

Division(s) affected: *Bicester North*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

04 SEPTEMBER 2025

BICESTER: CHARLOTTE AVENUE & ELMSBROOKE STATE – PROPOSED BUS LANE, GOODS VEHICLE LOADING BAY & 20MPH SPEED LIMIT

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) Approve the new 24-hour Bus Lane on Charlotte Avenue,
- b) Approve the use of 'Automatic Number Plate Recognition' (ANPR) cameras to enforce the proposed Bus Lane,
- c) Approve the new 'Goods Vehicles loading only' bay on the northern side of Charlotte Avenue, and
- d) Approve the formalisation of the currently signed 20mph speed limit within the 'Elmsbrook' residential estate, as advertised.

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to a) introduce a 24-hour Bus Lane on Charlotte Avenue between the junctions with Carraway Fields & Sage Street, which will include exemptions for emergency services, Taxi & private hire vehicles, and pedal cycles, b) the use of 'ANPR' camera enforcement to allow for continuous & effective management of the proposed restriction, c) a new 'Goods Vehicles loading only' bay on the northern side of Charlotte Avenue adjacent to the community centre & cafe which will enable deliveries to service local businesses, and d) formalisation of the existing 20mph speed limit within the estate (including Braeburn Avenue & Charlotte Avenue, and all roads leading off) as currently signed, as shown in **Annexes 1 to 4**.
2. The proposals have been put forward as part of the 'Section 38 agreement' relating to the 'Elmsbrook' residential development near Caversfield in northwest Bicester. Whilst works for the bus lane have already been

completed on site, the introduction of the bus lane Traffic Regulation Order (TRO) will allow for short-term roadside enforcement to take place.

Sustainability Implications

3. The proposals will help ensure that facilities exist to enable the convenient use of public transport, walking and safe cycling in the area which will go towards meeting the requirements of the Planning Policy regarding 'EcoTowns'.

Financial Implications

4. Funding for consultation on the proposals (and implementation if approved) has been provided by the local developer.

Legal Implications

5. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and the Traffic Management Act 2004.
6. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch (Head of Law - Environmental)

Jennifer.Crouch@oxfordshire.gov.uk

Equalities and Inclusion Implications

7. No negative implications in respect of equalities or inclusion have been identified in respect of these proposals.

Formal Consultation

8. Formal consultation was carried out between 24 April and 05 June 2025 (which allowed for the statutory 6-week period for consultations regarding the use of ANPR camera enforcement). A notice was published in the Bicester Advertiser newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Cherwell District Council, Bicester Town Council, Caversfield Parish Council, and the then local County Councillor representing the Bicester North division.

9. Letters were sent directly to approximately 480 properties in the immediate vicinity.
10. Relevant parish/town councils, and local Cllrs (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary.
11. 61 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

| Proposal | Object | Partially support | Support | No objection/ opinion | Total |
|-------------------|---------------|--------------------------|----------------|------------------------------|--------------|
| Bus Lane | 18 (30%) | 5 (8%) | 31 (51%) | 7 (11%) | 61 |
| ANPR Enforcement | 21 (34%) | 5 (8%) | 33 (54%) | 2 (3%) | 61 |
| Loading bay | 12 (20%) | 4 (7%) | 34 (56%) | 11 (18%) | 61 |
| 20mph speed limit | 3 (5%) | 1 (2%) | 49 (80%) | 8 (13%) | 61 |

12. Additionally, a further eight emails were received directly – with Thames Valley Police not objecting (albeit raising their ‘standard’ concerns regarding 20mph speed limits in general), Oxford Bus Company despite not operating in the area were supportive, Cherwell District Council did not object – having no specific observations, Bicester Bike Users’ Group (‘BicesterBUG’), Oxfordshire Liveable Streets & a local District Cllr offered their support, one local resident objected (providing no reasoning), and one local resident submitted a non-objection.
13. The full responses are shown in **Annex 5**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

General comments:

14. All works associated with the proposal in the consultation are fully funded by the developer and are at no expense to OCC or the general public.
15. OCC is aware of some issues with regards to site wide on-site parking, and parking restrictions may come forward at a later date via separate proposals, including public consultation & decision making.
16. A final surface will be laid on Braeburn Avenue (Phases 3 & 4: ‘Northern Fields’) along with any other remedials prior to adoption as highway maintainable at the public expense.

Bus Lane & ANPR Enforcement:

17. A Bus only link was required in the original planning consent for the development '10/01780/HYBRID' dated 10th July 2012. Condition 27 of that consent gave the reasons for this provision as to ensure facilities to enable convenient use of public transport, walking and cycling and to achieve the requirements of Planning Policy Statement 1: Eco Towns. Section ET11 of this standard specifies that a minimum of 50% of trips originating in eco-towns should be made by non-car means rising to 60% over time. These restrictions will promote fewer short trips via cars within the development thus encouraging the use of walking and cycling for these trips.
18. Condition 28 of the above planning consent stated that no occupations should take place in the Northern Fields (Phase 3 and 4) prior to the implementation of the bus only link, which is where the objections to this particular proposal seem to largely come from.
19. The restrictions have been in place and clearly signed on site since 2013, and prior to occupations in the Northern part of the development. To date these restrictions have not been enforceable due to lack of civil enforcement, the possibility of which, is now in place.
20. Clause 4.2 of the 18th schedule of the Section 106 agreement required that a scheme for the installation of cameras for monitoring the use of the part of the Spine Road Phase 2 that is to constitute a bus only route was submitted to and approved by the local planning authority. This was complied with.
21. There is a majority support from residents and statutory consultees among the respondents to the consultation for the implementation of the bus only link and enforcement.
22. OCC has several policies that support this proposal including its Active and Healthy Travel Strategy from 2016 which is an integral part of its Local Transport Plan 4. It also has a 'Getting to school without a car' advice webpage which offers advice on travelling to school by sustainable means.
23. The Highway code hierarchy specifies that Pedestrians are first and then Cyclists have priority over motorised vehicles. Reducing the number of vehicle movements at the location of the bus only link will improve safety for these vulnerable road users.
24. In response to specific objections received:
 - o3 – Walking and cycling distances on this development are relatively short. Traffic levels recorded after a survey was carried out using this

link, were higher than expected. There are no proposals to limit restrictions for anything other than for 24 hour enforcement.

- o4 – There are currently 2 entrances / exits from the development onto the B4100, one serving the Southern Fields and one serving the Northern Fields, These proposals will distribute traffic flows more evenly.
- o5 – These proposals do not limit access in and out of the Elmsbrook development to the B4100. The bus only lane was required under the planning consent and was never meant to be temporary.
- o6 – Charlotte Avenue and Braeburn Avenue have been proposed for adoption as highway since the developer first made a 1980 Highways Act Section 38 submission to the County Council. There is an adoption agreement currently in place for these to become maintainable a public expense.
- o7 – Commuting between phases 2 and 3 is a short distance and to do this by car is not consistent with the principle of an Eco-Town. Giving priority to cars is also not consistent with the highway code and County Council policy.
- o9 – Walking and cycling distances on this development are relatively short. County council parking standards for new developments seeks to reduce 1 out of every 4 car trips by 2030 to influence people's travel behaviour and encourage alternative modes of travel to be used rather than that of a private car.
- o10 – Resident lives in the Northern part of the development so should exit to the B4100 via Braeburn Avenue / B4100 junction not via Charlotte Avenue and the school.
- o11 – Resident lives in Charlotte Avenue. A signal controlled facility at the B4100 / Charlotte Avenue junction is proposed to improve access / egress. Funding for this is currently being sought.
- o12 – The bus lane has always been proposed to be permanent and not temporary for construction traffic.
- o13 – Walking and cycling distances on this development between Phase 1 and 3 are relatively short.
- o14 – The bus link has always been proposed to be permanent and not temporary for construction traffic. There are no restrictions on the right to roam across the development, only by private car. Proposal will will reduce traffic in Charlotte Avenue from the Northern part of the development, thus reducing pollution affecting Gagle Brook students. The main objectives of these EcoTowns is to promote zero carbon and sustainable living fostering a low-carbon footprint and enabling residents to adopt sustainable lifestyles.

