’ as they are traveling much slower than motor vehicles and are able to ‘soak’ up their surroundings. Given the strict parking restrictions in North Street, motorists are prevented from stopping as they ‘pass’ by. Officers are happy to work with traders to alleviate their concerns.</p> <p>The proposals will reduce noise and air pollution on North Street and by reducing congestion and helping traffic flow air quality will improve. By providing better walking and cycling facilities and improving bus journey times and reliability, people are encouraged to use these sustainable modes thereby reducing congestion and pollution further.</p> <p>Noted</p>
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	<p>improve the traffic flow as suggested. Remaining open will continue its primary purpose of access to the centre of Bicester.</p>	
<p>26486 (Bicester Community College)</p>	<p>Further to your letter of the 4th July I wish to formally object to one particular part of the proposed changes which I believe will put the safety of students at the College, and other schools, at risk and hinder rather than help traffic flow at peak times.</p> <p>Queens Avenue proposals</p> <p>The suggestion to convert the current signalised crossing to a zebra crossing makes some significant assumptions not the least of which is that it is inefficient. Currently students that cross the road have to wait for the crossing to signal that it is safe to do so. In the interim there is free flow of traffic along Queens Avenue. The start times of Bicester Community College, St Marys Primary School and Brookside Primary School mean that there is a constant flow of children and parents from around 7.50am to 8.30am who use the crossing. Whilst the crossing is in use the traffic cannot proceed but there are longer periods when the road is clear for traffic than when it is not. If a zebra crossing was installed the children using the crossing would have priority over traffic and rather than crossing in groups at intervals would cross singly or in smaller groups and this is likely to be a virtually constant use of the crossing.</p> <p>Therefore for the time period stated the traffic situation would be worse. In addition the safety of the children would be put at risk as not all drivers obey the rules of such crossings by giving way to pedestrians and those motorists that have been held up</p>	<p>Noted</p> <p>A number of factors contribute to congestion along Queens Avenue, which impacts on other parts of the highway network further downstream, with the signalised pedestrian crossing being just one. Manual pedestrian counts have been undertaken at this pedestrian crossing, during school term time and peak hours, and this data has informed the traffic model used for this scheme which demonstrates that the number of pedestrians crossing does not impact on traffic flow if converted to a zebra crossing. The pedestrian footfall needed to impact on traffic flow is only usually experienced in city centre locations. The existing crossing relies on ‘dead’ time to allow slower, less able bodied people to cross without feeling intimidated by traffic. This ‘dead’ time, when neither pedestrian nor vehicle is moving, is the reason behind the inefficiency and contributes to traffic delay.</p> <p>In regards to the relative safety of zebra and signalised crossings; reported injury accidents show that, on average, the safety performance of each is very comparable. National guidance on the choice of pedestrian crossing types stipulates that zebra</p>

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

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	<p>crossing. Drivers being allowed to turn right out of bucknell road would have to negotiate 2 lanes of traffic coming at them and the worry that they are straight onto a zebra crossing especially if in the frustration of being held up on the bucknell road they pull out into traffic. It's just an accident waiting to happen especially as some children from both schools walk themselves to school and would have to use this crossing on their own. I agree that turning right into the bucknell road causes disruption and so i think that you should only be able to turn left out of bucknell road and left into bucknell road. This means anyone leaving this road would slingshot off both roundabouts to enter the road but that's the safest way.</p>	<p>factors to be considered – for example zebra crossings are only used where the speed limit is 30mph (or lower), and where the compliance with the 30mph limit is good; signalised crossings are however usually preferable where both pedestrian and traffic flows are particularly high, as a zebra crossing in these conditions may lead to high levels of congestion (the pedestrian levels are not high enough in these locations). Providing this guidance is followed, and appropriate detailed design is applied to mitigate any local risk factors, both types of crossing offer very good levels of safety.</p> <p>Zebra crossings only impact on traffic flows when the footfall is extremely heavy over a long period of time (an example would be in Oxford city centre). The pedestrian flows here are not heavy enough to impact on traffic flow. The delay caused by the signalised crossing currently in place on Queens Avenue is created by the 'dead time' when neither a pedestrian is crossing nor vehicles have a green signal. This is governed by a legal minimum for toucan crossings. Although demand may be more frequent, the time vehicles will be required to wait will be shorter.</p> <p>Guidance provided encourages the use of zebra crossings close to junctions/roundabouts rather than their signalised alternatives. This is on safety grounds and the possibility that the signal heads might not be visible from adjoining roads. Crossings in these locations generally have good safety records.</p> <p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and</p>
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	<p>St Johns road is not big enough to be 2 way and even if you increase the width of the pavement on the walled side I'd be worried about walking on that side as the wall has already collapsed once and still bows out in several places. Please acknowledge receipt of this email and let me know if it will be included in the consultation process. Thank you</p>	<p>relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p> <p>The widths currently provided for two outbound lanes in St John's Street will be kept for lanes in both directions meaning that vehicles will be able to pass each other comfortably. Auto-tracking (engineering software) has been conducted at feasibility design to ensure the largest vehicles are able to make the manoeuvres necessary under the proposals.</p>
<p>26487</p>	<p>I recently responded to the consultation on these proposals using the consultation form provided at the exhibition.</p> <p>I expressed strong reservations about the proposals for North Street and having looked at the situation and talked with local business people I now wish to add to those comments.</p> <p>There are currently many circumstances in which the access into North St is very convenient and would continue to be so for the foreseeable future. For example at weekends, traffic backs up from the Tesco roundabout at the south end of the town because of Bicester Village traffic. This extends back into Buckingham Rd sometimes as far as the turn to Bicester North</p>	<p>Noted</p> <p>Extensive modelling demonstrates that by increasing capacity at the junctions within the scheme area, traffic flow will increase which will have benefits for currently congested parts of the network. Although the traffic will not disappear, there will be an overall benefit to the network. This enables North Street/Roman Way to be closed off from the north (which in itself helps to</p>

