



Access to Banbury Station Highways Improvements Scheme Statement of Community Involvement

On behalf of **Oxfordshire County Council**



December 2021

Stantec UK Limited

Registered Office: Buckingham Court, Kingsmead Business Park, London Road, High Wycombe,
Buckinghamshire, HP11 1JU

Office Address: Caversham Bridge House, Waterman Place, Reading, Berkshire RG1 8DN

T: +44 (0)118 950 0761 E: reading.uk@stantec.com

Document Control Sheet

Project Reference: 332110524

Project Name: Access to Banbury Station Highways Improvements Scheme

Report Title: Statement of Community Involvement

	Name	Position	Signature	Date
Prepared by:	Conor Lennon	Graduate Planner	CL	December 2021
	Bal Tiwana	Principal Planner	BT	December 2021
Reviewed by:	Gemma Care	Senior Associate	GC	December 2021
Approved by:	Jane Hirst	Planning Director	JH	December 2021

For and on behalf of Stantec UK Limited

Revision	Date	Description	Prepared	Reviewed	Approved

This report has been prepared by Stantec UK Limited ('Stantec') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which Stantec was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). Stantec accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report

This document is formatted for double-sided printing.

Contents

1	Introduction.....	1
2	Policy and Legislative Context.....	5
3	Engagement.....	7
4	Feedback and Analysis.....	16
5	Scheme Evolution	33
6	Conclusion	34

Appendices

- Appendix A OCC Initial Feasibility Consultation Report 2020
- Appendix B Let’s Talk Oxfordshire Website
- Appendix C Public Letter to Local Residents and Business and Distribution Area Map
- Appendix D Press Release
- Appendix E Social Media Publicity
- Appendix F Publicity Posters
- Appendix G ‘Let’s Talk Oxfordshire’ Feedback Form
- Appendix H ‘Detailed Design Online Engagement Responses 2021

This page is intentionally blank

1 Introduction

1.1 Purpose of this Document

1.1.1 This Statement of Community Involvement ('SCI') has been prepared by Stantec UK Ltd ('Stantec') on behalf of Oxfordshire County Council ('OCC') ('the Applicant') to support an application for full planning permission for a series of highway and public realm improvements between Banbury Rail Station and southern Banbury known as the 'Access to Banbury Station' scheme.

1.1.2 This SCI has been prepared by Stantec to provide a record of the public engagement and consultation undertaken by OCC in support of this planning application for Tramway Road. The report provides a summary of the engagement activities undertaken, records the feedback received and explains how that feedback has been used to develop the proposals.

1.2 Scheme Overview

1.2.1 The Access to Banbury Station scheme is intended to improve the accessibility of Banbury Rail Station and will include works to the forecourt, car park, roads and junctions around the station building. The scheme aims to improve the road layout and facilities around Banbury Rail Station – and ultimately access to the station - improve journey times for buses, taxis, pedestrians and cyclists, and provide better connectivity between southern Banbury and Banbury town centre.

1.2.2 The scheme will offer improved facilities for walking and cycling as well as enhanced public realm through the provision of new green infrastructure including new planting and trees. Such measures will increase the attractiveness of accessing Banbury Rail Station by non-car users, helping to reduce emissions and encourage healthier lifestyles.

1.2.3 The Proposed Development for which planning permission is sought comprises:

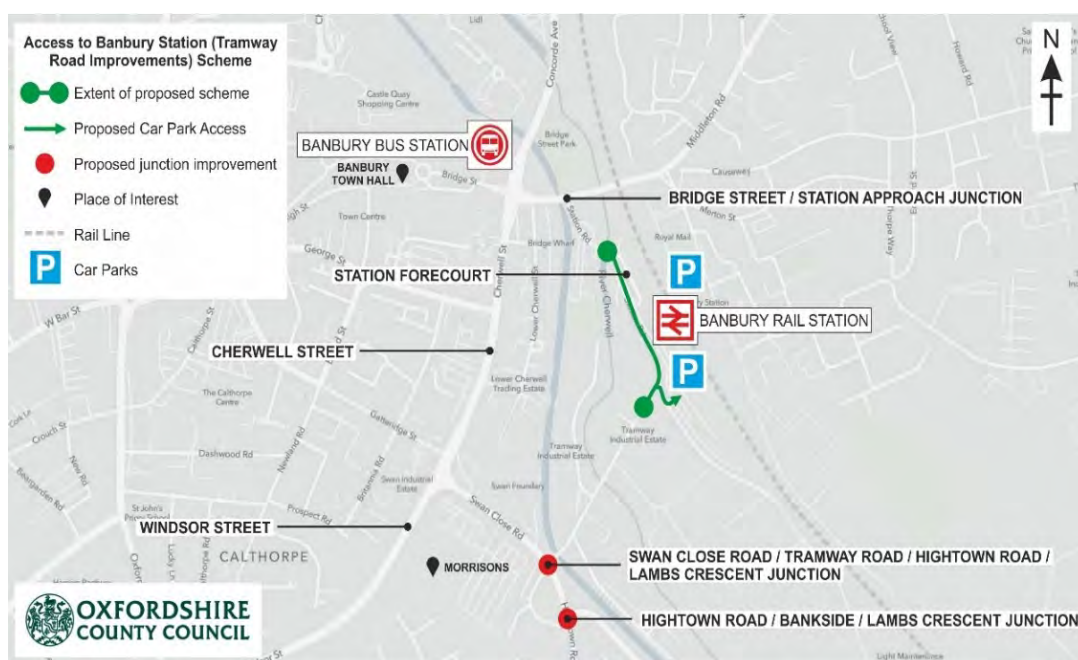
- Extending the northern end of Tramway Road to provide a connection to Station Approach Road via a compact roundabout;
- Providing a pedestrian, cycle, bus and taxi only connection between the station forecourt and Tramway Road;
- Providing a new footway and cycleway from Tramway Road to the station forecourt that includes pedestrian crossings;
- Prohibiting general vehicular access to the station surface car park and eastern end of Station Approach from Bridge Street;
- Providing a new vehicle access to the station surface car park from Station Approach Road via Tramway Road;
- Providing relocated and new vehicle accesses to adjacent commercial buildings and depot off Tramway Road and Station Approach Road;
- Re-configuration of car parking, including drop off bays at Banbury Rail Station with new service area to the east of the station building;
- Providing an additional passenger drop off and collection facility on Tramway Road;

- Providing new bus stops and cycle shelters including cycle ramp access at the station forecourt;
- Providing new bus stops on Tramway Road;
- Providing new and improved lighting of the station forecourt and the connection between Tramway Road and the station; and
- New landscaping and associated works.

1.2.4 In addition, as part of the Access to Banbury Station scheme, signalisation works at the Tramway Road/ Swan Close Road/ Hightown Road/ Lambs Crescent junction are to be undertaken via the Applicant’s Permitted Development rights under The Town and Country Planning (General Permitted Development) (England) Order 2015 (‘GPDO’) and therefore these signalisation works to not form part of the Proposed Development.

1.2.5 A plan which identifies the extent of the proposed improvements in the context of Banbury Town Centre is provided at Figure 1.1 below. Additional details in respect of the proposed scheme can be found on the General Arrangement and other drawings which accompany the planning application.

Figure 1.1 General Works Location Plan



1.3 Project Background

1.3.1 The current transport strategy for Banbury identifies the Cherwell Street corridor as the preferred north-south route through the town. The impact of increased growth to Banbury will add severe pressure on this corridor. A key consideration is the need to balance the conflicting travel needs of vehicular access north-south, pedestrians crossing east-west and bus movements. At the same time there is an intention to better integrate the railway station and Banbury’s Canalside area with the town centre to facilitate other schemes that will release additional housing in the vicinity.

- 1.3.2 The Access to Banbury Station scheme will deliver a new bus and taxi link past the railway station and into the town centre, as well as a new access to Banbury Rail Station West Car Park from Tramway Road. The proposed works seek to provide the opportunity for more connected journeys and improve journey reliability between southern Banbury and Banbury town centre via Banbury Rail Station.
- 1.3.3 The proposal also seeks to improve access to the station west car park from the south of the town and improve safety for pedestrians and cyclists by providing new lighting and improved surfaces along Tramway Road.
- 1.3.4 The scheme seeks to:
- Support delivery of the aspirations set out in the draft Banbury Canalside Supplementary Planning Document ('SPD'), including providing an access to the Banbury Canalside redevelopment area;
 - Provide an alternative vehicle access that would avoid congestion at the Bridge Street junction;
 - Integrate a bus service on the doorstep of the station to provide a key step towards turning Banbury Rail Station into a transport interchange;
 - Reduce detrimental environmental/air quality impacts;
 - Increase the appeal of travelling to the railway station by non-car modes of travel;
 - Provide good bus access from other strategic development sites to south of town; and
 - Offer relief to A4260/Bridge Street junction.

1.4 Approach to Engagement

- 1.4.1 The Applicant recognises importance of effective and meaningful pre-application engagement and has invested considerable time and resources to encourage active involvement by the community and a wide range of stakeholders throughout in the pre-application process. The application proposals have been developed in a consultative and iterative manner informed by various phases of engagement with a wide range of stakeholders and the wider community.
- 1.4.2 This SCI provides further details of the pre-application engagement that has been carried out to date, the feedback received and how the design of the Proposed Development has evolved following this feedback.
- 1.4.3 The main phases of engagement/consultation can be summarised as follows:
- Planning Authority Pre-application Engagement;
 - Environmental Impact Assessment ('EIA') Scoping;
 - Landowner Engagement;
 - Stakeholder Briefings/Meetings; and
 - Public Engagement.

1.5 Regulation 3 Submission

- 1.5.1 This application is submitted to OCC as the determining County Planning Authority ('CPA') under the Town and Country Planning Act 1990 (as amended) and the Town and Country Planning (Development Management Procedure) (England) Order 2015. The application is a

Regulation 3 application as defined by the Town and Country Planning General Regulations 1992 meaning that OCC is both the Applicant and determining authority.

1.6 Purpose and structure of this document

1.6.1 The remainder of this document is structured as follows:

- Section 2 summarises relevant policy and legislation;
- Section 3 details the engagement activities carried out as part of the ongoing consultation process;
- Section 4 analyses the feedback received;
- Section 5 explains how this feedback has shaped the project; and
- Section 6 presents our summary and conclusions.

2 Policy and Legislative Context

2.1 National Planning Policy Framework

- 2.1.1 The National Planning Policy Framework ('NPPF') outlines measures that are required to be taken during the pre-application process in order to achieve effective consultation. The NPPF provides a framework to ensure potential objections or comments from stakeholders can be raised early in the consultation process to enable a more open and unambiguous application process.
- 2.1.2 Paragraph 39 of the NPPF emphasises the importance of 'early engagement' in improving the 'efficiency and effectiveness of the planning application system for all parties'. Inclusive, quality, proactive discussion enables 'better coordination between public and private resources' resulting in 'improved outcomes' for all involved parties and the community.
- 2.1.3 Paragraph 40 outlines the role of local planning authorities to encourage 'other parties to take maximum advantage of the pre-application stage'. Engagement with the local community should be prioritised, even where not required by law, and with 'statutory and non-statutory consultees' before submitting a planning application.
- 2.1.4 Paragraph 41 stipulates that in order for local planning authorities to issue timely decisions and to reduce cost and delay for the applicant; proactive consultation that can resolve issues at the pre-application stage is advised. The 'effective and positive' approach should continue throughout the development process when responding and/or giving advice to stakeholders.

2.2 Oxfordshire Statement of Community Involvement

- 2.2.1 The effective involvement of the community is an essential part of positive planning for high quality sustainable development in Oxfordshire. The Oxfordshire Statement of Community Involvement ('Oxfordshire SCI') sets out the County Council's policy, and the standards it will seek to achieve, to ensure meaningful and effective consultation, engagement and involvement of consultees, stakeholders and other interested members of the community.
- 2.2.2 The Oxfordshire SCI states that *"Oxfordshire County Council believes it is very important that people have a say on how council services are planned and run. Consultation helps us to stay in touch with what people need and want. This is especially important when we need to make difficult decisions that affect the people of Oxfordshire."*
- 2.2.3 The Oxfordshire SCI outlines the six principles of consultation the Council will follow:
- Keep an open mind and run consultations in an open and honest way;
 - Be clear about what we are consulting on and what we will do with the findings;
 - Give all relevant parties the chance to have their say;
 - Provide sufficient time and information to enable people to engage;
 - Take views expressed in consultations into account when we make decisions, and;
 - Provide effective and timely consultation feedback.
- 2.2.4 Where appropriate, the Applicant has looked to go beyond the requirements of the regulations set out in the Oxfordshire SCI to seek involvement of all individuals, groups, organisations and bodies that may have an interest in the scheme throughout the scheme development.