- o16 – It is noted that weather in the local area does not always allow for the preferred travel mode to Gagle Brook nursery. These are however the exception and a route via the B4100 by car would still be available. It should also be noted that the normal and preferred travel route by the resident to Gagle Brook is on foot.
- o17 – Objector claims that the proposal will make it a pain to get from one end of the estate to the other but provides no reason why.
- o18 – These proposals do not allow for private cars to use the bus lane. The bus lane allows for the safer use of sustainable travel options to access the northern part of the development from the south and vice versa.
- o19 – As further phases of the development are built and occupied, traffic levels will inevitably increase. Access from the north to the south of the development will still be available via the B4100.
- o20 – Suggestion from this partial objection is that only a few residents use the bus link. Data from a traffic survey suggests that there are more than a few residents using this link.
- o21 – Objector did not object to principle of bus lane only its enforcement. This proposal would not work without enforcement.
- o22 – No objection to principle of bus lane only enforcement. This proposal would not work without enforcement. Priority for vehicle movements is already signed.
- o23 – Partial support of the proposals is welcomed. A signal controlled facility at the B4100 / Charlotte Way junction is proposed to improve access / egress.
- o24 & o26 – No residents only permits are proposed at this stage. Please see previous comments regarding dropping kids off at school.

Goods Vehicle Loading Bay:

25. Planning consent '19/01036/HYBRID' dated 12th July 2021 included permission for retail premises within the Elmsbrook local centre. The loading bay (already constructed) provides a place for delivery vehicles to safely load / unload off of the main carriageway.

26. The adjacent footway has been diverted round the back of the loading bay so there is no impact on pedestrian safety.

27. In response to specific objections received:

- e7, o7, o5, o9 & e10 – gave no reasons for objecting specifically to the loading bay.

- o4 – stated that there is no community centre, it's a business centre that doesn't have requirement for commercial vehicle loading bays. The planning consent was given for retail premises, which may come forward in the future as the development builds out.
- o8 – suggested that this this proposal was for a bus bay. Buses will not be permitted to use the loading bay to drop off and pick up passengers. There are already designated bus stops on Charlotte Avenue to serve the local centre.
- o11, o12 & o13 – indicated that there was no requirement for commercial goods vehicles to use the loading bay as there is no commercial deliveries to this location. Please refer to point 24.

20mph Speed Limit:

28. This is consistent with the OCC Policy for all residential areas to have 20 mph speed limits and OCC's Vision Zero commitment.
29. Adoption of the roads on this development has been delayed. On adoption the roads would automatically have become 20 mph under the Bicester Traffic Regulation Order 2025. This has been brought forward as a separate consultation due to concerns of residents regarding current speeding issues on the development.
30. There has been 20 mph signage at the entry points from the B4100 for some time, but the limit has not been enforceable due to lack of repeater signage and no supporting Traffic Regulation Order.
31. This proposal is widely supported by residents with 93% of those responding to the consultation either raising no objection or supporting it.
32. In response to specific objections received:
 - o20 – said it was waste of money. All works associated with these proposals are fully funded by the developer.
 - o6 – objected on the grounds that the estate was not yet adopted and it was a waste of taxpayers money. It is fully the intention for the roads on this development to be adopted as highway in the future and all works required for the implementation of the 20 mph speed limit are fully funded by the developer.
 - o7 – had concerns about elderly parents going over speed bumps. The traffic calming on this development is consistent with national guidance and if approached at appropriate speeds should not cause any discomfort.

- o25 – supported a 20 mph speed limit for the main roads in Elmsbrook, but stated that the side-roads should be 10mph and signage should be added to enforce it. There is currently no policy for roads in Oxfordshire to have a 10 mph speed limit. The roads referred to appear to be the shared surface cul-de-sacs where pedestrians and cars share the carriageway. This layout is very common and vehicle speeds should be self enforcing.

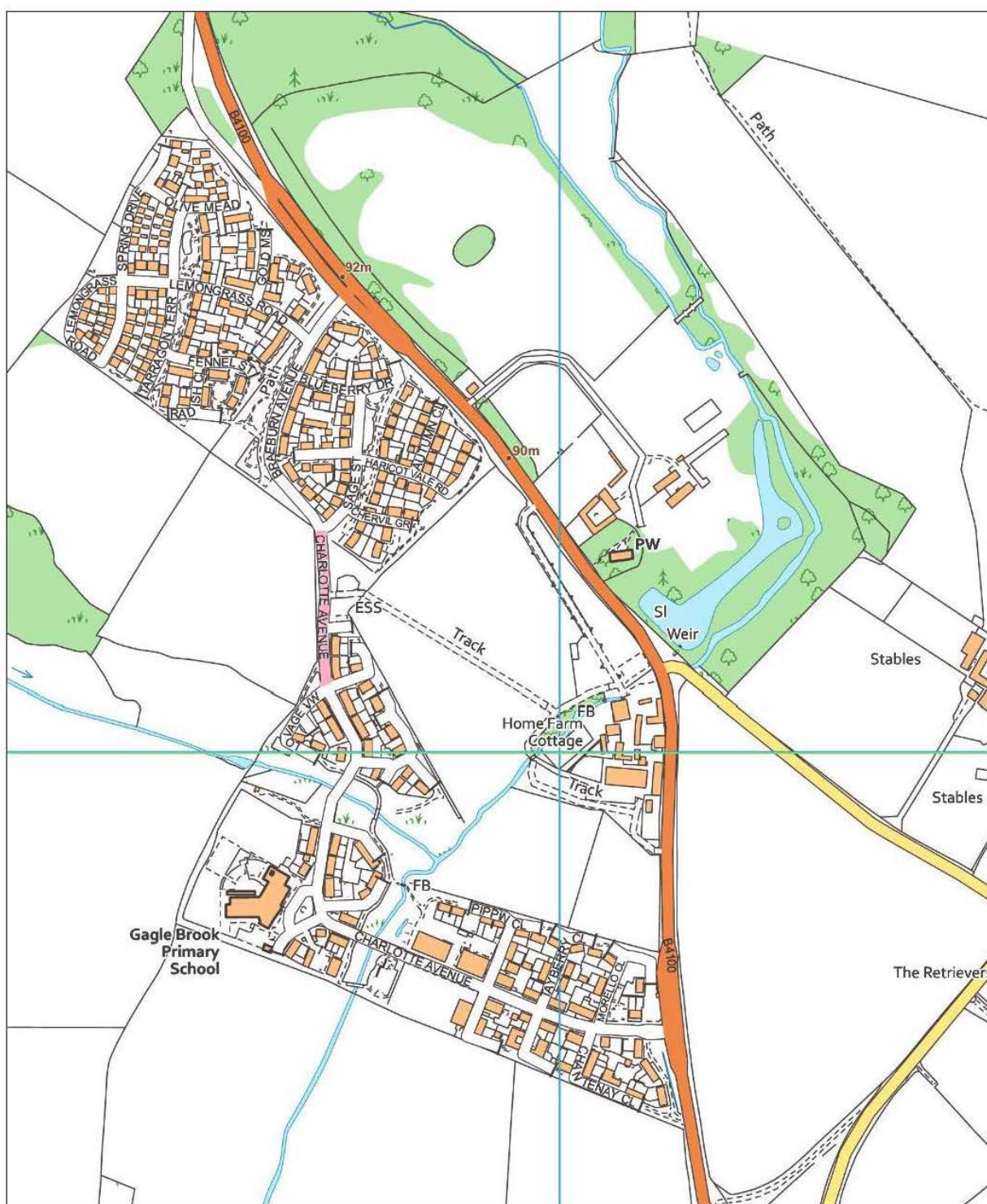
Paul Fermer
Director of Environment and Highways