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

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	<p>issue. The improvement to the sightline for traffic on the Buckingham Road coming onto the roundabout is to be welcomed, but in my view the roundabout should remain a five branch junction and that the perceived safety problems can be more cost effectively addressed by making the exit from Roman Way a left turn only into North Street. This could be further engineered with curbing/small island to ensure compliance (in my view the entrance to North Street is wide enough to accommodate this). Accordingly, this would negate the need for North Street to cater for two way traffic.</p> <p>Additionally, the installation of pedestrian crossings on the Banbury and Buckingham Roads closer to the roundabout would address any issues of negotiating the junction by pedestrians and cyclists.</p> <p>St. John's Street/Queens Avenue</p> <p>The concept of two way traffic in St. John's Street is an interesting one and one which will improve access to the new town centre. However, I have grave doubts about the proposed control of the Queens Avenue/St. John's Street junction by mini roundabout. Whilst this would be adequate at certain times of the day, at peak periods (early mornings, evenings and weekends) I believe traffic would have great difficulty exiting St. John's Street (I'm sure you are only too well aware of the reluctance of queuing traffic to allow additional traffic from the left onto a roundabout). In my view, if this part of the proposal goes ahead, it would need the additional control of part time traffic lights for peak periods.</p>	<p>movements, particularly the 'U-turn' from Field Street to North Street. This reduces hesitancy and increases certainty especially for traffic waiting at the Buckingham Road give-way. This give-way can also be moved further south enabling better sight-lines to the Banbury Road which increases confidence, certainty and capacity. By reducing the number of arms and therefore the complexity of the roundabout, this helps pedestrians and cyclists negotiate what is currently a difficult and daunting junction.</p> <p>Improvements to the provision for pedestrians crossing the Banbury and Buckingham Roads are included in the proposals.</p> <p>The proposed roundabout at this junction, which has relatively even flows on each arm, will improve the traffic throughput enabling more vehicles to get through the junction per hour. Under the current signal arrangement, vehicles travelling southbound from St John's Street (left-hand lane) rarely queue back more than seven vehicle lengths, which will be provided under the proposed arrangements as a flare. As the queues will be reduced, access to the flare will be maintained to ensure smooth flow and reduce congestion.</p>
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	<p>Bucknell Road</p> <p>The proposal to remove the restriction on traffic exiting right from Bucknell Road is, I believe, ill conceived. This junction is too close to the Queens Avenue/St John’s Street intersection to function properly, particularly at peak periods when traffic backs all the way up Field Street.</p> <p>Additionally, I believe it would create an added safety risk to the pedestrian crossing positioned between these junctions. The current arrangement works perfectly and it begs the question why are you trying to fix something that ‘isn’t broke’.</p> <p>We all have a vested interest in making our new town centre a safe and pleasant environment to live in and I sincerely hope you will take account of the views of those of us who use these roads daily and have first-hand knowledge of the local issues that play out daily around the town.</p>	<p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p> <p>Guidance provided encourages the use of zebra crossings close to junctions/roundabouts rather than their signalised alternatives. This is on safety grounds and the possibility that the signal heads might not be visible from adjoining roads. Crossings in these locations generally have good safety records.</p> <p>Noted</p>
<p>26489 (Ramblers</p>	<p>I did fill in a questionnaire when I visited the consultation on the first day in Bicester. However, is it possible to mention now a point regarding the proposed pedestrian crossings being</p>	<p>Although they are not ideal for some disability groups, the tactile paving associated with crossing points enable blind and partially sighted users to cross as traffic is required to give-way to</p>

