

Statement of Community Involvement

A4095 / B4100 Banbury Road Roundabout Improvements

Oxfordshire County Council

June 2021

Quality information

Prepared by	Checked by	Verified by	Approved by
Lily Judson Stakeholder Engagement Graduate	Martha Tate Senior Stakeholder Engagement Consultant	Sarah Ward Associate Director	Paul Williams Associate Director

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Prepared for:

Oxfordshire County Council

Prepared by:

Lily Judson
Graduate Stakeholder Engagement Consultant

AECOM Limited
Aldgate Tower
2 Leman Street
London E1 8FA
United Kingdom
aecom.com

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Executive Summary

This Statement of Community Involvement (SCI) provides an overview of the consultation activities undertaken by the applicant, Oxfordshire County Council (OCC) prior to submitting a planning application to OCC, as local planning authority, to improve the A4095 / B4100 Banbury Road roundabout.

The A4095 / B4100 Banbury Road roundabout is one of the key junctions along the Bicester ring road. OCC are proposing to make improvements to the roundabout to respond to local housing growth and improve accessibility around the town. Investment in transport infrastructure is key to supporting sustainable development in Bicester and the project will complement other planned transport improvement works in the area.

The period of consultation during March and April 2021 was crucial to assessing the three potential design options and taking feedback from local stakeholders, before progressing to a preferred option. As part of the consultation programme an online exhibition was hosted on OCC's consultation webpage which included exhibition boards detailing information about the improvement scheme and three potential design options, as well as an online feedback form. It launched on Friday 19th March and closed on Friday 9th April 2021. In addition, five briefing sessions were held over Microsoft Teams with councillors and key stakeholders to share further details about the project and take questions.

During March and April, 495 consultation responses were received. Of these, 475 were received via the online feedback form and two via hard copies. 33 email or phone enquiries were received. However, only 18 of these have been included as consultation feedback as the remainder were requests for more information.

Overall, the majority of respondents were in favour of Option 1: Higher capacity roundabout, followed by Option 3: CYCLOPS junction. 51% of respondents 'strongly agreed' or 'agreed' that the right environmental factors had been considered. Further analysis of the feedback can be found in Section four of this report.

A number of comments were received regarding other schemes in the surrounding area. These issues are considered to be separate from this scheme, and measures to address them are outside the scope the A4095 / B4100 Banbury Road roundabout improvements. However, in recognition of the existing and ongoing concerns of local residents, these issues have been raised internally at OCC and they will be considered through separate schemes.

1. Introduction

- 1.1 This SCI provides an overview of the stakeholder engagement activities undertaken by OCC prior to submitting a planning application (under the Town and Country Planning Act 1992, as a regulation three application) to improve the A4095 / B4100 Banbury Road roundabout.
- 1.2 The SCI outlines the engagement methods used, the approach to advertising the exhibition and provides a summary of the feedback received.
- 1.3 These activities adhere to the guidance provided in Oxfordshire's Statement of Community Involvement ¹(adopted July 2015 and addendum adopted June 2020) where it is stated *"If the scheme falls within the definition of a 'major' application then applicants are strongly encouraged to contact those who live, work and/or undertake other activities in the surrounding area who may be affected by the proposals, to inform them of their plans and to identify/discuss any potential issues and opportunities so that the submitted proposal acknowledges and addresses community concerns, even if it cannot fully resolve them. Consultation at this stage should be appropriate and proportionate and will normally include helping the community and non-planning experts to visualise what the development will look like and to understand the impacts on the area"*.
- 1.4 The addendum goes on to note that despite the restrictions due to the Covid-19 pandemic that effective pre-application consultation is still encouraged.
- 1.5 The approach to community consultation ensured that comprehensive and meaningful engagement took place, despite the challenges presented by the Covid-19 pandemic. The applicant used a number of traditional and digital engagement methods to maximise engagement and ensure that local feedback was secured prior to the submission of the planning application.
- 1.6 This SCI should be considered alongside all other documents submitted as part of the planning application.

Policy Context

- 1.7 The Local Transport Plan²: Connecting Oxfordshire was agreed by OCC's Full Council in September 2015, following public consultation on the draft plan earlier that year. It sets out the policy and strategy for developing the transport system in Oxfordshire through to 2031, including improvements to transport infrastructure. It contains specific interventions based on a series of county-wide strategies, corridor strategies, and area strategies, and contains a strategy to relocate the north west perimeter route to better facilitate the north west residential development in the wider area context.

Project Overview

- 1.8 Bicester is one of the fastest growing towns in Oxfordshire and is identified as a key driver for economic growth. In order to cope with future developments, enhancing the local transport networks will make it easier for people to travel and support growth in Bicester. Improvements to the roundabout are necessary for several reasons including:
 - To support future road and network developments;
 - To support sustainable methods of transport within the area including pedestrian and cyclist routes. This will reduce car dependency and lower CO₂ emissions; and
 - To support new jobs and homes in Bicester.
- 1.9 The improvements to the roundabout will bring about key benefits, including:
 - Improve the accessibility of Bicester;
 - Boost the attractiveness and desirability of Bicester;
 - Support sustainable development in the area;
 - Respond to local housing and population growth; and

¹ <https://www.oxfordshire.gov.uk/sites/default/files/file/planning-minerals-and-waste/ApprovedSCIMay2020.pdf>

² <https://www2.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/localtransportplan/ConnectingOxfordshirevol1policyandoverallstrategy.pdf>

- Form part of a wider package of investments in local transport infrastructure Encourage the growth of local businesses.

1.10 The scheme is being financed through funding via the Ministry of Housing, Communities and Local Government and sought developer contributions.

1.11 The project timescales are set out below.

Table 1-1 Project Timescales

Stage	Date
Submit planning application	Summer 2021
Start Construction	Scheduled for early 2022, subject to planning approvals.
Improvements complete	Scheduled for 2023

2. Stakeholder Engagement

2.1 As a result of the Covid-19 pandemic, the approach to consultation utilised a variety of methods in order to maximise participation from relevant stakeholders and the local community. This approach was centred around an online public exhibition that ran from Friday 19th March to Friday 9th April 2021 via OCC's consultation webpage:

https://consultations.oxfordshire.gov.uk/Banbury_Road_Roundabout/consultationHome.

2.2 The exhibition provided information about the three potential design options including:

- Option 1: Higher capacity roundabout
- Option 2: Cycle optimised protected signals (CYCLOPS) junction
- Option 3: Signalised junction

In addition, there was an online feedback form allowing stakeholders to provide their feedback on the information they had read. Physical copies of the feedback form and exhibition boards were available to print out and were sent to local residents for those who preferred to engage offline. Appendix A shows the online exhibition webpage and exhibition boards and Appendix B shows the feedback form.

2.3 Other forms of engagement included five briefing sessions with key stakeholders and OCC Members, and a dedicated project phonenumber and email which stakeholders could use for further information and submitting questions.

Approach to Public Consultation

2.4 Prior to carrying out the exhibition, a thorough review and update of OCC's existing stakeholder database was undertaken. Following this process, a number of stakeholders were identified to engage with for the planning application.

2.5 The stakeholder database comprised individuals and groups from the following categories (a full list of stakeholders that were invited to engage in the process is included in Appendix C):

- Member of Parliament for the scheme location;
- Members and Officers of Oxfordshire County Council and Cherwell District Council;
- Resident and community organisations (such as neighbourhood watch groups, walking groups, Wild Oxfordshire and Bicester Salvation Army);
- Business groups (such as M40 offices and Oxford Local Enterprise Partnership);
- Educational institutions (such as Banbury and Bicester College);
- Faith groups;
- Transport providers (such as Stagecoach and Greyline); and
- Emergency services (including police, fire and ambulance services).

2.6 Between Friday 19th March – Friday 9th April 2021 a three-week online public exhibition was open to anyone who wanted to attend and find out about the latest proposals.

2.7 The online exhibition provided local stakeholders and community members with an opportunity to view the three design proposals, ask the project team questions via a dedicated project email address or phonenumber, as well as submit feedback.

2.8 Ongoing responses were provided by the Applicant to enquiries received via the consultation email address and phonenumber.

2.9 It was possible for stakeholders to request hard-copy versions of all exhibition materials. Four hard-copy packs were posted to residents which included the exhibition boards, feedback form and freepost envelope to return their completed feedback.

Publicising the online exhibition

2.10 An email was issued to identified stakeholders on 9th March inviting them to visit the online exhibition and provide their feedback. Appendix D provides examples of the emails sent.

2.11 On 8th March, a letter was sent via Royal Mail to 3,902 properties within close proximity to the roundabout notifying residents of the upcoming consultation period, inviting them to provide their feedback. A copy of the letter can be found in Appendix E. Figure 2-1 shows the consultation boundary used for the resident letter drop.



Figure 2-1 Resident letter distribution area (3,902 properties)

2.12 Details of the online exhibition were also published on other channels two days prior to the exhibition launching. On 17th March, a press release was issued by OCC. This was publicised on OCC's website as well as Cherwell District Council's webpage, Bicester Town Council webpage, LinkedIn, Facebook and Twitter. The various press releases can be viewed in Appendix F and social media posts in Appendix G.

Stakeholder Briefings

2.13 Alongside the online exhibition, five briefing sessions were held with key stakeholders and OCC Members to update them on the design proposals. The first three meetings were held during the optioneering stage and the final two meetings were held when a preferred option had been designed. The briefing sessions included a presentation by the project team followed by a question and answer session. The presentation slides used are shown in Appendix H.

2.14 Three of the meetings were full briefings and two were follow up meetings requested by Members. The meetings included:

- 24 March 2021- Key stakeholders and OCC Members
- 19 April 2021- OCC Members (follow up meeting)
- 21 April 2021 – OCC Members (follow up meeting)
- 11 June 2021 – OCC Members
- 16 June 2021- Key stakeholders

2.15 The briefing sessions were attended by consultees, including county councillors, district councillors, parish councillors, and representatives from Stagecoach, Greyline Coach and Bicester Bike Users Group.

2.16 The main themes of questions raised in the briefings included:

- Existing roundabout/road conditions and planned improvements in the surrounding area;
- The CYCLOPs style junction;
- Impact on local residents;
- Impact of existing bus routes;
- Accessibility and usability for cyclists;
- Active travel;
- Construction; and
- Design considerations.

2.17 The notes from the briefing held on 24th March (with Councillors and stakeholders) and 16th June (with stakeholders) can be found in Appendix I.

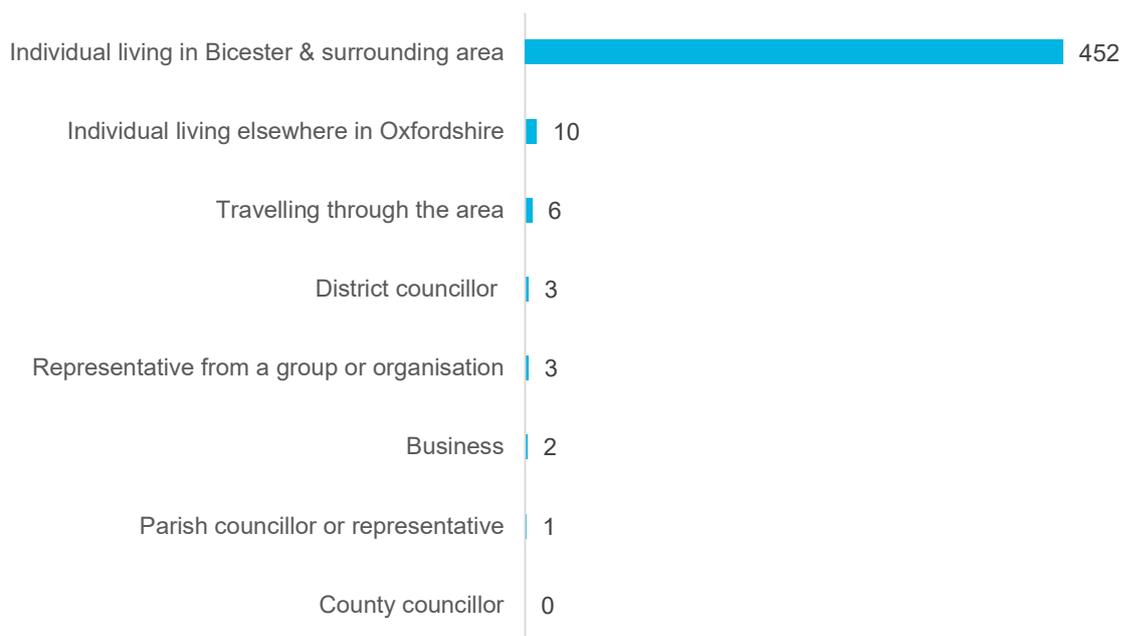
2.18 The project team also attended one Bicester Locality meeting on 24th February 2021 to update OCC Members on the project.

3. Feedback and Analysis

Introduction

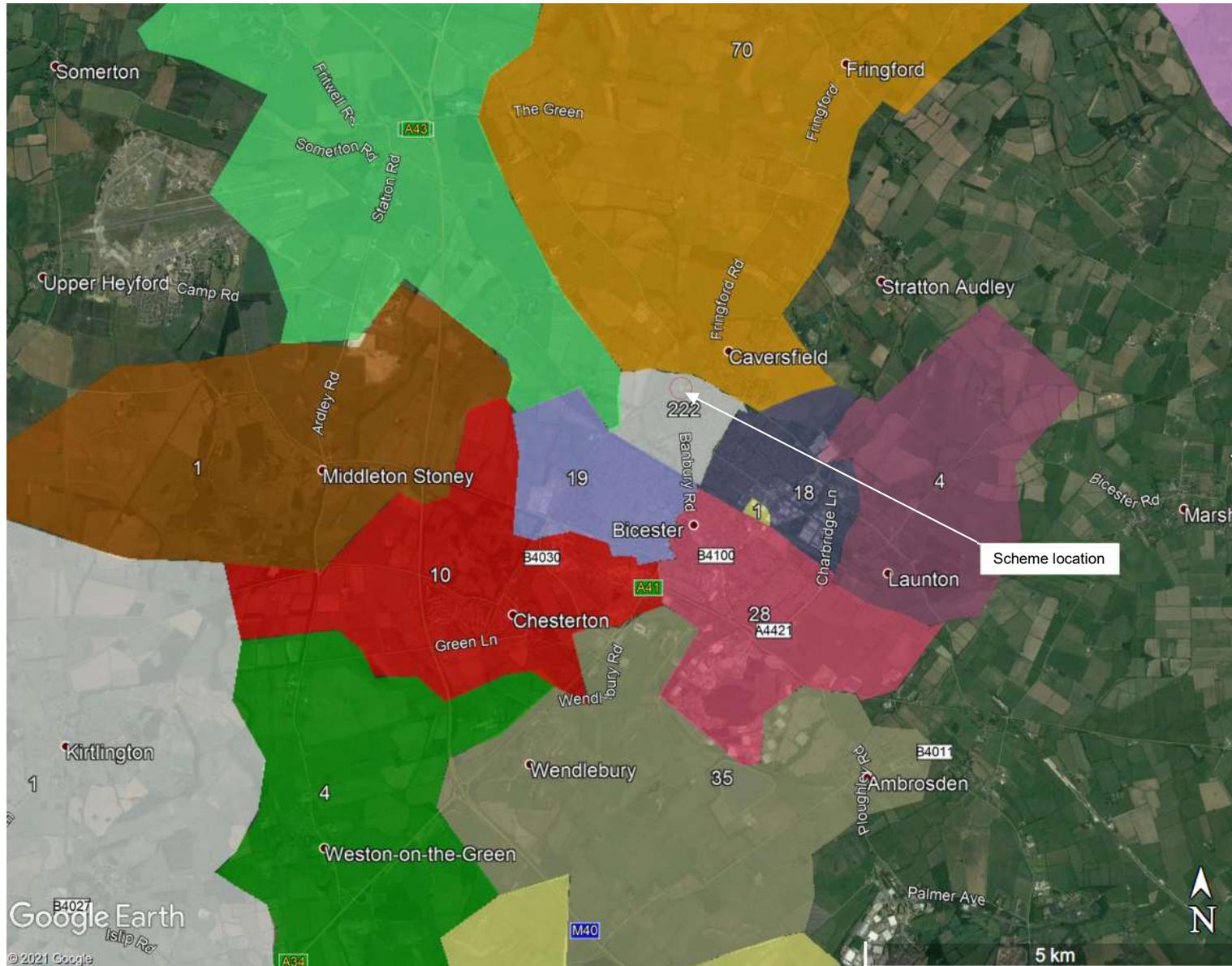
- 3.1 This section of the SCI provides a summary of the feedback received during the consultation process. The feedback was collected via completed feedback forms in the online exhibition, emails, phone, and during the stakeholder briefing.
- 3.2 In total, 495 consultation responses were received during the public consultation period. The most popular method by which people submitted their comments was the online feedback form.
- 3.3 475 responses were received via the online feedback form. Two responses were submitted by hard copies of the feedback form and will be included as part of the data for the online feedback form. In total, the project team received six phone calls and 27 emails. Of these, one phone call and 17 email were logged as formal consultation responses. The remainder were respondents asking for hard copies of consultation materials or asking questions about the scheme.
- 3.4 A number of questions on the feedback form asked respondents to provide additional information about themselves to help OCC understand the demographics and location of stakeholders responding. These questions were not mandatory.
- 3.5 Respondents were asked to state who they were responding as. 477 provided a response to this question, of which 95% were individuals living in Bicester and surrounding area and 2% were individuals living elsewhere in Oxfordshire. The full results are detailed in Figure 3-1:

Figure 3-1 Who are you responding as?



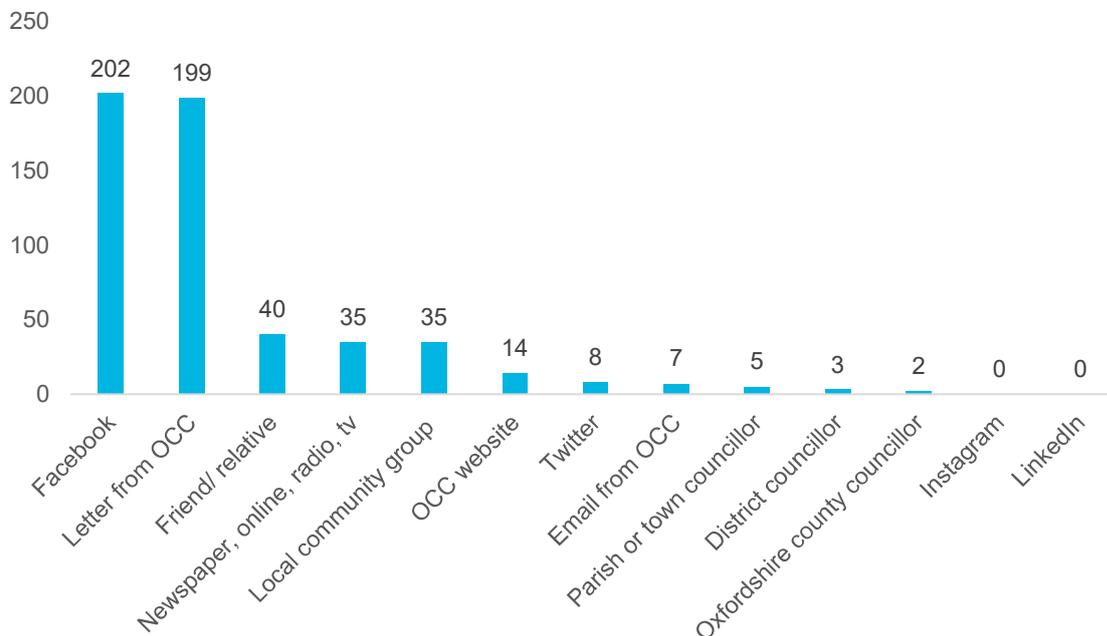
- 3.6 Respondents were asked to provide the first five digits of their postcode, allowing the responses to be mapped and providing an indication of the proximity of responders to the junction. As can be seen from the maps in Figures 3-2 and 3-3, the majority of the respondents are located in and around Bicester. There are also some respondents closer to Oxford and Aylesbury, Abingdon Banbury and Whitney. The red circle shows the location of the Banbury Road Roundabout.
- 3.7 It should be noted the mapped postcode area is indicative and not all respondents provided postcode details and some postcode details were not valid. The number of responses from each postcode area is shown on the map.

Figure 3-3 Map of indicative postcode area with number of responses from each area from Bicester and surrounding area



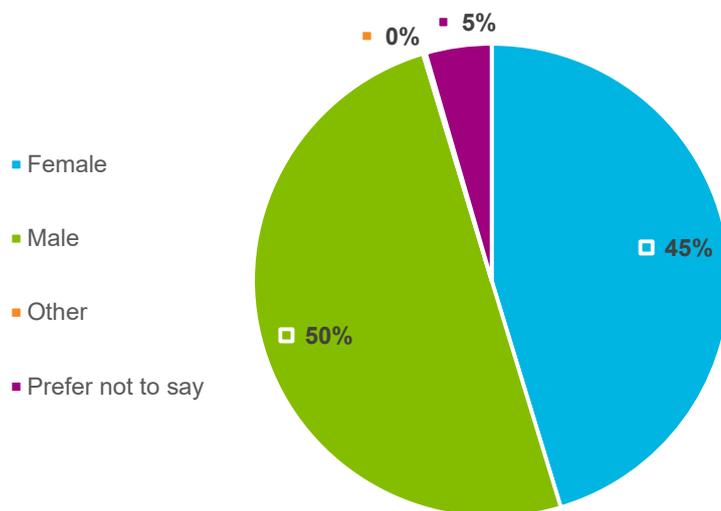
3.8 Respondents were asked how they found out about the consultation. The majority of respondents found out about the exhibition via Facebook or receiving a letter from OCC. A smaller number of respondents found out about the exhibition via friends/relatives, news outlets and through local community groups. The results are summarised in Figure 3-4 below:

Figure 3-4 How did you find out about this consultation?