- 2.2.5 The Applicant has used appropriate methods of communication to provide communities and other stakeholders the sufficient opportunities for meaningful involvement in the application process, the process of continuous involvement has included:
- Ensuring the community has access to information on the scheme;
 - Providing regular updated information about the application and scheme;
 - Maintaining dialogue with stakeholders and other participants in the community; and,
 - Encouraging comments and alternative proposals through the process and specific consultation events.
- 2.2.6 Paragraph 7.4 of the Oxfordshire SCI states at that despite the restrictions imposed because of the COVID-19 pandemic, effective pre-application consultation is still encouraged, and online consultations are to be used in replacement of in-person events, should restrictions warrant this.
- 2.2.7 Whilst the ability to conduct in person events was significantly curtailed because of the ongoing Covid 19 pandemic, the Applicant adopted innovative ways, including the use of an iterative virtual consultation tool, to engage with a broad spectrum of stakeholders through alternative means. The 2021 virtual engagement exercise is an example of the requirement to adapt pre-application consultation to be held online, which ensured comprehensive and meaningful engagement could still take place. The Applicant used a mix of traditional (offline) and online engagement methods as the scheme evolved to maximise engagement and ensure that local feedback was secured and considered prior to the submission of the planning application. The details of this engagement are detailed in later sections of this SCI.

3 Methods of Engagement

3.1 Introduction

- 3.1.1 This Section explains the Applicant's approach to pre-application engagement undertaken since 2019 when a Feasibility Study was undertaken in respect of the proposed scheme.
- 3.1.2 The Proposed Development has been developed in a consultative and iterative manner informed by various phases of engagement/consultation with a wide range of stakeholders. The phases of engagement and/or consultation are summarised in Table 3.1 below.

Table 3.1 – Overview of Engagement Process

Phase	Key dates	Description
LPA Pre-application Engagement	November 2019 – November 2021	Throughout the design process there has been consultation with various planning and technical officers within OCC and Cherwell District Council ('CDC').
EIA Screening Consultation	February – March 2021	The purpose of this consultation was to understand whether the environmental issues in the area were significant enough to require the planning application to be accompanied by an Environmental Statement. EIA scoping requests were submitted to both OCC and CDC.
Landowner Engagement	Ongoing since 2019	The Applicant has conducted extensive individual landowner engagement to discuss any issues and inform the landowners of the proposed design of the scheme.
Stakeholder Briefings/Meetings	Ongoing since 2019	Presentation and informal discussions with a variety of groups, to provide an overview of the Proposed Development and contextual information along with anticipated programme timescales.
Public Engagement	<ul style="list-style-type: none"> ▪ 13 January – 9 February 2020 ▪ 16 November – 14 December 2021 	Following an initial consultation in early 2020, in late 2021 the public were invited to view an online, virtual exhibition and fill out a survey. There was also the option to provide a response via email or via post.

3.2 LPA Pre-application Engagement

- 3.2.1 The Applicant has undertaken structured pre-application engagement with the OCC in its role as the determining planning authority as well as planning officers at CDC, the Local Planning Authority ('LPA') in which the site lies. We provide details of such engagement below.

i. Initial OCC pre-application (2019)

3.2.2 Following an initial Feasibility Study undertaken in 2019, a request for pre-application advice was sought from OCC as to whether the proposed works in their entirety could be considered permitted development. The Feasibility Study identified and considered three potential options for a two-way bus and taxi link between Tramway Road and the station forecourt:

- Option 1: Compact roundabout;
- Option 2: Priority junction; and
- Option 3: Mini-roundabout.

3.2.3 Further details in respect of these options can be found in the Design and Access Statement which is submitted in support of the planning application.

3.2.4 In November 2019, the Applicant obtained initial pre-application advice from OCC, which confirmed that planning permission is most likely required due to the significance of the proposals and the multiple land ownerships involved.

ii. April 2020 Cherwell District Council (CDC) pre-application (March – May 2020)

3.2.5 On 18 March 2020, a request for a meeting and written pre-application advice was issued to Cherwell District Council (CDC) planning officers. On 17 April 2020, a pre-application meeting was held with CDC to discuss the emerging development proposals, with the three options described above presented.

3.2.6 Whilst the principle of the proposed development was deemed acceptable and in accordance with the development plan, concerns were raised by officers that the initial proposals were “*too engineered*”, and the final design should complement the strategic plan for the Canalside area adjoining the proposed works to become a mixed-use area and place a greater focus on incorporating soft landscaping.

3.2.7 CDC’s written advice was received on 11 May 2020. A summary of the comments is as follows:

- The development would need to adopt a softer, more urban designed focus to align better with the objectives of the development plan to create a high quality development with high quality public realm.
- The scheme should prioritise pedestrian/cycle access (as opposed to providing a full width two-carriageway road), include shared surfaces or single carriageway priority systems.
- Consideration should be given to the potential for the South East link road as identified in the Banbury Vision and Masterplan SPD.
- Consideration should be given to station forecourt public realm improvements, including discussions with Network Rail for the area to be considered holistically. The use of different surface treatments in this area along with soft and hard landscaping may also improve the quality of the public realm.
- Further consideration needs to be given to the re-provision of set down and pick up for vehicles in a convenient location.

- Further information needs to be provided on the measures to prevent vehicles other than taxis and buses from using the link.
- It needs to be demonstrated there is capacity elsewhere to mitigate the loss of surface level parking in the station car park.
- There needs to be provision made along Tramway Road to encourage pedestrian/cyclist use such as crossing points at side roads and lighting, etc.
- A Transport Statement will need to accompany the planning application, with the scope of the statement agreed between the applicant and the Local Highways Authority ('LHA') prior to submission. The TA should include recent counts for peak period movements at critical junctions. Traffic data from 2018 needs to be updated.
- The site is within Flood Zones 2 and 3. Whilst a detailed Flood Risk Assessment will be required, however a sequential test is not required. Consideration will need to be given the surface water drainage when designing proposals and SuDs should be used where possible. Engagement with the Environment Agency and the Lead Local Flood Authority ('LLFA') is recommended.
- In terms of ecology, if the proposal does not affect any areas of vegetation or buildings and would only impact on existing hard standing, further ecology surveys will not be required. If there is any impact on vegetation, the watercourse crossings or banks, then the ecological constraints are likely to require further consideration as these are priority habitats and contain protected species. The area is in the amber zone for risk of impact to Great Crested Newts but if vegetation is not being impacted upon this is not likely to be an issue.
- The Council's Ecologist advises that a Construction Environment Management Plan ('CEMP') for biodiversity is likely to be required to cover general matters such as covering trenches, run off, construction lighting, ensure reptiles are thought of etc. if any verges are involved.

iii. OCC Formal Pre-application Meeting 1 (May to June 2021)

- 3.2.8 Following further discussion regarding the determining authority for the application and the decision to progress a Regulation 3 application directly to OCC, a fresh request for formal pre-application was submitted to OCC in its role as the determining CPA.
- 3.2.9 On 13 May 2021, a formal pre-application request was sent to OCC and a subsequent meeting was held with OCC officers on 27 May 2021.
- 3.2.10 OCC's written advice was received on 4 June 2021 (ref: PRE.0066/21). A summary of the comments is as follows:
- Soft landscaping treatments (for example trees) should be incorporated where possible to ensure good design and the integration of green infrastructure.
 - Consideration should be given to the proximity of residential dwellings and other sensitive receptors.
 - The current pedestrian infrastructure is sub-standard, incoherent in many places and unattractive. For this reason, the scheme must prioritise provisions for walking and cycling along the length of Tramway Road.

- There should be a continuous facility for both pedestrians and cyclists running between Tramway Road via Station Approach Road onto Bridge Street.
- The scheme should enhance pedestrian/cyclist infrastructure between Tramway Road and Swan Close Road/ Hightown Road.
- Existing drainage features on the site should be retained and they should be utilised and enhanced wherever possible.
- A Landscape Plan will be required to outline the hard and soft landscaping proposal.

iv. OCC Formal Pre-application Meeting 2 (November 2021)

3.2.11 A second formal meeting was held with OCC planning officers on 4 November 2021. OCC's written advice was received on 11 November 2021 (PRE.0066/21). A summary of the comments is as follows:

- There is no requirement to include development covered by Permitted Development rights within the red-line boundary, simply because the works are needed due to other parts of the scheme; and
- Encouraged to ensure that concerns raised by consultees are addressed as far as possible, prior to submitting the application.

3.3 EIA Screening Request

3.3.1 In February 2021, an EIA Screening Opinion request in respect of the current development proposals was submitted to CDC (CDC ref: 21/00373/SO). In its response dated 22 February 2021, CDC advised that overall, when weighing the characteristics, location and potential impact, the proposed development would not constitute EIA development.

3.3.2 At the same time, a similar EIA Screening Opinion request in respect of the current development proposals was also submitted to OCC. In its response dated 4 March 2021, OCC confirmed that due to the limited scope of the works and the site's location in an existing urban area, it is not considered that impacts on ecology, traffic, noise, vibration, emissions and visual intrusion would be significant and therefore the proposed development would not constitute EIA development.

3.3.3 As such, OCC advised that the proposed development is not EIA development, and thus there is no requirement for the planning application to be accompanied by an Environmental Statement.

3.4 Landowner Engagement

3.4.1 The Applicant and its appointed agents have undertaken comprehensive, ongoing engagement with landowners to review the design proposals and mitigate potential impacts of the scheme. Table 3.2 below, outlines some of the meetings that have taken place with landowners to discuss the Proposed Development.

Table 3.2 – Summary of Landowner Engagement

Landowner	Date	Description
Network Rail	2019 to ongoing	Discussions relating to land purchase
Chiltern Railways (Leese)	2019 to ongoing	Discussions relating to scheme proposals
Tilstone	2019 to ongoing	Discussion relating to land purchase

3.5 Key Stakeholder Engagement

- 3.5.1 The term ‘key stakeholder’ refers primarily to organisations that are likely to be affected directly or indirectly by the outcomes of the proposed development, as well as those who have the ability to influence the decision-making processes moving forward.
- 3.5.2 To ensure key stakeholders were invited and encouraged to participate in the engagement events and meetings, the first task was to create a comprehensive list of stakeholders likely to have an interest in the site and its future evolution (‘stakeholder mapping’), including public groups (such as transport operators and business organisations), political groups (including local town, district and parish councillors) and technical consultees (including statutory technical stakeholders).
- 3.5.3 Table 3.3 below, provides details of engagement with key stakeholders

Table 3.3 – Summary of Stakeholder Engagement

Stakeholder	Date	Description
Stagecoach (Bus Operator)	5 November 2021	Meeting to go through project details and understand if there are any concerns.
Banbury Active Travel Society	4 November 2021	Meeting to go through project details and understand if there are any concerns.
Castle Cars	11 November 2021	Meeting to go through project details and understand if there are any concerns.
CMAC Group (Taxis)	17 November 2021	Meeting to go through project details and understand if there are any concerns.
Frostechnic (Neighbour)	Since 2019	Meeting to go through project details and understand if there are any concerns.

Motor Fuel Group (Neighbour)	November 2021	Meeting to go through project details and understand if there are any concerns.
<u>Transport Operators</u> <ul style="list-style-type: none"> ▪ Great Western Railway ▪ CrossCountry ▪ Kidlington Assisted Transport Scheme ▪ Johnson’s Quality Coach and Travel 	15 November 2021	Email sent to organisation with consultation details
<u>Active and Safe Travel Groups</u> <ul style="list-style-type: none"> ▪ Cycling UK Oxfordshire ▪ Oxfordshire Cycling Network ▪ Sustrans ▪ Oxfordshire Unlimited ▪ Oxfordshire Transport & Access Group (OXTRAG) ▪ AA ▪ RAC ▪ Thames Valley Police / Bike Safe ▪ South Central Ambulance Service ▪ Oxfordshire Fire and Rescue Service ▪ CAG - Community Action Group ▪ Banbury Active Travel Society ▪ Banbury Star Cyclists Club 	15 November 2021	Email sent to organisation with consultation details
<u>Local Businesses/Representatives</u> <ul style="list-style-type: none"> ▪ Tramway Road Industrial Park ▪ Special Care Technologies ▪ Banbury United Football Club ▪ Mercross Electrical Ltd. ▪ Paw Paw Takeaway ▪ Banbury Powder Coating ▪ Smart Autos Banbury 	15 November 2021	Email sent to organisation with consultation details

<ul style="list-style-type: none"> ▪ William Powell Clothing ▪ Elite Windows and Conservatories ▪ Slurp Wine ▪ Magnet Kitchens ▪ Weatherbeeta Ltd ▪ Modlen Garage ▪ S H Jones Wines Ltd ▪ Precision Screenprints Ltd ▪ Magna Exteriors (Banbury Ltd) ▪ Cleenol Group Ltd 		
<p><u>Local Political Representatives</u></p> <ul style="list-style-type: none"> ▪ Victoria Prentis MP ▪ Local Oxfordshire County Councillors ▪ Cherwell District Councillors ▪ Banbury Town Councillors 	<p>10 November 2021</p>	<p>Email sent with project details</p>

3.6 Public Engagement

i. Initial Feasibility Public Engagement (January – February 2020)

- 3.6.1 A public exhibition was held at Banbury Town Hall on 16 January 2020 to gain views and insights on the initial feasibility and design work. An online consultation in respect of initial proposals was also carried out from 13 January 2020 to 9 February 2020.
- 3.6.2 Overall, the online consultation saw 35 individual responses, with the majority in support of the scheme. Feedback received focussed on the possibility of increased congestion along Bankside and Hightown Road, and the potential loss of bus stops directly outside the Morrisons store.
- 3.6.3 We provide headline findings from the consultation in Section 4 of this SCI, whilst an associated public consultation report which has been prepared by OCC is at **Appendix A**.

ii. Detailed Design Online Engagement (November – December 2021)

- 3.6.4 An online engagement in respect of detailed design proposals took place via OCC’s ‘Let’s Talk Oxfordshire’ virtual engagement portal between 16 November 2021 and 14 December 2021. **Appendix B** of this report provides a PDF of the Application website: <https://letstalk.oxfordshire.gov.uk/banburystation>
- 3.6.5 As summarised in Table 3.4, a variety of alternative methods of engagement were undertaken to ensure that as many people as possible, on as many platforms as possible, were made aware of the ‘Let’s Talk Oxfordshire’ virtual engagement consultation.