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

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	<p>Concern expressed on behalf of residents of Dunkins Close and St John’s Street who feel they will have difficulty exiting their lay by, especially to access the turn right lane into Field Street. In addition the access to number 10 St John Street will be very close to the roundabout at the junction with Manorsfield Road and the proposed Zebra crossing on the Sheep Street side of this roundabout.</p> <p>The effect on the business community in North Street by the removal of passing traffic and the loss of visibility of their businesses.</p> <p>The effect of an extremely long “cul de sac” formed by North</p>	<p>Street and Bucknell Road) guidance provided encourages the use of zebra crossings close to junctions/roundabouts rather than their signalised alternatives. This is on safety grounds and the possibility that the signal heads might not be visible from adjoining roads. Crossings in these locations generally have good safety records.</p> <p>Discussions have taken place with regard to the zebra crossing and the scheme amended accordingly.</p> <p>The proposals enhance the pedestrian and cycle experience on the Buckingham Road/Banbury Road roundabout (as previously identified as a deterrent by residents) and North Street which will encourage people to use these modes to access the town centre. Pedestrians and cyclists provide a much better ‘passing trade’ as they are traveling much slower than motor vehicles and are able to ‘soak’ up their surroundings. Given the strict parking restrictions in North Street, motorists are prevented from stopping as they ‘pass’ by.</p> <p>Noted</p>
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	<p>Street and Roman Way.</p> <p>Should the changes be implemented the major bus routes (S5 AND x5) should be prevented from using the Causeway to access the Town Centre. (This does not include local estate services)</p> <p>Kings End Queens Avenue junction improvements should be coordinated with these changes.</p> <p>The 5 arm roundabout junction improvements to ensure traffic cannot use North Street and that a raised roundabout is installed.</p>	<p>The Causeway is public highway and therefore buses cannot be prohibited from using it. However, given that the route to Manorsfield Road via St John’s Street will be more convenient and direct, it is unlikely that bus companies (specifically Stagecoach, who operate the X5) would want to utilise The Causeway.</p> <p>Improvements to the Kings End/Queens Avenue junction are beyond the scope of this scheme and would not be possible within the constraints of the funds available.</p> <p>The area will be landscaped to prevent motor vehicle access whilst still providing access to emergency services. This will be fully addressed at detailed design stage if the scheme is approved.</p> <p>It is deemed not necessary in traffic flow terms and/or safety to provide ‘full-sized’ roundabouts but even if this was the intention there is not enough space within the highway boundary to accommodate larger roundabouts.</p>
<p>26491</p>	<p>I am writing to express my opposition to two proposed changes regarding the above reference:</p> <p>2) Revocation of right turn ban from Bucknell Road in Field Street</p> <p>3) Imposition of right turn ban from Field Street to Bucknell Road</p>	<p>Noted</p>

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	<p>First, I believe it to be both dangerous and poor planning to allow cars to turn right out of Bucknell Road. There are many reasons for this. At present, our road is (mostly) protected from being a rat run due to the ban of a right turn at the end. Once drivers can turn right out from Bucknell Road, it gives more reason to use our road as a cut through. To turn right out of Bucknell Road is a difficult turn except at very quiet times of the day. Therefore, there will be a build-up of traffic queuing at the end of the road. This will tail back to where cars are parked, leading to jams. I also expect it to tail back as far as the school at busy times, which again could be dangerous. It will lead to increased driver frustration and make crossing the road difficult and also cause jams as cars do not wait behind parked cars and so block the road for cars travelling up Bucknell Road.</p> <p>Second, while I understand the reasoning behind the ban of the right turn, I do not agree with it. It appears to be suggested in order to free traffic getting held up behind cars turning right. However, this delay is only ever for one light change, as a general rule. In addition, there is a ring road for cars to use if they don't want to get caught up in local traffic. Also, for cars travelling in that direction, how are they meant to get into Bucknell Road if they cannot turn right? The only solution will be for them to use Barry Avenue, which hardly seems fair on the residents of that street, or to make a large detour so will come up with it on the left. Leading to increased traffic on that detour.</p> <p>I was also informed by a neighbour that it is also proposed for</p>	<p>Noted</p> <p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p> <p>Under the proposals the signal junction will be changed to a roundabout meaning that drivers wishing to use Bucknell Road from Field Street can U-turn at St John's Street/Field Street and turn left into Bucknell Road.</p> <p>The proposals do include conversion from signalised crossings to</p>
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	<p>the pelican crossing at the end of our road to be replaced by a zebra crossing. I would also oppose this, if that is correct. I would feel very unsafe using a zebra crossing there, as even with a red light, you occasionally get drivers not stopping. I also think that a zebra crossing would lead to increased delays to traffic, as people cross in dribs and drabs at busy times, with one person starting on the crossing as another leaves it. At least with the lights, everyone has to wait until the crossing is activated.</p> <p>I do hope that these objections are noted and actioned. Speaking with my neighbours, it appears that these are unpopular all round. However, it appears that few will bother to object as they have been told the decision has already been made so there is little point. I hope that this is not the case and that resident objections will be listened to and carefully considered.</p> <p>The right turn ban at the end of Bucknell Road is very important to be retained. I cannot see any benefits to its revocation, so please do reconsider on this matter at the very least.</p>	<p>zebras. The safety performance of zebra and signalised (pelican, puffin and toucan) crossings are very comparable. National guidance on the choice of pedestrian crossing types identifies a range of factors to be considered – for example zebra crossings are only used where the speed limit is 30mph (or lower), and where the compliance with the 30mph limit is good; signalised crossings are however usually preferable where both pedestrian and traffic flows are particularly high, as a zebra crossing in these conditions may lead to high levels of congestion (the pedestrian levels are not high enough in these locations). Providing this guidance is followed, and appropriate detailed design is applied to mitigate any local risk factors, both types of crossing offer very good levels of safety.</p> <p>The final decision for the scheme will be made by the Cabinet Member for Transport based on consultation and policy direction.</p> <p>Noted</p>
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Comments received on the returned questionnaires		
Response ID	Question:8 Please provide us with any other comments:	
26492	<p>The main downside that I can see is that traffic coming from Bucknell Road (which includes public transport) will find almost impossible to get to the town Centre. With constant traffic flow in both direction in Field Street and additional traffic from the closure of North Street, it will be almost impossible to turn right into Field Street without any traffic control. The only option would be to turn left into Field Street and use the roundabout at Banbury Rd/Buckingham Rd to return to Field Street on the correct side to enter the town centre.
 Even if one takes this option, turning left will be more difficult than present as without the current the traffic light control at the end of St Johns Street (both vehicular and pedestrian) which gives traffic from Bucknell Road a chance to filter into Field Street, motorists will now be confronted with continious traffic flows.
</p> <p>Parking should also be restricted further up the Bucknell Road to keep the junction clear</p>	<p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p> <p>Parking restrictions on Bucknell Road are not part of this scheme but can be investigated at a later date if a problem occurs.</p>
26496	<p>With the Bicester Village traffic usually backing up to the said junction - double the traffic will now join onto the end from the Banbury Road and Buckingham Road making access to the town centre more difficult, especially at weekends - its not broken so why mend it?</p>	<p>Bicester Village is set to apply for planning permission to include major junction improvements to the south of Bicester. Both schemes will equally work together or in isolation. Modelling has been conducted that shows traffic congestion and queues will be reduced, on the whole, creating a steady flow of moving traffic.</p>
26499	<p>The “NO RIGHT TURN” from the Bucknell Road should be kept To allow traffic to cross the main flow on Field Street will cause a problems as motorists towards Bicester Village will have to give way.</p>	<p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell</p>