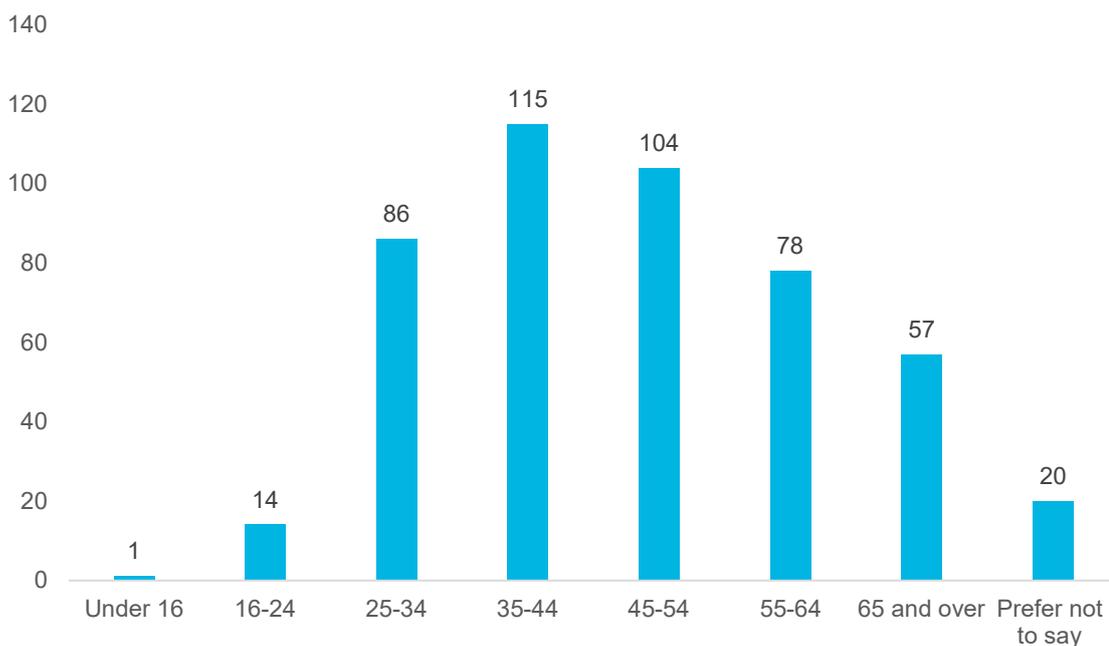
3.9 There was a fairly even split between males (50%) and females (45%) responding to the questionnaire. The results are summarised in Figure 3-5 below:

Figure 3-5 Please indicate your gender.



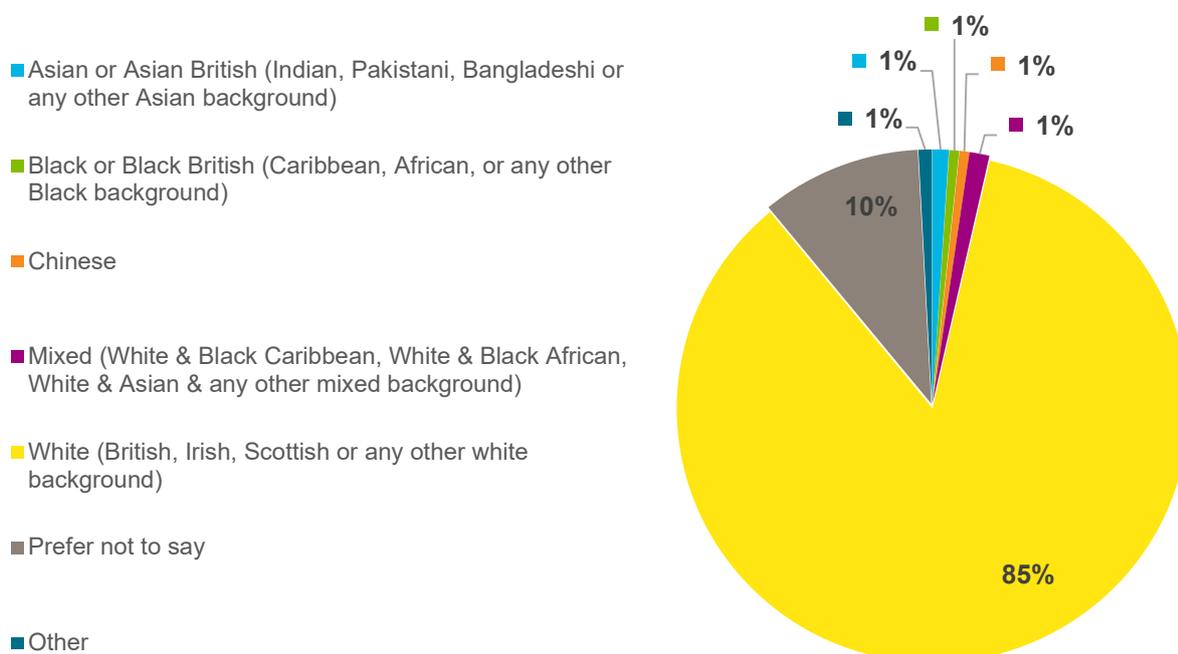
3.10 Respondents were asked to provide their age. Nearly half of respondents who answered this question were aged between 35-54 years old (46%). 16% of respondents were aged between 25-34 and 18% were aged between 55-64. The full results are summarised in Figure 3-6 below:

Figure 3-6 What is your age?



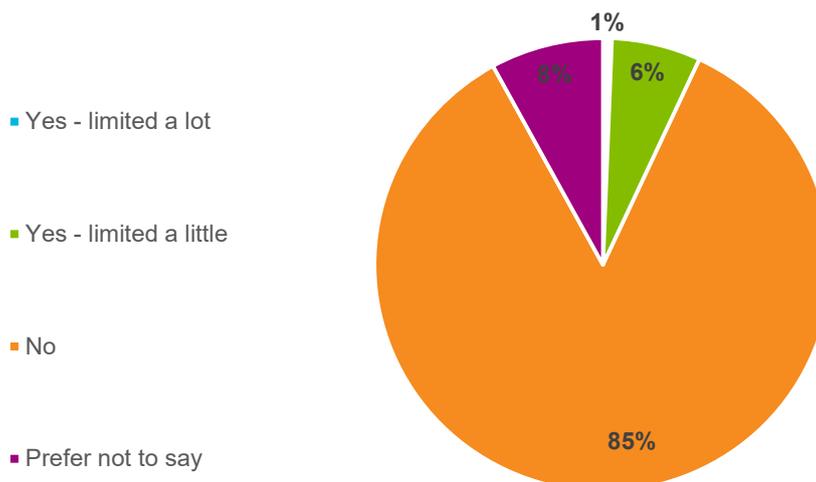
3.11 Figure 3-7 What is your ethnicity?

Respondents were asked to state their ethnicity. 85% of respondents were of white ethnicity and less than 5% of respondents were of Asian or Asian British, Black or Black British, Chinese or Mixed ethnicity. The full results are summarised in Figure 3-7 below:



3.12 Respondents were asked to state whether their day-to-day activities are limited due to long-term illness, health problems or a disability which has lasted or is expected to last at least 12 months. 85% of respondents stated that they were not limited. 7% stated they were limited 'a lot' or 'a little'. Of those who described their disabilities, the most common were 'mobility issues' followed by 'mental illness' and 'sensory disability'. The results are summarised in Figure 3-8 below:

Figure 3-8 Are your day to day activities limited?



Feedback analysis

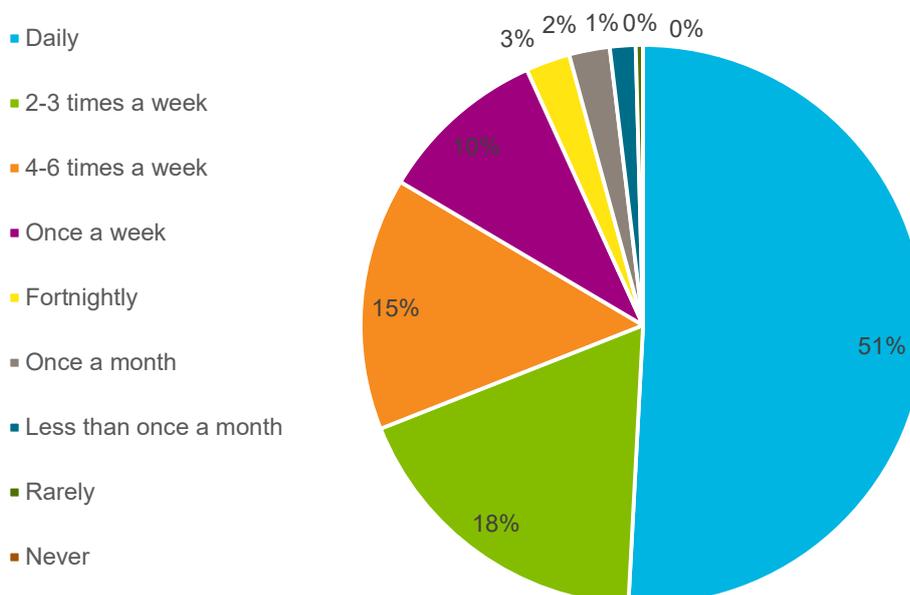
3.13 The following section provides a qualitative and quantitative analysis of all feedback that was received as part of the consultation process. All consultation responses are included as part of the analysis including feedback form responses, emails and phone calls. Where respondents have provided written feedback and not answered specific feedback form questions, their feedback has been incorporated into the relevant feedback question.

3.14 For the feedback form, it should be noted that respondents were not required to answer each question. Therefore, there are different response rates to each question. The response-rate percentages below have been rounded to the nearest decimal place and therefore do not always equal precisely 100%.

3.15 The sections below provide an in-depth analysis of the responses provided to each question. For those questions which provided space for additional comments, the feedback has been grouped into a number of themes. The definitions for each theme can be found in Appendix J.

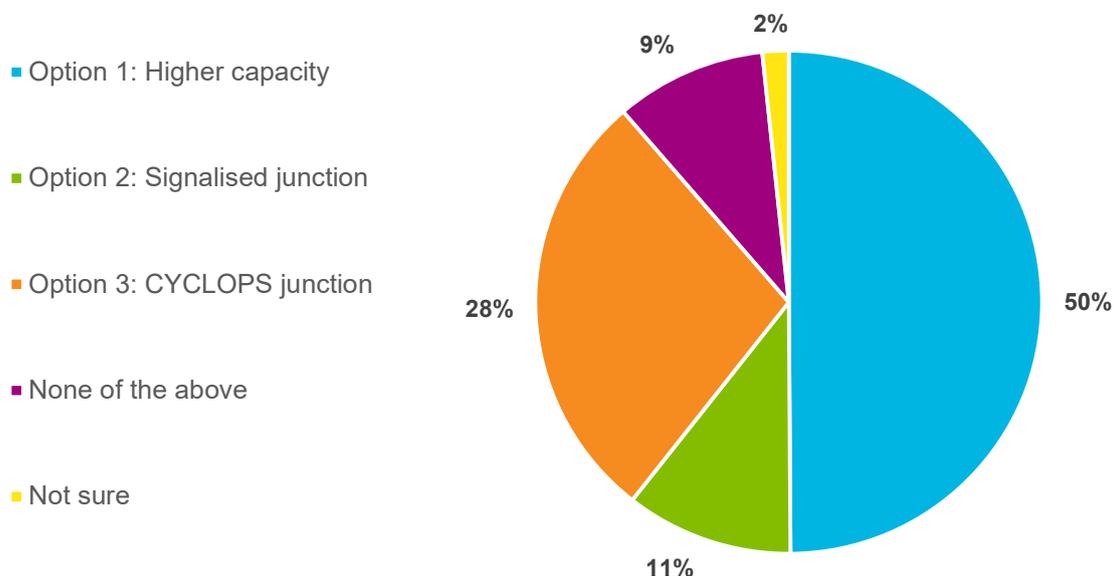
3.16 Question five asked respondents how often they use the A4095/B4100 Banbury Road roundabout. 474 responses were provided to this question. Of those who responded, the most frequent answer was daily, with 51%, followed by 2-3 times week (18%) and 4-6 times a week (15%). The results are summarised in Figure 3-9 below:

Figure 3-9 How often do you use the A4095/B4100 Banbury Road roundabout?



3.17 Question 6 asked respondents to choose their preferred design option to improve the roundabout from what they had seen in the online exhibition. 477 responses were provided to this question. Of those who responded, the most popular answer was *Option 1: Higher capacity roundabout*, with 50% of respondents choosing this option. *Option 3: CYCLOPS junction* followed with 28% and finally *Option 2: Signalised junction* with 11%. The results are summarised in Figure 3-10 below:

Figure 3-10 What is your preferred design option?



3.18 As part of question six, respondents were invited to provide further detail to support their response. Of the 477 respondents who answered the question, 302 left further comments.

3.19 The additional comments provided as part of the question have been categorised into themes presented in Table 3-1 with the number of comments for each, and whether the general sentiment was positive (green), neutral (amber) and negative (red)³. The comments have been summarised and presented in order of occurrence from most frequently occurring to least frequently occurring.

Table 3-1 Question 6 key themes

(Please note the figures stated within the bar chart are percentages of the total responses)

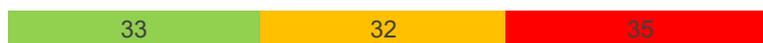
Key Theme	Number of Comments	Sentiment		
Congestion and traffic flows	159	28	19	53

³ To note, the analysis of qualitative data is inherently subjective therefore this should be used as guideline overview rather than exact percentages.

Active travel 138



Safety 87



Other schemes 81



Lighting/signals 80



Environmental issues 56



Design 47



Air pollution 46



Noise pollution 36





3.20 Congestion and traffic flow

159 comments were made relating to congestion and/or traffic flow. 28% were positive and involved respondents selecting a preferred choice of roundabout on the basis of helping to maintain traffic flow and reduce congestion. The most popular choice of junction improvement in relation to congestion and traffic flow was *Option 1: Higher capacity roundabout*. Comments often stated that *“Option 1 is the only viable option to avoid a build-up of traffic on this road”*. Another respondent said that *“I prefer option 1 because a roundabout traffic flow is maintained”*. Another respondent stated that the *“Higher capacity roundabout seems to offer the cheapest (in terms of engineering changes) but most effective option, as it’s more likely to keep a gradual flow of traffic moving”*.

19% comments were neutral where respondents stated their general hopes for congestion and traffic flow to be improved or said that traffic flow around the existing roundabout is satisfactory. For example, *“The roundabout is perfectly safe and will accommodate additional traffic as it is.”* and another respondent said that *“I believe that significantly increased road capacity is required to support the growth in housing in the town”*.

53% comments were negative with respondents often stating their concerns about the impact of option 2 and 3 on traffic flow. One respondent said that *“Option 2 will reduce traffic flow, introducing stop points where there weren’t necessarily any before, and causing traffic to build up more in each direction”*.

3.21 Active travel

138 comments were made about the impact of the roundabout on active travel. Key themes that came up included cycle and pedestrian routes around the roundabout and the local area. 32% of comments were positive, and generally leaned towards option 2 and 3 as being preferred for supporting active travel. One respondent said that *"insofar as I can judge, best option (3) for cycling east/west, and for pedestrian users."* Another respondent stated that *"Option 3 would be best to encourage sustainable travel"*.

49% of the comments regarding active travel were neutral. The comments often included a statement about how active travel should be prioritised including *"Wherever possible, your plan should give priority to pedestrians and cyclists"* and general hopes for improving active travel in the area.

19% of the comments were negative. A number of responses suggested that there is not enough active travel in the area for option 2 and 3 to be prioritised. One respondent thought that *"Option 3, not sure how this can be justified, there are just not enough cycles to warrant it."*

3.22 Safety

In total, 87 comments mentioned the safety of the proposed options. 33% of the comments were positive. The positive comments often included respondents stating that they preferred their chosen option as it was the safest. A number of respondents thought that the CYCLOPS option would be the safest, *"By probably protecting cyclists using the CYCLOPS junction scheme residents will feel safer making these journeys on foot or bike, for example commuting to the station or popping into town."*

32% of the comments mentioning safety were neutral. These included respondents stating the roundabout is already safe *"The junction is fine. I cycle and drive through it several times a day. Never problems. No accidents. Feels safe on bike"* and *"The roundabout doesn't need changing at all and I never have an issue using the roundabout and don't actually consider this a dangerous round about at all"*.

35% of respondents who mentioned safety commented negatively. Comments were made about the safety of all three options. For example, *"Option 1 - roundabout [...] planned crossings are too close to the roundabout and offer potential danger to road users (and pedestrians) when turning off the roundabout"*. One respondent noted that option 2 is *"increasing risk to pedestrians around what is a residential area."* Another respondent noted that option 3 *"also increases the risk for people on foot, now having to monitor potentially two flows of traffic, car and bicycle."*

3.23 Other schemes

81 comments were made about other schemes in the local area. 3% of the comments were positive and mentioned that *"I have experienced a higher capacity roundabout on my previous route to work in Buckingham A421 a few years ago and it greatly increased the flow of traffic around the junction which alleviated the rush hour queueing that was a problem. Things were improved dramatically with this solution."*

26% of the comments made were neutral and gave their suggestions for other roundabouts or roads in the areas that need improvement. For example, *"There are other roundabouts and junctions within Bicester that would benefit more from improvements for cyclists than this one."*

71% of the comments made were negative. The scheme was compared to the Rodney House Roundabout and respondents noted that *"Having lived beside the Rodney house roundabout for 19 months, I would like to prevent another nightmare roundabout in Bicester."* and *"We cannot have another Rodney House disaster"*.

3.24 Lighting/ signals

80 comments were made about the use of lighting and/or signals. 14% of comments were positive and often related lighting to the safety perceptions of the roundabout. Comments included *"Simple traffic light controls on a crossroads would work better"* and *"Signal control junctions and roundabouts are safer"* and *"This junction should in my opinion have some sort of smart traffic lights on to give us half a chance to turn right safely"*.

4% of the comments were neutral and included statements about lighting or the discussion of lighting used in other local areas. For example, *"I prefer option 1 because [...] if future congestion exceeds current projections the option to introduce peak-time traffic signalling onto the roundabout is still available."*

82% were negative and most often discussed how the use of lighting would unnecessarily cause traffic to stop which would therefore increase noise and air pollution. One respondent stated that *"Traffic stopping, waiting & starting for traffic lights will increase noise & vehicle pollution for neighbouring housing & pedestrians."*

3.25 Environmental issues

56 comments directly mentioned environmental issues. Environmental comments often related to how Bicester is an 'eco town' and how the scheme should have little impact on trees and ecology. Positive and negative comments were made relating to all three options.

18% of the environmental comments were positive, with respondents often picking their preferred option and then saying that this is the better option for the environment. Some respondents believed that option 1 would cause the least disruption to the environment as it is most similar to the existing roundabout. Other respondents thought that option 3 would be the least detrimental because *"As an Eco/Garden town we should be prioritising environmentally responsible travel."* and *"this option (3) encourages the use of cycling to commute, to exercise, less emissions and eco-friendly, means of transport"*.

37% of the environmental questions were neutral which included respondents stating that environmental factors need to be a priority when building the roundabout. For example, *"As an Eco/Garden town we should be prioritising environmentally responsible travel"*.

45% of the comments were negative. Negative comments were given for all three options and the general sentiment was that *"I don't believe it needs to change & I am horrified at the potential threat to wildlife habitats also noise pollution which is bad enough from my garden anyway"*. When referring to option 3 in particular, respondents were concerned about tree removal. One noted that *"I'm highly against reducing the verges with vegetation and removing the trees from the line along the housing estate"*.

3.26 Design

47 comments were made about the design of the three options. 9% of the comments were positive, one respondent commented that option 3 had the most efficient design as *"I feel this would be the best option, we have to remember the residents of Southwold and Bure Park as well as Elmsbrook who will have to travel this route and get out of the various developments at peak times"*.

36% of the comments relating to design were neutral and were often respondents providing suggestions for the design of the scheme. One respondent suggested that *"Perhaps the design should include moving the roundabout so that the Fringford road could access it directly."* Another respondent asked that *"If you change the roundabout can you also so look at how cars are going to get out of Fringford road"*.

55% of the comments relating to design were negative. General negative comments were made such as *"None of the designs in this consultation show proper joined up thinking to cope with the increased traffic flow and likely increased speed of traffic that will result from the realignment of the ring road under the railway"*. Negative comments about the design options were also made. One respondent thought that the planned crossings in option 1 *"are too close to the roundabout and offer potential danger to road users (and pedestrians) when turning off the roundabout and then immediately having to look for crossing pedestrians and stop"*.

3.27 Air pollution

46 comments were made about air pollution in relation to the scheme. 13% of the comments were positive. Positive comments about option 1 included that *"A roundabout will keep traffic moving will get more vehicles through and reduce pollution, rather than having to stop and start unnecessarily."* and *"I believe that a higher capacity roundabout will be the best option to maintain the flow of traffic which should help reduce pollution."* There were also positive comments about option 3 such as *"This option encourages the use of cycling to commute, to exercise, less emissions and eco-friendly"*.

15% of the comments were neutral and were included respondents making statements that air pollution needs to be considered or asking questions such as *"Has the council taken into consideration the"*

environmental impact of static traffic emissions caused by increased congestion from option 3 and likely from option 2?

72% of the comments were negative and often referred to options 2 and 3. Respondents thought that the addition of traffic lights and signals in the proposed options would increase air pollution. One respondent noted that *"We do not like the plan of a signalised system as this would cause a backup of traffic along Southwold Lane which would increase dramatically the emissions and noise impacting on our garden and house. (The nuisance of noise and emissions is already high)"* and *"Traffic stopped at signals will increase air pollution"*. General negative comments about changes to the roundabout were also noted under this section. *"Noise pollution is horrendous at the moment. These changes will make both noise and air pollution far worse"*.