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| Annexes | Annex 1: Location plan |
| | Annex 2: Bus lane Consultation plan |
| | Annex 3: Loading bay Consultation plan |
| | Annex 4: 20mph speed limit Consultation plan |
| | Annex 5: Consultation responses |



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|-------------------|---|
| Contact Officers: | Mike Smith (Team Leader – Highway Agreements (North/Central) |
|-------------------|---|

September 2025

OCC Map Viewer



18/12/2024, 09:40:35

-  Oxfordshire Boundary
-  Bus lane Enforcement Area

1:3,703

0 0.04 0.09 0.17 mi

0 0.05 0.1 0.2 km



KEY
 DIAG. 1009 - 400mm MARK 300mm GAP 300mm WIDE TO
 DIAG. 1009 IN WHITE THERMOPLASTIC
 SERIED WITH APPLIED GOLD GLASS BEADS
 SERIES 300 HIGHWAY WORKS

Project
 BICESTER ECO
 DEVELOPMENT EXEMPLAR SITE

Title
 EXEMPLAR SITE (S38)
 ROAD MARKINGS AND SIGNS
 SHEET 2 OF 4

Drawing No. Project No. Issue

Drawing No.

0

Proposed 'Goods Vehicles only' Loading Bay

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION

(ENTER 'NONE' IF APPLICABLE)

MAINTENANCE/CLEANING

(ENTER 'NONE' IF APPLICABLE)

USE

(ENTER 'NONE' IF APPLICABLE)

DECOMMISSIONING/DEMOLITION

(ENTER 'NONE' IF APPLICABLE)

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| Rev. | Date | Purpose of revision | Drawn | Checked | Approved |
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COUNTY COUNCIL

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Project title

BICESTER, CHARLOTTE AVENUE

Drawing title

PROPOSED 'GOODS VEHICLES ONLY'
LOADING BAY

Drawing Status

CONSULTATION

Scale @ A3

Drawn by

JaC

Checked by

Approved by

N.T.S.

Date drawn

04/25

Date checked

Date approved

Oxfordshire Project No. & File Ref

Drawing No.


Revision

0

C:\Users\lane.clark\OneDrive - Oxfordshire County Council\TRO useful info\A420 Speed limits March 25.dwg

Drawing No.

1 SEPTEMBER 2023 0

 Proposed 20mph Speed Limit

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION

(ENTER 'NONE' IF APPLICABLE)

MAINTENANCE/CLEANING

(ENTER 'NONE' IF APPLICABLE)

USE

(ENTER 'NONE' IF APPLICABLE)

DECOMMISSIONING/DEMOLITION

(ENTER 'NONE' IF APPLICABLE)

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Project title

BICESTER, ELMSBROOK

Drawing title

PROPOSED 20MPH SPEED LIMIT

Drawing Status

CONSULTATION

| Scale @ A3 | Drawn by | Checked by | Approved by |
|------------|------------|--------------|---------------|
| N.T.S. | JaC | | |
| | Date drawn | Date checked | Date approved |
| | 04/25 | | |

Oxfordshire Project No. & File Ref

Drawing No.

Revision 0



A. Email responses:

| RESPONDENT | COMMENTS |
|---|--|
| (e1) Traffic Management Officer, (Thames Valley Police) | <p>No objection</p> <p><u>Bus Lane</u> – this would only be supported providing ANPR enforcement is definitely included at the same time this Order comes into force.</p> <p><u>Loading bay</u> –will require constant monitoring if it is to work .</p> <p><u>20mph speed limit</u> – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> |

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| | <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds (No data provided) • road environment <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased Police enforcement to penalise a substantial number of motorists.</p> |
| (e2) Managing Director, (Oxford Bus Company) | Support – We don't operate in this particular area but we're supportive of these proposals. |
| (e3) Local group, (Bicester Bike Users' Group) | <p>Support – Bicester Bike Users' Group (BicesterBUG) strongly supports all four proposals outlined in this consultation: the 24-hour bus lane, ANPR enforcement of the Bus Lane, the goods vehicle loading bay, and the formalisation of the 20mph speed limit. These measures are essential for cyclist safety and were integral to the original planning approval. We urge implementation without delay.</p> <p>Background and Planning Context:</p> |

These measures were fundamental components of the original NW Bicester Ecotown Masterplan and the Elmsbrook planning application (10/01780/HYBRID) from 2010, specifically required under conditions 27 & 28. The bus lane restriction and 20mph signage have been in place since construction began, making these proposals a long-overdue enforcement of existing approved infrastructure rather than new restrictions.

20mph Speed Limit Formalisation:

We fully support the formalisation of the 20mph speed limit across the entire Elmsbrook estate. Key points:

- The estate has been clearly signposted as 20mph from construction, so this is well-established and understood by residents
- Formalisation will enable proper enforcement, which is urgently needed given evidence collected by OCC showing almost half of vehicles exceed 20mph
- The road design includes numerous blind bends and narrow sections that create inherent conflicts between motorists and cyclists
- Safe active travel for residents and schoolchildren depends on effective speed limit enforcement

Bus Lane with ANPR Enforcement:

We strongly support the 24-hour bus lane with ANPR camera enforcement. This is particularly critical because:

Original Design Intent:

The bus/cycle-only section was specifically designed to prevent the spine road being used as a rat-run while providing convenient motorist access via direct connections to the B4100 at both ends of the estate.

Current Safety Issues:

Despite clear signage being in place since construction, the lack of ANPR enforcement has led to widespread non-compliance, creating serious safety hazards for cyclists and pedestrians. Our members have documented multiple incidents including:

- Close-pass overtaking: Motorists overtaking cyclists at excessive speed with insufficient clearance
- Wrong-way driving: Motorists ignoring one-way priority signage, forcing cyclists onto verges
- Aggressive behaviour: Verbal abuse directed at cyclists from motorists frustrated by having to wait
- Child safety risks: Near-misses with primary school children at the northern uncontrolled crossing, particularly

during school run periods

Evidence of Non-Compliance:

OCC's traffic surveys from summer 2024 clearly demonstrate both high traffic volumes and widespread speed limit violations, confirming that signage alone is insufficient to ensure compliance with the approved road design.

Future Development Impact:

The situation will become more critical with the additional 530 homes approved under application 21/01630/OUT (allowed at appeal in July 2023). Crucially, the traffic modelling for this development assumed zero vehicular traffic would pass through the bus gate. Without ANPR enforcement, this assumption is invalid, potentially making traffic levels unsuitable for most cyclists and undermining the active travel objectives of both developments.

Goods Vehicle Loading Bay:

We support the proposed loading bay adjacent to the community centre, which will:

- Remove delivery vehicles from the carriageway, improving safety for cyclists
- Support local businesses while maintaining the active travel focus of the development

Legal and Resident Awareness Context:

Any objections to these proposals should be considered in light of the fact that:

- All measures were specified in publicly available planning documents from 2010
- Signage has been in place since construction began
- All residents would have been aware of these restrictions before purchasing/moving to properties
- The proposals represent enforcement of existing approved infrastructure, not new restrictions

Conclusion

These proposals are not introducing new restrictions but rather implementing proper enforcement of measures that were always intended to be part of this development. The safety evidence clearly demonstrates the urgent need for ANPR enforcement to protect cyclists and pedestrians, particularly children travelling to school.