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

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

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

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

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

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

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

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

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

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<p>26558</p>	<p>Overall the scheme is a good idea, resulting from a footpath survey carried out with David Early previously.</p> <p>I strongly disagree with the pedestrian crossings - especially by the Police Station being converted down to 'zebra'. Motorists are not polite and will not stop. This crossing is used by three schools and the sports centre and needs to be light controlled. With the removal of 'hold-ups' traffic will be even faster along this stretch.</p> <p>The turn right out of Bucknell Road is also a concern. Impatient drivers cause accidents. Also a lot of traffic in area due to school on Bucknell Road!!!</p>	<p>Noted</p> <p>The safety performance of zebra and signalised (pelican, puffin and toucan) crossings are very comparable. National guidance on the choice of pedestrian crossing types identifies a range of factors to be considered – for example zebra crossings are only used where the speed limit is 30mph (or lower), and where the compliance with the 30mph limit is good; signalised crossings are however usually preferable where both pedestrian and traffic flows are particularly high, as a zebra crossing in these conditions may lead to high levels of congestion (the pedestrian levels are not high enough in these locations). Providing this guidance is followed, and appropriate detailed design is applied to mitigate any local risk factors, both types of crossing offer very good levels of safety.</p> <p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p>
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26559	As a resident of North Street I very much approve of the proposal to cut traffic - and, at the moment, the bus stop(!) - which affects the front of our house. I also think the whole plan for the redevelopment of the town centre.	Noted
26560	These proposals will increase the quality of our lives as we live in North Street and have suffered excessive traffic and buses outside our front door for far too long.	Noted
26562	There is currently a sewer manhole taking outlet from Crockwell Close right on the roadside edge (west of the pedestrian crossing). The changes will put this right in the middle of the roundabout carriageway - are there plans to strengthen this?	If the scheme is approved, this will be addressed in the detailed design if necessary.
26563	<p>Uncontrolled pedestrian crossings will be very dangerous on such a busy road, with many driver diversions like getting onto the roundabouts. Many housing estates are on North side.</p> <p>Really can't agree with allowing right turn from Bucknell Road.</p>	<p>The safety performance of zebra and signalised (pelican, puffin and toucan) crossings are very comparable. National guidance on the choice of pedestrian crossing types identifies a range of factors to be considered – for example zebra crossings are only used where the speed limit is 30mph (or lower), and where the compliance with the 30mph limit is good; signalised crossings are however usually preferable where both pedestrian and traffic flows are particularly high, as a zebra crossing in these conditions may lead to high levels of congestion (the pedestrian levels are not high enough in these locations). Providing this guidance is followed, and appropriate detailed design is applied to mitigate any local risk factors, both types of crossing offer very good levels of safety. It is, in fact, recommended that zebra crossings are placed for safety reasons close to roundabouts.</p> <p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field</p>