3.28 Noise pollution

36 comments mentioned noise pollution in relation to the scheme. 6% of comments were positive. One respondent said that option 2 is the *"least noisy"* and another said that option 3 would *"help reduce noise pollution"*.

22% were neutral and were often people stating that noise pollution needs to be considered. One respondent said that *"the noise and pollution impact on the houses closest should also be considered."* Another respondent thought that *"At all costs OCC should avoid invading the limited space and noise that those houses already endure"*.

72% of the comments were negative. Some general negative comments were provided such as *"The choices will bring increased noise, pollution and damage to wildlife"*. Negative comments about options 2 and 3 were often grouped together. For example, *"We are concerned about increased traffic noise resulting from this arrangement."* and that *"Living in juniper gardens I will have more noise and inconvenience under options 2 and 3"* and *"With the increase in noise and air pollution I therefore I find option 2 and 3 unreasonable considerations at too high a cost for the local area"*. Negative comments were also made about option 1 and compared it to the A4095/Buckingham Road roundabout and said that *"The additional noise from this traffic chaos is clearly audible from Garden Quarter, so please avoid option 1 here."*

3.29 No change to roundabout

36 comments directly stated that there should be no change to the roundabout at all. Examples of comments are that there is *"no need for an upgrade"* and that the *"money would be better spent elsewhere"*. Further comments said that *"I see no reason why this roundabout needs to be changed."*

3.30 Impact on local residents

30 comments were made about the impact the scheme may have on local residents. 37% of the comments were neutral and were often statements about how the scheme needs to consider local residents. One respondent noted when referring to option 1 that *"As a resident living directly next door to the roundabout this option will have the least impact on my health and wellbeing."* Another respondent said that option 1 has a *"smaller impact on the surrounding area and local residents"*.

63% of the comments were negative. Respondents were concerned about the impact the site works or the removal of trees would have on local residents. One resident noted that options 2 and 3 are *"Infringing on the Southwold and Bure park estates will have an enormously negative impact on the residents that live there. With the road being closer to the house this will make their properties less desirable a place to reside"*. Another respondent stated that *"I live in a property directly backing onto this area and proposal 2 and 3 would be detrimental to the property values, pollution and wildlife"*.

3.31 Speed limits

26 comments mentioned the speed limits of the roundabout and nearby roads. 38% of the comments were neutral and often were respondents stating that speed limits need to be considered. One respondent suggested that *"I would also like to see active speed cameras on the A4095 alongside the Southwold estate as it is a hotspot for speeding"* and another respondent thought that *"One consideration, reduce the overall speed approaching the extremely busy roundabout from all directions to further enable smooth traffic flow through the pinch point, this will also reduce risks to pedestrians at road crossing points"*.

62% of the comments discussing speed limits were negative. Respondents often believed that *“To have to pull out across a 50mph road is not always possible if traffic is flowing at spaced and with a roundabout with signals this could actually block the right exit from Germander Way as traffic will be waiting along the road.”* Another thought that option 2 would increase speeding as *“Lights also introduce the risk of people running red light or speeding up”*.

3.32 Junction capacity

25 comments mentioned junction capacity. 48% of the comments were positive. One respondent thought that option 1 would be the best to improve junction capacity and stated that *“There is good evidence that roundabouts give more capacity than signalled junctions and are quicker to get through reducing snag points”*. When referring to option 1, another respondent stated, *“Extending the capacity of the roundabout seems the most logical choice”*.

32% of comments were neutral and thought that the current junction’s capacity is already sufficient and that *“It is currently not close to capacity, even at the busiest times.”*

20% of the comments were negative. Regarding option 1, a respondent stated *“I don’t see how Option 1 significantly affects traffic capacity. There are numerous roundabouts in Buckingham also on my daily commute that have taken the Option 1 approach, and it simply shifts the issue slightly further away from the roundabout when the lanes merge.”* Another respondent thought that *“Increasing capacity for cars should not be the goal of a garden/eco town.”*

3.33 Journey times

Eight comments were made in relation to journey times. 12% of comments were positive, with one respondent saying that journey times at the current roundabout are satisfactory *“I currently use the junction almost every day, in and out of times of high capacity. I have no found any undue deals to my travel time using the current roundabout”*.

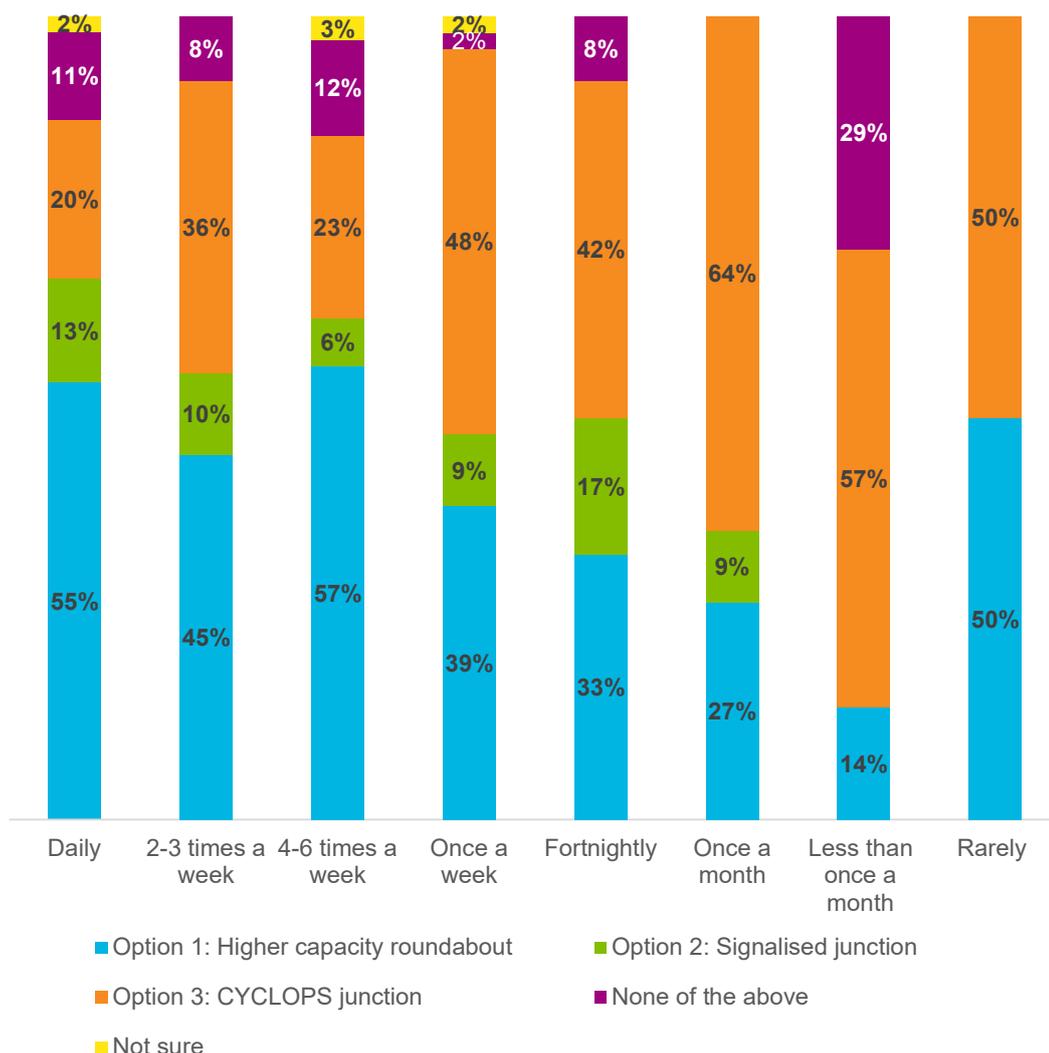
88% of comments were negative. Most of the negative comments were in relation to option 2. Examples of comments include *“There are already too many traffic lights on my journey needing me to stop, thus adding time to my journey and worsening pollution and air quality”* and *“The Signalled junctions will in my opinion lead to increased delays of progress through this area if it was to be introduced as a car user”*.

3.34 As part of the analysis for question five and six, a cross-tabulation analysis was undertaken to assess whether there is a trend between how frequently respondents use the roundabout against their preferred option for improving the junction.

3.35 The cross-tabulation analysis indicated that those respondents who use the roundabout more than once a week (including daily, 2-3 times and 4-6 times a week) preferred *Option 1: Higher capacity roundabout*. For respondents who use the roundabouts less than once a week (including once a week, fortnightly, once a month and less than once a month), the preferred option was Option 3: CYCLOPS junction. Respondents who rarely use the roundabout had a balanced view on Option 1: Higher capacity roundabout and Option 3: CYCLOPS junction.

3.36 The results of the cross-tabulation are shown in Figure 3-11 below:

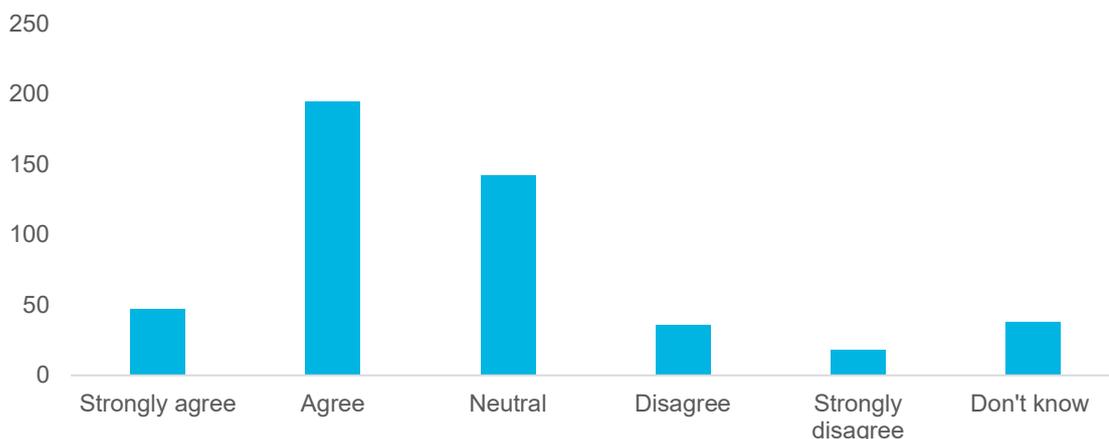
Figure 3-11 Cross tabulation of preferred design option and frequency of use of the roundabout



3.37 Question seven asked respondents whether they agreed or disagreed that the correct environmental factors have been considered as part of the proposals. 476 responses were provided to this question. Of those who responded, over half of respondents either 'strongly agree' or 'agree' (51%) that the right environmental factors have been considered. As part of the question, respondents were invited to provide further detail to support their response which are outlined below.

3.38 The full responses to question seven are provided in Figure 3-12 below:

Figure 3-12 Do you agree or disagree the correct environmental factors have been considered?



3.39 Of the 476 respondents who answered the question, 110 left further comments. The additional comments have been categorised into themes presented in Table 3-2 with the number of comments for each, and whether the general sentiment was positive (green), neutral (amber) and negative (red)⁴. The comments have been summarised and presented in order of occurrence from most frequently occurring to least frequently occurring.

Table 3-2 Question 7 key themes

Key Theme	Number of Comments	Sentiment
Air pollution	38	
Environmental issues	38	
Congestion and traffic flows	33	
Noise pollution	32	
Active travel	14	
Impact on local residents	12	

⁴ To note, the analysis of qualitative data is inherently subjective therefore this should be used as guideline overview rather than exact percentages.



3.40 Air pollution

In total, there were 38 comments that directly mentioned air pollution. 3% of comments were positive, noting that option 1 would *“result in less ecological disturbance, and - once finished - less stationary traffic with its consequent emissions”*.

42% of comments were neutral. Many of these comments were statements such as *“Air quality and noise are my greatest concerns”* and suggestions including *“covering the roundabout in shrubs to help clean the air.”*

55% of comments were negative. There were some general negative comments provided such as *“The pollution of the “fixing” of the roundabout will be catastrophic and then the homes for the wildlife will be destroyed”*. The majority of the negative comments related to the increase of traffic as a result of options 2 and 3. One respondent noted that a *“Traffic lighted junction would increase pollution as you’d have more vehicles sat idle waiting on red lights on three out of the four roads at any one time”* and *“The environmental impact of traffic lights mean, vehicles will have to be stationary for longer, meaning pollution will be increased”*.

3.41 Environmental Issues

37 comments mentioned environmental issues. 5% of the comments were positive. One respondent said *"Yes, all these environmental factors are significant"* and another said that the environmental factors considered *"looked about right"*.

34% of the comments were neutral and were often statements such as *"Please ensure that there will be minimal disruption to current trees/wildlife"* and another suggested that *"I would weight landscape as significant within the basket of environmental figures identified"*.

61% of the comments relating to the environment were negative. Some general negative comments were made such as *"The pollution of the "fixing" of the roundabout will be catastrophic and then the homes for the wildlife will be destroyed"* and another respondent noted that *"Doing unnecessary road projects is not good for the environment"*. Negative comments were also made about each option. Options 2 and 3 were often grouped together in comments such as *"Having cars stationary is also an environmental negative."* and *"Traffic lights would make the noise pollution and air pollution worse, would it not?"*.

3.42 Congestion and traffic flows

33 comments were made in this section about congestion and traffic flows. 3% were positive and often referred to option 1 including, *"It strikes me that the higher capacity roundabout, [...] will result in less ecological disturbance, and - once finished - less stationary traffic with its consequent emissions"*.

45% of the comments were neutral and included statements and questions. One respondent asked, *"Will the possible extra traffic coming this way from the current Lords Lane bypass be taken into consideration???"* and another stated that the *"Design must keep traffic moving."*

52% of the comments were negative. Respondents often grouped together options 2 and 3 and noted that there would be *"More stationary traffic with engines on will be a result of Option 2 or 3."* Another similarly suggested that *"Options two and three would make everybody stop, and then accelerate making more noise than if they just went straight across the roundabout."*

3.43 Noise pollution

32 comments were made about noise pollution in this question. 3% were positive noting that, *"You appear to have considered noise pollution[.]"*.

41% of the comments were neutral and were often statements or recommendations. One respondent said, *"Please consider the impact of noise and pollution to properties along Southwold Lane, this environmental factor is never looked at or included in plans"* and another said that *"Air quality and noise are my greatest concerns"*.

56% of the comments were negative and often referred to the impact of the scheme on local houses. General negative comments were made such as *"[...] How can you justify the additional noise and pollution that this project will bring, when the current levels are already unacceptable?"*. However, negative comments often referred to options 2 and 3 and the possibility of tree removal increasing noise to local houses. For example, *"The negative noise and air quality impact of adding signals to this roundabout will far outweigh any benefits. You will have traffic stopping and starting 24 hours a day, often to an empty intersection, adding unnecessary noise and pollution to the surrounding houses."* and *"[...] I am concerned that the tree line around the roundabout could be affected though. This is a concern for myself and local residents nearby. This will result in a decreased amount of protection from the road and an increase in noise pollution for nearby residents"*.

3.44 Active Travel

14 comments were made regarding active travel for this question. 14% of comments were positive and one respondent noted *"I value the separate cycle track which is somewhat obscured from the roundabout by trees etc"*. Another commented positively about option 3 and said that *"You have listened to local requests for better cycling solutions. It would be great to have option 3, while also adding an extra lane. But I appreciate your efforts."*

57% of these comments were neutral and included comments such as *"You should not use the risk of longer traffic queues as a reason for prioritizing road vehicles over cycling and walking."* and *"Too much emphasis has been put on more cars. We need less cars and safe place to walk."*

29% of these comments were negative and suggested that the scheme has not promoted active travel enough. Several comments mention how *“There is no reference to encouraging non-motorised forms of transport. Safe cycling, running and walking are all beneficial to the environment. This should be referred to.”* and *“One environmental factor missing is the impact that encouraging active travel locally would have as opposed to encouraging and facilitating people to use private cars.”*

3.45 Impact on local residents

12 comments were made about the impact of the scheme on local houses and residents. 17% were neutral and were often statements such as *“The houses backing on to the roundabout MUST BE protected from traffic noise and pedestrians walking by”* and *“Noise pollution to adjacent houses is key.”*

83% of the comments were negative and often said that the scheme would be too impactful on local residents and houses during construction and after. One respondent noted that the *“Removal of tree lines and moving the road closer to housing in option 2 and 3 do not consider the environmental impact for the local residents who will be most impacted by these changes.”* Another respondent said that *“The views of people living in close to proximity to this junction, and who are affected most by any change, seem to have not been sought at all.”*

3.46 Lighting/ signals

Eight comments were made about lighting and/or signals. All of the comments raised concerns about how the addition of lighting and/or signals would negatively impact the environment due to increasing vehicle stopping time. These comments relate to options 2 and 3 and include comments such as *“Traffic lighted junction would increase pollution as you’d have more vehicles sat idle waiting on red lights on three out of the four roads at any one time”* and *“The environmental impact of traffic lights mean, vehicles will have to be stationary for longer, meaning pollution will be increased. When the traffic is less, cars will have to slow down and stop, then accelerate off again, in-turn using more fuel”*.

3.47 Speed limits

Six comments mentioned speed limits of the roundabout. 75% of the comments were neutral and often gave suggestions such as *“I think slowing the traffic would be useful [...]”* and *“The Council should take action to reduce noise pollution, for example by slowing traffic”*.

25% of the comments were negative and often suggested that the current speed of the road is too fast. One respondent noted that *“Already the speed of traffic on this road is appalling”*. Another said that *“Motorists approach the roundabout too fast and accelerate too aggressively on exiting the roundabout onto Lord’s Lane.”*

3.48 Other schemes

Four comments mentioned other schemes in the local area. Comments suggested that investment should be made to improve roads elsewhere or said that existing schemes were not sufficient. 75% of the schemes were neutral and mentioned other schemes such as *“The likely air quality after the completion of the current house building, warehouse building and the A4095 Howes Lane road realignment should be considered.”* Another respondent asked, *“Will the possible extra traffic coming this way from the current Lords Lane bypass be taken into consideration???”*.

25% of the comments were negative. One respondent stated *“Leave it as it is - no waste of your money doing risk assessments. Go around and fix the pot holes, your residents of Bicester will be happier for it! And it’ll certainly cost you less than a whole roundabout being created or four way traffic lights!!!!”*.

3.49 Flooding

Four comments were made regarding flooding in relation to the scheme. All respondents shared concerns that the scheme didn’t give enough consideration to flooding. One respondent asked, *“What measures are being considered and where will they be located to mitigate flooding caused by the extra runoff that this work and the proposed next Phase of the ecotown.”* Another stated that *“Flooding and noise is absent. no solutions.”*

3.50 Public transport

Four comments were made about the use of public transport in relation to the scheme. 75% of the comments were neutral and often mentioned public transport in the area. One respondent noted that *“Given the number of bus routes is not huge, I also think some consideration should be on minimising disruption of cars being stationery in this region.”* Another respondent said *“Regretfully, this will impact upon the environment however, I do not know of any other solution as people insist on using their cars instead of public transport.”*

25% of the comments were negative and stated that *“This is not the Banbury Road in Oxford! Very few buses use this junction and, in the future, it won’t be a great increase so prioritising a bus lane is a dreadful waste of land use and a waste of money and not necessary.”*

3.51 Visual Impacts

Two comments were made about the visual impacts of the scheme. All comments were suggestions for how the junction should be presented visually. One respondent said that *“It is mentioned about the visual impact to the residential area by the RAF heritage site, but I would like there to be a consideration for the residential area located directly next to the roundabout.”* Another respondent wanted to ensure that no vegetation was removed in order to protect the view and *“Ensure that absolutely no existing screening trees and hedge between the junction and the properties that back on to the roundabout from Southwold and Burepark are removed, for both sound reduction and visual protection for any of the projects.”*

3.52 Question eight asked respondents if they had any further comments on the proposals to improve Banbury Road roundabout. 208 responses were provided to this question.

3.53 Comments provided have been categorised into themes presented in Table 3-3 with the number of comments for each, and whether the general sentiment was positive (green), neutral (amber) and negative (red)⁵. The comments have been summarised and presented in order of occurrence from most frequently occurring to least frequently occurring.

Table 3-3 Question 8 key themes

Key Theme	Number of Comments	Sentiment
General sentiment	63	
Design/ Accessibility	49	
Traffic flow	46	

⁵ To note, the analysis of qualitative data is inherently subjective therefore this should be used as guideline overview rather than exact percentages.

Active travel 39



Other schemes 35



Impact on local residents 18



Safety 16



Noise pollution 15



Environmental issues 14



Air pollution 13



Speed limits 12



Junction capacity 6



Journey times 2



3.54 General Sentiment

63 comments included respondent's general sentiments to the improvement scheme. Of these the majority were negative (92%), often leaving comments such as *"Please leave it alone, it works fine now"* or *"Stop wasting money trying to fix non-existent problems"*.

8% of the comments were positive and highlighted issues such as *"Whether we like or not traffic is increasing and as you say Bicester is growing economically and traffic is the only way this can increase. Bus services do not help in this matter. People are under ever increasing pressures to maximise their working capabilities and that can only be achieved by better links for vehicular traffic"* and demonstrated general support for example *"consistency of approach around the current ring road seems appropriate"*, *"It needs expansion! Far too much traffic using it and it's far too small"* and *"I would love for this junction to be traffic light controlled"*.

3.55 Design/ accessibility

49 comments were made around the design and accessibility of the design options. The majority of comments were neutral, with statements such as *"The Banbury Road and Buckingham Road roundabouts have to be looked at together for Southwold residents to be able to leave the estate effectively"* or *"Seasonal flowers on roundabout would be nice to see"*.