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| | <p>We urge Oxfordshire County Council to implement all three measures immediately and without modification. Continued delay in ANPR implementation compromises the safety of vulnerable road users and undermines the sustainable transport objectives that were fundamental to the planning approval of this development.</p> <p>BicesterBUG remains available to provide additional evidence or clarification if required to support these essential safety improvements.</p> |
| (e4) Local group, (Oxfordshire Liveable Streets) | <p>Support – We support all the elements of this scheme. 20mph speed limits are entirely appropriate on these kinds of residential streets and the bus lane/gate is essential to stop rat-running through the estate and keep it a low traffic neighbourhood. The streets involved have neither formal pedestrian crossings nor any cycling infrastructure, so the only way to make them inclusively accessible for walking, wheeling and cycling is to keep both traffic speeds and traffic volumes low.</p> <p>Traffic calming measures such as speed humps would be helpful to encourage slower speeds, but if this is difficult on a bus route then chicanes may work. The most important measure is keeping traffic volumes as low as possible. This needs to work like Oxford's Waterside development, with maybe 500 vehicle movements a day on the Rutherway access street, and not like Barton Park, with 2500+ vehicle movements a day on Barton Fields Rd.</p> |
| (e5) Local Cllr, (Cherwell District Council) | <p>Support – having taken soundings from the residents of Elmsbrook the majority of whom are in favour of all four of the proposals below, I am happy to endorse them officially.</p> <p>I have a question though: - Where will fines from misuse of the bus gate go to? Is there any way that they could ring fenced to be re-invested into the EcoTown, rather than being put into a general Oxfordshire wide fund? This might help assuage the concerns of those who are opposed to the bus gate</p> <p>During the consultation event a number of concerns were raised</p> <p>Firethorn. How will the proposals affect traffic coming from the proposed Firethorn development</p> <p>Will Braeburn Avenue be re-surfaced as this is the continuation of the spine road from Charlotte Avenue, and is in a bad state</p> <p>The bus service needs to be improved since the original S16 money for the E1 bus ran out.</p> <p>Can any more parking be provided on the estate?</p> |

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| (e6) Cherwell District Council, (Development Management) | No objection |
| (e7) Local resident, (Bicester, Wintergreen Fields) | Object <i>[No comments provided]</i> |
| (e8) Local resident, (Bicester, Charlotte Avenue) | No objection – we have no concerns about the scheme. |

B. Online responses:

| RESPONDENT | COMMENTS |
|--|---|
| (o1) Local group/organisation, (Coalition for Healthy Streets and Active Travel) | <p>Bus Lane – Support ANPR enforcement – Support Loading bay – Support 20mph speed limit – Support</p> <p>We support the bus lane, ANPR and loading restrictions to enable more efficient public transport, it may also create a better cycling route. We support 20mph in residential streets as the norm, as recommended in Manual for Streets. The signage should be located so it does not block people using the pavements.</p> |
| (o2) Local resident, (Bicester, Elmsbrook) | <p>Bus Lane – Object ANPR enforcement – Object Loading bay – No objection 20mph speed limit – No objection</p> <p><i>[No comments provided]</i></p> |
| (o3) Local resident, (Bicester, Sage Street) | <p>Bus Lane – Object ANPR enforcement – Object Loading bay – No objection 20mph speed limit – No objection</p> <p>Having lived on this estate for two years I feel that there is no reason for the bus gate to be there very little traffic uses braeburn and Charlotte avenue as a rat run and all it does is cause a split between phases 1&2 and 3&4 it will inconvenience a lot of people who need to get children to school and then on to work maybe a solution would be a 1 hr window at school morning and afternoon pickup so parents do not have to drive on to the busy B4100 or not have a camera controlled bus gate at all</p> |

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| <p>(o4) Local resident, (Elmsbrook, Charlotte Avenue)</p> | <p>Bus Lane – Object ANPR enforcement – Object Loading bay – Object 20mph speed limit – No objection</p> <p>This is an infringement of our rights. The road system cannot cope with 1 entrance and exit. We all have cars and need cars. There is no community centre, it's a business centre that doesn't have requirement for commercial vehicle loading bays. We don't mind the 20mph limit, but the ANPR and Bus Lane is too much. You are making life difficult for those living here if you do this!</p> |
| <p>(o5) Local resident, (Elmsbrook, Charlotte Avenue)</p> | <p>Bus Lane – Object ANPR enforcement – Object Loading bay – Object 20mph speed limit – No objection</p> <p>The buses do not run 24 hours. Residents need free access in and out of Elmsbrook. This no entry was a temp bus lane that we were told would be removed and opened to traffic in 2021. The development struggles already with cars. We need the ability to drive through here. ANPR and Bus Lane is against our rights as residents to live and commute. We purchased our home based on this having 2 entrances and exits. You as a council chose to increase housing with Firethorn, which is fine, but you must open up the roads to let traffic flow.</p> <p>This bus lane is a hinderance and makes our lives a hell to commute. Do the right thing and open it up! Scrap this and save the money. Invest it elsewhere, it's not needed or wanted in Elmsbrook</p> |
| <p>(o6) Local resident, (Bicester, Charlotte Avenue)</p> | <p>Bus Lane – Object ANPR enforcement – Object Loading bay – Object 20mph speed limit – Object</p> <p>The reason why I object all above because this Estate is still privately owned! And not even adopted yet!! This area won't be adopted for the next few years due to A2Dominion incompetence and OCC and CDC decision makers are</p> |

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| | <p>aware of this but don't want to do anything about it. So please don't waste any taxpayers money on this project, we can come back for this in the next 2-3 years. Maybe...</p> |
| <p>(o7) Local resident, (Elmsbrook, Lovage View)</p> | <p>Bus Lane – Object ANPR enforcement – Object Loading bay – Object 20mph speed limit – Object</p> <p>We need to commute between Phases 2 and 3 without the need to increase journey times. With young children this is a terrible suggestion. We do not want ANPR or a bus lane. 99% of residents use cars, very few use the bus, which is why the old bus was scrapped. Cars should be given priority so residents can live their lives without being subjected to additional mental torture by the local authority just to live here!</p> <p>You're making it impossible to visit our family. Elderly parents can't go over speed bumps on Charlotte avenue without pain. They already suffer on the multitude of speed bumps. This is inhumane and we need the ability to use both entrances.</p> <p>Elderly parents, young families, and commuters do not need the bus. The bus lane is a pointless addition which would be used far less than by residents. Residents need access to commute</p> |
| <p>(o8) Local resident, (Elmsbrook, Blueberry Drive)</p> | <p>Bus Lane – Object ANPR enforcement – Object Loading bay – Object 20mph speed limit – Support</p> <p>Charlotte Avenue was not designed to have a bus bay in the current road, as it is very narrowed. Best option is to stop buses driving through the estate of Elmsbrook and reinforce parking restrictions as a lot of people parks on the road and pavements, with no consequences.</p> |
| <p>(o9) Local resident, (Bicester, Braeburn Avenue)</p> | <p>Bus Lane – Object ANPR enforcement – Object Loading bay – Object</p> |