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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	<p>and putting zebra crossings instead of traffic lights is not very good especially for school children.</p> <p>Was a survey down at all hours during the week and weekend.</p> <p>Why was the road improvements not thought of before they decided to build a supermarket in the centre of town.</p>	<p>option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p> <p>The safety performance of zebra and signalised (pelican, puffin and toucan) crossings are very comparable. National guidance on the choice of pedestrian crossing types identifies a range of factors to be considered – for example zebra crossings are only used where the speed limit is 30mph (or lower), and where the compliance with the 30mph limit is good; signalised crossings are however usually preferable where both pedestrian and traffic flows are particularly high, as a zebra crossing in these conditions may lead to high levels of congestion (the pedestrian levels are not high enough in these locations). Providing this guidance is followed, and appropriate detailed design is applied to mitigate any local risk factors, both types of crossing offer very good levels of safety.</p> <p>Surveys have been taken from various sources including manual and automatic traffic counts, pedestrian surveys, queue length data, StrateGIS database (satellite navigation data that provides journey times), local monitoring and observations, transport assessments from the town centre development and OCC modelling data from their local and county transport models. All this has been inputted into a VISSIM model to provide data on traffic flows under the proposals.</p> <p>The town centre developer has provided changes to the highway network as direct mitigation to their development which will accommodate the predicted increase in traffic. Oxfordshire County</p>
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		Council has a longer term vision and is acting proactively to proposed growth for the town in conjunction with a wider transport vision for Bicester.
26807	<p>Because North Street will be closed, more traffic will need to go south down Field street into Queen's Avenue, and that road is currently backed up with traffic at rush hour, even when town centre traffic has left to go down North street for town access. Access from Bucknell Road southbound will be well nigh impossible because of the flow (or jam) of traffic southbound from the Buckingham/Banbury Road roundabout.
</p> <p>It might work if more traffic was to be encouraged north to Lords Lane and Howes Lane, the ring road, in order to access the A41, A34 and M40 via the new link road through the Kingsmere development. It's my belief that this is where half of the commuter traffic is heading.</p> <p>That would make it easier for cars heading to the schools, leisure centre and Children's Centre along Queen's Avenue and give swifter access to the town centre car parks.</p>	<p>Extensive modelling demonstrates that by increasing capacity at the junctions within the scheme area, traffic flow will increase which will have benefits for currently congested parts of the network. Although the traffic will not disappear, there will be an overall benefit to the network. This enables North Street/Roman Way to be closed off from the north (in itself helps to increase capacity at the roundabout by reducing the complexity and increasing certainty of road users especially on the Buckingham Road arm) and also helps to reduce a known barrier to walking and cycling in the area thereby encouraging these modes of travel and reducing congestion further. The linear set of improvements along the 'central corridor' will help keep traffic flowing smoothly which means that more vehicles per hour can pass through the junctions.</p> <p>Oxfordshire County Council has a long term aspiration to provide a 'fit-for-purpose' ring road not only to serve through-traffic but also to accommodate future employment and housing developments. This growth will still put a strain on the town centre traffic so OCC is acting proactively rather than reactively.</p> <p>The proposals make improvements for people travelling by foot and bike. This will help to encourage people to use these modes, including school children/parents, and will help to reduce congestion further.</p>
26831	Some of the changes appear to be advantageous, however, removing the access to Roman Way at the	Anecdotal evidence from residents is that they choose this route in the morning peak hours as it is very difficult to exit at the

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

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

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

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

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

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

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

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

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

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

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<p>26903</p>	<p>Agree with Queens Av proposals and most others including no right turn from Field St into Bucknell Rd.</p> <p>Have serious doubts whether roundabout at jnct of Qu Av/St Jn St/field St will cope</p> <p>and right turn from Bucknell Rd will not work.Traffic flow at peak times will find the roundabout as much an hinderance as the present traffic lights.</p>	<p>Noted</p> <p>Extensive modelling demonstrates that by increasing capacity at the junctions within the scheme area, traffic flow will increase which will have benefits for currently congested parts of the network. Although the traffic will not disappear, there will be an overall benefit to the network. This enables North Street/Roman Way to be closed off from the north (in itself helps to increase capacity at the roundabout by reducing the complexity and increasing certainty of road users especially on the Buckingham Road arm) and also helps to reduce a known barrier to walking and cycling in the area thereby encouraging these modes of travel and reducing congestion further. The linear set of improvements along the 'central corridor' will help keep traffic flowing smoothly which means that more vehicles per hour can pass through the junctions.</p> <p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p>
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	<p>It would make a lot of sense to put in a temporary roundabout to see if the scheme works.
</p> <p>Having seen the implementation of the Abingdon scheme when sat in an office at the junction of Stert St and Stratton Way I'm worried the same problems will surface in Bicester in respect to more standing traffic and more pollution at peak times.No one in the dept will accept that the Abingdon Scheme is not a total success and my fear is once the Bicester scheme is in place and should problems occur no one will admit to a problem let alone find a solution. So try a temporary scheme in Bicester to see if it works.</p> <p>My hope is all your planning will work.</p>	<p>Unfortunately, just a temporary roundabout at this junction would not work as the scheme relies on all elements working in conjunction and the linear approach as stated above.</p> <p>It is difficult to compare with the Abingdon scheme as it involves signalised junctions whereby the Bicester Town Centre Access Improvements proposes to remove signalised junctions.</p> <p>Noted</p>
<p>26988</p>	<p>I've lived on North Street for 28 years and it was very peaceful. It is a one-way system. Sometimes when Field Street is blocked we can use North Street. The new proposal will block this from the junction. I don't know why. From the north side to the centre, the propagation doesn't build up. It will be the same amount of people that use both sides walking as pedestrians.</p>	<p>Extensive modelling demonstrates that by increasing capacity at the junctions within the scheme area, traffic flow will increase which will have benefits for currently congested parts of the network. Although the traffic will not disappear, there will be an overall benefit to the network. This enables North Street/Roman Way to be closed off from the north (in itself helps to increase capacity at the roundabout by reducing the complexity and increasing certainty of road users especially on the Buckingham Road arm) and also helps to reduce a known barrier to walking and cycling in the area thereby encouraging these modes of travel and reducing congestion further. The linear set of improvements along the 'central corridor' will help keep traffic flowing smoothly which means that more vehicles per hour can pass through the junctions.</p>