29% of respondents raised concerns about the designs presented stating, *"The roundabout definitely requires improvement, but the options offered did not resolve the congestion issue. It should be back to the drawing board, start all over again!"*

3.56 Traffic flow

46 comments were raised in relation to traffic flow. 67% comments were neutral, these included respondents stating the roundabout already functions well with minimal traffic flow issues, one comment noted that there are *"never any hold ups, traffic flows well. I was surprised to see that you were thinking about even changing it"*.

33% of comments were negative, raising issues such as *"Looks like a year of traffic mayhem and turmoil for our community. Please try to have control over the constructors and their personnel"*.

3.57 Active travel

39 comments were made relating to active travel, only 2% of comments were positive and stated that *"Option 3 looks like it would be safer for cyclists which has to be good"*.

29% of the comments were negative, often noting that *“The mixing of cyclists and pedestrians is a bad idea, the claims by cyclist against motorists applies between cyclists and pedestrians”*.

However, the majority of comments were neutral (69%), and provided comments such as *“You have to think about cyclists and pedestrians and their safety now that so many more people are walking/cycling into Bicester from the eco-town”, “Bi directional CYCLOPS is possible and must be considered”* and *“Bicester is already setting precedent developments such as Elmsbrook - let’s create a street precedent by creating a cycle prioritised roundabout!”*.

3.58 Other schemes

35 comments mentioned other schemes in and around Bicester, and primarily focused on how the different schemes would be joined up.

The general sentiment was neutral, mostly highlighting other schemes for the planners to be aware of; such as *“Need to consider Fringford road as part of any redevelopment of this roundabout”*.

14% of comments were positively discussing alternative schemes, noting *“Get rid of it (the proposed scheme) and create a ring road around Bicester’s perimeter (north of the eco town / Caversfield) not through residential areas”*.

33% were negative comments and raised issues around other schemes such as Rodney House roundabout and gave comments such as *“Traffic lighted roundabouts such as Rodney House are a mistake in my opinion as they slow the traffic flow rather than increase it so I would encourage planning to avoid any such option”*.

3.59 Impact on local residents

18 comments were made in relation to the impact on local residents. Comments raised concerns around local amenity and pollution, comments often noted *“Priority needs to be given to the residents’ wellbeing, and fast roads are not conducive to wellbeing”*.

33% of comments were neutral, which questioned what measures would be in place to ensure disruption is kept to a minimum. For example *“What consideration are you planning for residents of Southwold during the construction phase of this plan?”* and *“We would like to see improvements that promote and support pedestrians, and also shelter surrounding residential areas from the noise of traffic - currently, the noise from the roundabout is very apparent from our home in the Garden Quarter”*.

3.60 Safety

16 comments were received in relation to safety. 6% of the comments were positive, noting that *“Signalled stops people speeding across and makes it safer”*.

38% of comments were neutral, raising safety issues more broadly such as *‘If the junction was traffic light controlled then predictable gaps would appear in the west bound traffic along Lords Lane, allowing for easier exit from the estate’* and *‘improve the ability of motorists to exit Fringford road safely’*.

56% of comments were negative, and highlighted safety issues with the design of the proposals. Comments made included, *“The scale of the Junction could overshadow the small Aunt Emms Lane entrance on the Banbury Road and the Fringford Road entrance to Caversfield and increase risk of collisions’* and *‘more substantial attention to the right-turn out of Fringford Road, which I find difficult, and which I see (as a walker) many others struggle with safely every day’*.

3.61 Noise pollution

15 comments were received in relation to noise pollution. 60% comments were neutral, with comments such as *“We would like to see improvements that promote and support pedestrians, and also shelter surrounding residential areas from the noise of traffic’* and *‘the best outcome would be to lower noise and pollution, by removing congestion, perhaps a slip lane for vehicles that want to turn left only, so that they do not have to stop at a junction’*.

40% comments were negative expressing concerns that the proposals to improve the roundabout would worsen noise pollution for the surrounding residents and environment, an example comment notes *"We are very concerned that as residents who live close to the roundabout, some of the proposals would encroach on our privacy, increase traffic noise and have a negative impact on the wildlife that use the treeline to live and hunt. We feel angered by the prospect of the disruption to our lives when the works take place, especially as only at the middle of last year we experienced a lot of disruption from roadworks to resurface the road you are planning on changing again"*.

3.62 Environmental issues

A total of 14 comments were received that related to general environmental issues, 86% of those were neutral suggesting *"Careful management of the impact on the surrounding natural environment"* or asking, *"Please do not destroy the trees and make paths smaller"*.

Only 14% were negative responses, one noting that it *"Is very disappointing news that you can't assure us the treeline and verge will not be affected. I know from living here for over 5 years, that the treeline is a nature corridor for squirrels and hedgehogs and home to many birds too"*.

3.63 Air pollution

13 comments were received in relation to air pollution.

46% of comments were neutral, often stating *"I would not wish to see any encroachment on this safe green space by either noise or air pollution by any solution to the roundabout"* or *"The peripheral roads around Bicester which are currently 50 mph should all be reduced to 40 mph for reduction in air and noise pollution for nearby residents"*.

54% of comments received were negative, suggesting things like *"Air quality will be as bad as ever"*, *"Traffic waiting at proposed traffic lights would cause noise and pollution"* and *"this is not needed, fumes from static traffic should be main concern"*.

3.64 Speed limits

12 comments were received in relation to speed limits. The majority (83%) were neutral, mostly suggesting a change to the existing speed limit on roads adjoining the roundabout, comments often noted *"Slow the road speed if you are serious about environmental impacts and road safety"*, *"Banbury road speed limit needs to be lowered"* and *"Ensure there are appropriate speed limits in place (40mph maximum)"*.

17% of comments received were more negative in their sentiment, for example *"Crazy speed limits on Buckingham Road and Banbury Road coming out of Bicester heading North"*.

3.65 Junction capacity

A total of six comments were received regarding junction capacity, primarily these comments were neutral suggesting that the roundabout may only need minor improvements for example *"The roundabout generally functions well off peak for all road users, which suggests a simple motorised capacity increase as done elsewhere on the same ring road will be sufficient"*.

17% of comments received were negative suggesting that due to Covid-19 the level of traffic is unlikely to increase to levels before the pandemic and therefore questioning the need for improvements, *"Will we return to Pre-Covid traffic levels in the future? Does this work need to be carried out?"*.

3.66 Journey times

Two comments were received in relation to journey times, one comment was negative and discussed the signalised option and noted *"Do not make traffic light system. Will have a massive impact on traffic, especially with Bicester Village, Bicester Heritage, warehouses and offices nearby"*.

The other comment was neutral and noted that *"It is vital for the growth of Bicester to be able to have free flowing traffic. Delays will only negatively impact transport methods into the surrounding areas and the town itself"*.

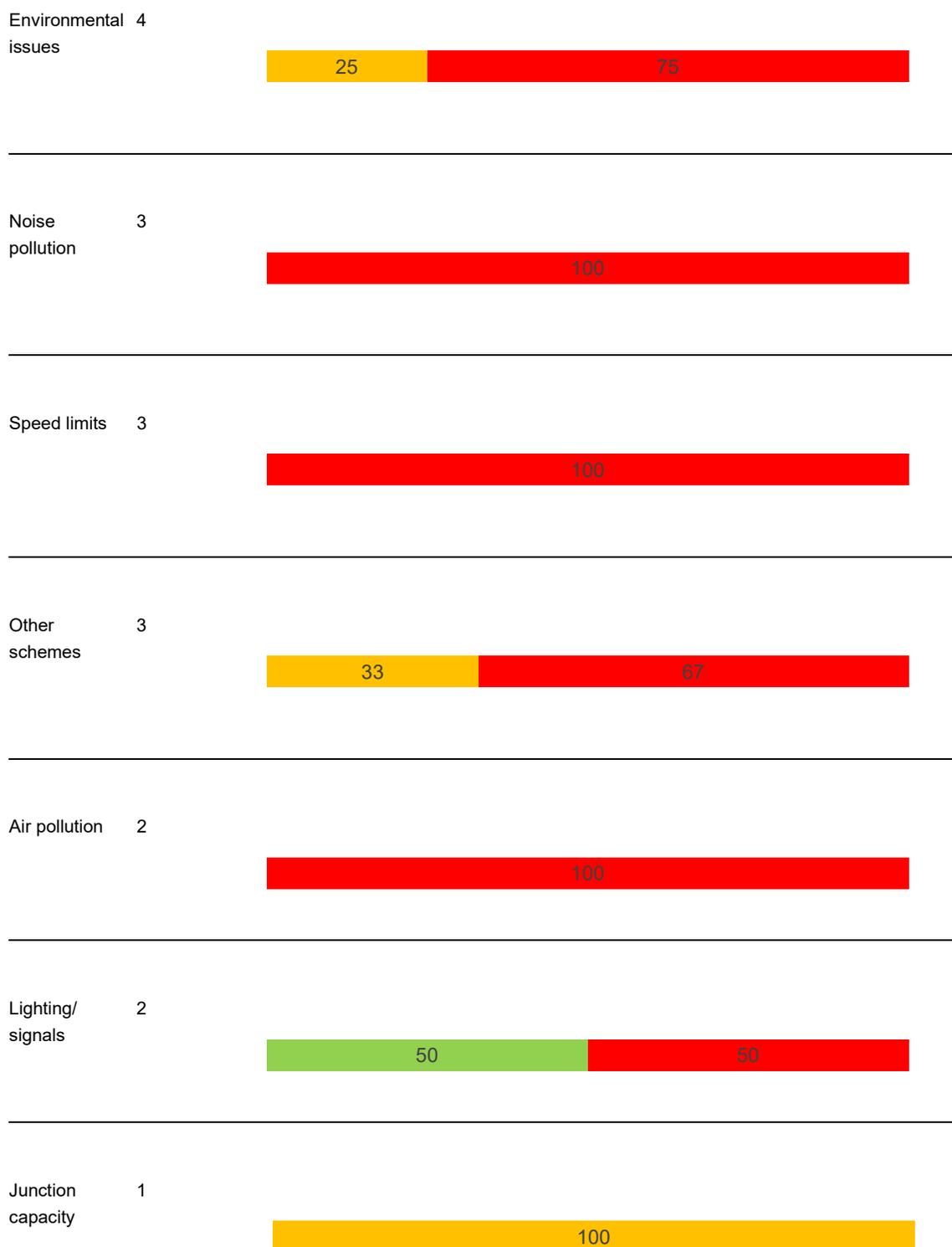
Response via phone and email

3.67 The comments received via email and phone have been categorised in the same way as the qualitative questions above, with the number of comments for each theme, and whether the general sentiment was positive (green), neutral (amber) or negative (red)⁶. The comments have been summarised and presented in order of occurrence from most frequently occurring to least frequently occurring. In addition to the themes presented below 3 comments were received on signalisation.

Table 3-4 Email and phone key themes

Key Theme	Number of Comments	Sentiment
Active travel	8	
Design	7	
General sentiment	6	
Congestion and traffic flows	6	
Safety	5	
Impact on local residents	5	

⁶ To note, the analysis of qualitative data is inherently subjective therefore this should be used as guideline overview rather than exact percentages.



3.68 Active travel

Eight comments were made regarding active travel. 35% of the comments made were positive. One respondent said that *“As a keen cyclist myself and one that has experienced the difficulties in negotiating the Banbury Road roundabout, I am glad to see that two of the options help both pedestrians and cyclists navigate their way across a busy road junction”*. Another two respondents provided positive comments about option 3 in relation to active travel, one said that *“Option 3: CYCLOPS junction reduces the walking*

and cycling diversions and creates safe space and time for people to cross the carriageways without large delay”.

15% of the comments were neutral and were often statements or aims. For example, *“It is clearly vital that the contribution of active travel to meeting local mobility needs must be radically increased not just to satisfy current local policy and planning commitments, but even more so to support the national carbon reduction targets to meet a legally-binding 2050 date. Therefore, the needs of non-motorised users (NMUs) need to be given much greater priority than they have been to date”.*

50% of the comments were negative, with comments suggesting that options 1 and 2 did not provide enough support for active travel. For example, with regards to option 1 one respondent thought that *“The design prioritises motor vehicle capacity at the expense of safety, health, active travel”* and option 2 has a *“lack of priority for cyclists over minor roads. The design of the shared path requires cycle users to stop and give way at the Fringford Road. This approach is no longer recommended because it conflicts with the overarching principles of directness, safety, and comfort”.*

3.69 Design

Seven comments were made in total regarding the design of the options. 14% of the comments were positive. One respondent commented that their preferred design was option 3 as *“CYCLOPS junction reduces the walking and cycling diversions and creates safe space and time for people to cross the carriageways without large delay. This is our preferred design by a considerable margin”.*

14% of these comments were neutral and often stated what respondents were hoping for the roundabout. One stated that *“At the very least, the design of the roundabout should not allow vehicles to travel faster round the roundabout than they currently do, and in an ideal world, it should slow traffic down more”.*

57% of the comments were negative. One respondent thought that the design of option 1 would *“Create an unfriendly on-carriageway option for cycling. But the long diversions on three arms will put cyclists in a dilemma as to whether to ride on the carriageway or follow the cycle route, and some may not cycle due to this. The uncontrolled crossing on the south arm is a potential hazard with vehicles exiting at speed due to the roundabout design.”* The same respondent also thought that option 2’s design has *“Major diversions for cyclists and pedestrians on two arms. Many may take a chance by cycling on the carriageway, or crossing on the desire line, undermining the design”.*

3.70 Congestion and traffic flows

Six comments were made regarding congestion and traffic flows in this section. 50% of the comments were neutral and were often suggestions given by respondents. One respondent thought that a new kind of roundabout should be considered called the “Turbo roundabout” which would improve traffic flow by *“optimising the use of the inner lane for straight on and turning movements, as well as greatly reducing conflicts, by enforcing strict lane discipline.”* and *“among the optimal balances it should achieve would be the free-flow of traffic through the junction”.*

50% of the comments were negative. One respondent was unhappy with the methodology used to calculate traffic flows *“The methodology to appraise broad options relies on a strategic traffic model, SATURN which has no multi-modal component, and does not allow mode share and demand by mode to fluctuate based on relative mode attractiveness. The scheme therefore cannot but largely design for a given level of forecast motorised traffic demand, with provision of active travel modes being catered for on a “blind” basis”.* Another respondent thought that options 2 and 3 would negatively impact traffic flow and thought that *“the priority should be to keep Bicester moving with free traffic flow not stop-start roundabout lights causing traffic pollution.”*

3.71 Safety

Five comments were made about the safety of the options presented. 20% of the comments were positive. One respondent thought that option 3 provided the safest option as it *“reduces the walking and cycling diversions and creates safe space and time for people to cross the carriageways”.*

80% of the comments were negative and often questioned the safety of the proposed options. One respondent questioned the safety of options 1 and 2 and believed that with option 1 *“the uncontrolled crossing on the south arm is a potential hazard with vehicles exiting at speed due to the roundabout design”* and that option 2 would cause pedestrians or cyclists to *“Many may take a chance by cycling on*

the carriageway". Other respondents also questioned the safety of using signals and compared it to the Graven Hill roundabout which *"has been a disaster making it slower to use and much, much more dangerous."* Another respondent thought that *"One of the most concerning aspects of the design are the numerous areas of shared provision. Shared use facilities can create particular difficulties for visually impaired and other disabled people. Interactions between people moving at different speeds can be perceived to be unsafe and inaccessible, particularly by vulnerable pedestrians."*

3.72 Impact on local residents

Five comments were made about the impact of the scheme on local residents in this section. 40% of the comments were neutral and were often respondents stating that local residents views should be considered. One respondent thought that *"Having lived in Bicester my whole adult life I have witnessed all the many changes that have taken place with so called public consultations. Some have improved Bicester but many have not and as I write this I feel that the public voice you ask to hear is usually ignored by so called experts who don't even use the said junction or road so have very little idea of the impact they are creating"*. Another respondent suggested that the proposals show what is happening to the alignment of the ring road that affects Howes Lane to the A 4095 underneath the new railway bridge and *"How this will affect the residents of Bure Park and Southwold estates"*.

60% of the comments raised were negative and were often respondents who lived locally raising concerns about the removal of vegetation close to their home. One noted that *"The main concern I have is it appears in options 2 and 3, you would be placing a walkway closer to the back of my property and potentially eating into the treeline that runs along the back of the houses."* Another response stated that *"Myself and my neighbours are to be greatly affected, more so than other residents who are voting. I am disheartened that we weren't better informed or contacted personally from the beginning."*

3.73 Environmental issues

Four comments were made about the impact of the scheme on the environment. 25% were neutral and include a respondent asking, *"PLEASE leave ALL of the trees on Skimmingdish Lane between the two Roundabouts"*.

75% of the comments made were negative and were mostly about the impact that options 2 and 3 would have on the tree line of local houses. One respondent noted that *"The reasons I am afraid for the removal or replacement of the treeline, it provides a noise and traffic fume barrier from the road, although the traffic noise is already considerable, and I am worried it would be made worse"*.

3.74 Noise pollution

Three comments were made about noise pollution in relation to the scheme. These comments were often respondents expressing their concerns about the noise pollution caused by the removal of trees in options 2 and 3. One respondent noted that these options *"would greatly affect the privacy, traffic noise and pollution of a great number of residents, like myself."*

3.75 Speed limits

Three comments were made about the speed limits in relation to the scheme. 100% of these comments were negative and it was often said that vehicles use the current roundabout and local roads at speeds that are too fast. One respondent noted that *"Traffic travels so fast along Lords Lane"*. Another respondent said that they prefer the "Turbo" style of roundabout as it avoids *"the tendency to see elevated speeds on large-diameter circulatory carriageways, which represents a major difficulty with conventional high-capacity roundabouts"* and that option 1 would cause *"speeds on the circulatory carriageway to increase and are likely to lead to increased severance as a result, for non-motorised users"*. Another respondent suggested that the current speeds on Buckingham Road are *"crazy"* and that *"It should be 30pmh or less on the roundabouts"*.

3.76 Other schemes

Three comments were made about Banbury Road roundabout in relation to other local schemes. 33% of the comments were neutral with one respondent suggesting that the proposals should show *"what is planned/ happening to the alignment of the ring road that affects the Howes Lane to the A 4095 underneath the new Railway under-bridge? so that the effect of the whole realignment gets looked at properly and how this will affect the residents of Bure Park and Southwold estates"*.

67% of the comments were negative and often said that other schemes in the area have been unsuccessful. For example, *“The signalisation of the Graven Hill roundabout has been a disaster making it slower to use and much, much more dangerous.”* Another respondent wrote that *“Other roundabouts recently constructed in Bicester (Vendee Drive, Bicester Village, and Rodney House) have performed extremely Poorly”*.

3.77 Air pollution

Two comments were made about air pollution in relation to the scheme and both were negative. Both comments mentioned how options 2 and 3 would increase waiting times for vehicles and therefore increase pollution.

3.78 Lighting/ signals

Two comments were made about lighting and/or signals in relation to the scheme. 50% of the comments were positive with one respondent stating that *“I would love for this junction to be traffic light controlled”* and that *“If the junction was traffic light controlled then predictable gaps would appear in the west bound traffic along Lords Lane, allowing for easier exit from the estate.”*

50% of the comments were negative and stated that *“Please make this a larger capacity roundabout and NOT signalised. Signals will just slow the flow”* and that *“The signalisation of the Graven Hill roundabout has been a disaster making it slower to use and much, much more dangerous.”*

3.79 Junction capacity

One comment was made about junction capacity. The respondent said that they are in favour of option 3, however gave suggestions about how its capacity could be improved. The improvements suggested implementing a *“bi-directional”* design where cyclists can travel around in both directions.

4. Conclusion and next steps

- 4.1 The Applicant has undertaken pre-application consultation with the local community as encouraged by the National Planning Policy Framework and Oxfordshire's Statement of Community Involvement.
- 4.2 In response to the Covid-19 pandemic and the associated requirements for social distancing, a range of consultation channels were offered to maximise local engagement during the public consultation. This included physical and digital consultation channels in the form of a dedicated project website, email address, phonenumber and free post address, as well as briefing sessions with local Members and community groups and businesses.
- 4.3 In summary, the consultation response favoured *Option 1: Higher capacity roundabout* as the preferred option to improve the roundabout. This was favoured based on the perception that it would maintain traffic flow, cause the least congestion, and therefore lead to less air, traffic and noise pollution. The majority of respondents who opted for Option 1 use the roundabout more than once a week. Local residents who favoured this option did so as it didn't lead to a loss of existing tree lines and noise barriers.
- 4.4 *Option 3: CYCLOPS junction* was the second favourite option, followed by *Option 2: Signalised junction*. On the whole, respondents who opted for these options preferred that they encouraged active travel and prioritised cyclists and pedestrians. Concerns were raised about the impact on adding traffic light signals on the flow of traffic, and the risk that it would lead to more congestion and therefore greater levels of air pollution. Respondents who opted for *Option 3: CYCLOPS junction*, use the roundabout less than once a week.
- 4.5 There were a number of consistent themes from consultation including:
- **Speed limits** – a consensus that speed limits near the roundabout should be lowered.
 - **Environmental impact** – the chosen junction improvement should minimise impact on the environment including loss of trees and minimal traffic and air pollution.
 - **Congestion** – the chosen junction improvement should minimise traffic congestion and ensure vehicles can continue to move through the junction without delay.
 - **Impact on local residents** – the chosen improvement scheme should minimise impact on neighbouring properties and avoid encroaching on areas near their existing boundaries.
- 4.6 Table 4-1 outlines how the consultation themes have been addressed in the option appraisal process to date.