Table 3.4 – Detailed Online Engagement Publicity

Activity	Date	Summary
Website	12 November 2021	A website story was published outlining the scheme. The story included a site wide context plan and featured on Future Transport Projects section of OCC's website.
Articles	13 November 2021	An article in regular elected members' bulletin outlining the scheme and consultation process and including the website story link, which was later rerouted to the consultation page once it went live.
Letters	15 November 2021	A letter was sent to residents and businesses within proximity to the proposed works (as shown at Appendix C) outlining the scheme, the consultation process, and providing a link to the website story, which was later rerouted to the consultation page once it went live.
Emails	16 November 2021 and 13 December 2021	Two emails were sent by Chiltern Railways to their commuter database, one at the beginning and one at the end of the consultation. The emails included a link to the consultation page.
Press release	18 November 2021	A press release was sent out (as shown at Appendix D), with one interview request delivered for 'That's Oxfordshire'.
Social media posts	16 November 2021	Social posts announcing start of consultation on Facebook, Twitter, LinkedIn and Nextdoor were made (Examples of social media posts are provided at Appendix E)
	23 November 2021	A second round of social media posts on Facebook, Twitter, LinkedIn and Nextdoor, expanding on the potential benefits of the scheme and including link to consultation webpage.
	10 December 2021	A third round of social media posts on Twitter, LinkedIn and Nextdoor aimed

		at regular users of the station who might be affected by the change.
	14 December 2021	A Nextdoor post localised to Banbury was posted announcing the closure of the consultation that evening.
Posters	16 November – 13 December 2021	JC Decaux digital posters were displayed at various sites in Banbury train station including a QR code and web link both directing to the consultation page (as shown at Appendix F).
	19 November	Physical posters were delivered to Stagecoach for display in fleet of buses, Banbury Town Hall and Banbury Library, and Banbury rail station for display in the ticket and information booth windows
Bulletins	23 November and 7 December 2021	Two Oxfordshire County Council Travel Bulletins featured a short article about the consultation and a link to consultation page.
	25 November 2021	A short article featured in the Your Oxfordshire email bulletin with a link to the consultation page.

- 3.6.6 As part of the ‘Let’s Talk Oxfordshire’ virtual engagement event, members of the public were able to view plans via the online visualisation platform ‘Remix’. The online engagement included online feedback forms allowing stakeholders to provide their feedback on the information they had read. There was also the option to provide a response via email, or via post.
- 3.6.7 As shown at **Appendix G**, the online feedback forms contained 17 questions which asked participants for demographic information, as well as their views on specific elements on the proposed development. There was also a general question asking participants for their overall view of the project. A summary of responses can be found in Chapter 4 of this SCI.
- 3.6.8 As we go on to detail in the next section of this report, there were a total of 122 responses to the online questionnaire from 16 November to 14 December 2021, along with 38 responses received via email, to the Remix platform or via post.

4 Feedback and Analysis

4.1 Introduction

- 4.1.1 Stakeholders and members of the public were encouraged to submit their comments on the project via a feedback form during both the initial public engagement carried out from 13 January 2020 to 9 February 2020 and during the detailed design stage engagement held between 16 November 2021 and 14 December 2021.
- 4.1.2 Comments received via the feedback form are analysed in the section of the report.

4.2 Initial Feasibility Public Engagement (January – February 2020)

- 4.2.1 An online consultation in respect of the initial proposals and feasibility design work was carried out from 13 January 2020 to 9 February 2020.
- 4.2.2 As explained in the public consultation report prepared by OCC presented at **Appendix A**, 35 individual responses were made online to the following questions.
1. Please tell us what you like and dislike about the design and layout of the proposed new access to Chiltern Railway’s station west car park via Tramway Road, including comments on the road junctions, the footway and crossing, and the drop-off area.
 2. What do you like and dislike about the proposed design and layout of the bus and taxi-only link between Tramway Road and the station forecourt and town centre, including comments on the impact on current bus services?
- 4.2.3 Table 4.1 summarises the number of online responses, which demonstrates that there was more that respondents ‘liked’ about the proposals compared to ‘did not like’.

Table 4.1 – Initial Public Engagement Responses

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

- 4.2.4 Table 4.2 below shows the major themes that emerged from the responses to Question 1.

Table 4.2 – Themes emerging From Question 1

Theme	Count
Improved traffic flow	12
Increased traffic	6
Need to improve pedestrian/cycle access	3

Improved access	3
Increased traffic lights	2
Loss of parking	1

4.2.5 Responses to question 1 were mostly supportive of the impact of the scheme on improving traffic flow and reducing congestion. However some concerns were raised in relation to the possibility of increased congestion, as well as the need to focus more on improving pedestrian/cycle use.

4.2.6 Table 4.3 below shows the major themes that emerged from the responses to Question 2.

Table 4.3 – Themes emerging From Question 2

Themes	Count
Improved traffic flow	8
Loss of bus stops	5
Less reliance on car	3
Concern over prioritisation of pedestrians/cyclists	2
Traffic lights concern	2
Loss of parking	2
Not enough of a difference	2
Need to improve pedestrian/cycle access	1
Safety concerns	1

4.2.7 Respondents to Question 2 again commented on the improvements the scheme will have in terms of traffic flow and reduced congestion. There was concern raised over the bus stop arrangements and proposed traffic lights. Some respondents did not feel the scheme was substantial enough to solve the issues around Tramway Road.

4.3 Detailed Design Online Engagement (November – December 2021)

Overview of responses

4.3.1 There were over 1,800 visitors to the detailed design online consultation held via 'Let's Talk Oxfordshire' from 16 November to 14 December 2021. Of these visitors:

- 122 completed feedback form responses via the OCC consultation portal website;
- 38 provided responses via letter, email or the online Remix platform

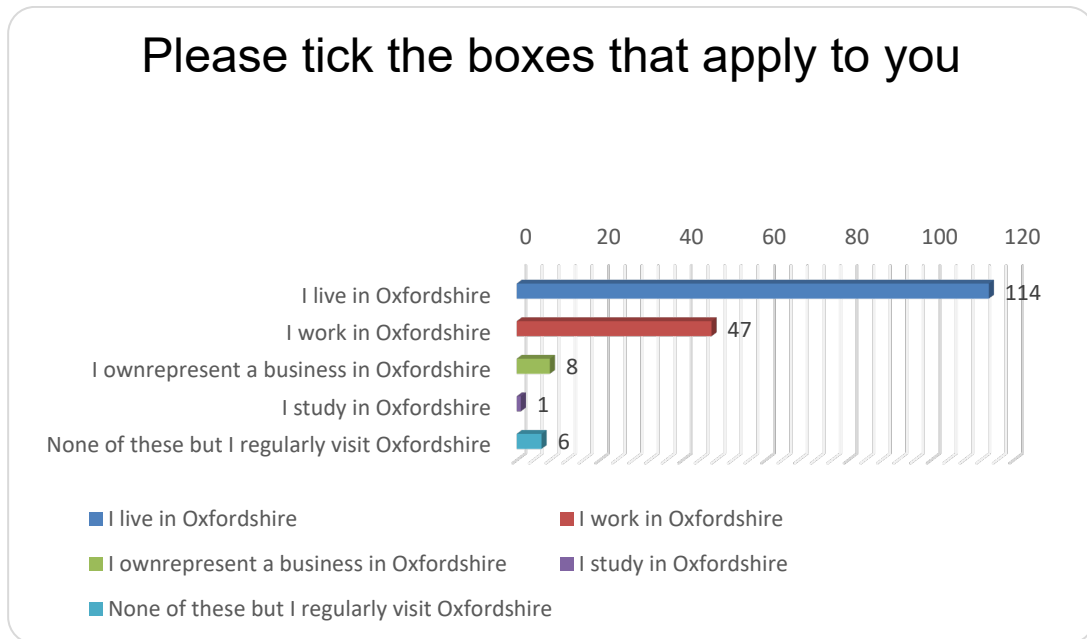
4.3.2 Overall, the majority of respondents were in support of the proposals, with 77% of respondents stating their support for the proposals.

4.3.3 An analysis of the questionnaire responses is provided below.

Demographic data

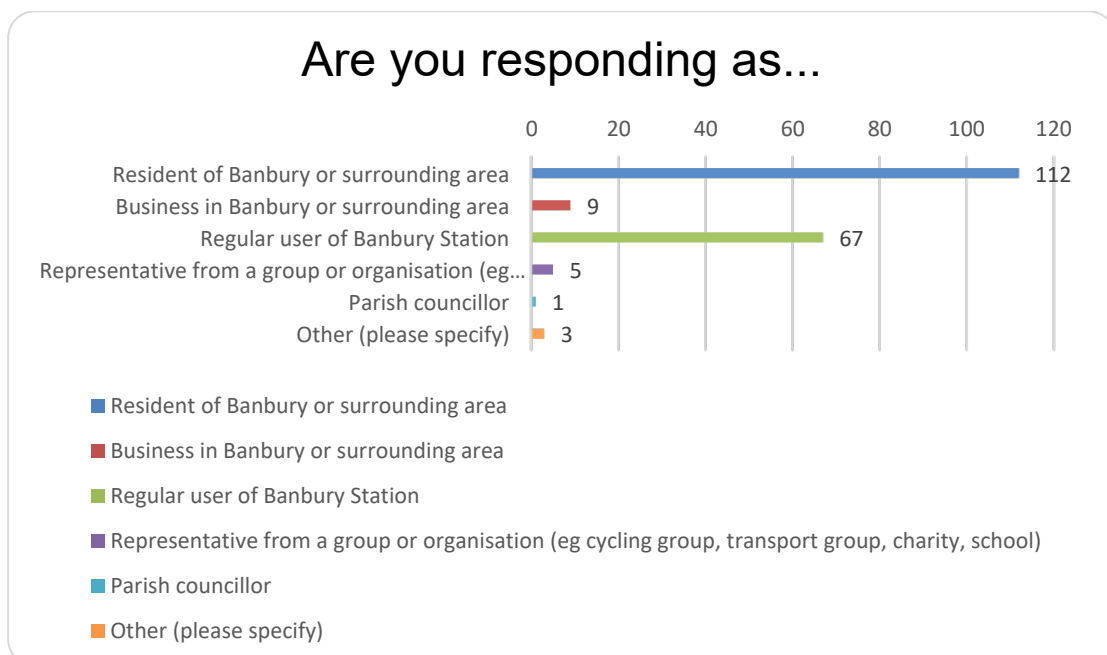
- 4.3.4 To gain an understanding of the demographics of those who attended the online engagement, four questions asked respondents to confirm in what capacity they were responding to the questionnaire.

Figure 4.1 Location



- 4.3.5 Of the 122 respondents who responded via the virtual engagement portal, 114 were living in Oxfordshire, with 47 respondents working in Oxfordshire too.
- 4.3.6 There was also a question further asking residents for the nature of why they were responding.

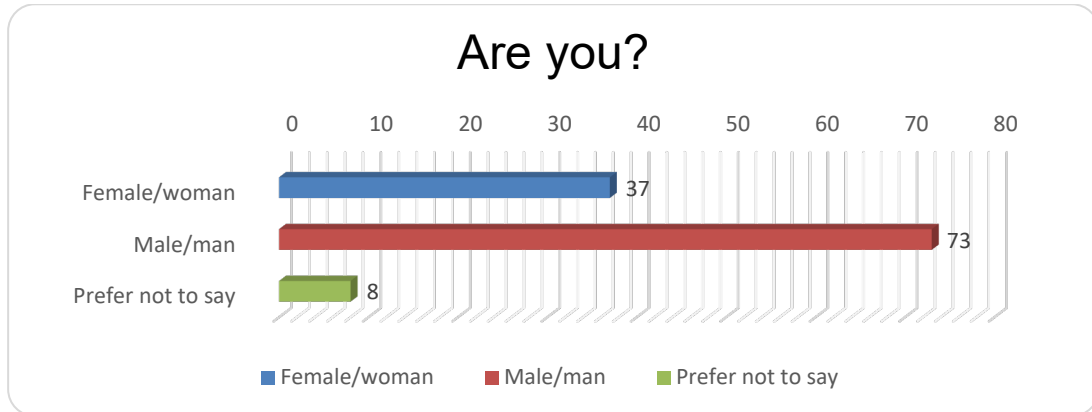
Figure 4.2 Type



4.3.7 112 respondents were residents of Banbury, with the majority (67) also regular users of Banbury station.

