



A41 Bicester Road Primary Public Transport Corridor Consultation Response Document

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Executive summary

This document provides a summary of the consultation results the project team received and our responses to common queries/concerns.

The A41 Bicester Road Primary Public Transport Corridor (PPTC) is an important strategic transport route linking Aylesbury town centre with Aylesbury Vale Parkway Railway Station. The high volume of traffic using this route daily causes regular congestion, particularly at peak travel times.

The objectives of the A41 Bicester Road PPTC:

- to reduce congestion on the A41 between the western boundary of the Berryfields development and the Bicester Road/Gatehouse Road roundabout in Aylesbury
- to reduce journey times and improve journey time reliability for all road users along the A41
- to improve bus service information along the A41 for people to better plan their journeys

A41 Bicester Road PPTC consultation

The A41 Bicester Road PPTC consultation began on 18 January 2021 and ended on 14 February 2021. The project team hosted the consultation through the [project webpage](#) and a separate A41 Bicester Road PPTC consultation page on [Your Voice Bucks](#). The project team additionally hosted a live Questions and Answers (Q&As) session during the evening of 28 January 2021. The recording of the live event is available online [here](#). Approximately 25 individual attendees joined the live event. Approximately 6000 leaflets were distributed to nearby properties to inform them about the consultation as well as social and mainstream media.

Feedback form results summary

As part of the consultation process, the project team produced a feedback form which was hosted on our [Your Voice Bucks](#) page. The results from the feedback form can be viewed in full on the [project webpage](#).

To summarise, the feedback form produced the following key findings:

- There were 143 respondents in total to the online feedback form.
- The most frequent mode of travel on the A41 Bicester Road used by participants is either car or motorcycle, with walking being the second most popular mode.
- 78% of respondents think that traffic congestion is a huge problem / quite a problem along the A41 Bicester Road between Aylesbury Vale Parkway roundabout and Gatehouse Road roundabout.
- The majority of people (63%) strongly supported / supported the measures to improve facilities for cyclists and pedestrians. These will therefore be taken forward.
- 39% of respondents supported or strongly supported the measures to improve traffic flow, journey times and journey time reliability, whereas 55% opposed or strongly opposed the proposed measures (6% undecided) as they were set out.

Consultation responses

The project team have identified common queries, comments, and issues that were raised during the consultation process. These are grouped into themes and responses are set out within this document.

1) Jackson Road / Dickens Way Junction

a) What are the benefits of implementing a signalised junction compared to leaving the junction as a roundabout?

Installing traffic signals at the Jackson Road / Dickens Ways junction will help to manage traffic flows along the corridor, especially in the AM and PM peak. The traffic signals will be linked to the signals at the Paradise Orchard / Sir Henry Lee Crescent junction and the Pegasus crossing enabling a [SCOOT](#) corridor to operate allowing for better traffic flow. SCOOT is a technological solution that is used across the country to manage key corridors. It takes live traffic data via CCTV and loops in the ground to manage congestion. Within the land constraints of the scheme this is the best solution for the long-term management of congestion on the corridor.

Implementing a signalised junction will also enable signalised pedestrian crossings to be implemented as part of the junction, making it easier for pedestrians to cross the road.

b) Would part time signals be better at this junction?

Part time signals would not be appropriate at the Jackson Road / Dickens Way junction because part time signals shouldn't be used in urban locations where there are high pedestrian numbers, who need to cross the road at the junction.

c) To help road users exit road, can "Keep Clear" marking be painted onto the carriageway at side road junctions?

During the detailed design stage, the team will look at which side road junctions will benefit from "Keep Clear" markings and will implement these. It must be noted that "Keep Clear" markings are only advisory markings and are not enforceable.

d) What will be done to prevent vehicles from parking on A41 Bicester Road adjacent to Tesco's?