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

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	<p>3. I do not see any validity in the arguments raised by protesters that closing the north end of North Street will prejudice businesses there or that the St Johns Street alterations will increase congestion.</p>	<p>cycling in the area thereby encouraging these modes of travel and reducing congestion further. The linear set of improvements along the 'central corridor' will help keep traffic flowing smoothly which means that more vehicles per hour can pass through the junctions.</p> <p>Noted</p>
27056	<p>Good to see proactive consideration of how to improve traffic flow with consideration to cyclists and pedestrians.</p> <p>Would also like to see better provision for cyclists on Middleton Stoney Road into town. At present you have to cycle on the footpath to be safe.</p>	<p>Noted</p> <p>Cycle improvements have been requested on Middleton Stoney Road as part of the Kingsmere development.</p>
27058	<p>I think it will cause a danger to all road users. I strongly disagree with all this, it should be kept the same.</p>	<p>Noted</p>
27059	<p>As we do not live in Bicester this scheme will hinder our lives rather than improve it. A lot of money is planned to be spent on this elaborate scheme. Why is North Street being raised?</p>	<p>The raised carriageway provides the area with a pedestrian 'feel' suited to a town centre location helping to reduce speeds and comfort for all road users.</p>
27060	<p>I can see no advantage in raising road level of North Street - a waste of money no matter who's money.

</p> <p>Closing access to North Street from the roundabout will encourage vehicles from east on Buckingham Road not to stop or do emergency stop at roundabout and I do not believe that any driver cannot currently see over 1M high garden wall to Banbury Road.</p>	<p>The raised carriageway provides the area with a pedestrian 'feel' suited to a town centre location helping to reduce speeds and comfort for all road users.</p> <p>As with all roundabout and priority junctions vehicles have to give-way to vehicles approaching from the right. It is not envisaged that vehicles will behave any differently at this location. By closing off North Street, this enables the Buckingham Road junction (bell mouth) to move further south improving the sightlines to Banbury Road and alleviating the issue of the wall blocking the view.</p>

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

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

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<p>27068</p>	<p>There are more disadvantages than advantages particularly for the residents of Roman Way and the no right turn into Bucknell Road</p> <p>and the use of zebra crossings.</p> <p>The only advantages may be the bus lay-by and the right turn lane into Bicester School in Queens Avenue.</p>	<p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p> <p>The safety performance of zebra and signalised (pelican, puffin and toucan) crossings are very comparable. National guidance on the choice of pedestrian crossing types identifies a range of factors to be considered – for example zebra crossings are only used where the speed limit is 30mph (or lower), and where the compliance with the 30mph limit is good; signalised crossings are however usually preferable where both pedestrian and traffic flows are particularly high, as a zebra crossing in these conditions may lead to high levels of congestion (the pedestrian levels are not high enough in these locations). Providing this guidance is followed, and appropriate detailed design is applied to mitigate any local risk factors, both types of crossing offer very good levels of safety.</p> <p>Noted</p>
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<p>27069</p>	<p>Footpaths from Roman Way down North Street need to be suitable for use by mobility scooters as there are several users in Roman Way who currently experience difficulties.

</p> <p>As a resident in Roman Way at peak trading times eg Christmas when the town will be busy I am concerned that queueing traffic in the town to the new Sainsbury's will back up causing delays at the roundabouts and lengthened times to access North Street/Roman Way.</p>	<p>Noted and pedestrian/disability improvements will for part of the detailed design, if approved.</p> <p>The proposals will help to alleviate the congestion at peak times which will help access to North Street/Roman Way.</p>
<p>27070</p>	<p>Unfortunately until a ring road is sorted out and all Bicester Village traffic stops coming in from Banbury Road or Buckingham Road the volume of traffic will not change, along with all the new houses being built and 2-3 cars, maybe 4 cars to each house - most children over 17 live at home and drive. Bicester is a little town!