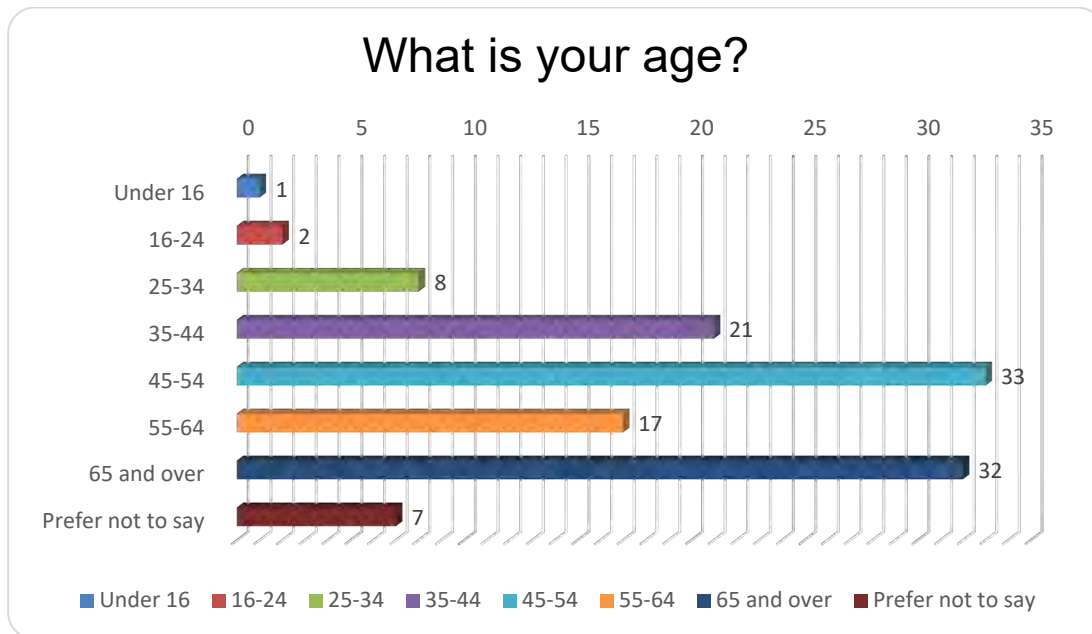
4.3.8 The following graphs show results from other questions which provide more information on the demographics of the respondents.

Figure 4.3 Gender



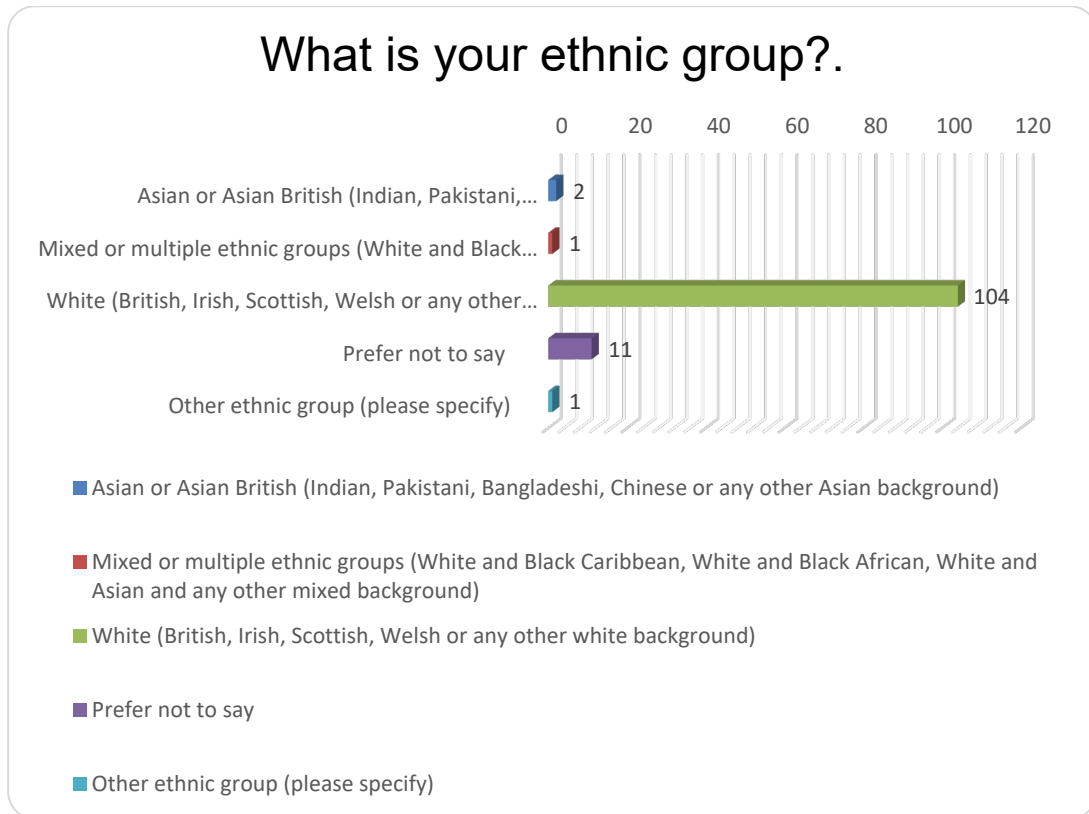
4.3.9 It is evident from the graph above that 31% of the respondents identify as female, 62% as male. 7% of respondents preferred not to say.

Figure 4.4 Age



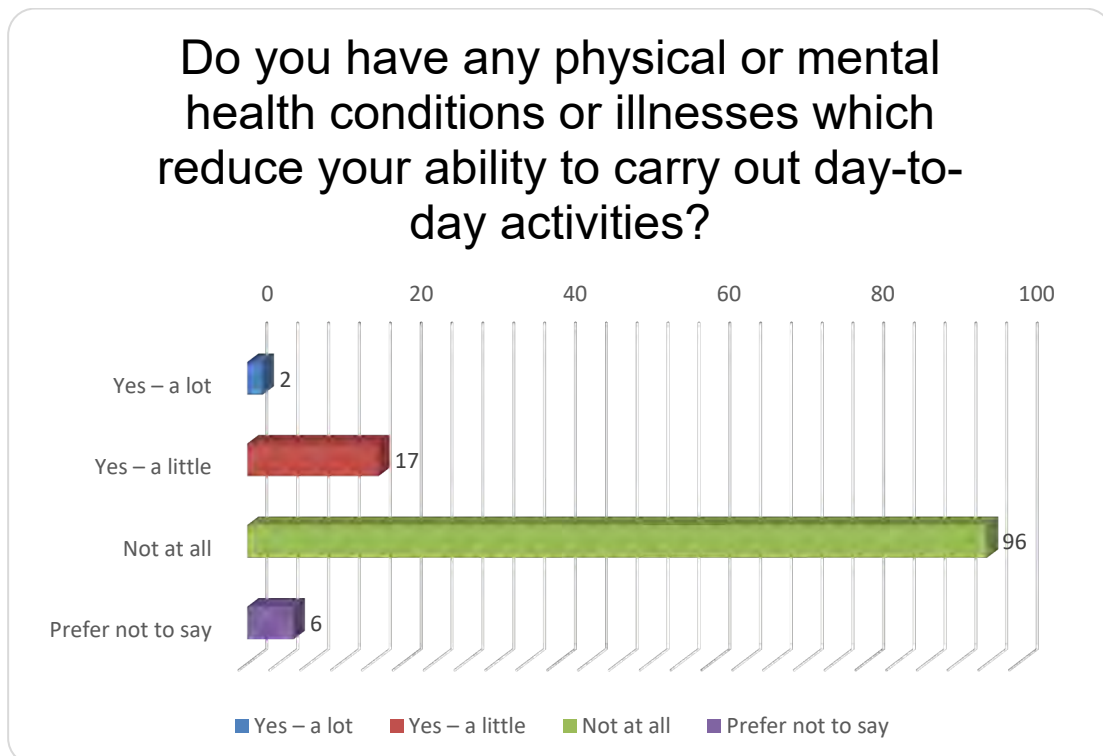
4.3.10 The graph above shows that the age of the respondents was varied. The largest category was the 45-54 age group with the majority of respondents over the age of 45. There were only 11 responses from people under the age of 35.

Figure 4.5 Ethnicity

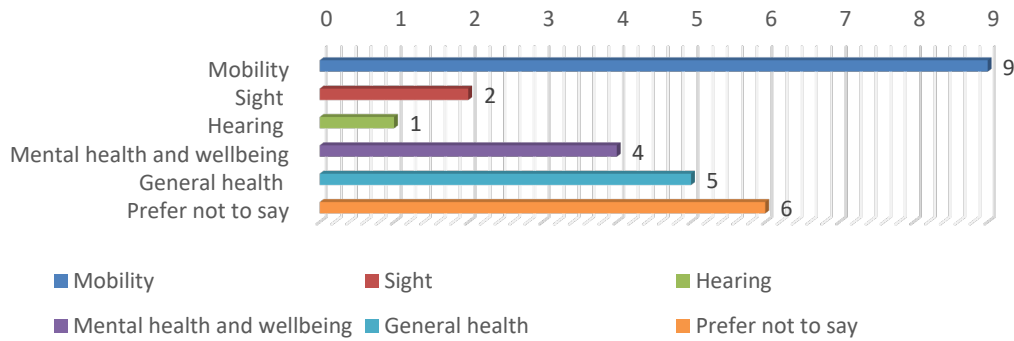


4.3.11 The graph above shows that the overwhelming majority of respondents identified as white (87%). 11 respondents preferred not to answer this question.

Figure 4.6 Physical or mental health conditions



If you have answered 'yes' please can you tell us what your physical or mental health conditions or illnesses relate to?



4.3.12 The graphs above show that the majority of respondents (79%) had no physical or mental health conditions or illnesses which reduce their ability to carry out day-to-day activities. Of those that did, mobility was the most common condition in which this related to, with six respondents preferring not to answer this question.

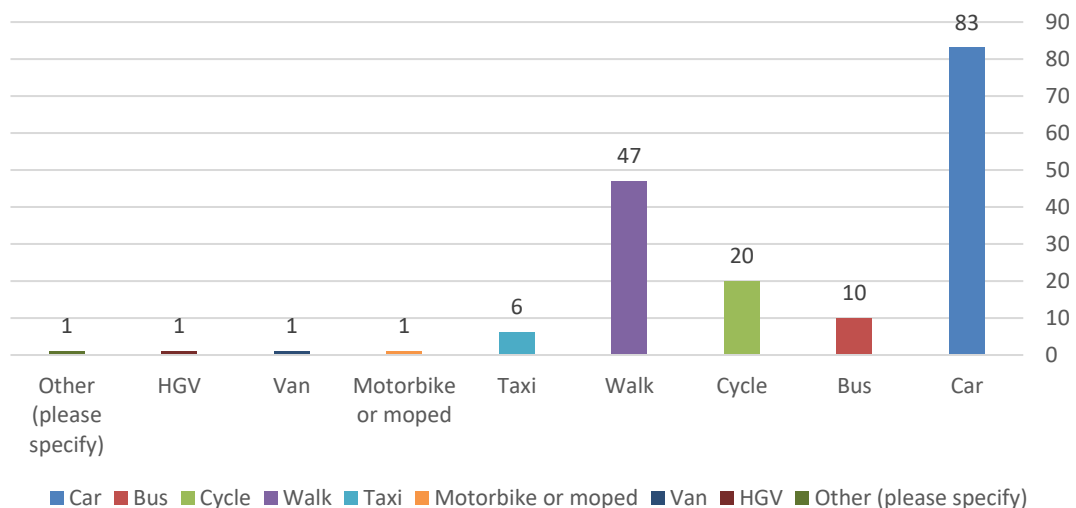
Quantitative Analysis

Question 1 - How do you mostly travel to and from Banbury town centre and station?

4.3.13 Question 1 asked respondents how they mostly travel to and from Banbury Station. Respondents were able to select the following options: Car; Bus; Cycle; Walk; Taxi; Van; and HGV.

Figure 4.7 Modes of travel to/from Banbury Station

How do you mostly travel to and from Banbury town centre and station?