Currently there are double yellow lines along a short stretch of the A41 from the junction. However, the project team will monitor if vehicles parking outside Tesco's remains an issue once the scheme is complete with 2 eastbound lanes in place along this stretch of road. The Project Team have made the main Parking team aware of this issue and it will be monitored.

e) Like the proposed eastbound arrangement between Jackson Road junction and Rabans Lane junction where there will be 2 lanes, why can't there be 2 westbound lanes?

Unfortunately, there is not the carriageway space to allow for 2 westbound lanes as well. Implementing 2 eastbound lanes rather than 2 westbound lanes is predicted to provide better journey times and traffic flows.

f) For those travelling westbound along the A41 after the Jackson Road / Dickens Way junction how will the merge in turn from 2 lanes to 1 lane be made safe?

The merge from 2 lanes into 1 lane will take place over 60m after the junction providing sufficient time for vehicles to merge. There will be sufficient signage to inform drivers to merge safely.

g) Will the A41 Bicester Road carriageway be widened between the Jackson Road / Dickens Way junction and the Rabans Lane junction?

There will be widening at the Jackson Road / Dickens Way junction but the majority of the highway between the two junctions will remain at the same width and only be subject to relining.

h) Why are there 3 lanes on the approach to the junction along the A41?

There is a need for a 3-lane approach along the A41 (out of town) at the Dickens Way junction. Having 3 lanes allows road users to pass through the junction more quickly and efficiently. This is achieved by having 3 vehicles able to go through the junction at once rather than just two (despite the required merge on the other side for out of town traffic / westbound). Without this change the modelling demonstrated that the junction would not perform to the level we are looking for. This therefore helps to reduce journey times along the corridor, one of the scheme's main objectives,

2) Rabans Lane Junction

a) How and at what point will road users be signposted into the correct lane when approaching Rabans Lane eastbound?

Appropriate road markings and signage will be in place at least 100m before the Rabans Lane junction, so road users are able to safely manoeuvre into the correct lane on the approach to the junction.

b) Why aren't changes being made to the Rabans Lane junction?

Due to budget constraints, the team are not able to make any physical changes to the Rabans Lane junction. This junction was modelled, and it was evident that any changes at the junction would have a limited benefit to journey times compared to the other proposed changes along the A41 corridor.

3) Paradise Orchard / Sir Henry Lee Crescent Junction

a) It is dangerous when turning right into Sir Henry Lee Crescent from the Waddesdon direction. What can be done about this?

The project team will assess this as part of the detailed design for the project.

b) What can be done to help vehicles exiting the Paradise Orchard junction, opposite Aylesbury Vale Parkway?

The project team will investigate to see if extra road markings can be implemented at the approach to the junction from Paradise Orchard to encourage better lane discipline from drivers.

4) Facilities for Pedestrians

a) At the Haydon Hill entrance, is there an opportunity to alter the proposed informal pedestrian crossing with pedestrian island to a controlled pedestrian crossing instead (Toucan crossing or Zebra crossing)?

Having a formalised pedestrian crossing at this location would negatively impact journey times along the corridor. Having 3 sets of signals (A41 west arm of Jackson Road junction, suggested formalised pedestrian crossing and Pegasus crossing) will mean that the corridor will struggle to operate effectively, and traffic flows will be adversely affected. Notwithstanding this the project team are investigating if the proposed pedestrian island can be improved even further, through making it wider or altering the lane configuration on both sides of the pedestrian island.

b) If the above is not possible, is there a way of constructing a footway between proposed informal crossing point at the Haydon Hill entrance and the Pegasus crossing?

The Project Team are looking into the possibility of including a footway at this location. However, there are some constraints that may affect whether this can be delivered or not, including available width and proximity to underground services.

c) Will any footways be narrowed?

To enable the carriageway to be widened, the footways will be narrowed slightly in places but will always be at least 2.5m wide as a minimum.

d) Will the pedestrian crossings make a bleeping noise when it is safe for pedestrians to cross the road?