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| | <p>20mph speed limit – Support</p> <p>I live in P3 and I am going often in P1 to some friends . Not always but when it is raining I use car and if Bus lane will be enforced I will need to go around on B4100 spending more fuel and make more pollution. We desperately need more parking lots for residents which easily can be made on de side of the road,not Bus lane ANPR camera .</p> |
| (o10) Local resident, (Elmsbrook, Caraway Fields) | <p>Bus Lane – Object ANPR enforcement – Object Loading bay – Object 20mph speed limit – Support</p> <p>20mph speed limit makes sense. Commercial Goods loading bay not needed. There is no commercial building that needs this. The pub never got built. The shop didn't get built and the land is now for sale for apartments.</p> <p>Elmsbrook residents need quicker access in and out of the development as school traffic etc causes issues. We need to be able to go to work without spending an hour sitting to get out of the single exit!</p> |
| (o11) Local resident, (Elmsbrook, Charlotte Avenue) | <p>Bus Lane – Object ANPR enforcement – Object Loading bay – Object 20mph speed limit – Support</p> <p>Greater access needed in and out of Elmsbrook. Removal of bus lane reduces congestion and pollution.</p> <p>No requirement for commercial goods vehicle as there is no commercial deliveries to this location. Would be a waste of time and money.</p> |
| (o12) Local resident, (Elmsbrook, Charlotte Avenue) | <p>Bus Lane – Object ANPR enforcement – Object Loading bay – Object 20mph speed limit – Support</p> |

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| | <p>Residents are being ignored. When we purchased our homes, we were told this was a temporary sign to stop construction traffic, which then became a temp bus lane. It was always meant to be opened up. We purchased based on the principle we could easily commute in and out of the development to the north. We were promised this would be removed by 2021 which hasn't happened.</p> <p>Why would you put a commercial good loading bay when there are no commercial stores here. It makes no sense. This is an utter waste of money and not needed.</p> <p>ANPR is a direct form of aggression towards residents. This is not community and a total waste of valuable tax payers money.</p> <p>DO NOT INSTALL ANPR AND OPEN THE BUS LANE!</p> |
| (o13) Local resident, (Elmsbrook, Charlotte Avenue) | <p>Bus Lane – Object ANPR enforcement – Object Loading bay – Object 20mph speed limit – Support</p> <p>The community centre does not need a goods loading vehicle, as it is a business centre not community centre. It's people in offices and there are no commercial vehicles coming to the development. This is an incorrect interpretation. 20mph limit - We support this for the safety of children and residents.</p> <p>ANPR & Bus Lane - Absolutely not! This should have been removed years ago. We need to commute to family in Phase 3 and this makes it incredibly difficult. We need a vehicle with ageing parents, which then makes it difficult to commute for their care and support. This would make a detrimental impact on our life and is not required.</p> <p>Remove the bus lane, open this up to cars so the "community" can co-exist. This Bus Lane and ANPR goes against the very principles of the development and makes the lives of those living here 200% more difficult.</p> <p>We would be forced to consider selling and moving so we can live. We invested here so we could grow old without such restrictions and this is an abuse of power, deliberately making the lives of residents difficult. Please do not make it difficult for elderly people to live here.</p> |

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| <p>(o14) Local resident, (Elmsbrook, Lovage View)</p> | <p>Bus Lane – Object ANPR enforcement – Object Loading bay – Object 20mph speed limit – Support</p> <p>As a resident it takes 45 mins to exit the development at peak times. We need at least 2 entrance/exits into the development. The development was built under the 2 key principles, ECO and COMMUNITY. The no-entry sign was put up to stop construction traffic and was never intended to be a bus lane only. It was a partial amendment and at point of sale, we were told the signs would be removed to allow traffic to flow from Phases 1 & 2, to 2 & 3</p> <p>This prevents young families and residents from their right to roam in a development where they have invested hundreds of thousands of pounds. Putting the ANPR and bus lane only increases journey times, increasing congestion to intolerable levels, increasing pollution on Charlottle avenue because the quantum of vehicles exiting is too high, meaning Gagle Brook students and children living here breath this in.</p> <p>ANPR is a pure violation of the rights of the residents and we vehemently oppose this. We all have cars, the infrastructure is not there to support a bus lane and we have friends in Phases 3 & 4 that cannot now commute to each other because of this stupidity.</p> <p>This goes against the principles of community and goes against the objectives of Eco.</p> <p>Supporting this would be tantamount to a failure in planning and a focus to exploit residents for the sake of profit. Residents need access to both entrances. Either scrap the firethorn development or remove this pointless bus lane!</p> |
| <p>(o15) Local resident, (Bicester, Lemongrass)</p> | <p>Bus Lane – Object ANPR enforcement – Object Loading bay – Partially support 20mph speed limit – No objection</p> <p>There is already 20mph in elmsbrook and we pay as residents already to have this policed by A2 management, which they fucking dont... i dont believe anything will be implemented correctly even if the intention is for the good, also ho does this effect the tp1 which every home owner has as an individual contract?</p> |

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| (o16) Local resident, (Elmsbrook, Crimson Gardens) | <p>Bus Lane – Object ANPR enforcement – Object Loading bay – Partially support 20mph speed limit – Support</p> <p>As a resident of Elmsbrook with Children in Gaglebrook I object to a 24hr bus lane and ANPR. I love walking my children to school and will always try to do so if possible however whilst I had a newborn baby taking my 3 year old to nursery in hail, severe wind, rain and snowy conditions made it impossible to walk. In those instances taking my car was the only option. Had I been unable to use the bus lane all traffic would have been entering through Elmsbrook's main entrance, making it impossible to park/get my daughter to school on time! I agree to a blanket speed limit of 20mph to make it safe for children playing and walking to school.</p> <p>This is very much a family estate and making it and safer for those with children/babies should be a priority.</p> |
| (o17) Local resident, (Bicester, Charlotte Avenue) | <p>Bus Lane – Object ANPR enforcement – Object Loading bay – Support 20mph speed limit – Support</p> <p>I think the bus route is just a pain for residents wanting to get from end of the estate to the other. It's just pointless and most of the estate don't like it. The rest I agree with.</p> |
| (o18) Local resident, (Elmsbrook, Chervil Grove) | <p>Bus Lane – Object ANPR enforcement – Object Loading bay – Support 20mph speed limit – Support</p> |

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| | <p>Bus gate should be allowed to be used by cars on Elmsbrook and possibly redesigned for this. It cuts Elmsbrook into two parts. People who leave in phases 3/4 and need to quickly drop off kids at school on phase 1/2 on their way to work (cycling and walking is not an option if they work far and have to drive and are in a hurry in the morning doing school run and rushing to work to detour around the estate using main road).</p> |
| <p>(o19) Local resident, (Bicester, Fennel Street)</p> | <p>Bus Lane – Object ANPR enforcement – Object Loading bay – Support 20mph speed limit – Support</p> <p>I am objecting to the bus lane because I don't see the traffic levels being an issue to warrant it. As a resident it would be useful to pass through the restriction to be able to access the facilities on the other half of the estate such as EV chargers, community building, co-working space etc.</p> |
| <p>(o20) Local resident, (Elmsbrook, Olive Mead)</p> | <p>Bus Lane – Partially support ANPR enforcement – Object Loading bay – Support 20mph speed limit – Object</p> <p>No need to waste money on an ANPR system as its hardly use anyways by locals and with the new system in place on the A4100 jct leading into Bicester no one requires diverting from the main road.</p> <p>When work has been in place on the A4100 the only access to Pharse 3 and 4 has been via the bus lane. Also, the 20mph speed limit again is a waste of money - it's unnecessary work with changes to signage and I assuming painting of the roads with 20mph limits.</p> <p>The money can be better spent elsewhere like improving the quality of the road as you enter phase 3 and 4 from the main road. Completely need resurfacing as the work clearly hasn't been completed.</p> |
| <p>(o21) Local resident, (Elmsbrook, Tarragon Terrace)</p> | <p>Bus Lane – No objection ANPR enforcement – Object Loading bay – No objection</p> |