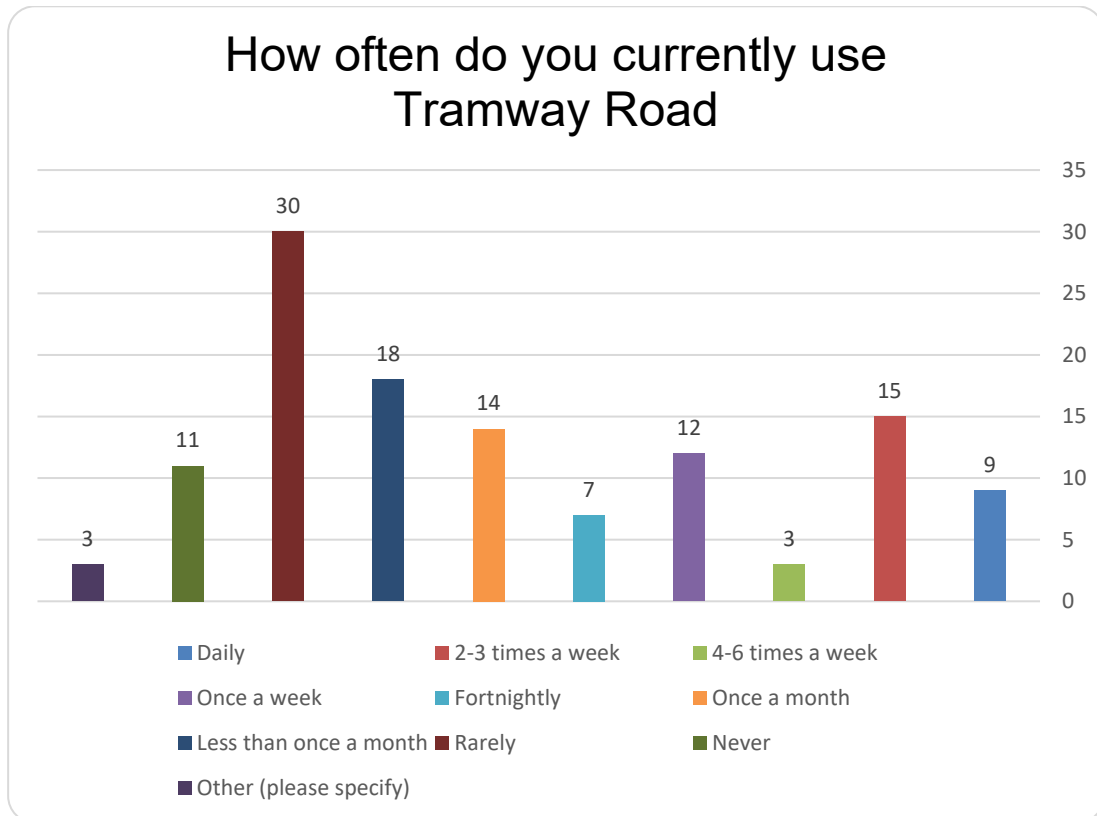


4.3.14 The most common response to this question was car, although 47 respondents also selected walking as how they mostly travel to and from Banbury station. 20 respondents selected cycling.

Question 2 – How often do you currently use Tramway Road?

4.3.15 Question 2 asked respondents how often they use Tramway Road.

Figure 4.8 Use of Tramway Road



4.3.16 Of the 122 respondents, the most common answer was that they rarely use Tramway Road (25%). 7% of respondents stated that they use Tramway Road daily, with 49% of respondents stating they use Tramway Road monthly. 9% of respondents stated that they do not use Tramway Road at all.

Question 3 – Set out below are the six improvements our proposals aim to deliver. Please place these in order of importance from 1-6, using a scale were 1 is the most important improvement and 6 is the least important improvement.

4.3.17 Question 3 asked respondents to place the six improvements the proposals aim to deliver in order of importance from 1-6, using a scale were 1 is the most important improvement and 6 is the least important improvement.

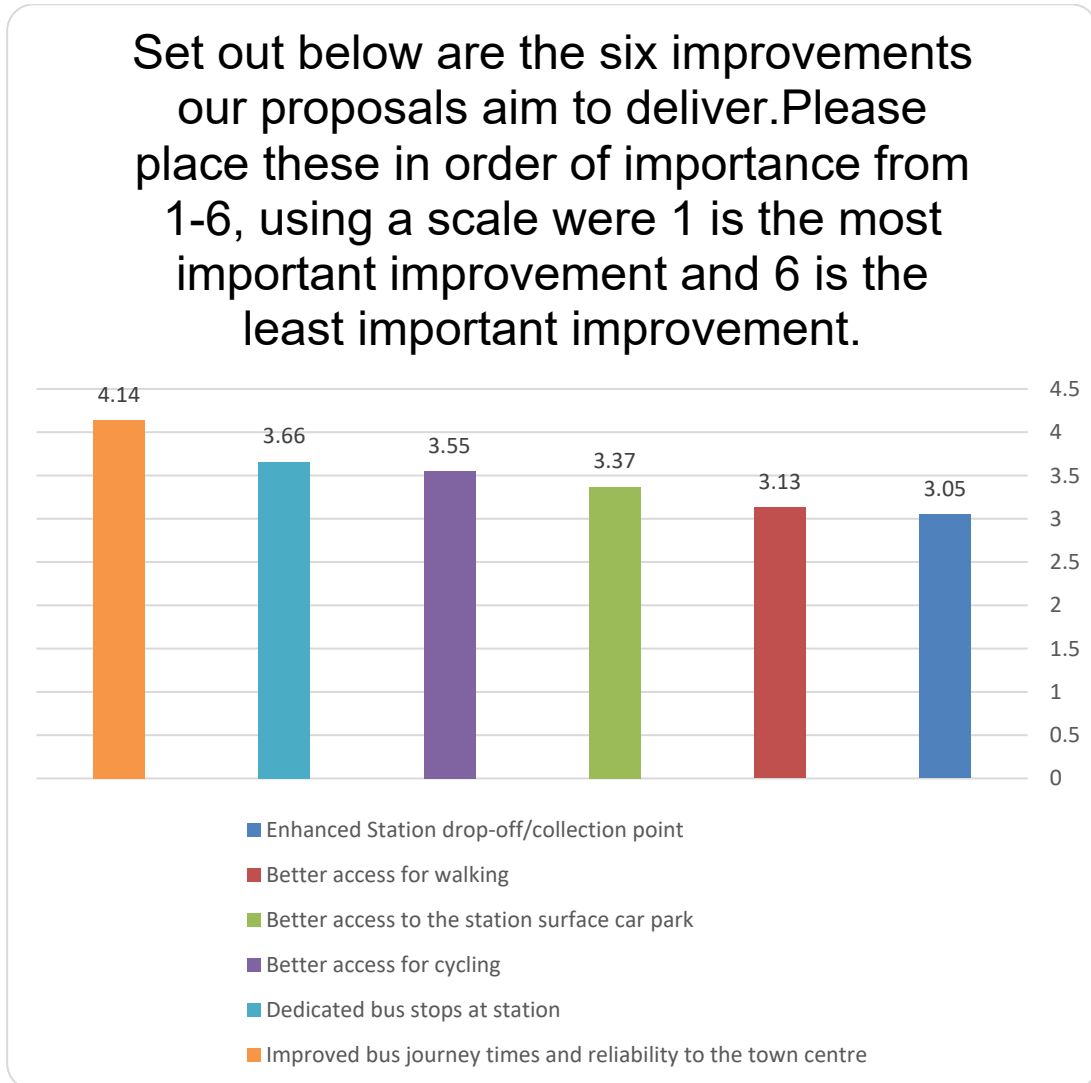
4.3.18 The six improvements respondents were asked to rank are:

- Enhanced station drop-off/collection point;
- Better access for walking;
- Better access to the station surface car park;

- Dedicated bus-stops at the station;
- Better access for cycling;
- Improved bus journey times and reliability to town centre.

4.3.19 Figure 4.9 below displays the results:

Figure 4.9 Order of importance



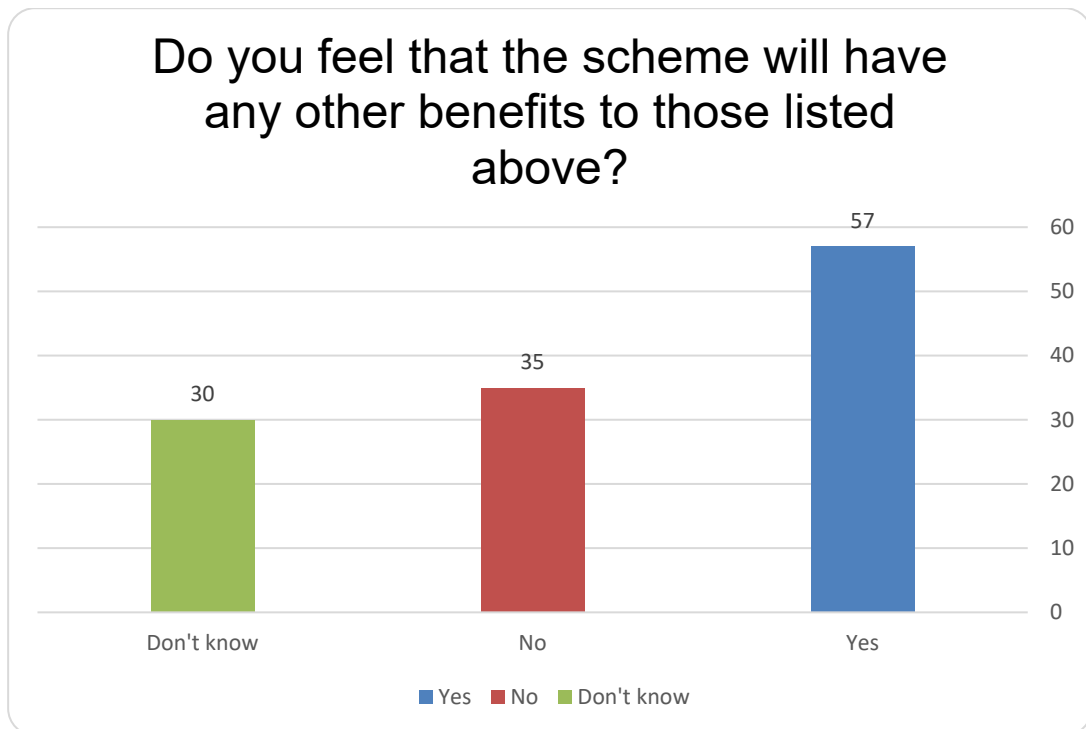
4.3.20 The improvements respondents considered the most important was enhanced station drop-off/collection point, with better access for walking considered the next important improvement.

4.3.21 The improvement considered least important was improved bus journey times and reliability to the town centre.

Question 4 – Do you feel the scheme will have any other benefits to those listed above?

4.3.22 Question 4 asked respondents whether they feel the scheme will have any other benefits other than the six listed in the previous question.

Figure 4.10 Other benefits

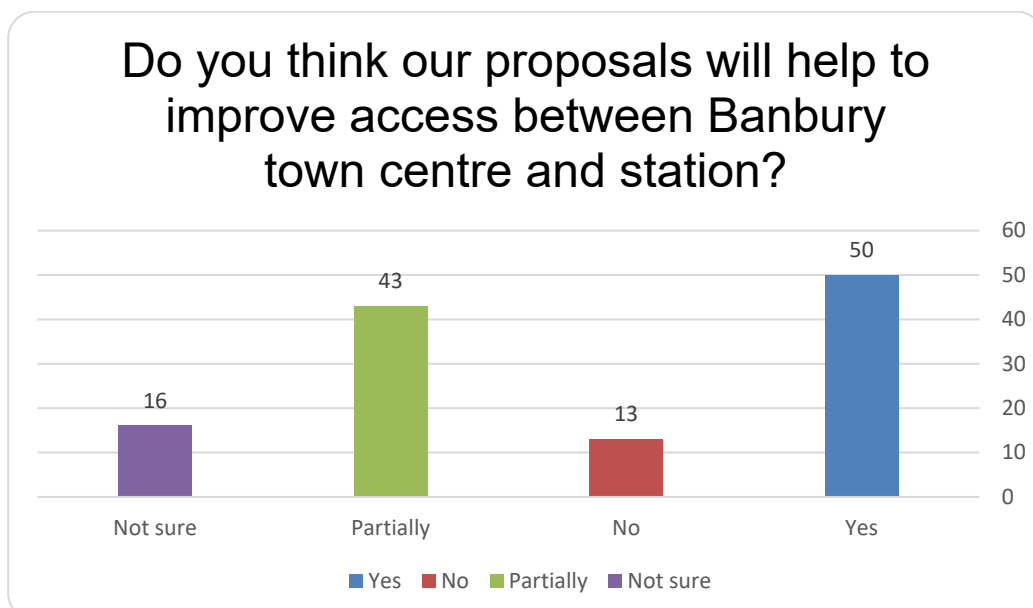


4.3.23 57 of the 122 respondents (47%) of respondents felt that the scheme will have other benefits, with 30 respondents (25%) unsure. 35 respondents (28%) felt the scheme did not have any other benefits other than those listed.

Question 5 – Do you think our proposals will help to improve access between Banbury town centre and station?

4.3.24 Question 5 asked respondents whether they felt the proposals will help to improve access between Banbury town centre and the train station.