Audibles (Bleepers) are normally provided at stand-alone crossing points or at a junction with an all-round pedestrian stage. Due to the Jackson Road / Dickens Way junction having pedestrian phases running with traffic it would be very dangerous for a visually impaired pedestrian waiting to cross at a crossing (crossing at red), if an audible signal (bleep) is heard from an adjacent crossing which is at green. Therefore, audibles (bleepers) will not be used at the Jackson Road / Dickens Way junction.

e) The 2-stage Toucan crossing on the Jackson Road arm will make it longer for pedestrians to cross the road. Why is a 2-stage crossing been proposed?

Having a 1-stage crossing at the Jackson Road arm of the junction would mean that road users at each arm of the junction would be held on a red signal. This is because the junction is an "all movement" junction with no prohibited movements. This option was modelled and unfortunately led to increased journey time results. This is seen as the best compromise between journey time benefits and pedestrian safety.

5) Facilities for Cyclists

a) Road users will find it more difficult to overtake cyclists between the Jackson Road junction and Rabans Lane junction with the running lanes being narrower.

Although the lanes will be narrower, the carriageway itself will remain the same width, and we advise that car users only overtake cyclists when it is safe to do so.

b) Why isn't there a dedicated on-carriageway cycle lane?

Unfortunately, there is not sufficient carriageway space to allow for a dedicated cycle lane without a significant impact on congestion which would be against the objectives of this scheme.

There are already good facilities for cyclists on/near A41. Some cyclists may choose to use the carriageway, there is the Ruby Way adjacent to the A41 and the off road Waddesdon Greenway which Buckinghamshire Council will soon be extending by constructing a new cycle route linking the Greenway to Gogh Road via Haydon Hill.

6) Facilities for Public Transport Users

a) Will the RTPI units require people to touch them to use them?

No, they are for display only, so there is no need for anyone to touch them. However, some units have ability for speech announcements, these will need to be touched for audio to activate.

b) Not many people use buses. How will this project encourage people to use buses?

Prior to social distancing restrictions coming into force in March 2020, sometimes there were over 100,000 journeys a month being made by bus in Aylesbury, making it a popular mode of transport.

By relocating the bus lane further eastwards towards the Jackson Road junction, buses will bypass a lot of the queuing traffic especially in the AM peak, reducing journey times into town.

Additionally, as part of the project, we are introducing bus detection technology. This system recognises when a bus is approach and/or waiting at a junction and looks to give that arm of the junction preference, reducing journey times for public transport users.

In addition, the upgrade of ticket machines by the bus operators now allows the use of smart cards and contactless payments, reducing time needed to board passengers, thus reducing journey times for public transport users.

c) Why hasn't a pull-in bus stop been proposed?

The project team is keeping bus stops on the carriageway to make it easier for buses to re-join the traffic once they are pulling away, again reducing bus journey times and making it more desirable to use buses as a method of travel.

7) Biodiversity

a) Will any trees or hedges be removed? Please limit this.

No trees or hedges will be removed as part of the scheme. Some hedges may be trimmed back to help maintain sufficient footway widths.

b) How will the loss of green area on the Jackson Road roundabout be mitigated?

Whilst the roundabout island will need to be removed, there is an area of new grass verge proposed along the west arm of the junction. The project team will consider whether to plant low growing shrubs around the junction.

c) There are bees nesting on the Jackson Road roundabout. Where will they be relocated to?

The project team will be in contact with the company who advertise on the roundabout to investigate the potential alternatives for relocation of the bees.

8) Lighting, Air Quality, Noise and Vibration effects

a) I am a resident at a nearby property, will there be a change to pollution levels?

As part of the project various surveys will be undertaken before and after the scheme to ascertain the effects the changes to the highway has had.

b) What changes to lighting will there be?