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| | <p>20mph speed limit – Support</p> <p>20mph keeps the residents, of which there are a lot of children by the roads, safe. Bus lane is handy but no need for ANPR enforcement at this stage. Particularly through the estate gap where residents need this to access to and from school if picking their kids up by car. It relieves traffic on Charlotte Avenue being able to go from phase 1 to phase 3 by car. It also relieves traffic and makes the Charlotte Avenue to B road junction safer</p> |
| (o22) Local resident, (Bicester, Spring Drive) | <p>Bus Lane – No objection ANPR enforcement – Object Loading bay – Support 20mph speed limit – Support</p> <p>I am happy with the Bus lane being there with the 20 mph speed limit. I don't agree to the ANPR camera fitment for local residents.</p> <p>As long as it is clear to define priority over coming vehicles and speed is limited, it doesn't impact the internal traffic. There aren't any cars using the that lane coming from outside already.</p> |
| (o23) Local resident, (Elsmbrook, Charlotte Avenue) | <p>Bus Lane – No objection ANPR enforcement – Partially support Loading bay – No objection 20mph speed limit – Support</p> <p>I have selected Partially Support the proposed Bus Lane through the use of 'Automatic Number Plate Recognition' (ANPR) cameras. This is based on the exit of Charlotte Avenue (the end near the traffic lights junction) is sometimes blocked by building supply vehicles. This will not be an ongoing issue once building works are completed, but I have no idea if the enforcement cameras will allow flexibility based on a need to exit via Braeburn Ave sometimes. If enforced by PCMs as are other areas of the development, common sense will not prevail.</p> <p>I have registered No objection to the 'Goods Vehicles loading only' bay on Charlotte Avenue, although I cannot see where this would be from the location plan. I also have no idea where the cafe is (if it even exists at this point), or the Community Centre, as neither are shown on the plan.</p> |

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| <p>(o24) Local resident, (Bicester, Brassica Terrace)</p> | <p>Bus Lane – Partially support ANPR enforcement – Partially support Loading bay – No objection 20mph speed limit – No objection</p> <p>I believe local residents should be able to register their vehicle's license plates and be allowed to use the bus gate to drive through. It doesn't make sense for residents to have to drive around the estate to drop their kids off at school on their way to work or to access garden beds with heavy load in Phase 2 from Phase 3 and 4.</p> |
| <p>(o25) Local resident, (Elmsbrook, Morello Close)</p> | <p>Bus Lane – Partially support ANPR enforcement – Partially support Loading bay – Support 20mph speed limit – Partially support</p> <p>I partially support the 24h bus lane. If this means that the bus will circulate at night, right now it's traffic is making noise, so I would not support the bus route opening during the night hours.</p> <p>As per the 20mph speed limit, I agree for it to be enforced on the main roads in Elmsbrook, but the side-roads should be 10mph and signage should be added to enforce it. Some of the cul-de-sac are not suitable for 20mph: there are no pedestrian pavements and due to the nature of some of the side roads children are playing and people walk their dogs, walk with prams, etc. some drivers already speed in the side roads and this should be discouraged with a 10mps speed limit there.</p> |
| <p>(o26) Local resident, (Elmsbrook, Olive Mead)</p> | <p>Bus Lane – Partially support ANPR enforcement – Partially support Loading bay – Support 20mph speed limit – Support</p> <p>Support the idea of limited access but feel residents should be exempt for when driving through the bus gate due to the school</p> |

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| <p>(o27) Local resident, (Elmsbrook, Charlotte Avenue)</p> | <p>Bus Lane – Support ANPR enforcement – Partially support Loading bay – Support 20mph speed limit – Support</p> <p>The bus lane is not used by the bus in the evenings and Sundays and Bank holidays</p> |
| <p>(o28) Local resident, (Elmsbrook, Autumn Close)</p> | <p>Bus Lane – No objection ANPR enforcement – Support Loading bay – Partially support 20mph speed limit – Support</p> <p>Many, many residents do not obey the rules of the bus only lane connecting the phases of elmsbrook already, making it extremely difficult and dangerous for children walking to school. I personally see at least 20 violations of this rule (many also speeding) every single day walking my toddler to nursery and back. Therefore, there simple has to be a better deterrent for this behaviour.</p> |
| <p>(o29) Member of public, (Elmsbrook, Tarragon Terrace)</p> | <p>Bus Lane – No objection ANPR enforcement – Support Loading bay – Partially support 20mph speed limit – Support</p> <p>I am concerned about lack of adequate navigation sign posting at the entrances to the estate. I am concerned about infrequent public transport from north Elmsbrook to the hub. I am concerned about the lack of adequate provision for larger delivery vehicles to turn around from the new parking bay. No limit on the size of vehicles is mentioned</p> |
| <p>(o30) Local resident, (Bicester, Charlotte Avenue)</p> | <p>Bus Lane – No objection ANPR enforcement – Support Loading bay – Support 20mph speed limit – No objection</p> |

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| | <p>20mph is a no brainer as that is already statistically proven to save lives moreover lots of parents and kids walk and cycle in this eco town. How can we allow over 20mph and then on the other hand discourage the use of cars? Bus gate or bus lane absolutely essential for controlling volume of traffic especially when construction starts with firethorn on the new houses.</p> <p>Will add that we need to continue to enforce no parking on the main Braeburn and Charlotte Ave artery road. Residents were sold and bought into an eco estate, not another new build estate with cars lined up on every road and pavement without double yellow lines. We bought this house in this estate because we have a wheelchair user in the family and every other estate we have lived in we struggle with cars parked on drop curbs or on the pavement making it impossible to go anywhere on the wheelchair.</p> |
| (o31) Local resident, (Bicester, Sage Street) | <p>Bus Lane – Partially support ANPR enforcement – Support Loading bay – Support 20mph speed limit – Support</p> <p>For safety reasons</p> |
| (o32) Local resident, (Elmsbrook, Autumn Close) | <p>Bus Lane – Support ANPR enforcement – Support Loading bay – No objection 20mph speed limit – Support</p> <p>Fully support the cameras on the bus lane and 20mph formality to stop people flying down and causing accidents.</p> |
| (o33) Local resident, (Bicester, Blueberry Drive) | <p>Bus Lane – Support ANPR enforcement – Support Loading bay – No objection 20mph speed limit – Support</p> |

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| | <p>To enhance road safety and reduce risk of vehicle accidents in the narrow bus lane which is caused by 2-way traffic. To reduce pollution by preventing through traffic along Charlotte Avenue and Braeburn Avenue. Reduce risk to pedestrians safety/harm by speed reduction/enforcement (20mph) on estate roads. Similarly enforce parking violations at junctions to facilitate emergency services through access.</p> |
| (o34) Local resident, (Bicester, Charlotte Avenue) | <p>Bus Lane – Support ANPR enforcement – Support Loading bay – No objection 20mph speed limit – Support</p> <p>I moved here with my wife 3 years ago to live a more sustainable life. We don't drive and hope to have an improved bus service in the future - more frequent than hourly, one that runs past 7pm and on Sundays and bank holidays. We both cycle to and from the town centre and the stations when travelling and look forward to being among the 50% of journeys being made without the use of a private car in Northwest Bicester, which it appears the local plan is relying on.</p> <p>When we moved here the bus gate was built and signed but not enforced. I support enforcement and don't understand why it's taken so long to action what was originally planned. I injured my hip last year and have been cycling short routes around the estate to rehabilitate. Cycling through the bus gate can be unpleasant and occasionally dangerous. The worst occasion being when a driver entered from the end without priority driving towards me at speed while I was already cycling in the narrow section. The driver gesticulating for me to get out of the way. This signed restriction for this intervention is routinely ignored making it unsafe to use by cycle without the designed enforcement.</p> <p>There is a significant problem with parking at school drop off and pick up. Anecdotally it appears that a lot of parents drive from the North side of the bus gate and back again adding to the congestion, reversing onto pavements to turn around, making it a more hazardous place for the parents and children who are walking and cycling to school. If the area outside the school were part of a work site the HSE would shut it down. It would seem reasonable for the local Highway Authority to do what it can to mitigate the danger posed by traffic outside the school, and enforcing the bus gate would go some way to doing that.</p> <p>Given the latest evidence from Wales concerning 20mph speed limits I can see no justification for why these shouldn't be introduced here. Hopefully that will happen from day one for additional development in future.</p> |