Figure 4.11 Access between town centre and station

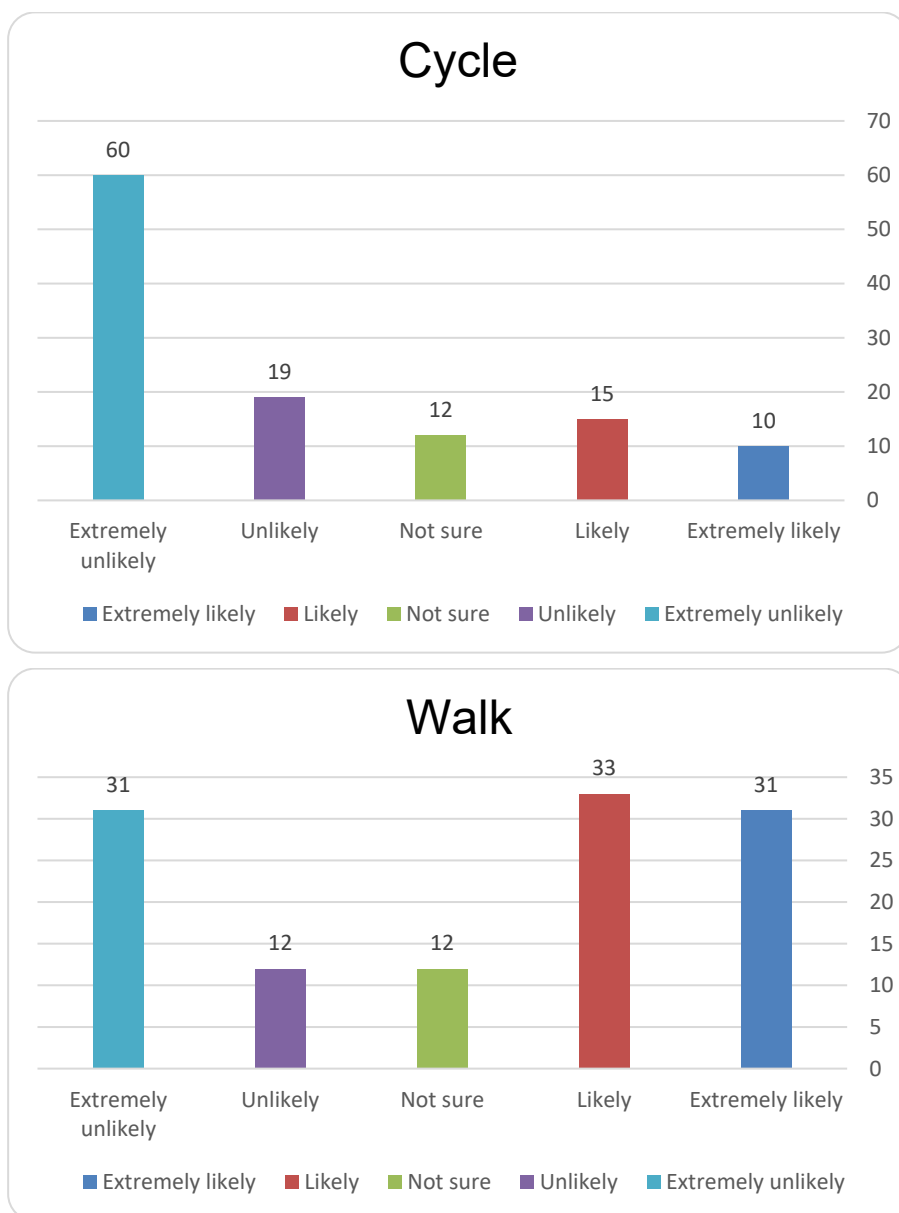


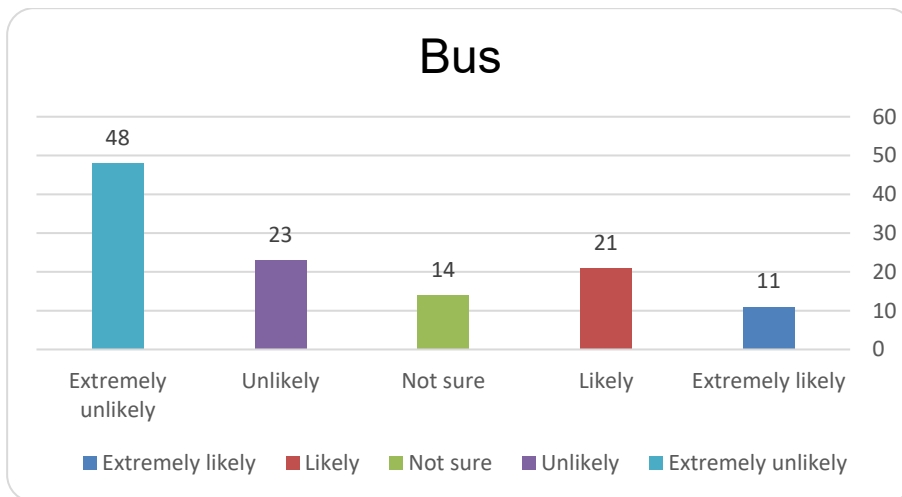
4.3.25 The majority of respondents (76%) felt that the proposals would improve access between Banbury town centre and the train station, with 43 respondents (35%) believing it will partially improve access and 50 respondents (41%) believing it will improve access. 13 respondents (11%) felt that the proposals would not improve access with 16 respondents (13%) still unsure.

Question 6 – How likely are you to cycle, walk or take the bus to and from Banbury town centre and station, as a result of the proposed works?

4.3.26 Question 6 asked respondents how likely they are to cycle, walk or take the bus as a result of the proposal. Figure 5.12 below includes three graphs for each mode of transport, showing the options and results:

Figure 4.12 Likelihood of cycling, walking or taking the bus



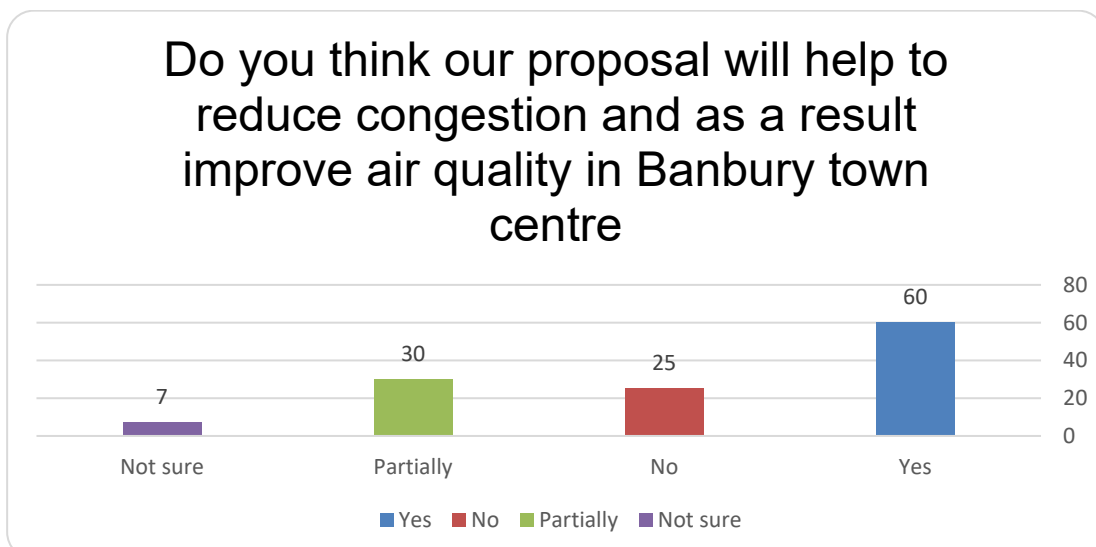


- 4.3.27 In terms of cycling, the majority of respondents (68%) responded that they were either extremely unlikely or unlikely to cycle as a result of the proposal. 25 respondents did however state that they would be extremely likely or likely to, with 12 respondents not sure.
- 4.3.28 The majority of respondents (54%) stated that they would be extremely likely or likely to walk as a result of the proposals. 43 respondents (36%) stated that they would be extremely unlikely or unlikely to, with 12 (10%) respondents not sure.
- 4.3.29 There were 48 respondents who stated that they would be extremely unlikely to use the bus as a result of the proposals, with 23 stating it was unlikely, which was the majority of the respondents (61%). Nevertheless, 11 respondents stated it was extremely likely and 21 respondents stated it was likely, meaning that 27% of respondents stated they would use the bus as a result of the proposals. 14 (12%) respondents stated they were not sure.

Question 7 – Do you think our proposal will help to reduce congestion and as a result improve air quality in Banbury town centre?

- 4.3.30 Question 7 asked respondents whether they think the proposal would help reduce congestion and improve air quality.

Figure 4.13 Improve congestion and improve air quality

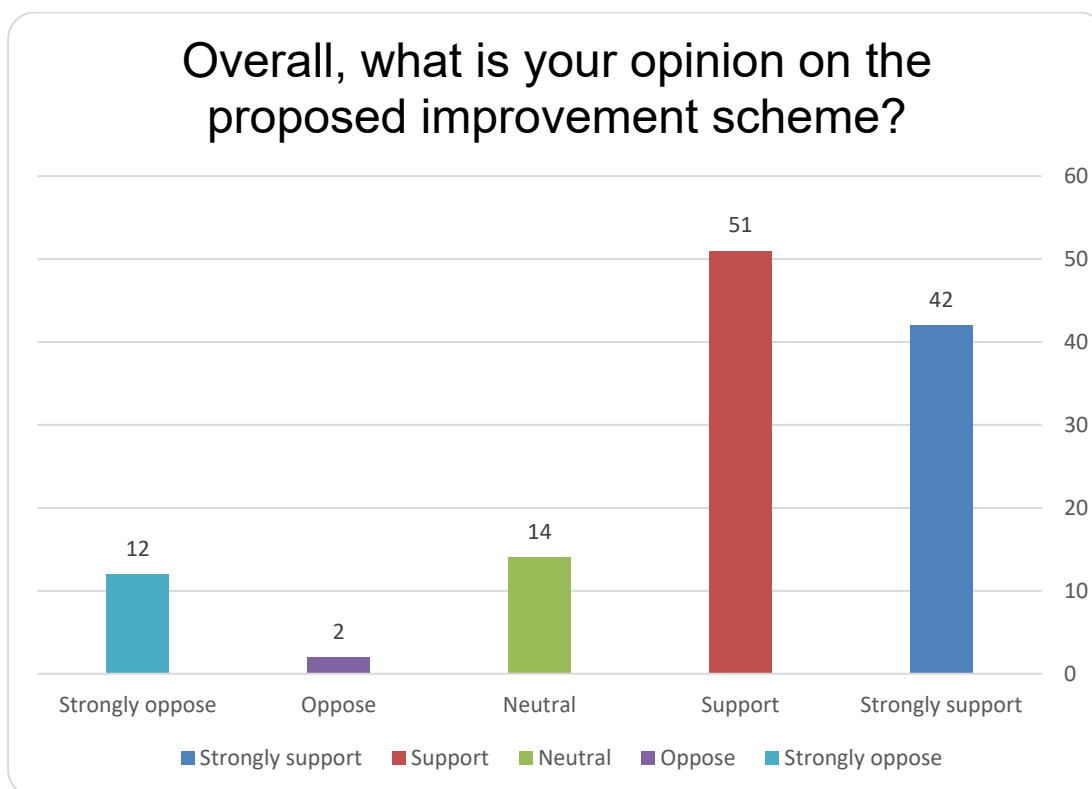


4.3.31 Nearly half of the 122 respondents (49%) felt that the proposals would help to reduce congestion and improve air quality in Banbury Town Centre, with 74% respondents believing it will, or at least partially will. 20% of respondents felt that the proposals would not reduce congestion and improve air quality, with seven respondents (6%) unsure.

Question 8 – Overall, what is your opinion on the proposed improvement scheme?

4.3.32 At the end of the survey, respondents were asked for their overall opinion on the proposed improvements. Respondents were asked whether they strongly support, support, are neutral, oppose or strongly oppose the scheme. The results are shown in Figure 4.14 below.

Figure 4.14 Overall view on the scheme



4.3.33 Overall, 77% of respondents were in favour of the proposals, with 42 respondents (35%) strongly supporting the proposals. There were 14 respondents (11.5%) who opposed the proposals, with 14 (11.5%) respondents neutral.

Qualitative analysis

4.3.34 The online feedback form offered respondents the opportunity to state their reason for their response to the above questions, ensuring that the respondents were not restricted in their answers and giving the Applicant the opportunity to pick up on any further concerns or suggestions. These questions received a high volume of responses with a range of answers.

4.3.35 Questions 4, 5, 7 and 8 of the online feedback forms included open questions, enabling the respondent to expand on the reasons for their answer.

4.3.36 A further space was provided at the end of the questionnaire where respondents could provide any further comments they have in relation to the scheme.

Question 4 – Do you feel the scheme will have any other benefits to those listed above?

- 4.3.37 Question 4 asked respondents whether they feel the scheme will have any other benefits other than the six listed in the previous question.
- 4.3.38 This question allowed respondents who selected ‘yes’ to explain their answer. The explanations of those who selected ‘yes’ can be found at **Appendix H** of this report.
- 4.3.45 The most frequently raised themes are shown in Table 4.4 below.