</p> <p>The roundabout at St John's Street/Queens Avenue will be too small and a pelican crossing will slow traffic and cars will come to a complete standstill.</p> <p>You need to keep a crossing with lights as it is now.</p>	<p>Oxfordshire County Council has a long term aspiration to provide a 'fit-for-purpose' ring road not only to serve through-traffic but also to accommodate future employment and housing developments. This provision of this road is only possible with development.</p> <p>It is deemed not necessary in traffic flow terms and/or safety to provide 'full-sized' roundabouts but even if this was the intention there is not enough space within the highway boundary to accommodate larger roundabouts.</p> <p>Zebra crossings only impact on traffic flows when the footfall is extremely heavy over a long period of time (an example would be in Oxford city centre). The pedestrian flows here are not heavy enough to impact on traffic flow. The delay caused by the signalised crossing currently in place on Queens Avenue is created by the 'dead time' when neither pedestrian is crossing nor vehicles have a green signal. This is governed by a legal minimum for signal crossings. Although demand may be more frequent, the time vehicles will be required to wait will be shorter.</p>

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

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

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

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

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

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

</p> <p>The proposals for North Street will be costly and will not bring significant benefits.</p>	<p>Noted</p> <p>The raised carriageway provides the area with a pedestrian 'feel' suited to a town centre location helping to reduce speeds and comfort for all road users.</p>

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

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

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

</p>	<p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The</p>

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	<p>A zebra crossing is needed on Buckingham Road at the approach to the roundabout.

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

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<p>27392</p>	<p>Traffic from Bucknell Rd will have a real problem turning Right into Field str, causing traffic to back up behind where parked cars are already a problem narrowing the road.</p> <p>Only 2 minibuses use the causeway, hardly a problem. St Johns Street works well as a two way road, recent roadworks caused the road to be a single lane causing tailbacks along Manorsfield Rd to Bure Place, this would become an everyday all day occurrence.</p>	<p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p> <p>The proposals are not solely about changing St John's Street from one-way (two outbound lanes) to two-way – the sum of the scheme parts needs to be considered to realise the benefits it affords. Extensive modelling demonstrates that by increasing capacity at the junctions within the scheme area, traffic flow will increase which will have benefits for currently congested parts of the network. Although the traffic will not disappear, there will be an overall benefit to the network. This enables North Street/Roman Way to be closed off from the north (which in itself helps to increase capacity at the roundabout by reducing the complexity and increasing certainty of road users especially on the Buckingham Road arm) and also helps to reduce a known barrier to walking and cycling in the area thereby encouraging these modes of travel and reducing congestion further. The linear set of improvements along the 'central corridor' will help keep traffic flowing smoothly which means that more vehicles per hour can pass through the junctions.</p>
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	<p>Bus passengers from Buckingham Rd, would not be as now able to get off in North St to walk easily to shops at the top end of Sheep Str, thus having to walk from Bure Place interchange or Market Sq. Bus passengers from Oxford would likewise be unable to alight in North str if they wished to walk to Banbury Rd or the bottom end of Buckingham Rd, indeed in that case they would have to travel via Bure Place with no alternative. All things considered a totally mad scheme with no real thought given at all, How can the removal of a two way system help traffic flow??</p>	<p>The new bus stops in Manorsfield Road will be approximately 300 metres from the stop in North Street. The Department for Transport’s guidance on providing inclusive transport infrastructure, <i>Inclusive Mobility</i>, recommends that “bus stops should be located ideally so that nobody in the neighbourhood is required to walk more than 400 metres”. The new bus stops will have infrastructure (a full height kerb, a shelter with seating and lighting, and real time information etc.) that <i>Inclusive Mobility</i> recommends. In North Street it is not possible to provide any of these facilities.</p>
<p>27413</p>	<p>In the beginning I was sceptical that the proposed changes would bring any improvement to the traffic flow in the centre of Bicester. However by carefully examining the proposal I was mostly converted. Here are my comments:
</p> <p>(1) Make the new bus lay-by on the Eastern side of Queens Avenue wide enough so that buses stopping there do not obstruct the south flowing traffic.
</p> <p>(2) Move the bus stop on the Western side of Queens Avenue a bit to the North and have a lay-bay for it. This would improve the traffic flow in the northern direction.
</p> <p>(3) Thanks for providing a cycle lane on Banbury Road in the northern direction. I will use it.
</p> <p>(4) But there should be also a cycle lane on Banbury Road in southern direction.</p>	<p>Noted</p> <p>A northbound bus lay-by on Queens Avenue has been moved further north and incorporated into the design.</p> <p>The addition of the right-turn lane and associated road markings (hatching) will allow drivers to pass a stationary bus with ease even with a ‘half’ bus layby. This has the added benefit that buses are able to join the main flow of traffic more readily.</p> <p>Noted</p> <p>Preliminary consultation for cycle facilities on the Banbury Road and Buckingham Road has been conducted as part of another scheme.</p>

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<p>27454</p>	<p>The scheme is unlikely to make a positive material difference to access yet will cause added severe disruption to the town centre and wider community.