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| <p>(o35) Local resident, (Bicester, Graven Hill)</p> | <p>Bus Lane – Support ANPR enforcement – Support Loading bay – No objection 20mph speed limit – Support</p> <p>People need safe car-free choices to get around Bicester. Slowing down traffic and giving dedicated space to busses and cyclists is essential for this to succeed. I hope that a frequent bus service will be included.</p> |
| <p>(o36) Local resident, (Bicester, Tayberry Close)</p> | <p>Bus Lane – Support ANPR enforcement – Support Loading bay – No objection 20mph speed limit – Support</p> <p>My understanding is that the original Planning Consent for Elmsbrook (10/01780/HYBRID) provided S.106 funds, and conditions stipulated the 24-bus gate with ANPR, and 20mph zone. Similarly, the later (2019) Detailed Design for the Elmsbrook Community Hub building stipulated the Loading Bay Only in front of it - and this is what has been built; the zone is marked as such in cement! I would also note that the traffic simulation modelling for both Elmsbrook and Firethorn (530 home) developments RELIES on the Bus Gate being in place and enforced: if it were changed to open to all, it would mean that the RFC (loading parameter) for the B4100 junction with Charlotte Avenue would greatly exceed the maximum allowed value, and cause severe traffic jams in the area. It's therefore very strange to even offer this up for consultation - surely, if the Bus Gate/ANPR were now to be refused, the Firethorn Planning Consent (Outline) would become impossible, and they'd need to apply for a Change to Existing Consent Application, to make the road network connections viable again? Re the 20mph zone: residents have been asking for 20mph repeater signs for years - because cars do often exceed this coming down the hill towards the school, and there have been concerns re accidents and 'near misses'. So - once the rest of Charlotte Avenue and Braeburn Avenue have been repaired and adopted, we strongly request OCC to add 20mph repeater signs. Re the 'Goods Loading' bay - I don't have any Objection, though I am not sure why it should be limited to 'Goods Vehicles' - I would suggest ANY type of vehicle needing to unload heavy items into the Hub building should be allowed to park there - this reduces H&S risks re Manual Handling. (As the person who has just written the RA documentation for this, for CDC, I am mindful of this!!) Finally - I was surprised at how early this Consultation has come out: my understanding is that A2 are nowhere near finishing the required road and pavement surface repairs beyond the Bramley/Pippin junction on Phase 1-2, and all of Braeburn Avenue (NB: this includes them having MISSED the drainage soakaways on the south side of Charlotte Avenue opposite the Eco Building Centre - these are clearly marked on the original SUDS planning</p> |

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| | <p>drawings, and I informed A2 at the time when I noticed that the contractors working on that stretch didn't seem to be aware of the need for them - but they have not been put in!!! Please review and enforce they do this sooner rather than later, as otherwise it will cause yet more months of delay - or cause surface water 'rivers', as we saw in December 2024!). So - assuming A2 actually start the work soon it would be e.g. September 2025 before OCC could inspect again, then 12 months "monitoring period" - so it would be 15 months plus until actual highway adoption happens, and the items in this Consultation could be added/enforced?! (Please clarify this to local residents, if this assumption is incorrect!).</p> |
| <p>(o37) Local resident, (Elmsbrook, Braeburn Avenue)</p> | <p>Bus Lane – Support ANPR enforcement – Support Loading bay – Object 20mph speed limit – Support</p> <p>Road safety</p> |
| <p>(o38) Local resident, (Elmsbrook, Tarragon Terrace)</p> | <p>Bus Lane – Support ANPR enforcement – Support Loading bay – Support 20mph speed limit – Support</p> <p>When there are rules but no reinforcement plans for them, it seems that people tend not to think about the reasons those rules were established on the first place. We thoroughly understood that the motivations for safe walking and cycling led to the upper rules from the beginning of our stay in the neighbourhood 5 years ago. We've been witnessing so many near misses of traffic incidents because some residents choose to ignore the 20mph speed limit and the no entry, except busses and cyclists sign and use the single lane destined for busses and bicycles with their vehicles just to take their kids to school and back (which is a few hundred meters long way from their home to the school and back).</p> <p>I had personally had been involved in a few near misses while I was cycling, as I did not expect a vehicle on that portion of the road. Signs are there for a reason, and I'm baffled and ashamed by my neighbours' ignorance and disregard for rules and safety. This is a long-awaited initiative and it is more than welcome to be implemented with urgency.</p> |

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| <p>(o39) Local resident, (Elmsbrook, Autumn Close)</p> | <p>Bus Lane – Support ANPR enforcement – Support Loading bay – Support 20mph speed limit – Support</p> <p>Many residents are aware of current rules regarding bus lanes, and speed limits - yet they do not follow these rules and cause dangerous conditions for others.</p> <p>Enforcement is extremely necessary for this reason - and as someone who walks their child to school every day down this road, I can promise you that there will be more serious incidents (our neighbour was knocked off his bike by a car in this road) here that could've been avoided if we had enforcement of the rules.</p> <p>In addition, parking rules need to be enforced in the estate too as residents are often too lazy to walk from their allocated spaces to their front door, and instead park as close as possible for their own convenience- and often at junctions where it is illegal.</p> |
| <p>(o40) Local resident, (Bicester, Braeburn Avenue)</p> | <p>Bus Lane – Support ANPR enforcement – Support Loading bay – Support 20mph speed limit – Support</p> <p>All of these measures seems to have been intended as part of the original design, so I support them - particularly if they are going to be properly enforced. There is no need to drive faster than 20mph through the estate. Some delivery drivers drive way too fast.</p> |
| <p>(o41) Local resident, (Elmsbrook, Braeburn Avenue)</p> | <p>Bus Lane – Support ANPR enforcement – Support Loading bay – Support 20mph speed limit – Support</p> <p>As someone who uses the roads in Elmsbrook as a cyclist, pedestrian and motorist, I fully support the formalisation of the bus gate and 20mph speed limit, both existing measures that have sadly been ignored by many residents and</p> |