Table 4.4 – Key Themes (Question 4)

Themes	Count
Improved Traffic	29
Improved Access	6
Reduced Pollution	6
General Improvements	6
Improved Safety	3

- 4.3.46 Of the respondents, 58 left a comment on whether they consider there are any further benefits to the scheme. The most frequent theme was that the proposals would result in an improvement in traffic congestion/flow. Other respondents commented on the improvements that the scheme will have on access, reducing pollution and more general improvements such as visual improvements and the way in which it will make the town-centre feel.

Question 5 – Do you think our proposals will help to improve access between Banbury town centre and station?

- 4.3.47 Question 5 asked respondents whether they felt the proposals will help to improve access between Banbury town centre and the train station.
- 4.3.48 This question allowed respondents to provide a reason for their response. A summary of the responses to this question can be found at **Appendix H** of this report.
- 4.3.49 Table 4.5 below summarises the most frequently raised themes in relation to Question 5.

Table 4.5 – Key Themes (Question 5)

Themes	Count
Not gone far enough	32
Reduced congestion will improve access	30
Improved layout will improve access (including for pedestrians and cyclists)	17

Unsure/depends	13
Improved access to public transport	11

4.3.50 Many of those who provided a written response to this question were suggesting that the scheme has not gone far enough in improving access between Banbury Town Centre and the station. For those that thought the scheme would improve access, the main reason for this was the impact the scheme will have on reducing congestion and the improvements for pedestrians and cyclists. A number of respondents felt that the improved access to public transport would improve access between the station and town-centre.

Question 7 – Do you think our proposal will help to reduce congestion and as a result improve air quality in Banbury town centre?

4.3.51 Question 7 asked respondents whether they think the proposal would help reduce congestion and improve air quality.

4.3.52 This question allowed respondents to provide a reason for their response. A summary of the responses to this question can be found at **Appendix H** of this report.

4.3.53 Table 4.6 below summarises the most frequently raised themes in relation to Question 7.

Table 4.6 – Key Themes (Question 7)

Key Themes	Count
Reduced congestion and better flow	48
Reduced car usage	9
Not significant enough to	12
Will worsen	7
Will only result in pollution elsewhere	4
Not sure	3

4.3.54 Of the respondents who provided a written response, most believed that the proposed scheme would result in a reduction in air quality due to better traffic flow and reduced congestion. Others stated that reduced car usage as a result of the proposal would result in air quality improvements. Some respondents believed the proposals were not significant enough to reduce air quality or would only result in moving pollution issues elsewhere.

Question 8 – Overall, what is your opinion on the proposed improvement scheme?

- 4.3.55 At the end of the survey, respondents were asked for their overall opinion on the proposed improvements.
- 4.3.56 Respondents were asked to outline their reasons for the answer to the question. A summary of the responses to this question can be found at **Appendix H** of this report.
- 4.3.57 Table 4.7 below summarises the most frequently raised themes in relation to Question 8.

Table 4.7 – Key Themes (Question 8)

Themes	Count
Improved traffic flow and reduced congestion	22
Improved access	13
Improves the environment (and reduces car use)	11
Will have a neutral impact	11
Need for better cycling and pedestrian improvements	8
Improved bus services	6
Increases traffic	6
Needs better environmental impacts	3
Needs better access	3
Concern over disabled access	2
Encourages use of the town centre	2
Needs to integrate with other improvements	1

- 4.3.58 The majority of respondents supported the scheme and the most popular reason stated was the improvements the Scheme will have on traffic flow and reducing congestion. Many respondents also stated their support for the improved access the Scheme proposes to Banbury station and town centre, and the improved environmental impacts of the Scheme

resulting from pedestrian and cycling improvements and reduced air pollution. Respondents who did not support the Scheme stated a variety of reasons as shown in Appendix I.

Final question – Please use this space to provide any further comments you may wish to make about the proposed improvement scheme.

- 4.3.59 At the end of the questionnaire, respondents were provided a space to provide any further comments they may wish to make about the proposed improvement scheme.
- 4.3.60 A summary of the responses to this question can be found at **Appendix I** of this report.
- 4.3.61 Table 4.8 below summarises the most frequently raised themes raised in the additional comments section of the online feedback form.

Table 4.8 – Key Themes (Additional comments)

Themes	Count
Further suggestions	17
Issues with the extent of consultation	5
Traffic light concerns	4
Inclusivity/accessibility concerns	4
Parking concerns	4
Cycling infrastructure concerns	4
Bus stop concerns	3
Need for cameras	2
Pollution concerns	2

- 4.3.62 Overall, most respondents supported the proposals and offered further comments as to why they support the proposals, relating to the reduction in traffic, improved accessibility, and reduced pollution. Many of those who provided further comments were offering further suggestions for future improvement schemes in the area. Other respondents who didn't support the scheme offered some of their reasons why, which were a variety of concerns identified in Table 4.8.
- 4.3.63 Furthermore, there were 38 responses received during the 'Let's Talk Oxfordshire' live online consultation via letter, email and the online platform Remix.
- 4.3.64 The full responses are shown at **Appendix H** of this report.

4.3.65 Table 4.9 summarises the overarching themes and sub-themes that were identified within the responses. Themes were identified as the overarching main issue contained within the response, with a sub-theme identified as a smaller contribution made within the response.

Table 4.9 – Key Themes (Email Responses)

Themes	Themes count	Sub-themes count
Highway Design/Traffic	16	10
Safety	6	2
Pedestrian and Cycle Access	5	3
Parking	3	3
Landscaping/Streetscape	2	1
Vehicle Access	3	4
Environmental Impact	1	2
Construction impact	1	1
Consultation	1	-
Accessibility	-	1
Other Projects	-	1
Crime	-	1

4.3.66 The highway design and impact on traffic flow and congestion were major themes and sub-themes in the email responses. The majority of respondents stated that they were in support of the scheme as they believed it would have a positive impact on reducing congestion. However, there were some respondents who stated concerns regarding the impact on traffic.

4.3.67 A further reoccurring theme in the responses was also the issue of safety for pedestrians and motorists as a result of the proposals.

4.3.68 The proposed pedestrian and cycle arrangements were also major themes and sub-themes throughout the responses, and the improvements that the scheme will have.

5 Scheme Evolution

- 5.1.1 This Section demonstrates how the evolution of the Proposed Development has been directly and indirectly influenced by the extensive pre-application engagement carried out by the Applicant.
- 5.1.2 The design approach was iterative, whereby design options and the results of technical analysis were interpreted and refinements incrementally made. The proposed design was developed through engagement with the public, OCC in its role as determining planning authority and other stakeholders including CDC. Comments raised were addressed throughout the design development.
- 5.1.3 Following the preparation of the initial Feasibility Study in 2019, as a result of public consultation, and continued engagement with key consultees during 2020, an Extended Feasibility Study was undertaken. The extended feasibility study looked at developing the options further before moving into Preliminary Design stage where a defined option is taken forward for design. The Extended Feasibility Study, considered adaptation of the scheme to reduce land take from the station car park and to incorporate improved connectivity to the station for pedestrians and cyclists.
- 5.1.4 The Extended Feasibility Study undertook a further scheme review as the project progressed into the Preliminary Design stage. The preliminary design is the next stage on from feasibility and begins to refine some of the conceptual parts of the scheme into a more fully considered design. At this stage options were considered to understand whether the scheme could be improved further for pedestrians and cyclists following the consultation responses.
- 5.1.5 Additional co-ordination with Chiltern Railways and Network Rail was undertaken to explore the potential to increase the land take within the car park to accommodate enhanced pedestrian and cycle facilities. Through co-ordination the proposed scheme and modifications to the layout of the car park were developed.
- 5.1.6 During the next stage of public consultation held during November to December 2021, the majority of respondents expressed support for the proposals and the most popular reason stated was that the scheme would have a positive effect on traffic flow and reducing congestion. Several suggestions were made in respect of the proposed scheme including the desire for enhanced street lighting and landscaping, as well as improved pedestrian crossing facilities. It is considered that the proposals adequately reflect these comments. Other comments made related to suggestions which are outside of the scope of this current project.
- 5.1.7 The Design and Access Statement ('DAS') submitted with this application provides further details of the options considered by the Applicant and how the design of the Proposed Development has evolved.

6 Conclusion

- 6.1.1 The Applicant has engaged meaningfully with a wide range of stakeholders and has demonstrated how the application proposals have been influenced by the feedback from stakeholder engagement.
- 6.1.2 The proposed development has been developed in a consultative and iterative manner informed by various phases of engagement/consultation with a wide range of stakeholders.
- 6.1.3 The main phases of engagement/consultation can be summarised as follows:
- LPA Pre-application Engagement
 - EIA Scoping Consultation
 - Landowner Engagement
 - Stakeholder Briefings/Meetings
 - Public Engagement
- 6.1.4 The design of the proposed development has taken shape and evolved through a continuous consultation process between the design team and several key statutory and non-statutory consultees and interested parties.
- 6.1.5 The pre-application engagement carried out by the Applicant adheres to the applicable policy and guidance set out in Section 2 of this report.
- 6.1.6 This SCI outlines the extensive, yet proportionate, engagement undertaken by the Applicant, the feedback received on the proposed development and how the Applicant has had regard to this feedback when refining the proposed development. Furthermore, it demonstrates that the evolution of the project has been either directly or indirectly influenced by the engagement undertaken.
- 6.1.7 The Applicant is committed to continued engagement with the local community and stakeholders following submission of the application, as well as throughout the construction and operation of the proposed development, should permission be granted.

Appendix A OCC Initial Feasibility Consultation Report 2020

This page is intentionally blank

Banbury Regeneration - Tramway Road Improvements Consultation Report

Executive Summary

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

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

Skanska were commissioned to undertake feasibility work on the scheme

Background

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

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

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

Consultation

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

Online responses are summarised below:

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

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

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

A detailed analysis of consultation responses is included in Annex 1

Next steps

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

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

Annex 1

The following responses were made directly:

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

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

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

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

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

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

A total of 35 responses were made online:

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

Like	<p>I like the development of a new access route to the station for traffic coming from the South of Banbury, helping it avoid the busy Bridge St/Cherwell St crossroads.</p> <p>I like the prioritisation of non-car traffic.</p> <p>I dislike the loss of capacity at the west station car park and the lack of ability to easily transfer between the two car parks (where will traffic go if the West car park is full?)</p> <p>I dislike the increase in traffic down Tramway - this has been an exceptionally safe place to cycle.</p>
Do Not Like	I think what we have is adequate and just needs a tidy up

Like	Regeneration is great for the town as it will make it easily accessible and much easier for those of us who work in London. Due to the newly built properties, more and more people are relocating to the area and the town will see a rise in the population which will mean more people will pay council tax that will help the council with more regeneration projects and besides change is great for the community.
Do Not Like	Poorly planned. This route will cause more congestion to users of Bankside & Hightown Road. The construction of the new housing estates is already applying pressure to the road network. Adding additional lights will stagger the traffic yes but will cause more delays in the long term. A cut through that saves perhaps 5 minutes maximum is not worth public funding. Construct more cycle paths would be a better expenditure and a greener option!
Like	I like moving traffic away from Bridge St and also of providing a more direct access for the south and west of the town to the station. I am concerned about extra traffic in Swan Close, Hightown Road and Bankside. I'm sure these can be improved relatively easily. Traffic lights for the junction between Hightown Road and Bankside synchronised with those proposed at the Tramway Road junction, solving parking issues in Hightown Road and along Bankside plus removal of the chicanes on Bankside would <i>[text ends]</i>
Like	This should help reduce traffic congestion on bridge street station road junction. This scheme needs to link to Bankside with parking restrictions. Residents only
Like	Moves traffic away from already congested route along Bridge St.
Do Not Like	As this does not address the issue of only a single road bridge over the railway line near the centre. A second road will serve all of the community needs and not just a couple of buses and taxi every hour or so...
Do Not Like	This will mean a significant increase in the number of vehicles using hightown road. Theres nothing that I like.
Like	I am not sure what the purpose of the bollards is. I would personally open the road for traffic. It might be used as a cut through to Cherwell Heights, but can also ease the traffic congestion around Bridge Street. It will also allow cars to just direction of travel from let say Banbury United rather than going pass Morrison to get to Grimsbury. Alternatively the road from Grimsbury towards the train station could be a one way (whichever way seems more appropriate).
Like	I like that it takes traffic away from Bridge Street and the junction with Cherwell Street, the volume of traffic using that junction to and from the rail station makes pedestrian access to and from the town centre harder.
Do Not Like	This will only serve to clog up the Tramway Rd junction in a similar manner to that which is already experienced at the other end by the bridge. The road outside Morrisons is already a nightmare at times, how will adding a light system and access for all vehicle types make that better?