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

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

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

Comments Received and Officer Responses

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

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<p>27610</p>	<p>The plan is ill-conceived. Currently North Street only takes traffic away from the area and already gives access to Manorsfield Road. Preventing this will only add traffic to Field Street.</p> <p>Allowing traffic to turn right out of Bucknell Road is a big error.</p> <p>Taking the current bus stops away from North Street is a major</p>	<p>Extensive modelling demonstrates that by increasing capacity at the junctions within the scheme area, traffic flow will increase which will have benefits for currently congested parts of the network. Although the traffic will not disappear, there will be an overall benefit to the network. This enables North Street/Roman Way to be closed off from the north (in itself helps to increase capacity at the roundabout by reducing the complexity and increasing certainty of road users especially on the Buckingham Road arm) and also helps to reduce a known barrier to walking and cycling in the area thereby encouraging these modes of travel and reducing congestion further. The linear set of improvements along the ‘central corridor’ will help keep traffic flowing smoothly which means that more vehicles per hour can pass through the junctions.</p> <p>The proposed removal of the right-turn ban from Bucknell Road to Field Street provides choice for road users to turn right or left. The modelling shows that with a better flow of traffic and relatively even flows on each arm of the proposed St John's Street/Field Street/Queens Avenue roundabout, sufficient gaps in traffic will be created to allow right and left-turn movements out of Bucknell Road. The proposed zebra crossing will also help to slow traffic and create gaps to exit. If, at times, it does prove difficult to exit, the option is still available to turn left and use the roundabout at the Buckingham Road and Banbury Road to U-turn, if they so wish. The benefits to road users will really be evident in the off-peak by enabling the right-turn in free flow traffic to easily access the town centre.</p> <p>The new bus stops in Manorsfield Road will be approximately 300</p>
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	<p>inconvenience.</p>	<p>metres from the stop in North Street. The Department for Transport’s guidance on providing inclusive transport infrastructure, Inclusive Mobility, recommends that “bus stops should be located ideally so that nobody in the neighbourhood is required to walk more than 400 metres”. The new bus stops will have infrastructure (a full height kerb, a shelter with seating and lighting, and real time information etc.) that Inclusive Mobility recommends. In North Street it is not possible to provide any of these facilities.</p>
<p>27620</p>	<p>Closing North Street to through traffic is madness.</p>	<p>Extensive modelling demonstrates that by increasing capacity at the junctions within the scheme area, traffic flow will increase which will have benefits for currently congested parts of the network. Although the traffic will not disappear, there will be an overall benefit to the network. This enables North Street/Roman Way to be closed off from the north (in itself helps to increase capacity at the roundabout by reducing the complexity and increasing certainty of road users especially on the Buckingham Road arm) and also helps to reduce a known barrier to walking and cycling in the area thereby encouraging these modes of travel and reducing congestion further. The linear set of improvements along the ‘central corridor’ will help keep traffic flowing smoothly which means that more vehicles per hour can pass through the junctions.</p>

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

Comments Received and Officer Responses

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

Comments Received and Officer Responses

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

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<p>Bus Users UK</p>	<p>Bicester has had only one secure, official motorcycle parking site: Franklin's Yard. This is being removed and, last time I asked, no new one was planned. Up to 5% of car users also have a motorcycle and they save lots of parking space. 10 square metres is enough space for 4-5 m/cycles or one car. Good m/cycle parking is good economic sense.</p> <p>The bus stops in Market Place are very useful and Bus Users UK members want them kept. The northbound stop is most useful. Making routes 21, 22, 23 and the Arncott branch of route S5 loop up and down long Manorsfield Rd would waste time.</p> <p>Bus Users think the scheme will not add to bus journey distances but is St John's St wide enough for 2-way traffic? Some services use coaches up to 13.8 m long. Could these get round the mini roundabout planned for the north end of St John's St?</p> <p>We oppose zebra crossings because their lack of signals disadvantages physically disabled users. We want pelican or puffin crossings for Queen's Avenue & Field St.</p>	<p>There is no intention to provide any parking for any mode as part of this scheme.</p> <p>The bus stops in Market Square are situated there under temporary Traffic Regulation Orders and will move to Manorsfield Road once the town centre redevelopment is complete.</p> <p>The widths currently provided for two outbound lanes in St John's Street will be kept for lanes in both directions meaning that vehicles will be able to pass each other comfortably. Auto-tracking (engineering software) has been conducted at the feasibility design stage to ensure the largest vehicles are able to make the manoeuvres necessary under the proposals.</p> <p>The blind and partially-sighted may have difficulties if the signalised crossings are changed to zebras as they rely on the audible sound or vibration mechanism to alert them when it is safe to cross. However, drivers approaching zebras approach with caution and have to stop if someone is waiting to cross – this is even more apparent if a visual aid is used such as assistance dogs or canes.</p> <p>In the case of the Field Street pedestrian crossing, the proposal of a mini-roundabout and the removal of the right-turn ban from Bucknell Road necessitate the conversion to a zebra crossing as a zebra can be placed much closer to junctions and therefore more appropriate. Zebra crossings also have the advantage in that</p>
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		<p>drivers have to slow down and look for pedestrians as they approach the crossing so they are less likely to hit someone who is crossing near the crossing but not on it.</p> <p>Zebra crossings offer more pedestrian priority and will delay pedestrians less than a signalised crossing. The number of pedestrians at these locations is not heavy enough to unduly delay traffic resulting from the 'dead' time that is required for signalised crossings. This is also the case if the crossing has been 'called' unnecessarily or the pedestrian has managed to cross in gaps in traffic without the green man.</p>
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