There will be very limited changes to lighting. 2 columns along the A41 south east of the Dickens Way junction will be relocated towards the back of the footway. The lighting columns on the islands of the Jackson Road / Dickens Way junction will be removed. However, the lighting columns will have upgraded lanterns installed, which will provide better and more concentrated levels of lighting, directed away from properties.

c) Will there be sufficient lighting at the proposed informal pedestrian crossing at the Haydon Hill location?

The crossing is located next to an existing street lighting column which illuminates the crossing point. This will be reviewed as part of the design to ensure it still provides sufficient coverage.

9) Construction Arrangements

a) What times of the day will construction take place?

The majority of the work will be undertaken during off-peak periods during the day (09:30 - 15:30), however there will be a need to undertake the works at night. Further information on working times will be communicated via project bulletins. To sign up to receive the project e-bulletins...

10) Miscellaneous

a) Why isn't the funding being spent on an orbital ring road around Aylesbury?

The s106 funding secured from the Berryfields development has been ringfenced to make the A41 Bicester Road a Primary Public Transport Corridor, improving journey times for buses and other road users, along with improving facilities for pedestrians and cyclists. The Council is bringing forward significant plans for parts of the Aylesbury Orbital including the South East Aylesbury Link Road, information for this can be found at www.buckinghamshire.gov.uk/sealr as well as working with developers to deliver other sections of the link roads all of which form part of the [Aylesbury Transport Strategy](#).

b) What changes to drainage will be made?

Gully positions will be reassessed based on new carriageway layout and levels. The existing drainage infrastructure will be retained, cleaned, repaired and upgraded where necessary to accommodate revised surface water run-off.

c) Can changes be made to the Broadfields junction and road towards Tesco and retail park?

The s106 funding secured from the Berryfields development has been ringfenced to make the A41 Bicester Road a Primary Public Transport Corridor, improving journey times for buses and other road users, along with improving facilities for pedestrians and cyclists.

The road leading to Broadfields and Tesco off the A41 is a private road not maintained by Buckinghamshire Council.

d) Can changes be made to the Meadowdroft junction?

Due to funding constraints, physical works can only be undertaken between the Rabans Lane junction and Paradise Orchard junction, where changes will benefit the corridor the most.

Should more funding become available, then Buckinghamshire Council will look to make improvements elsewhere along the corridor. However, at this point, there is no funding available to make improvements at the Meadowcroft junction.

e) What can be done to prevent rat-running?

One of the main objectives of the scheme is to improve journey times along the corridor. The modelling confirms that the proposed changes set out will improve journey times, making the A41 corridor a more attractive route for road users, reducing the chances of rat-running along other residential roads.

f) The train ticket and car parking prices at Aylesbury Vale Parkway are too expensive and discourages peoples from using the train.

As of March 2021, the cost to park your car at Aylesbury Vale Parkway car park is £3 a day. However, as part of the transport strategy, it has ensured that the car parking prices at AVP remain low and a combined rail/car park journey is cheaper starting at AVP than it is starting at Aylesbury town station to seek to encourage fewer people to drive into town to catch the train. As part of this scheme, there will be a new Real Time Passenger Information system at the bus stop at the Railway Station car park. The aim of this is to make it more attractive for users to utilise the train and bus together.

g) What type of data was used for the traffic modelling?

The traffic model has been built using industry standard software and a variety of inputs. The traffic modelling utilised mobile phone data, actual traffic counters and journey time surveys. Into this model the Council added additional development forecast to come forward by the time the scheme opens.

h) What were the projected journey time changes for off-peak periods?

Journey times were also modelled for a lunchtime hour. These journey time changes for AM and PM peak as well as inter peak can be found on the project brochure via the [project webpage](#).

i) The road surface is poor; will it all be resurfaced?

Resurfacing will only take place at the Jackson Road / Dickens Way junction and parts of the carriageway which is planned to be widened will the road be resurfaced. However, should you wish to report sub-standard road surface, or a pothole please use the [Fix My Street](#) webpage.