Table 4-1 Consultation themes addressed through Option Appraisal process

Consultation Themes	Addressed in Option Appraisal to Date
Speed limits	As a result of the A4095 Realignment scheme and the North West Bicester development, the nature of the A4095 is expected to change into a more residential urban environment in the future. This is expected to result in a reduction in speeds at and around the Banbury Road junction. To reflect this, it is assumed that a 30mph speed limit would be introduced as part of the Scheme. The reduced speed limit was incorporated in the assessment of the three options and the further appraisal of the Preferred Option.
Environmental impact	The three options have been qualitatively assessed against their expected impact on the environment, including on noise, air quality, greenhouse gases, biodiversity, historic environment, streetscape, water environment and landscape. More detailed impact assessments for the relevant environmental factors have been undertaken for the Preferred Option to be submitted for Planning. The design of the Scheme has sought to limit its impact on the environment, and where possible, design avoidance measures and embedded mitigation have been considered to reduce the likelihood of environmental impacts. Where impacts are unavoidable, mitigation, compensation and where possible, areas to be enhanced will be proposed.
Congestion	The focus of this theme is congestion of motorised traffic. Addressing the forecast levels of congestion at the Banbury Road junction is one of the project objectives of the Scheme against which the three options

Consultation Themes Addressed in Option Appraisal to Date

Consultation Themes	Addressed in Option Appraisal to Date
	<p>have been assessed. Modelling of the three options has demonstrated that Options #1 and #2 increase capacity for motorised traffic thereby reducing congestion and journey delays for road users. The overall reduction in delay is of a similar magnitude across the two options. Option #3, however, reduces capacity for motorised traffic and therefore users would experience higher levels of congestion and longer journey times.</p>
Impact on local residents	<p>The three options have been developed in accordance with the design standards required by OCC and used as best practice elsewhere in the UK. For all the options, it is also important to maintain smooth alignment paths appropriate to the speed limit through the junction for motorised vehicles, cyclist and pedestrian users. The designs also consider the position of the new road layout relative to the existing kerbs and footways / cycleways and how the changes could impact on the existing vegetation along the A4095 and B4100 at this location. The resulting designs aim, where possible, to avoid moving the kerbs on the south side of the A4095 towards existing houses. Where moving the kerbs towards the existing housing is considered to be required nearer to the junction in order to meet the objectives of the Scheme set out by OCC, the edge of the footways and cycleways nearest to the houses does not move significantly. The result is that in all options, the existing vegetation along the south side of the A4095 and along the B4100 Banbury Road, to the south of the junction, will generally remain, except for some areas where limited cutting back may be required to provide the sight (visibility) lines for all highway users.</p> <p>It is also very important to construct the Scheme in a safe manner, which causes minimal disturbance and disruption to the nearby residents and all users of the public highway. During the construction phase of the Scheme, the contractor will be required to comply with OCC's limitations on noise, vibration, dust, working hours and requirements for traffic management, including restricting routes which can be used for delivery of plant and construction materials to and from the scheme location. The contractor would be required to prepare a Construction Environmental Management Plan which provides details on the management of construction activities to ensure negligible or minimal impact to the environment (including local residents).</p>
	<p>4.7 The three options presented for public consultation were taken through an option appraisal process to assess the relative performance of the options and their fit in terms of meeting the project objectives. This process was informed by the technical assessments undertaken, such as transport modelling, environmental assessment and cost estimation, and incorporated feedback from the public consultation. Based on this appraisal process, Option 2 was identified as the best performing option. More detailed information on the option appraisal process, including how the public consultation outcome was incorporated, is provided in the Option Assessment Report (AECOM, 2021).</p>
	<p>4.8 The feedback received during the public consultation has been carefully considered, and where possible, addressed through the planning application and in the development of the Scheme. To incorporate feedback from the public consultation, Option 2 was therefore further developed and improved, resulting in the identification of a Preferred Option. The Preferred Option design is shown in Appendix K. The key refinements made as a result of the consultation include:</p> <ul style="list-style-type: none"> • Segregated cycle crossings have been incorporated in the Preferred Option. The Preferred Option provides dedicated crossing facilities for cyclists at the western and southern arms, meaning that cyclists can travel faster and may experience less delay caused by interactions with pedestrians. As a result, cyclists are more likely to cross the western and southern arms in one signal stage. The introduction of segregated cycle facilities has been adapted to facilitate the main pedestrian and cyclist movements in the study area – the north-to-south and east-to-west movements – which are served by the western and southern arm crossings. The crossings further to the north and east, which are provided away from the junction, are well positioned to serve cycle and pedestrian movements on those arms, so these are consistent with Option 2; • Provision is provided for cyclists to leave and join the carriageway and to access the off-road provision; • A segregated cycle path is provided on the southern side of the A4095, between the eastern arm crossing and the Banbury Road junction, and the western side of the B4100, between Banbury Road junction and the northern arm crossing, thereby reducing conflict between pedestrians and cyclists at the junction; and

- The right turn out of Fringford Road has been maintained, with a yellow box provided at the A4095 / Fringford Road junction to facilitate the right turn out for buses.
- 4.9** Modelling of the Preferred Option has demonstrated that it increases capacity for motorised traffic and therefore addresses forecast congestion issues at the Banbury Road junction. The forecast capacity increases are to a similar level of magnitude as those provided by the modelled Options #1 and #2. The Preferred Option also reduces delay and improves safety for pedestrians and cyclists.
- 4.10** The Preferred Option was taken forward for further appraisal. More information on the performance of the Preferred Option is provided in the Option Assessment Report (AECOM, 2021).

Appendix A Online Exhibition Web Page and Exhibition Boards

OXFORDSHIRE COUNTY COUNCIL
Oxfordshire County Council home Consultations home

Banbury Road roundabout consultation

Banbury Road Roundabout Improvements

Oxfordshire County Council is holding an online public consultation to consult on proposals to improve the A4095 / B4100 Banbury Road Roundabout, north of Bloester town centre.

Bloester is one of the fastest growing towns in Oxfordshire and is identified as a key location for economic growth. The roundabout is one of the key junctions along the Bloester ring road.

To support future growth and address the identified challenges in the local area, a set of localised objectives have been developed for the scheme including:

- To support the growth of new homes and jobs, and increase economic vitality
- To provide a resilient solution which addresses the forecast levels of congestion at the roundabout
- To mitigate the impact of vehicular traffic issues at the roundabout on communities and the urban environment
- To reduce carbon emissions from transport in the town
- To encourage alternative forms of car use where suitable, including public transport, active travel and smarter modes
- To reduce casualties and dangers associated with travel

We are consulting on three design options to improve the junction. We want to ensure your views are taken on board to help us determine which design should be taken forward as the preferred option for when a planning application is submitted this spring. You can provide your feedback by responding to our [feedback form](#).



Location of Banbury Road Roundabout

Virtual consultation boards

Click on the links in the section 'Consultation Documents' below to view our consultation boards.

Have your say

We want to ensure your views are taken on board to help us determine which design should be taken forward as the preferred option for when a planning application is submitted this spring. You can provide your feedback by responding to our feedback form further down this page or click [here](#).

The consultation will be open from Friday 19 March – Friday 9 April.

Contact us

If you know anyone who does not have access to the internet and you think would be interested in this consultation event, we would appreciate your help in telling them about it. They can call the county council's customer services team on **01865 792422** or email BanburyRoadRoundabout@oxfordshire.gov.uk to discuss the proposals and request printed copies of the information materials.

If you have any questions, please don't hesitate to contact us on:

Email: BanburyRoadRoundabout@oxfordshire.gov.uk

Phoneline: 01865 792422

Timeline

- Opened
19 Mar 2021 at 10:00
- Closes
9 Apr 2021 at 23:59

Consultation Documents

- Board 1 - Welcome to the consultation
- Board 2 - Project objectives
- Board 3 - Option 1: Higher capacity roundabout
- Board 4 - Option 2: Signalised junction
- Board 5 - Option 3: CYCLOPS junction
- Board 6 - Environmental considerations
- Board 7 - Have your say and next steps

Respond

Respond by filling in the online questionnaire.

Consultation Home

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A4095 / B4100 Banbury Road Roundabout Improvements



Welcome to the Consultation

We are consulting on proposals to improve the A4095 / B4100 Banbury Road Roundabout, north of Bicester town centre.

Bicester is one of the fastest growing towns in Oxfordshire and is identified as a key location for economic growth. Improving the junction is necessary to reduce future congestion, support new housing and jobs, and ensure residents can travel efficiently.

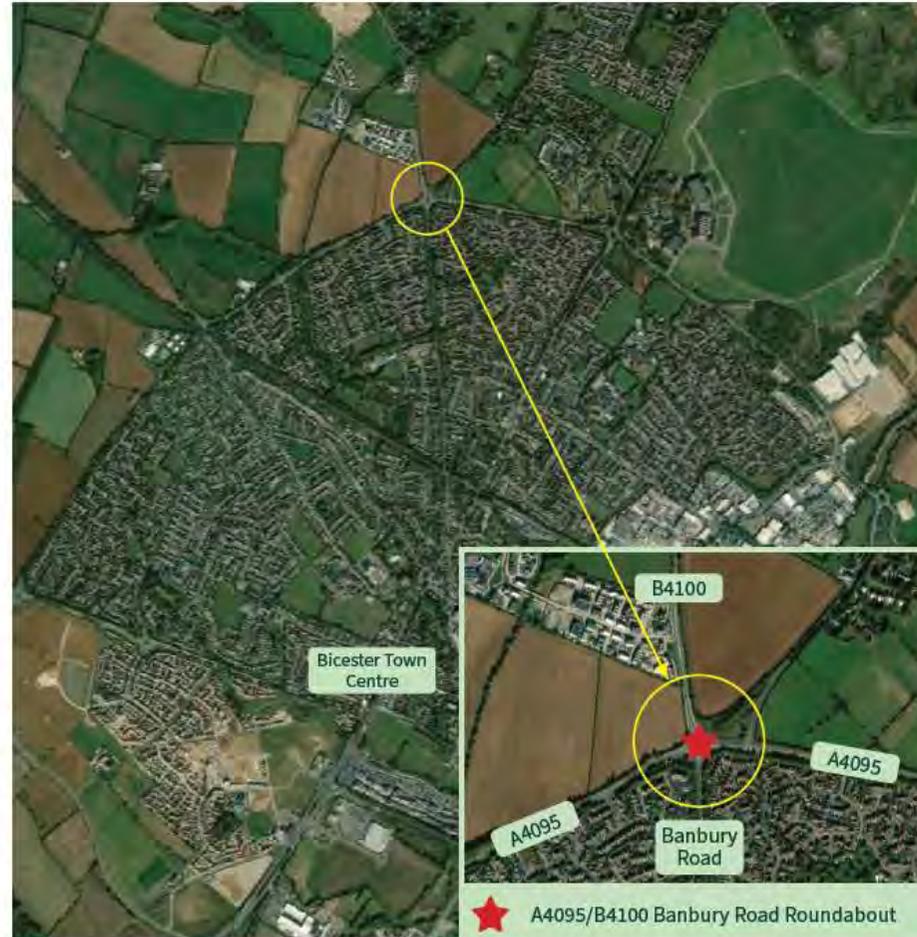
The need for improvements at the roundabout have been identified in Oxfordshire County Council's Local Transport Plan, and within the masterplan for the north west Bicester development site. The Local Transport Plan sets out the policy and strategy for developing the transport system in Oxfordshire through to 2031, including improvements to transport infrastructure that are needed. The site is located within an identified garden town, setting out strong ambitions for Bicester to support existing residents whilst welcoming new, ensuring connectivity with new communities.

Subject to planning approval, construction will begin in early 2022 and be completed in 2023. The scheme will be financed through £5.5m of funding via the Ministry of Housing, Communities and Local Government, and from developer contributions.

We are consulting on three design options to address the scheme's objectives. We want to ensure your views are taken on board to help us consider which design should be taken forward when a planning application is submitted this spring. You can provide your feedback by responding to our online survey [here](#).

Due to the advice from Government with respect to Coronavirus (COVID-19), it has not been possible to hold this information event in various locations in the local area. Therefore, we are holding this consultation virtually.

If you know anyone who does not have access to the internet and you think would be interested in this consultation event, we would appreciate your help in telling them about it. They can call us on 01865 792422 or email banburyroadroundabout@oxfordshire.gov.uk to discuss the proposals and request printed copies of the information materials.



Map of the A4095 / B4100 Banbury Road Roundabout, located north of Bicester town centre

A4095 / B4100 Banbury Road Roundabout Improvements



Project Objectives

Bicester is one of the fastest growing towns in Oxfordshire and is identified as a key location for economic growth.

To support future growth and address the identified challenges in the local area, a set of localised objectives have been developed for the scheme including:

- To support the growth of new homes and jobs, and increase economic vitality
- To provide a resilient solution which addresses the forecast levels of congestion at the roundabout
- To mitigate the impact of vehicular traffic issues at the roundabout on communities and the urban environment
- To reduce carbon emissions from transport in the town
- To encourage alternative forms to car use where suitable, including public transport, active travel and smarter modes
- To reduce casualties and dangers associated with travel

How have we identified these three options?

Initially, a wide range of options were generated and reviewed against the scheme objectives and other criteria, such as affordability and deliverability.

From this initial stage, it was concluded that a junction improvement should be taken forward.

The next step included determining which type of junction improvement would be most in line with the scheme objectives. Three options were considered to have the greatest potential to meet the objectives and these are the options we are asking for your feedback on.

On the next three consultation boards you will be able to read about the three junction improvement options in more detail.

A4095 / B4100 Banbury Road Roundabout Improvements



Option 1: Higher capacity roundabout

What is a higher capacity roundabout?

The roundabout would increase in size to provide more road capacity for motorised vehicles, with two lane entries and exits at the roundabout. Pedestrian and cyclist crossings are provided away from the roundabout in a similar position to existing crossing facilities, and improved where possible.

Why is this option being considered?

- It increases road capacity for motorised vehicles which will improve the flow of traffic, and therefore helps to mitigate the impact of growth.
- It retains crossing facilities for pedestrians and cyclists.

Potential issues with this option:

- Though crossing facilities for pedestrians and cyclists will be enhanced where possible, the locations are not close to some of the desire lines for movement.



This drawing is Indicative and is subject to ongoing design development. Some features may change as the design evolves

A4095 / B4100 Banbury Road Roundabout Improvements



Option 2: Signalised junction

What is a signalised junction?

The signalised option is a standard signalised crossroads junction, with two lane entries to the junction at a minimum. Pedestrian and cyclist crossings can be provided close to the junction in the form of toucan crossings at the western and southern arms, to improve links between the surrounding cycle and pedestrian facilities. A toucan crossing is a type of pedestrian crossing that also allows bicycles to be ridden across. At the northern and eastern arms, crossings will be provided in a similar location to existing crossings.

Why is this option being considered?

- It increases road capacity for motorised vehicles and therefore helps to mitigate the impact of growth.
- It promotes sustainable travel through safe and convenient crossings for pedestrians and cyclists.
- Signalisation allows for signal priority to buses approaching the junction, minimising delay for future bus services.

Potential issues with this option

- This option provides crossings that tie in with the surrounding off-road cycle network, so there is less provision for cyclists approaching the junction on the carriageway compared to the CYCLOPS option (option 3). Crossing the road for cyclists may take longer in some instances, as it will take two stages to cross two arms of the junction.



This drawing is indicative and is subject to ongoing design development. Some features may change as the design evolves

A4095 / B4100 Banbury Road Roundabout Improvements



Option 3: CYCLOPS junction

What is a CYCLOPS junction?

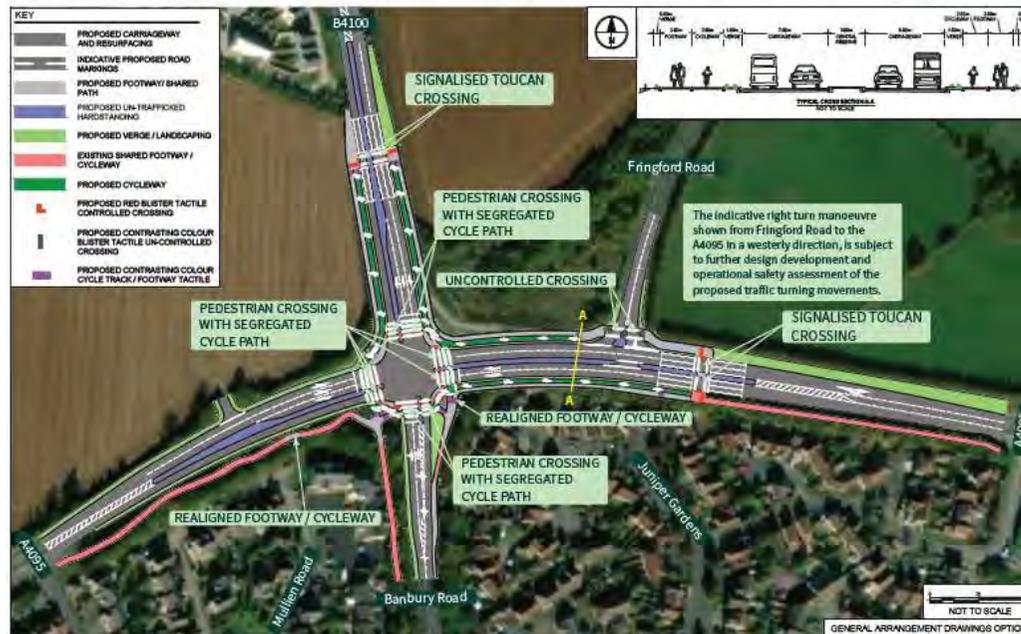
The CYCLOPS (Cycle Optimised Protected Signals) junction is a type of signalised junction which includes a segregated cycle track that encircles the junction. Cyclists can turn right while being protected from traffic, and can make this manoeuvre in one movement (subject to signal timings). Pedestrians cross the cycle track to refuge islands where they can access direct crossings over each arm of the junction. The pedestrian and cyclist crossings are provided close to the junction.

Why is this option being considered?

- By minimising delay for pedestrians and cyclists, it promotes travel by walking and cycling, encouraging sustainable travel.
- It improves protection for pedestrians and cyclists from motorised traffic.
- Preserves capacity for motorised vehicles, whilst enhancing pedestrian and cycle crossings.
- Signalisation allows for signal priority to buses approaching the junction, minimising delay for future bus services.

Potential issues with this option:

- This option is not likely to increase capacity for motorised vehicles to the same extent as the other two options.



This drawing is indicative and is subject to ongoing design development. Some features may change as the design evolves

A4095 / B4100 Banbury Road Roundabout Improvements



Have your say and next steps

Thank you for visiting the virtual consultation. We hope you found it useful and informative.

We would be very grateful for your feedback to help shape the improvements to Banbury Road roundabout. Please let us know your views by completing our feedback form [here](#).

If you have any comments or questions, please contact us on one of the following:

Phone: 01865 792422

Email: banburyroadroundabout@oxfordshire.gov.uk

The consultation will remain open until Friday 9 April 2021.

If you know anyone who does not have access to the internet and would be interested in this consultation event, we would appreciate your help in telling them about it. They can call us on 01865 792422 or email banburyroadroundabout@oxfordshire.gov.uk to discuss the proposals and request printed copies of the information materials.

Next steps





7. During the design stage, we identified a number of environmental factors we are taking into consideration when reviewing the different options for improving the roundabout. Details can be found on our consultation boards.

Do you agree or disagree that we have identified the right environmental factors?

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree
- Don't know

Please use this space to make comments about the environmental factors we have identified, or to tell us if anything is missing:

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8. Do you have any further comments on the proposals to improve Banbury Road roundabout?

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11. What is your age?

- Under 16
- 16-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65 and over
- Prefer not to say

12. What is your ethnic group?

Please tick the appropriate box.

- Asian or Asian British (Indian, Pakistani, Bangladeshi or any other Asian background)
- Black or Black British (Caribbean, African, or any other Black background)
- Chinese
- Mixed (White and Black Caribbean, White and Black African, White and Asian and any other mixed background)
- White (British, Irish, Scottish or any other white background)
- Prefer not to say
- Other ethnic group

If other (please specify)

.....

13. Are your day to day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months?

Please tick the appropriate option.

- Yes - limited a lot
- Yes - limited a little
- No
- Prefer not to say



About you

We must consider how different people will be affected by our strategies and policies, and we also want to make sure we hear from people from diverse backgrounds.

Therefore, the last few questions are about you, to help us ensure we hear from a range of voices, and to help identify any possible discrimination or barriers for particular groups of people. The personal information you give us will remain strictly confidential and we will not use it in a way that could identify you.

If there are questions you would prefer not to answer, please choose the 'prefer not to say' option.

All information given is anonymous and is governed by the General Data Protection Regulations 2018.

9. How did you find out about this consultation?

Please tick the appropriate option.

- Facebook
- Twitter
- Instagram
- LinkedIn
- Oxfordshire.gov.uk website
- Email from Oxfordshire County Council
- Letter from Oxfordshire County Council
- Local news item (newspaper, online, radio, tv)
- Oxfordshire county Councillor
- District Councillor
- Parish or town Councillor
- Local community group/ organisation
- Friend/relative
- Other

If other (please specify)

.....

10. Are you...?

Please tick the appropriate box.

- Female
- Male
- Other
- Prefer not to say

If other (please specify)

.....



14. Can you please tell us which of the conditions best describe your health issues and disability?

- Learning disability
- Mental ill health
- Mobility disability
- Sensory disability
- Other disability (please specify)
- Prefer not to say

If other (please specify):

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Under the Data Protection Act 2018, we (Oxfordshire County Council) have a legal duty to protect any personal information we collect from you. Oxfordshire County Council is committed to open government and this may include quoting extracts from your consultation response in our report.

We will not however, disclose the names of people who have responded unless they have provided consent. For this purpose we ask that you are careful not to disclose personal information in your comments – for example the names of service users or children. If you do not want all or part of your response to be made public or share with councillors, please state below which parts you wish us to keep confidential.

View Oxfordshire County Council's privacy notice online at www.oxfordshire.gov.uk - search privacy notice.

We have appointed AECOM to support the consultation process on this project. They will process the consultation responses to input into the consultation report.