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| | <p>other motorists using Elmsbrook as a cut through. For environmental and road safety reasons these measures must be fully endorsed so that we can all enjoy a safe and pleasant local neighbourhood.</p> |
| <p>(o42) Local resident, (Elmsbrook, Brassica Terrace)</p> | <p>Bus Lane – Support ANPR enforcement – Support Loading bay – Support 20mph speed limit – Support</p> <p>Fully support all of these for road safety, reducing emissions by encouraging walking, cycling and public transport. These should have been enforced a long time ago to stop speeding down the bus lane and cutting through.</p> |
| <p>(o43) Local resident, (Bicester, Brassica Terrace)</p> | <p>Bus Lane – Support ANPR enforcement – Support Loading bay – Support 20mph speed limit – Support</p> <p>Supporting as I think the bus lane is a very good thing and limit traffic in the estate .</p> |
| <p>(o44) Local resident, (Elmsbrook, Chantenay Close)</p> | <p>Bus Lane – Support ANPR enforcement – Support Loading bay – Support 20mph speed limit – Support</p> <p>Most of this was already in the plan anyway, why has it taken so long? No need to drive more than 20mph on a residential street, it should be safe for children and elderly at all times as a priority. It also reduces noise pollution. The bus gate camera will also help reduce car traffic and promote active travel which will make it a nicer local environment. I say this as a car owner and driver, it's really no trouble and it makes it a nicer area. And if a loading bay makes the site more attractive to a potential cafe contractor then I'm all for it. Having a local cafe and shop would also reduce car journeys into town.</p> |

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| <p>(o45) Local resident, (Elmsbrook, Charlotte Avenue)</p> | <p>Bus Lane – Support ANPR enforcement – Support Loading bay – Support 20mph speed limit – Support</p> <p>I support the proposals as they will make the roads safer, quieter and enable more active travel</p> |
| <p>(o46) Local resident, (Elmsbrook, Charlotte Avenue)</p> | <p>Bus Lane – Support ANPR enforcement – Support Loading bay – Support 20mph speed limit – Support</p> <p>Safety is primary concern.</p> |
| <p>(o47) Local resident, (Elmsbrook, Charlotte Avenue)</p> | <p>Bus Lane – Support ANPR enforcement – Support Loading bay – Support 20mph speed limit – Support</p> <p>There is already a “20mph” speed limit on the estate, but this NEEDS to be signposted better throughout the estate. Maybe even a few more sleeping policemen to keep the cars in check.</p> |
| <p>(o48) Local resident, (Bicester, Foundation Square)</p> | <p>Bus Lane – Support ANPR enforcement – Support Loading bay – Support 20mph speed limit – Support</p> <p>A driver with a large SUV using the bus lane caused an accident while I was cycling with a friend. The driver was aggressive and not apologetic and when I pointed out that it was a bus lane he said it was not enforced and that he would just pay any fine if introduced. The same driver has now been whipping up objections on FaceBook.</p> |

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| <p>(o49) Local resident, (Bicester, Haricot Vale Road)</p> | <p>Bus Lane – Support ANPR enforcement – Support Loading bay – Support 20mph speed limit – Support</p> <p>they will all improve safety of the roads on Elmsbrook especially for pedestrians, cyclists, young children, and all of us. i strongly support these proposals. thanks for doing this.</p> |
| <p>(o50) Local resident, (Bicester, Haricot Vale Road)</p> | <p>Bus Lane – Support ANPR enforcement – Support Loading bay – Support 20mph speed limit – Support</p> <p>It has become hazardous to cycle or walk from the North side of Elmsbrook due to the volume of speeding cars that already ignore the bus gate signs. During school runs it's awful.</p> |
| <p>(o51) Local resident, (Elmsbrook, Haricot Vale Road)</p> | <p>Bus Lane – Support ANPR enforcement – Support Loading bay – Support 20mph speed limit – Support</p> <p>To make elmsbrook safer especially for the children.</p> |
| <p>(o52) Local resident, (Elmsbrook, Haricot Vale Road)</p> | <p>Bus Lane – Support ANPR enforcement – Support Loading bay – Support 20mph speed limit – Support</p> <p>Elmsbrook was always meant to be a low traffic neighbourhood but at certain times of day it feels like a main road. Many cars, particularly delivery drivers, go extremely fast even on smaller quiet roads and it's only a matter of time before someone, like a child, is hit by a car or van. Everyone already knows the bus gate is not for cars but without A</p> |

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| | <p>PR people know than can get away with it. It encourages people to drive rather than walk 5 mins from phase 3&4 to the school, needlessly exacerbating the school parking problem and there have been numerous incidents of cars driving dangerously to purposely injure cyclists</p> |
| <p>(o53) Local resident, (Elmsbrook, Olive Mead)</p> | <p>Bus Lane – Support ANPR enforcement – Support Loading bay – Support 20mph speed limit – Support</p> <p>I fully support these. When I brought my house on the estate I was told these measures were already in place. Please enforce them.</p> |
| <p>(o54) Local resident, (Bicester, Priory Road)</p> | <p>Bus Lane – Support ANPR enforcement – Support Loading bay – Support 20mph speed limit – Support</p> <p>Anything to make the estate more pedestrian safe/friendly!</p> |
| <p>(o55) Local resident, (Elmsbrook, Sage Street)</p> | <p>Bus Lane – Support ANPR enforcement – Support Loading bay – Support 20mph speed limit – Support</p> <p>The proposed measures, especially 20 mph speed limit, should be good for our road safety on the estate. Reliable and additional public transport is sorely needed too, to reduce traffic congestion and pollution.</p> |
| <p>(o56) Local resident, (Bicester, Tarragon Terrace)</p> | <p>Bus Lane – Support ANPR enforcement – Support Loading bay – Support 20mph speed limit – Support</p> |

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| | <p>As a local resident of Elmsbrook, I fully support the proposed highway improvement measures. These changes will significantly enhance road safety, promote sustainable travel, and support the needs of our growing community. The dedicated bus lane and ANPR enforcement will help ensure reliable public transport access while reducing congestion. The addition of a loading bay near the community centre will make it easier for local businesses to operate efficiently. Formalising the 20mph speed limit is a crucial step toward making our neighbourhood safer for pedestrians, cyclists, and families. Overall, these improvements align well with the vision of a well-connected, sustainable, and community-focused development.</p> |
| <p>(o57) Local resident, (Elmsbrook, Tayberry Close)</p> | <p>Bus Lane – Support ANPR enforcement – Support Loading bay – Support 20mph speed limit – Support</p> <p>These measures need to continue to maintain safety around elmsbrook and around gagle brook school. They will become even more important when new houses are added to the estate. These are required and were funded as part of the planning conditions required for several developments. In particular enforcement of the bus gate is required to stop through traffic taking a shortcut through elmsbrook and to encourage parents living in elmsbrook to walk or cycle to school from inside the estate rather than driving short distances, generating co2 and adding to parking problems</p> |
| <p>(o58) Local Cllr, (Bicester, Wood Cresent)</p> | <p>Bus Lane – Support ANPR enforcement – Support Loading bay – Support 20mph speed limit – Support</p> <p>20mph makes the roads more appealing for cyclists</p> |
| <p>(o59) Local resident, (Bicester, Chervil Grove)</p> | <p>Bus Lane – Support ANPR enforcement – No objection Loading bay – No objection 20mph speed limit – No objection</p> |

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| | <p>As a resident of the development, I fully support these proposals. Currently, speed limits are totally ignored by residents, visitors and commercial vehicles. The Bus Narrowing restrictions are totally ignored again by residents, visitors and commercial vehicles. I would also add that the private vehicle parking restrictions are also largely ignored leading to blocked pavements, junctions etc. The onus is on A2 Dominion to ensure enforcement of these restrictions which were a fundamental part of the planning applications and approvals - which they wholly fail to do.</p> |
| <p>(o60) Local resident, (Bicester, Braeburn Avenue)</p> | <p>Bus Lane – Support ANPR enforcement – No objection Loading bay – Support 20mph speed limit – Support</p> <p>Safety and eco</p> |
| <p>(o61) Local resident, (Oxford, Rymers Lane)</p> | <p>Bus Lane – No objection ANPR enforcement – Support Loading bay – Support 20mph speed limit – Support</p> <p>Busses need priority. These measures have the potential to really help busses while also improving safety. Sounds like a win to me!</p> |