15. If you do not want all or part of your response to be made public or shared with councillors, please state below which parts you wish us to keep confidential.

.....

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.....

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16. Thank you for taking the time to answer these questions. Finally, we would like to keep you in touch with news and consultations from Oxfordshire County Council.

By ticking yes, you are giving your consent for Oxfordshire County Council to hold your contact details.

We promise:

- not to link your survey response to your name and contact details (unless you have asked us to)
- to hold your information securely and not pass it onto anyone else without your permission
- to only use your contact details for the purposes above

You have the right to withdraw your consent at any time by writing to ask@oxfordshire.gov.uk or by writing to: Bicester Roundabout, FREEPOST OXFORDSHIRE COUNTY COUNCIL. (No further address details required).

- Yes
 No

17. Yes, I consent for Oxfordshire County Council to hold my personal details and to email me a link to a web page where I can sign up to receive news from the county council on topics I am interested in and/or about consultations. I confirm that I have read the statement above describing how my data will be used and I understand how to withdraw my consent.

Please provide your email address below:

.....

Thank you for taking the time to complete this feedback form.

The deadline for submitting your feedback form is midnight on Friday 9 April 2021.

How to submit your feedback form

Please use the FREEPOST envelope we have provided to send post your consultation response to Oxfordshire County Council.

If you have any questions, please get in touch by phone or email:

Email: BanburyRoadRoundabout@oxfordshire.gov.uk

Phoneline: 01865 792422

Appendix C Stakeholder Lists

A1 Elected representatives who received information emails

Name	Position	Organisation
Victoria Prentis MP	North Oxfordshire MP	UK Parliament
Lawrie Stratford	Bicester North – County Councillor	Oxfordshire County Council
Ian Corkin	Ploughley – County Councillor	Oxfordshire County Council
Les Sibley	Bicester West – County Councillor	Oxfordshire County Council
Michael Waine	Bicester Town – County Councillor	Oxfordshire County Council
Dan Sames	Otmoor – County Councillor	Oxfordshire County Council
Cllr Eddie Reeves	Cabinet Member for Highways Delivery and Operations	Oxfordshire County Council
Cllr Yvonne Constance OBE	Cabinet Member for Environment	Oxfordshire County Council
Cllr James Macnamara	Planning Committee	Cherwell District Council
Cllr Barry Wood	Leader of the Council	Cherwell District Council
Cllr Jason Russell	Director of Communities	Cherwell District Council
Paul Feehily	Director of Place and Growth	Cherwell District Council
Cllr Nicholas Mawer	Bicester North & Caversfield - Ward Councillor	Cherwell District Council
Cllr Lynn Pratt	Bicester North & Caversfield - Ward Councillor	Cherwell District Council
Cllr Jason Slaymaker	Bicester North & Caversfield - Ward Councillor	Cherwell District Council
Cllr Sean Gaul	Bicester East - Ward Councillor	Cherwell District Council
Cllr Richard Mould	Bicester East - Ward Councillor	Cherwell District Council
Cllr Tom Wallis	Bicester East - Ward Councillor	Cherwell District Council
Cllr Timothy Hallchurch MBE	Launton & Otmoor - Ward Councillor	Cherwell District Council
Cllr Simon Hollan	Launton & Otmoor - Ward Councillor	Cherwell District Council
Cllr David Hughes	Launton & Otmoor - Ward Councillor	Cherwell District Council
Cllr Anne Davies	Fringford and Heyfords - Ward Councillor	Cherwell District Council
Cllr John Broad	Bicester West - Ward Councillor	Cherwell District Council
Cllr Les Sibley	Bicester West - Ward Councillor	Cherwell District Council
Cllr Fraser Webster	Bicester West - Ward Councillor	Cherwell District Council
Mrs Glenice Sutcliffe	Caversfield Civil Parish	Cherwell District Council
Mrs Jane Olds	Caversfield Civil Parish	Cherwell District Council

Samantha Shippen	Bicester Civil Parish	Cherwell District Council
Jane Olds	Launton Civil Parish	Cherwell District Council
Anne Davies	Stoke Lynn Civil Parish	Cherwell District Council
Jackie Williams	Chesterton Civil Parish	Cherwell District Council
Anne Davies	Fringeford Parish	Cherwell District Council
Nick Hayes	Audley Civil Parish	Cherwell District Council
Deane Jervis	Audley Civil Parish	Cherwell District Council
Sue Mackrell	Bucknell Civil Parish	Cherwell District Council

A2 List of Local Stakeholders who received information emails

Organisation

CAG Oxfordshire

West Bicester Community Centre

Banbury Road South Bicester Neighbourhood Watch

Elmsbrook Neighbourhood Watch

Bicester Salvation Army

Southwold Community Centre

Elmsbrook Housing Development

OSCA (Oxfordshire Stronger Communities Alliance) - Oxford County Council

Community First Oxfordshire

Bicester Heritage

Victoria House Surgery

Wild Oxfordshire

Bure Park Primary School

Southwold Primary School

Gagle Brook Primary School

Busy Bees

Emmanuel Church Bicester

Bicester Baptist Church

St Laurence's Church

Zion Way Ministries International

M40 Offices

Oxfordshire Town Chambers Network (OTCN)

Thames Valley Chamber of Commerce

OXLEP

Perch @The Eco Business Centre

Oxfordshire Business First

Enterprising Oxford (run by Oxford University)

Oxfordshire Voice

The Responsible Oxfordshire Business Involvement Network

Bicester Village

MOD

Federation of small businesses

Bicester Leisure Centre

Sustrans

Bicester and Kidlington

Oxon Weekend Walkers

Cycling UK Oxfordshire

Oxfordshire Active Leaders

Ramblers – Oxford

Vale of White Horse Health Walks

Hike Oxfordshire

Bicester Bike User Group (BBUG)

Oxfordshire Family Support Network (disability group)

Oxfordshire Association for the Blind

Bicester Green Gym

Stagecoach

Oxfordshire Transport & Access Group (OXTRAG)

Grayline

Statement of Community Involvement

Hallmark

Thames Valley Police

Bicester Fire Station

South Central Ambulance Service

Bicester Community Hospital

Local landowners

Appendix D Stakeholder Emails

Email subject: A4095 / B4100 Banbury Road Roundabout Improvements – online public consultation

Email text:

Dear Councillor,

On behalf of Oxfordshire County Council, I want to make you aware of an online public consultation about design proposals to improve Banbury Road Roundabout, to the north of Bicester town centre.

The A4095 / B4100 Banbury Road Roundabout is one of the key junctions along the Bicester ring road. We are proposing to make improvements to the roundabout to respond to local housing growth and improve accessibility around the town.

Investment in transport infrastructure is key to supporting sustainable development in Bicester and the project will complement other planned transport improvement works in the area.

Online public consultation

We are holding an online public consultation to share our design proposals for the Banbury Road Roundabout improvements from **Friday 19 March – Friday 9 April** at www.oxfordshire.gov.uk/banburyroadroundabout

During this time, you will have the opportunity to find out more information about the proposals, provide feedback and ask questions to the project team via email and phone. Please note that the virtual consultation webpage will not be live until Friday 19 March.

We have issued resident notifications to properties close to Banbury Road Roundabout to make them aware of the consultation and how they can give their feedback. We have also provided contact details for those who do not have access to the internet or are less confident using online tools to request printed materials.

We hope you will visit the online public consultation to find out more information.

If you have any questions, please don't hesitate to get in touch by emailing BanburyRoadRoundabout@oxfordshire.gov.uk or calling 01865 792422.

Yours faithfully,
Humzah Mir
Senior Project Manager

Email subject: A4095 / B4100 Banbury Road Roundabout Improvements – online public consultation

Dear Councillor **[insert each name]**,

As the ward councillor for Bicester North & Caversfield, I want to make you aware proposals being brought forward to improve Banbury Road Roundabout located within your ward boundary.

The A4095 / B4100 Banbury Road Roundabout is one of the key junctions along the Bicester ring road. We are proposing to make improvements to the roundabout to respond to local housing growth and improve accessibility around the town.

Investment in transport infrastructure is key to supporting sustainable development in Bicester and the project will complement other planned transport improvement works in the area.

Online public consultation

We are holding an online public consultation to share our design proposals for the Banbury Road Roundabout improvements from **Friday 19 March – Friday 9 April** at www.oxfordshire.gov.uk/banburyroadroundabout

During this time, you will have the opportunity to find out more information about the proposals, provide feedback and ask questions to the project team via email and phone. Please note that the virtual consultation webpage will not be live until Friday 19 March.

We have issued resident notifications to properties close to Banbury Road Roundabout to make them aware of the consultation and how they can give their feedback. We have also provided contact details for those who do not have access to the internet or are less confident using online tools to request printed materials.

If you have any questions, please don't hesitate to get in touch by emailing BanburyRoadRoundabout@oxfordshire.gov.uk or calling 01865 792422.

Yours faithfully,
Humzah Mir
Senior Project Manager

Email subject: A4095 / B4100 Banbury Road Roundabout Improvements – online public consultation

Email text:

Dear local landowner,

On behalf of Oxfordshire County Council, I want to make you aware of an online public consultation about design proposals to improve Banbury Road Roundabout, to the north of Bicester town centre.

As a key local stakeholder, I am pleased to invite you to visit the consultation to find out more information about the roundabout improvements and to see the proposed design options.

The A4095 / B4100 Banbury Road Roundabout is one of the key junctions along the Bicester ring road. We are proposing to make improvements to the roundabout to respond to local housing growth and improve accessibility around the town.

Investment in transport infrastructure is key to supporting sustainable development in Bicester and the project will complement other planned transport improvement works in the area.

Online public consultation

We are holding an online public consultation to share our design proposals for the Banbury Road Roundabout improvements from **Friday 19 March – Friday 9 April**.

During this time, you will have the opportunity to find out more information about the proposals, provide feedback and ask questions to the project team via email and phone.

The virtual exhibition can be accessed from Friday 19 March by visiting: www.oxfordshire.gov.uk/banburyroadroundabout

Please note that the virtual consultation webpage will not be live until Friday 19 March. We hope you will visit the online public consultation to find out more.

Alternative ways to access the exhibition

Due to the ongoing coronavirus (COVID-19) social distancing restrictions, we are not able to hold drop-in public exhibitions like we usually would. Instead we are making the information available on our virtual exhibition page.

We understand that not everyone can access the internet or may be less confident using online tools. If you cannot access the online public exhibition but would like to view the information and give your feedback, please get in touch by emailing BanburyRoadRoundabout@oxfordshire.gov.uk or calling 01865 792422. We would be happy to provide printed materials for you.

Yours faithfully,
Humzah Mir
Senior Project Manager

Appendix E Resident Letter



March 2021

Dear Resident,

Re: A4095 / B4100 Banbury Road Roundabout Improvements – online public consultation

On behalf of Oxfordshire County Council, I am pleased to invite you to an online public consultation about design proposals to improve Banbury Road Roundabout, to the north of Bicester town centre (please see map overleaf).

The A4095 / B4100 Banbury Road Roundabout is one of the key junctions along the Bicester ring road. We are proposing to make improvements to the roundabout to respond to local housing growth and improve accessibility around the town.

Investment in transport infrastructure is key to supporting sustainable development in Bicester and the project will complement other planned transport improvement works in the area.

We are consulting on three design options to improve the roundabout. As a local resident or business who uses this road, we want to ensure your views are taken on board when we decide which design should be taken forward, when we submit our planning application later this spring.

Online public consultation

We are holding an online public consultation to share our design proposals for the Banbury Road Roundabout improvements from **Friday 19 March – Friday 9 April**.

During this time, you will have the opportunity to find out more information about the proposals, provide feedback and ask questions to the project team via email and phone.

The consultation will be live from Friday 19 March and close on Friday 9 April. You can visit the virtual consultation at: www.oxfordshire.gov.uk/banburyroadroundabout

We hope you will visit the online public consultation to find out more information.

Alternative ways to access the exhibition

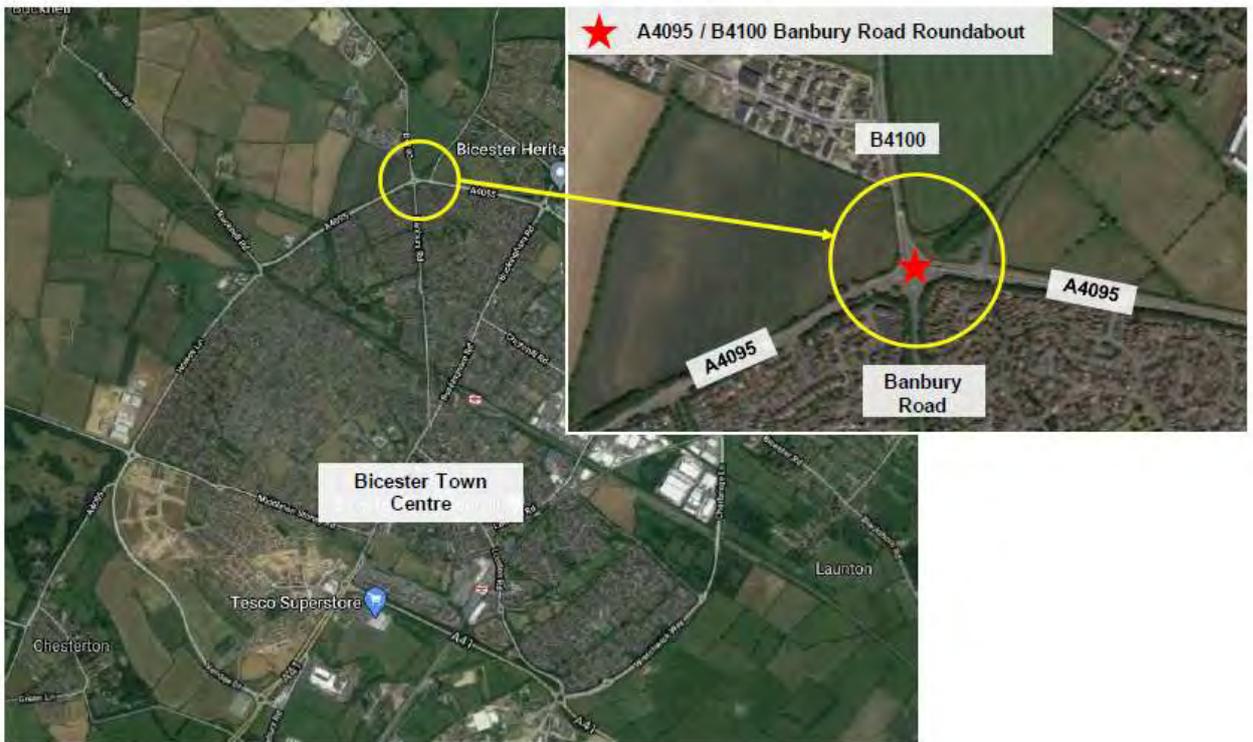
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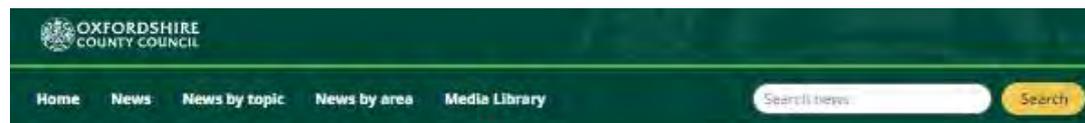
If you have any questions, please don't hesitate to get in touch using the contact details below.

Yours faithfully,
Humzah Mir
Senior Project Manager

Email: BanburyRoadRoundabout@oxfordshire.gov.uk
Phone: 01865 792422



Appendix F Press Release



Home > Business > News from Oxfordshire County Council > Have your say on the proposed A4095/B4100 roundabout improvements in Bicester

17 March 2021

Have your say on the proposed A4095/B4100 roundabout improvements in Bicester



Residents of rapidly growing Bicester are invited to view an online exhibition on a road improvement scheme in the north of the town in a consultation which opens on Friday 19 March.

The A4095/B4100 Banbury Road roundabout is one of the key junctions along the western ring road. Oxfordshire County Council is considering three design options to improve the roundabout.

Councillor Yvonne Constance, Cabinet Member for Transport, said: "The proposals for the roundabout improvements will offer real improvements for the quality of life of those who live and work in the Bicester area.

"The proposed work means that new housing and areas of employment have the right supporting infrastructure. I welcome residents to visit the online exhibition and to offer their views."

Councillor Lynn Pratt, Cherwell District Council's lead member for Economy, Regeneration and Property, said: "A key part of living in a garden town is feeling a part of the community and being offered a say in how it develops. As Bicester grows, it is clear infrastructure improvements are needed, but it's crucial we offer residents the chance to air their views to make sure the right decisions are made."

Enhancing access to the transport network and making it easier for people to travel between homes and jobs is critical in accelerating and accommodating future growth in Bicester in a sustainable way. It is also identified as a garden town, setting out strong ambitions for Bicester to support both new and existing residents and communities.

To address the planned developments in Bicester, there are various infrastructure projects planned to be delivered by March 2023 or earlier to support economic and housing growth.

Oxfordshire County Council wants to ensure everyone's views are taken onboard when deciding which design should be taken forward when the planning application is submitted in late spring this year.

An online public exhibition to share design proposals for the Banbury Road roundabout improvements will be open from **Friday 19 March - Friday 9 April**.

The exhibition will offer an opportunity to find out more information about the proposals, provide feedback and put questions to the project team by email and phone. The virtual exhibition can be accessed from Friday 19 March by visiting the county council's [website](#).

Residents who cannot attend the online public exhibition and would like more information can contact the council by emailing Humzah Mir at Humzah.Mir@Oxfordshire.gov.uk or calling 01865 792422.

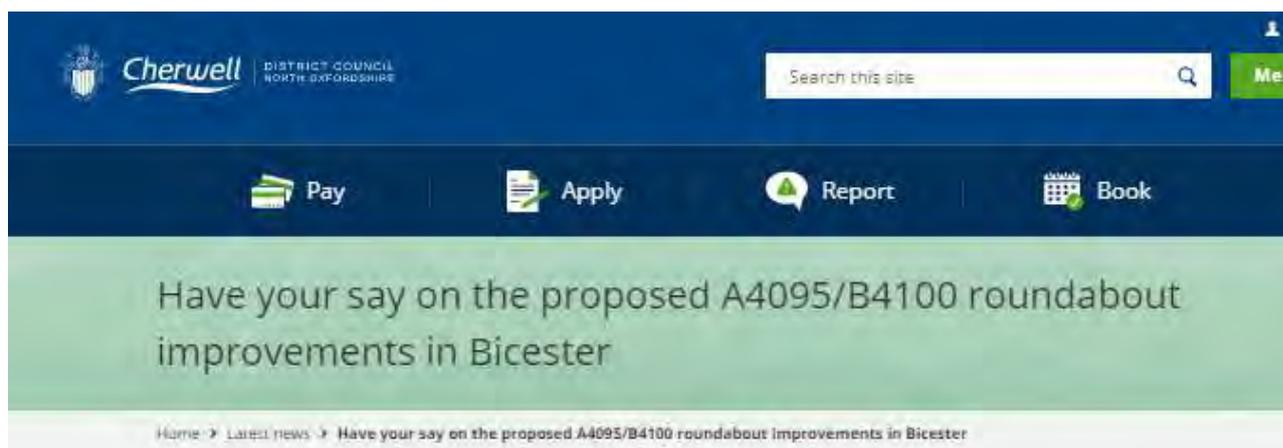
Share this release

Have your say on the proposed A4095/B4100 roundabout improvements in Bicester



Tweets by @OxfordshireCC





Home > Latest news > Have your say on the proposed A4095/B4100 roundabout improvements in Bicester

Residents of Bicester are invited to view an online exhibition on a road improvement scheme in the north of the town in a consultation which opens on Friday 19 March.

Published: Monday, 22nd March 2021

The A4095/B4100 Banbury Road roundabout is one of the key junctions along the western ring road. Oxfordshire County Council is considering three design options to improve the roundabout.

Councillor Yvonne Constance, Oxfordshire County Council Cabinet Member for Transport, said: "The proposals for the roundabout improvements will offer real improvements for the quality of life of those who live and work in the Bicester area.

"The proposed work means that new housing and areas of employment have the right supporting infrastructure. I welcome residents to visit the online exhibition and to offer their views."

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An online public exhibition to share design proposals for the Banbury Road roundabout improvements will be open from **Friday 19 March - Friday 9 April**.

The exhibition will offer an opportunity to find out more information about the proposals, provide feedback and put questions to the project team by email and phone. The virtual exhibition can be accessed from Friday 19 March by visiting the county council's [website](#).

Residents who cannot attend the online public exhibition and would like more information can contact the council by emailing Huznah Mir at Huznah.Mir@Oxfordshire.gov.uk or calling 01865 792422.

News RSS feed

News in 2021

- January
- February
- March

Archives by year

- 2021
- 2019
- 2020

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01869 252 915

enquiries@bicester.gov.uk



An online public consultation about design proposals to improve Banbury Road Roundabout, to the north of Bicester town centre will open on Friday 19 March 2021.

The A4095 / B4100 Banbury Road Roundabout is one of the key junctions along the Bicester ring road. Oxfordshire County Council are proposing to make improvements to the roundabout to respond to local housing growth and improve accessibility around the town.

Investment in transport infrastructure is key to supporting sustainable development in Bicester and the project will complement other planned transport improvement works in the area.

Online public consultation

[Oxfordshire County Council are holding an online public consultation to share the design proposals for the Banbury Road Roundabout improvements from Friday 19 March – Friday 9 April at \[www.oxfordshire.gov.uk/banburyroadroundabout\]\(http://www.oxfordshire.gov.uk/banburyroadroundabout\)](http://www.oxfordshire.gov.uk/banburyroadroundabout)

During this time, you will have the opportunity to find out more information about the proposals, provide feedback and ask questions to the project team via email and phone. **Please note that the virtual consultation webpage will not be live until Friday 19 March.**

Oxfordshire County Council have issued resident notifications to properties close to Banbury Road Roundabout to make them aware of the consultation and how they can give their feedback. They have also provided contact details for those who do not have access to the internet or are less confident using online tools to request printed materials.

We hope you will visit the online public consultation to find out more information.

If you have any questions, please don't hesitate to get in touch by emailing BanburyRoadRoundabout@oxfordshire.gov.uk or calling 01865 792422.

Last Updated 10 March 2021

Filed Under: [NEWS](#)

Tagged With: [2021](#), [banbury road roundabout](#), [online public consultation](#)

Appendix G Social Media Posts

Facebook

 **Oxfordshire County** @OxfordshireCC · Mar 18

Residents of [#Bicester](#) are invited to view an online exhibition on a road improvement scheme in a [#consultation](#) which opens on Friday 19 March.

Read more below:



Have your say on the proposed roundabout improvements in Bicester
oxfordshire.gov.uk

1 2 3

Twitter

 **Oxfordshire County** @OxfordshireCC · Mar 18

Residents of [#Bicester](#) are invited to view an online exhibition on a road improvement scheme in a [#consultation](#) which opens on Friday 19 March.

Read more below:



Have your say on the proposed roundabout improvements in Bicester
oxfordshire.gov.uk

1 2 3

LinkedIn

 **Oxfordshire County Council** + Follow ...
9,538 followers
4d • 

Residents of rapidly growing #Bicester are invited to view an online exhibition on a road improvement scheme in the north of the town in a consultation which opens on Friday 19 March.

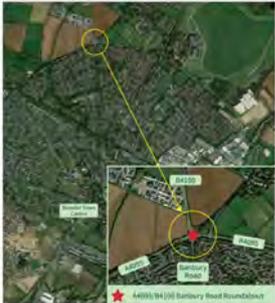
The A4095/B4100 Banbury Road roundabout is one of the key junctions along the western ring road. Oxfordshire County Council is considering three design options to improve the roundabout.

Read more below and take part from tomorrow:
<https://lnkd.in/dsb84xG>



Appendix H Stakeholder Briefing Presentation Slides

Presentation slides used for briefing on 24th March. These slides were also used for the follow up sessions on 19th and 21st April.

<h2 style="text-align: center;">A4095 / B4100 Banbury Road Roundabout Improvements</h2> <p style="text-align: center;">Stakeholder briefing 24 March 2021</p> 	<h3>Agenda</h3> <ul style="list-style-type: none"> • Welcome and introductions <i>Chris Brice – Oxfordshire County Council Transport</i> • Scheme background & consultation <i>Chris Brice – Oxfordshire County Council Transport</i> • Option generation & sifting <i>Cecilia Karlsson – AECOM Transport</i> • Design options <i>Phillip Arnold – AECOM Transport</i> • Q&A 
<h3>Presentation guidance</h3> <ul style="list-style-type: none"> • Please keep your microphone on mute and video switched off • Questions will be answered at the end of the presentation. • If you have a question/wish to speak: <ul style="list-style-type: none"> ◦ Click on the 'raise hand' icon ◦ Or, you can type your question via the chat function <p>A member of the team will invite you to ask your question. Please turn on your microphone and camera, stating your name and which group/division/ward you are representing.</p> 	<h3>Scheme background</h3>  <ul style="list-style-type: none"> • Consultation: March – April 2021 • Planning submission: spring/summer 2021 • Construction start: early 2022 • Construction end: 2023 
<h3>Scheme background</h3> <ul style="list-style-type: none"> • The site is located within an identified garden town setting out strong ambitions for Bicester to support existing residents whilst welcoming new, ensuring connectivity with new communities. • The need for improvements at the roundabout have been identified in Oxfordshire County Council's Local Transport Plan, and within the masterplan for the north west Bicester development site in order to support new housing and jobs and ensure residents can travel efficiently. • The Local Transport Plan sets out the policy and strategy for developing the transport system in Oxfordshire through to 2031, including improvements to transport infrastructure that are needed.  	<h3>Scheme background</h3> <p>Project objectives:</p> <ol style="list-style-type: none"> 1. To support the growth of new homes and jobs, and increase economic vitality 2. To provide a resilient solution which addresses the forecast levels of congestion at the roundabout 3. To mitigate the impact of vehicular traffic issues at the roundabout on communities and the urban environment 4. To reduce carbon emissions from transport in the town 5. To encourage alternative forms to car use where suitable, including public transport, active travel and smarter modes 6. To reduce casualties and dangers associated with travel 

Consultation

- Consultation with local residents and stakeholders from: **Friday 19 March – Friday 9 April**
- We want to ensure that local views are taken on board to help the Council consider which design should be taken forward.
- Local residents and stakeholders can find out more about the design proposals and provide their feedback by visiting: www.oxfordshire.gov.uk/banburyroadroundabout
- Paper copies of consultation materials can be provided by contacting the team by phone or email:
 - o 01865 792422
 - o BanburyRoadRoundabout@oxfordshire.gov.uk



Option Generation & Overview of Sifting Process

- Process follows Department for Transport's **Transport Appraisal Process (TAP)** (2018):
'as wide a range of options as possible should be considered, including all modes, infrastructure, regulation, pricing and other ways of influencing behaviour'
- Three step option generation and appraisal processes
- Consultation with Oxfordshire County Council at each step

Option generation

1. Generation of longlist of concepts
2. High-level sift to identify preferred concept
3. Generation of longlist of options within preferred concept

Option appraisal

1. Initial sift of longlist to produce three shortlisted options
2. Detailed sift of shortlist to identify preferred option
3. Further appraisal of preferred option



Concept: Option Generation and High-Level Sift

- Generation and sifting of a longlist of concepts – broad intervention types
- Considered interventions that were infrastructure based; operational and service based; mode specific; demand based; and location specific
- Generation of 10 concepts
- High-level sift against project objectives as well as affordability, technical complexity, and acceptability criteria
- **Preferred Concept:**
 - A junction capacity improvement which caters for the main pedestrian and cyclist movements (concept #7)

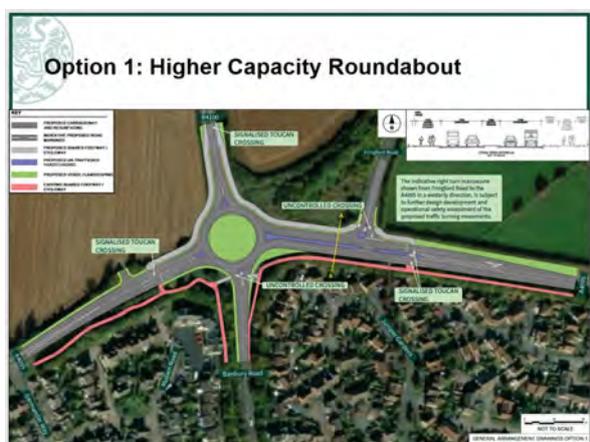
Number	Concept
1	Pedestrian and cycle network
2	Bus service improvements
3	Bus priority network
4	New rail station
5	New highway
6	Capacity improvements on existing highway
7	Junction capacity improvement
8	Travel planning
9	On-demand sharing scheme
10	Demand management through pricing/charging

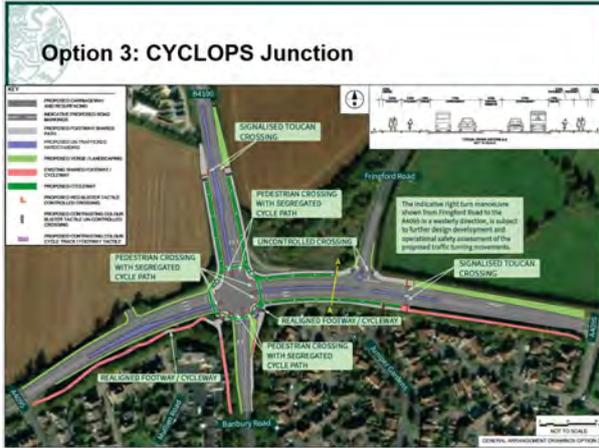


Longlist: Option Generation & Initial Sift

- Generation of longlist of 13 junction improvement options
- Options assessed against project objectives as well as affordability, technical complexity, deliverability, and acceptability criteria
- **Three shortlisted junction types:**
 - Higher capacity roundabout with pedestrian and cyclist crossings away from the roundabout (option #3)
 - Signalised junction with bus priority and pedestrian and cyclist crossings close to the junction (option #11)
 - CYCLOPS junction with pedestrian and cyclist crossings close to the junction (option #10)

Number	Option
1	Retrfit of existing roundabout
2	Dutch style roundabout with pedestrian and cyclist crossings close to the roundabout
3	Higher capacity roundabout with pedestrian and cyclist crossings away from the roundabout
4	Higher capacity roundabout with pedestrian and cyclist crossing facilities close to the roundabout
5	Higher capacity roundabout with A4095 approaches for pedestrians and cyclists
6	Higher capacity roundabout with pedestrian and cyclist bridge crossings of A4095
7	Shared space roundabout
8	Turbo roundabout with crossing facilities away from the junction
9	Signalised roundabout with crossing facilities close to the roundabout
10	CYCLOPS junction with pedestrian and cyclist crossings close to the junction
11	Signalised junction with bus priority and pedestrian and cyclist crossings close to the junction
12	Signalised junction with dedicated bus lane and crossing facilities close to the junction
13	At grade Hamburger junction with pedestrian and cyclist crossings close to the junction





Shortlist: Initial Sift

Higher capacity roundabout	Signalised junction	CYCLOPS junction
<p>PRO'S</p> <ul style="list-style-type: none"> Increases capacity for motorised vehicles Retains and enhances crossing facilities <p>CON'S</p> <ul style="list-style-type: none"> Crossing locations away from junction, mean some cycle/pedestrian movements will be longer 	<p>PRO'S</p> <ul style="list-style-type: none"> Increases capacity for motorised vehicles Promotes sustainable travel – crossings are provided close to junction for key pedestrian/cycle routes Signal priority can be given to buses <p>CON'S</p> <ul style="list-style-type: none"> Less provision for cyclists/pedestrians compared to CYCLOPS option 	<p>PRO'S</p> <ul style="list-style-type: none"> Promotes sustainable travel – cyclists are able to make right turn movements in one stage Improves protection for pedestrians and cyclists from motorised traffic Signal priority can be given to buses <p>CON'S</p> <ul style="list-style-type: none"> Not likely to increase road capacity to the same extent as the other two options

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Identification of Preferred Junction Type – Forthcoming

- The three shortlisted options will be assessed in line with the Department for Transport's **Early Assessment Sifting Tool (EAST)** to identify a Preferred Junction Type – Based on the Five Case Model: Strategic, Economic, Financial, Management and Commercial Cases.
 - Following further analysis of the options:
 - Public consultation
 - Transport modelling
 - Cost estimation, and
 - Environmental assessment
- Refinement of the design and further appraisal
- Reported in Option Assessment Report and Appraisal Specification Report. Will demonstrate that sufficient consideration has been given to the case for intervention: assessment of options, technical feasibility, costs, benefits, impacts, potential strength of business case and affordability of the Preferred Option.
- Planning application submission: spring/summer 2021

OXFORDSHIRE COUNTY COUNCIL

Q&A

- If you have a question/wish to speak:
 - Click on the 'raise hand' icon
 - Or, type your question in the chat
- Please encourage people you know to visit our virtual consultation and respond to the feedback form. www.oxfordshire.gov.uk/banburyroadroundabout
- If you have any questions after today, please email or call on:
 - 01865 792422
 - BanburyRoadRoundabout@oxfordshire.gov.uk

OXFORDSHIRE COUNTY COUNCIL

Presentation slides used for briefings on 11th and 16th June

A4095 / B4100 Banbury Road Roundabout Improvements

Stakeholder Briefing
16 June

OXFORDSHIRE COUNTY COUNCIL

Agenda

- Welcome and Project recap
 - Martha Tate – AECOM Stakeholder Engagement
 - Chris Brice – Oxfordshire County Council Transport
- Shortlisted Options
 - Chris Brice – Oxfordshire County Council Transport
- Consultation
 - Martha Tate – AECOM Stakeholder Engagement
- Key consultation themes
 - Philip Arnold – AECOM Transport
- Transport Modelling and Preferred Option
 - Philip Arnold – AECOM Transport
- Next steps
 - Philip Arnold – AECOM Transport
- Q&A

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Project recap

- The need for improvements at the roundabout have been identified in the OCC's Transport Plan.
- The objectives of the scheme include:
 - To support the growth of new homes and jobs, and increase economic vitality
 - To provide a resilient solution which addresses the forecast levels of congestion at the roundabout
 - To mitigate the impact of vehicular traffic issues at the roundabout on communities and the urban environment
 - To reduce carbon emissions from transport in the town
 - To encourage alternative forms to car use where suitable, including public transport, active travel and smarter modes
 - To reduce casualties and dangers associated with travel




Short-listed Options for Consultation

Option 1: Higher capacity roundabout




Short-listed Options for Consultation

Option 2: Signalised junction




Short-listed Options for Consultation

Option 3: CYCLOPS junction




Consultation

- Consultation period was held between 19 March – 9 April
- Briefings held during March with OCC Members and key stakeholder groups
- 495 consultation responses received via online and hardcopy feedback forms, email and phone



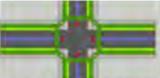
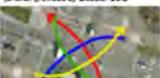
Key consultation themes

Key theme	Respondent	Scheme response
Speed limits should be reduced	Public consultation respondents	30 mph has been assumed to be introduced as part of the Scheme.
Impact on the environment and local residents should be limited	Public consultation respondents	The Scheme has been developed seeking to limit the impact on the environment and local residents. Environmental Impact Assessments have been undertaken of the three options and the Preferred Option. Options have been developed in accordance with design standards.
Traffic congestion should be minimised	Public consultation respondents	The performance of the options has been assessed in the Vision transport model. Congestion has been minimised as much as possible.
Access for local residents should be maintained	Public consultation respondents / Covenfield Parish Council	Access has been maintained for local residents in the three options. The right turn out of Fringford Road has been retained for all motorised traffic. The feasibility of this will continue to be assessed as the Scheme progresses. Impact of queues on adjacent junctional access has been assessed in transport models and minimised.



Key consultation themes

Key theme	Respondent	Scheme response
The CYCLOPS junction could provide two-way cycle crossings	Bicester BUG / Stagecoach	This is likely to introduce safety risks, due to conflict between pedestrian/cyclists Sensitivity test of two-way CYCLOPS has been modelled to assess performance
Consideration of 'simultaneous green' for cyclists at junction	Bicester BUG	This design would not be consistent with existing and proposed cycle provision in the area, which is segregated off-street focussed on south side of A4095 and west side of B4100. No significant benefits, given routes between off-street infrastructure are catered for by crossings in Preferred Option. Requires an all-red phase for traffic, even though this may be shorter due to more direct cycle movements. Analysis indicates that it would significantly reduce capacity for motorised vehicles. Legality: safety of allowing conflicting movements from multiple approaches at the same time is ambiguous in UK and is a risk
Improved and segregated provision for pedestrians and cyclists	Bicester BUG	Key pedestrian/cycle routes have been identified Crossings have been improved at key distance lines where possible in all options Segregated paths for pedestrians and cyclists have been incorporated in Preferred Option
Cycle priority at minor road crossings, e.g. Fingford Road	Bicester BUG	Cycle and pedestrian priority provided at Fingford Road in Preferred Option. Other minor road crossings do not fall within the scope of this project, but OCC can consider in future.


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Key consultation themes

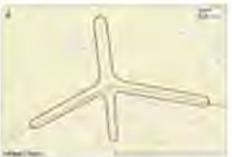
Key theme	Respondent	Scheme response
Provide safe transitions from the highway onto the cycle path	Bicester BUG / Oxfordshire Cycling Network	The Preferred Option incorporates provision for cyclists to leave and join the carriageway
Further enhancement of the B4100	Bicester BUG / Caversfield Parish Council	The Scheme can accommodate an improved connection between the B4100 and the endway
Re-evaluation of a Turbo roundabout design	Stagecoach	Investigated a potential Turbo roundabout design further and confirmed that it would not be suitable in the local context. Multiple lanes are required, so safe contraflow zebra type crossings cannot be provided at the junction, particularly on junction exit. Crossings would need to be signalled and away from the junction (similar to Option 1) Separation between lanes on approach to roundabout will increase overall footprint of junction Turning flows are not well suited to a Turbo roundabout
Improvements to the B4100 southbound bus also requested	Stagecoach / Bicester BUG	Investigated further/ consulted with OCC teams - future bus services remain unconfirmed at this time. Preferred Option has potential to be adapted to future bus services, once confirmed



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Transport Modelling Approach

- Micro-simulation VISSIM modelling undertaken of junction
- Model area covers the junction and approaches, and includes nearby junctions that may be impacted by queuing patterns
- Future year model includes signalled accesses at Germander Way/ A4095 and Charlotte Avenue/ B4100. These junctions are proposed in the NW Bicester Transport Assessment.
- The A4095 realignment scheme is just to the west of the model area, but this is included in the Bicester Transport Model, which informs the Vissim traffic flows




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Transport Modelling Approach

- 2037 Assessment Year, AM and PM peak hours
- Pedestrian and cycle demand
 - Derived from the North West Bicester and FAST Transport Assessments
 - Assumed volumes meet the Bicester LCWP targets
 - Demand developed based on the North West Bicester Transport Assessment and key signposting analysis
 - Main desire lines at the junction were identified as north-south and east-west movements, which would be best served by crossings at the western and southern arms
 - Pedestrian and cycle journeys were defined end-to-end across the junction in the model, to capture delay from changes in journey distance, as well as changes at crossings
- Motorised traffic demand
 - Derived from 2031 Bicester Transport Model and information in the Future Automotive Speed & Technology (FAST) Transport Assessment
 - 2031 demand modelled, as forecast growth beyond this date not considered appropriate due to uncertainty changes in policy and technology
- Bus services are assumed to be as existing, as future service patterns currently unclear




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Modelled Cycle & Pedestrian movements – A4095 west/ B4100 north

Option 1 – Higher Capacity Roundabout



Option 2 – Signalled Junction



Option 3 – CYCLOPS Junction (cyclists)



Option 3 – CYCLOPS Junction (pedestrians)



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Modelled Cycle & Pedestrian movements – A4095 east/ B4100 south

Option 1 – Higher Capacity Roundabout



Option 2 – Signalled Junction



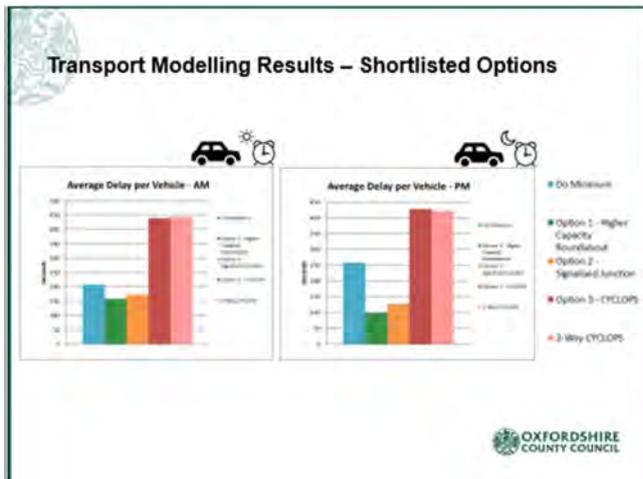
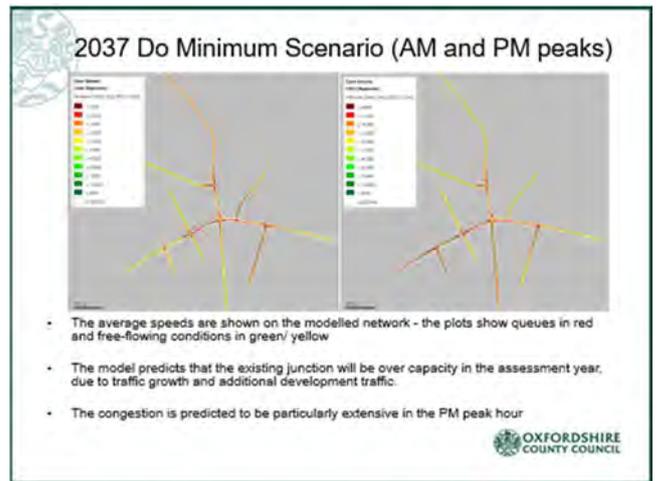
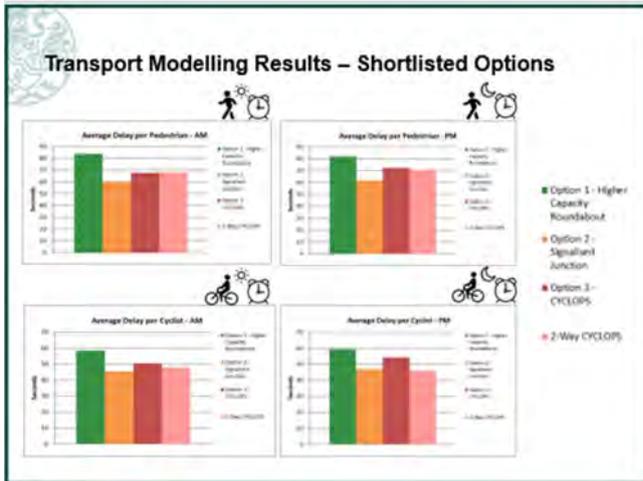
Option 3 – CYCLOPS Junction (cyclists)



Option 3 – CYCLOPS Junction (pedestrians)

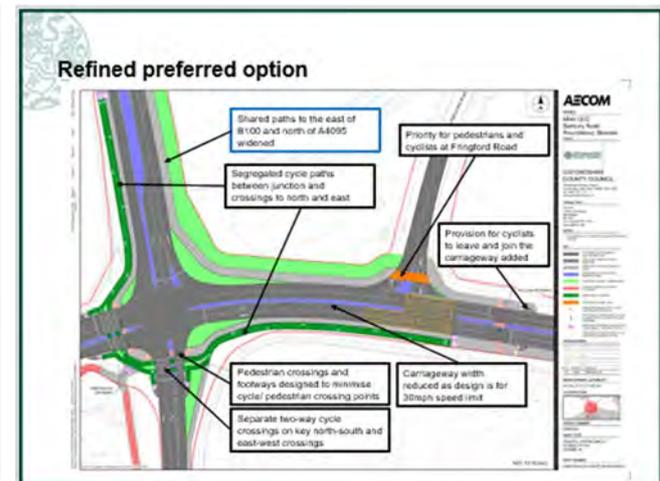
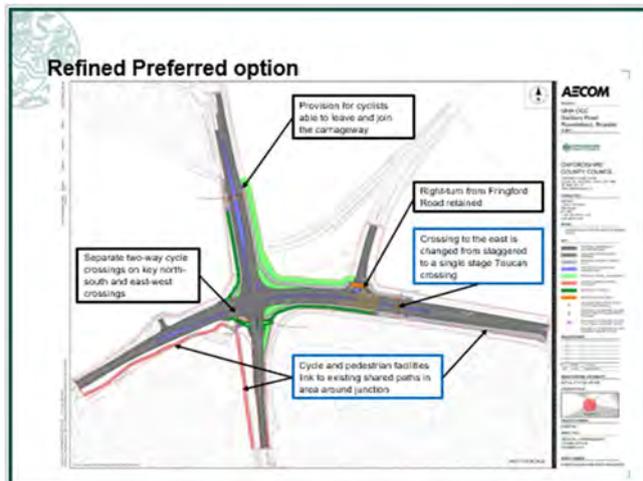


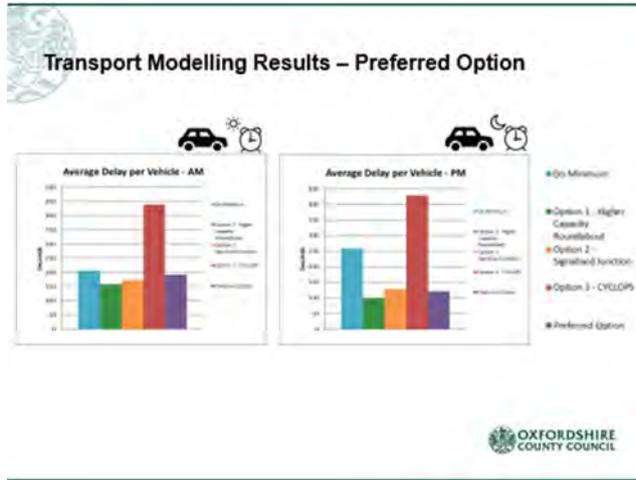
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Identification and Development of Preferred Option

- The three shortlisted options have been assessed in line with the Department for Transport's Early Assessment Sifting Tool (EAST) to identify a Preferred Option
 - Based on Five Case Model: Strategic, Economic, Financial, Management and Commercial Cases
 - Informed by further analysis of the options:
 - Public consultation
 - Transport modelling
 - Cost estimation, and
 - Environmental assessment
- Option 2: Signalised Junction** identified as best performing shortlisted option
 - Balances best the needs of motorised users, pedestrians and cyclists, and the different priorities across the project objectives
 - Some criteria seemed more important than others, such as the Strategic (project objectives) and Economic Case criteria, where Option 2 performs best
- Further refinement of Option 2 based on consultation feedback





Transport Modelling Results – Preferred Option

- Visualisation of Preferred Option

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Next Steps

- Further appraisal of Preferred Option has been undertaken
 - Assessment in line with Department for Transport's Transport Appraisal Process (TAP):
 - Transport modelling
 - Environmental impacts assessment
 - Social and distributional impacts assessment, and
 - Cost estimation
- Appraisal reported in Option Assessment Report
- Planning application submission: June 2021

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QUESTIONS

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Appendix I Stakeholder Briefing Notes

Banbury Road Roundabout Improvements Stakeholder Briefing – 24/03/2021

This note summaries the questions and answers that were discussed at the stakeholder briefing. The stakeholder comments have been grouped by theme. The theme of questions were related to existing road and roundabout conditions and other planned improvements in the area, the CYLCOPS style junction, impact on local residents, buses, cycling, active travel, construction and design considerations.

Theme	Comment	Response
Existing roundabout/road conditions and planned improvements in the surrounding area	<p>Councillor – Concerns raised around the traffic impact on the Lords Lane and Howes Lane.</p> <p>The roundabout needs to give consideration to a mix of users and demonstrate what the approach is to look after the safety of these users. Joined up thinking is required in all the areas of Bicester in order to enhance footpaths and provision for cyclists.</p> <p>Councillor - In terms of active travel, Bicester has a far higher number of pedestrians, so this does need to be a focus.</p>	<p>Other schemes in the area together with this one would be phased and constructed in an appropriate way to manage any impacts.</p> <p>In terms of the connectivity of all users, the three options take into account all the different priorities and the sifting process will ensure we come up with the best scheme. We are definitely considering cyclists and pedestrians in the planning and we are including provision for pedestrians in all three schemes.</p>
	<p>Councillor - Have you had any consultation with the team who are working on the South-East link road?</p> <p>Councillor - We need to look at what is happening all around Bicester.</p> <p>Stakeholder - There has got to be joined up consideration of the entire road network around Bicester. Consideration should also be taken of the East West Rail works on Charbridge Lane.</p> <p>Councillor - There has to be consultation regarding all the road works being undertaken now and in the future.</p>	<p>We have not consulted with the South-East link road but we will pick up on this going forward.</p>
CYCLOPS style junctions	<p>Stakeholder - CYCLOPS Junctions are used a lot in Holland and they work very well but cyclists can go both ways. A simple priority marker avoids confusion and clearly shows priority. Two way movement would improve cycle experience. In Holland, the CYCLOPS style junctions are phased so that traffic can move on other arms.</p> <p>Stakeholder - Could CYCLOPS allow cyclists and pedestrians to go directly from north to south on Banbury Road or would they have to go around the ring?</p> <p>Stakeholder – Do you want two way cycle flows on the western side of the B4100? The designs does not seem connected to the wider context of pedestrian and cycle network.</p>	<p>We thank you for your comments and encourage you to submit this feedback as part of the formal consultation. CYLOPS is one-way for a safety reason and is a standard – so any cyclist coming from south or north would move in a clockwise direction around the junction.</p> <p>Cyclists will be able to move around two arms of the roundabout in one signal.</p> <p>We can explore and speak to our road safety team about the</p>

		suggestions that you have made. Thank you.
Impact on local residents	<p>Councillor – Concerns for the residents of Bure Park and Southwold who find it hard to get out of these developments especially in the morning and evening.</p> <p>Stakeholder - There are concerns about how vehicles from Southwold are able to access Fringford Road. Currently, vehicles have to go around the roundabout, but the only option which will allow this will be the updated roundabout option. The junction is used by a number of villages, Aunt Ems Lane is not suitable for high volume two way traffic. We want to be consulted with early as to what will happen at this junction.</p>	<p>We are in the process of undertaking modelling options, so we will understand how these junctions will operate. These improvements will help the situation in the future.</p> <p>We want to hear feedback at this stage so we can provide a suitable scheme for all residents, if you could provide formal feedback in line with that it would be really helpful.</p>
Buses	<p>Stakeholder - We have a pre-existing problem with a non-existent bus stop. We at Stagecoach are frustrated that we don't have a proper bus stop here, we would like the design team to consider this. The bus provision seems hypothetical. What model have we used to model this? Would like to see the design team incorporate bus provision on the south bound arm as this is not currently in line with national policy direction.</p> <p>Stakeholder - These proposed developments will impact the delivery of the services we can deliver to residents, how will this be addressed? We have a very limited time to move through this area, once the development is completed its not so much of an issue, it's during the construction that it will have an impact on the level of service that we can provide.</p>	<p>Phasing will be done to reduce the impact to traffic during construction and a traffic management plan will be developed.</p> <p>The level of traffic and safety implications for right turn – keen to explore whether it is feasible to protect that right turn.</p> <p>We will look to maintain as much capacity as possible, we are not really at that stage yet. But we will be in contact before that point.</p>
Cycle	<p>Stakeholder - Are the design team aware of the commitment made by OCC last year in Bicester? They aimed to increase cyclist provision by 300%. How is that taken into account in the modelling?</p> <p>Stakeholder - The circuitry involved in passing around three sides of the junction seems to be excessive and is illogical. The bulk of the non-motorised user flows are north to south on the western side of the B4100.</p>	<p>The strategic model was used to provide the the forecasted traffic flows and doesnt include pedestrian and cycle forecasts. These forecasts will be informed by the NW Bicester Transport Assessments and taken account of within the micro-simulation model used to assess the scheme.</p> <p>This has been reviewed as part of our policy objectives as we aim to encourage sustainable modes of travel.</p> <p>In terms of connectivity, we are looking at these three options as they give a good balance meeting our objectives. The consultation process will help us come up with the best scheme.</p>

	<p>Stakeholder - The largest non-car flow is north south along the west side of Banbury Road, so improving this route is important.</p>	
Active travel	<p>Councillor – The preferred option must prioritise pedestrians and cyclists.</p> <p>Stakeholder - If the pedestrian and cycle path was improved on the Banbury Road, there would be even more demand for active travel.</p> <p>Councillor – Whichever of the options is chosen the aim must be to facilitate more walking and cycling.</p> <p>Stakeholder - LCWIP requires that OCC plan for a substantial increase in the proportion of journeys being by foot, bike or bus.</p>	<p>The initial Transport Assessment predicted pedestrian and cycle demand and is also modelled within the simulation model. We are going to compare relative delay for these users too and will be incorporating that into the sifting as well.</p>
	<p>Stakeholder – There is a strong flow of pedestrians from Banbury Road to Elmsbrook. One concern about option two is that it would close off the junction and would make a big difference to routes and journey times.</p>	<p>At this stage we are looking at a range of options and as we develop the scheme going forward, we are happy to consider all these options.</p>
	<p>Stakeholder - These forecasts come from a traffic model not a logic-choice multi-modal model. If you model a scheme for traffic you end up building for traffic. What are realistic potential model shares for sustainable modes from the Eco Town?</p>	
Construction	<p>Stakeholder - Irrespective of the option that is chosen, there will evidently be a significant impact on traffic flow at this junction for well over 12 months at what is a busy roundabout, particularly during school pick up/rush hour times. Any ideas of what mitigations are likely to be in place to assist with this?</p>	<p>We will develop a traffic management plan and phasing plan to reduce any temporary issues caused.</p>
Design considerations	<p>Stakeholder - Is the Turbo roundabout that has been discounted the Hungarian Style design?</p> <p>Stakeholder -. Was the Turbo roundabout discounted as OCC were worried about a zebra crossing across two lanes? Can I ask what you were looking at in terms of a Dutch style roundabout at an earlier stage? I suggest looking at V33 model of Dutch roundabout. I would also be keen for you to look at a Dutch Style CYCLOPS, which allows for two way movements for cyclists.</p>	<p>There wasn't a specific design in mind, we are trying to design three which are most appropriate for the junction. It is a spiral design where the conflict is removed from the junction by enforcing lane discipline.</p> <p>In this location we haven't given any consideration for zebra crossings yet, just signalisation.</p> <p>Please share these designs with us as part of your consultation response. Including the Cambridge example as we would be keen to look at this.</p> <p>As we take this scheme forward, we can look at that, but we also need to balance the development footprint and neighbouring landowners. Thank you.</p>

	<p>Councillor – Whenever you end up with two lanes of traffic, you end up having to have signals to cross the roads to make them more pedestrian and cycle friendly. By having traffic lights, you are starting to create more speed as people zoom to get away from the traffic lights. Are lights the best option? They can create more problems.</p> <p>Stakeholder - Yes, agree with Cllr X, controlled high capacity roundabouts have caused a lot of problems with speed. It's the capacity that is the problem. Rodney House Roundabout is not safe.</p> <p>Stakeholder - The bigger the ICD of the roundabout the greater the tendency for speeds on the circulatory carriageway to rise, of course. The circuitry involved in passing around three sides of the junction seems to be excessive and is illogical.</p>	Safety will be paramount and we will be undertaking a Safety Audit.
	<p>Councillor - Can we avoid having lots of railings across arms of the junctions?</p> <p>Stakeholder - Railings are discouraged in DfT guidance now. They lead to speeding and do not protect pedestrians.</p>	Yes this is already being considered.
	<p>Stakeholder - Design also needs to take into account the OCC's Bicester Local Walking and Cycling Infrastructure Plan.</p>	

Banbury Road Roundabout Improvements Stakeholder Briefing – 16/06/202

This note summaries the questions and answers that were discussed at the second stakeholder briefing on 16/06/21. The stakeholder comments have been grouped by theme. The theme of questions were related to the public transport, design, traffic flow, safety, speed limits and design.

Theme	Comment	Response
Public transport	<p>Stakeholder- Concern that there isn't consideration for buses in the future.</p>	A bus route on the south and east side hasn't been confirmed past 2022. OCC are not considering improvements to the bus stop as part of this scheme, but aren't ruling it out completely for other future improvements and will make consideration to its feasibility.
Active travel	<p>Stakeholder- Concerns raised around cars being given greater priority over cyclists and pedestrians. Suggests that cars are provided with routes in all directions however, cyclists and pedestrians have fewer options at the junction which may not comply with guidance. The west arm of the junction is suitable for families and slower cyclists however, doesn't suit cyclists who want to move around without delay.</p>	Cycle paths are provided allowing cyclists to approach the junction from all directions. The cycle path on the western arm links to the cycle path on the northern arm from the new development. The proposed segregated facilities have been proposed after careful consideration of the existing and future desire lines.

	<p>Stakeholder- Concerns that there should be a single crossing, not three crossings which causes a significant delay. Questions regarding future construction.</p>	<p>The west and southern be crossed in one movement so we are only really talking about one crossing. On the North west cycle path, you only have to wait for one crossing, all of the development is on the western side of the road</p>
Traffic flow	<p>Stakeholder- The exit from Fringford road is the main exit from Caversfield so if the scheme goes through there will be long delays here. Will there be any improvements here as part of this scheme?</p>	<p>The analysis of the traffic flows have indicated low levels of traffic turning right, these signals will introduce gaps in the flow coming east which could be utilised. We aren't expecting the proposals to make this worse. The concern was when we had a 50mph speed limit but we feel 30mph we can retain this movement.</p>
Safety and active travel	<p>Stakeholder- Future proofing is important here. We need a viable route alternative to the car. How does this improve journey times for active travel? You are not making enough allowance for those that want to get to the station on an electric bike for example? People need to feel safe going in and out of Bicester. Anything that can be done on carriage way to encourage more cycle journeys</p>	<p>We will discuss with the team of the on carriage way options. We also need to consider buses and closing junctions for cycles would not balance well. I will take the points on board today and see if there are any further amendments.</p>
Speed limits	<p>Stakeholder- Will the roundabout be reduced to 30mph in all directions?</p> <p>Stakeholder- If the Southern arm along Banbury Road changes this will make the scheme more dangerous.</p>	<p>We will be looking to make it 30mph in the vicinity of the junction. It is something OCC are planning to implement further speed reductions on all these roads.</p>
Design	<p>Stakeholder- Suggestions of Dutch solution, simultaneous green, that would be a solution that would solve a number of options which would make provision for all users in all directions. Has the Dutch style been modelled or the CYLOPS version?</p> <p>Stakeholder- We also need to look at pedestrian crossing times also. Does this option consider pedestrians?</p>	<p>We haven't modelled this, we have applied our knowledge about what this would entail in terms of signals. This would be advantageous the bigger the junction however, from what we have modelled the cars seen in the 2031 planning growth, even with this we are seeing issues with this for the CYCLOPS option. Typically for that option you would have pedestrian crossing over each arm which would have a significant impact on delays.</p> <p>I don't think the simultaneous green would provide different results to what has already been modelled. We can discuss with the technical team to see the additional time and cost to model it and see if we should look at it further.</p>
Consultation	<p>Stakeholder- What is the submission date? How do we contact the project team?</p>	<p>Towards end of this month we will be sending a planning pack based on current assessments.</p>

	Stakeholder- How do we contact the project team?	Please use the project email address shared in the chat to raise any issues and it will come through to the project team.
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Appendix J Theme Definitions

Theme	Definition
Active travel	Active travel covers any comments that mention non-vehicular methods of travel.
Air pollution	This theme relates to any comments that mention the impacts of the scheme in relation to pollution, air pollution or reference to fumes
Congestion and traffic flows	Congestion and traffic flow cover any comments that mention the flow of existing traffic flows, or future traffic flows as a result of improving the junction.
Design	Design covers any comments that mention the scheme layout.
Environmental issues	Environmental issues covers any general comments made about the environment.
Flooding	Flooding covers any comments that mention the impact of or risk flooding.
Impact on local residents	The impact on local residents covers any comments that mention how the scheme may affect local residents and communities.
Journey times	Journey times covers any comments that mention the impact of the scheme on journey times.
Junction capacity	Junction capacity covers any comments that references the existing or future capacity of the junction.
Lighting/signals	Lighting/signals covers any comments that mention traffic lights or signals that may be added as a result of the scheme.

No change to scheme No change to the scheme covers any comments that suggest that they do not want any change to the existing roundabout.

Noise pollution Noise pollution covers any comments that references noise as a result of the scheme during construction and after.

Other schemes Other schemes cover any comments that mention other improvement schemes/projects in the local area, separate from the Banbury Road roundabout improvement scheme.

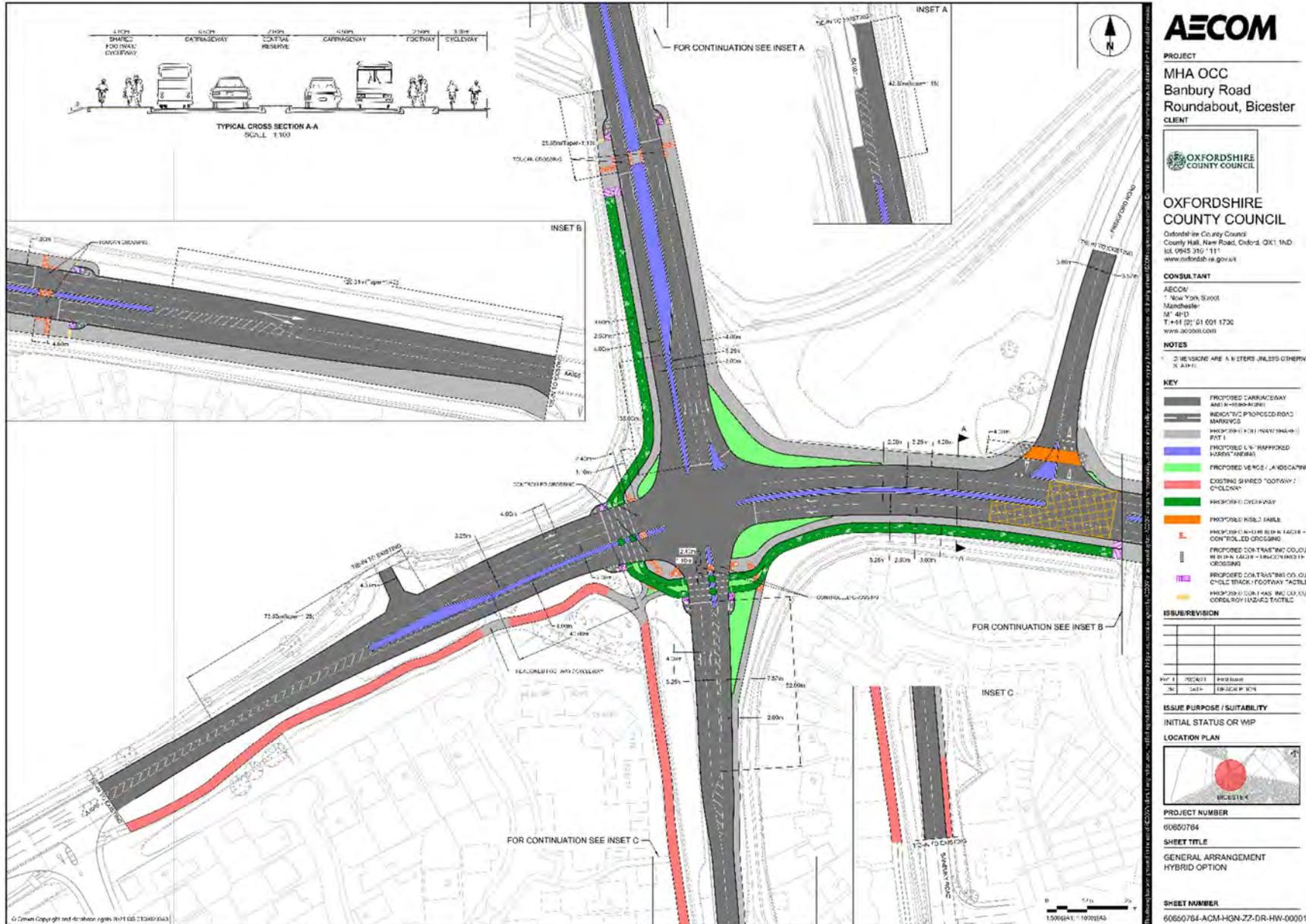
Public transport Public transport covers any comments that mention public transport services that use the junction or may be impacted by the scheme.

Safety Safety covers any comments that mentions the safety of the scheme.

Speed limit Speed limit covers any comments that mention the speed at which vehicular modes of travel are passing through the roundabout.

Visual impacts This covers any comments that mention the aesthetic impact that the scheme may have.

Appendix K Preferred Option



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