Do Not Like	More traffic will be accessing hightown road which is busy enough at the best of times due to the amount of houses being built alongside Bankside. There is a purpose built car park on the other side of the trainline. The existing car park isnt really needed
Like	It removes traffic from bridge street and grimsby areas.
Do Not Like	The number of traffic lights in Banbury is bordering on the ridiculous already and you are proposing more traffic lights! Doing this will just cause more traffic jams around the Bankside / Hightown Road area.
Like	buses & taxis are minimum impact to the traffic issues from one side of the town to the other
Do Not Like	2 traffic signal sets less than 100 meter apart With further lights and supermarket entrance is going to be more chaos. Now plan to improve junctions to link road for left turn lane to ease traffic. Also the current flow to bridge St junction backs up past new proposed traffic signals at peak time. This need a broader solution
Like	Good idea.
Like	1) I think this is a good idea as it should relieve congestion on Bridge Street and make it easier for cars to get in/out. 2) I think more thought needs to be given for improving pedestrian access to the station from Tramway Road; adding proper footpaths, crossings and better lighting, as currently people have to walk between cars and through the poorly lit car park. 3) Also need to ensure this route is accessible to everyone, including mobility scooters, bikes and pushchairs.
Like	Long overdue
Like	Redirecting any traffic off Hightown Road will help ease the congestion that this road, traffic lights will help the flow of this traffic, however I would take into account traffic turning out of the Morrisons car park onto Hightown Road, will these traffic lights assist and make this safer or not? The current car parking situation up Hightown Road and on Bankside MUST be sorted if this was to go ahead, its dangerous and soon there will be an accident
Like	Like everything
Do Not Like	Like the idea of regenerating this access way as it is currently sub standard. Dislike that the plans do not have any clear prioritisation for cycles unlike access to the vast majority of railway stations. The current access ways are not safe for cyclists but the plans only mention 'combined pedestrian/cycle path' without clearly outlining whether there will be dedicated and fast access for cycles to promote cycling over cars and to improve safety. At the moment station access is not safe.
Like	It's a good idea. It's something that should have been looked at thirty years ago when Swan Close started to be redeveloped but at least it is finally happening. Taxis and buses will benefit from the extra access for sure. My concerns are in exiting the site as in question 3 below.
No view	
Like	It makes for easy access to the Railway Station.
Like	Help ease congestion in town centre and Middleton Road

Like	Station users coming from the south will find this a much shorter and easier way to the west car park. It must be borne in mind that some users coming from other directions will find Tramway a worse route than Bridge St/Station Approach so will divert to the east car park which is already getting busier. Ideally the west side car park should be made multi-storey or at least double deck so it is future proofed for growth. It is an odd shape but there is a precedent: Bicester North.
Like	hopefully this will ease traffic congestion to bridge street bus station.
Like	please move national express bay further away from pawpaw restaurant.
Like	The introduction of traffic lights at Tramway, Swann Close and Hightown Road will no doubt be good and necessary but it totally overlooks the grid lock that is already starting to occur in this area and will get worse as new housing development in Bankside attracts even more traffic, not least of which will be the desire for more cars to use Tramway as a Station access. When are the planners going to wake up to the ever increasing need to prevent so much traffic in this area. New M40 Jct needed
Do Not Like	Unless some measures are put in place to stop the cars cutting through (when not accessing the station car park), I'm worried the traffic via Tramway Rd will become worse for us cyclists. It's already bad at the Tramway Rd/Hightown Rd junction - v. unsafe for cyclists at peak times, when you try to turn towards Tramway and have to stop in the middle of the road, speeding cars going both ways, it feels very frightening. Drivers dropping off constantly block the cycle paths - very ignorant of cyclists
Do Not Like	Banbury roads are full to bursting. We do not need more roads, the answer is fewer people and fewer new houses. I suggested to OCC many years ago to put up signs - Oxford is full come back under another day. But it was ignored. The result after many millions of £s is more traffic congestion, poorer air and more irritable travellers.
Like	It will make a considerable improvement to the flow of car traffic to and from Banbury Station - when the Chiltern Rail parking in Tramway closed 5 or so years ago there was an immediate impact on the volume of traffic and the length of time taken to drive from Hightown/Bankside through the town to reach the East or West side Chiltern Railways car parks. The suggestions for pedestrian refuges and crossings look sound although Zebra Crossings rather than Pelican Crossings should be considered.
Do Not Like	As the only access to the west car park, it will hugely increase the volume of traffic on all nearby connected roads and at all nearby junctions from early morning through to late night seven days a week to the detriment of local cyclists, pedestrians and residents Yellow lines on Lambs Crescent as planned will only exacerbate existing long-term problems for local people and residents, while authorities continue to ignore parking issues on Lambs Crescent, Hightown Road and Bankside.
Like	Less traffic by this route - but - The drop-off area at the station itself looks too small.

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

Like	I like the prevention of cars taking a short-cut. This will deter people from trying to cut around existing traffic problems (risking pedestrian and cyclist safety)
Do Not Like	A waste of money as is taking people away from the shopping centre, why add a walk?
Like	Easily accessible
Do Not Like	This shortcut makes little difference and will cause even more disruption. Disappointing!
Like	I am a bit concerned about the B3 bus not serving Morrison's but the proposed new stops in Tramway Road could help. I'd like to see more frequent buses than the present half hourly B3 serving the station. I do like the bus/taxi only link as it would be bad to have through traffic. There is also the East side car park where drop off and pick up can happen too.
Like	Should help traffic flow around the Station, Cherwell street and Swan Close
Like	Safer and more efficient for bus/taxi users and pedestrians.
Do Not Like	If you build it, you are putting the needs if the very few ahead of the needs of the community at large.
Do Not Like	As long as no busses use hightown road it might work.
Like	Again as above. Otherwise it is ok.
Like	I like it for the most, but I feel that bus passengers for Morrisons will be cut off, the proposed stops on Tramway Road mentioned in the FAQs are too far away and involve crossing what will become a busy junction. If there was some way for buses to stop on Hightown Road or divert round Lambs Crescent this would be beneficial
Like	Limiting access to public transport will allow much better traffic management. I understand the case for opening up access, but allowing all vehicles to enter from tramway Rd is too much. Why not alleviate traffic from one end by making all public transport enter from tramway, and all none public transport enter from the bridge entrance.
Do Not Like	Why does there need to be a bus service between the station and banbury town. It's a 2 minute walk max. The traffic is bad enough around the two junctions at the best of times and having bus only routes will only compound the problem
Do Not Like	It could work, but what will happen to the lay by in the station forecourt which allowed cars to pick up returning commuters? Are you forcing drivers under 30 min visits to try to find a limited parking space?
Like	If this will allow buses to get around Bnabury quicker I am all for it, but not if it means even more traffic lights to be put in, slowing traffic and causing delays.
Do Not Like	current bus services should be looked at & many assessed on actually need of the town than just profits of running many times totally empty

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

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

Appendix B Let's Talk Oxfordshire Website

Access to Banbury Station (Tramway Road improvements)



Welcome to the Access to Banbury Station (Tramway Road improvements) public consultation. This consultation will run from 12.00 on Tuesday 16 November to 23.59 on Tuesday 14 December 2021.

The scheme aims to improve the road layout and facilities around Banbury Station – and ultimately access to the station - improve journey times for buses, taxis, pedestrians and cyclists, and provide better connectivity between southern Banbury and Banbury town centre.

We are proposing to improve access to the western station car park from the south of the town and improve safety for pedestrians and cyclists by providing a new footway and cycleway from Tramway Road to the station.

These updated proposals consider feedback from a public consultation held in early 2020 to gather initial feedback on the scheme. They have been designed to meet and support the objectives of the [Cherwell Local Plan \(Part 1\) Policy Banbury 1](#), [Banbury Vision and Masterplan SPD](#), [Local Transport Plan 4 Policy and Overall Strategy and Vision](#), and the emerging [Oxfordshire Plan 2050](#).

Please scroll to the bottom of the page to fill in the consultation questions.

New way of presenting designs

We understand engineering drawings can be hard to read, so you can now use our online visualisation platform, **Remix**.

- You can access our proposals on an online-based map and by scrolling you can use it in the same way as you would use Google Maps.
- You can zoom in and out to see the details and leave specific feedback by clicking on “Leave a Comment” situated on the top right-hand side of the map.
- More detailed, technical drawings are also available on the sidebar to the right of this page.

Click [here](#) to view the Access to Banbury Station (Tramway Road improvements) online proposals (External link). Remix plans work best when viewed on a desktop or laptop computer and using the Chrome web browser.

Please note: overall scheme feedback should be left using the consultation questions provided on this page. Comments on the Remix plans should only be related to specific features or design element that are of concern or if supported. This will determine the hierarchy of most important features and those that need improvements. Alternative suggestions are welcomed.

Watch an example video explaining how to navigate online plans [here](#). This example was created for a different consultation.

Ask for the materials in a different format

You can request printed copies of the consultation questions, information in an alternative format or help with sharing feedback by emailing consultations@oxfordshire.gov.uk or calling the county council's customer services team on 01865 792422.

The customer services team cannot answer detailed questions about the proposals, but they will pass them on to the relevant team who will respond as soon as possible.

Survey

CONSULTATION QUESTIONS:

Share your views on our proposals by answering these questions before 23:59 on Tuesday 14 December 2021.

You can also email your feedback to:

tramwayroad@oxfordshire.gov.uk

Or write to us at:

Access to Banbury Station (Tramway Road improvements)

FREEPOST OXFORDSHIRE COUNTY COUNCIL (No further address details required)

This is your opportunity to contribute to how the final scheme will work best for all those accessing the station or travelling through Tramway Road to the town centre and elsewhere.

TAKE SURVEY



Page last updated: 17 November 2021, 15:22

Key Dates

-  Consultation opens at 12.00
16 November 2021
-  Consultation closes at 23.59
14 December 2021
-  Design Update
December 2021
-  Planning Submission
December 2021 → January 2022
-  Detailed Design
January → June 2022

[More..](#)

Lifecycle



Open

This consultation is open for contributions.



Under Review

Contributions to this consultation are closed for evaluation and review. The project team will report back on key outcomes.



Final report

The final outcomes of the consultation are documented here. This may include a summary of all contributions collected as well as recommendations for future action.

Documents

 [Jan 2020 Consultation plan.pdf \(1.68 MB\) \(pdf\)](#)

 [General Arrangement Plan.pdf \(3.9 MB\) \(pdf\)](#)

FAQs

 [What is the scheme?](#)

 [Who is the scheme for?](#)

- ❓ Who benefits from the scheme?

- ❓ Will it benefit me?

- ❓ Will private cars be able to use the new connection between Station forecourt and Tramway Road?

- ❓ Will there be improvements to pedestrian and cycle access?

- ❓ Will there be a safe drop off facility at station approach?

- ❓ Will there be provision of additional carparking capacity at station?

- ❓ Will vehicular access to the surface Station Car Park be maintained from Bridge Street?

[Terms and Conditions](#)

[Privacy Policy](#)

[Moderation Policy](#)

[Accessibility](#)

[Technical Support](#)

[Cookie Policy](#)

[Site Map](#)

Appendix C Public Letter to Local Residents and Business and Distribution Area Map



Reference: Access to Banbury Station
(Tramway Road improvements) scheme

**Oxfordshire County Council
County Hall, New Road
Oxford
OX1 1ND**

Recipient address line 1
Recipient address line 2
Recipient address line 3
Recipient address line 4

16 November 2021

Dear Sir/ Madam

Re: Access to Banbury Station (Tramway Road improvements)

Oxfordshire County Council is proposing to improve accessibility around Banbury Station.

We're writing to inform you of an upcoming consultation about proposed improvement works at Tramway Road, Banbury.

Improvements to Tramway Road aim to improve journey times for buses, taxis, pedestrians and cyclists and connectivity between southern Banbury and Banbury town centre.

We're proposing to:

- Extend Tramway Road to Station Approach;
- Provide a pedestrian, cycle, bus and taxi only connection between Bridge Street and Tramway Road via Banbury Station;
- Improve safety for pedestrians and cyclists by providing a new footway and cycleway from Tramway Road to the station forecourt;
- Add new bus stops at the Station and an additional car passenger drop off and collection facility on Tramway Road;
- Provide a new vehicular access to the station surface car park via Tramway Road;
- Improve access to the western station car park from the south of the town.

The benefits of the scheme include:

- Improved access to the station, including for cyclists, pedestrians and those using public transport;
- Improved bus journey reliability into the town from southern areas of the town and an integrated bus service that stops on the doorstep of the station;
- A reduction in detrimental environmental and air quality impacts, by removing trips from the heavily congested A4260/Bridge Street junction.

The public consultation will be held from **12:00 16 November to 23:59 14 December 2021**, with a planning application expected to be submitted in Winter 2021. We want to hear from residents, businesses, and stakeholders such as schools, health, and community organisations.

Visit our website <http://www.oxfordshire.gov.uk/banburystation> to read more and access the consultation. You can find detailed plans, read Frequently Asked Questions, and complete our survey.

You can also email your feedback to tramwayroad@oxfordshire.gov.uk or write to us at:

Access to Banbury Station (Tramway Road improvements)
FREEPOST OXFORDSHIRE COUNTY COUNCIL (No further address details
required)

If you, or anyone you know needs a printed copy of the questionnaire, information in an alternative format or help with sharing their thoughts please email engagementteam@oxfordshire.gov.uk or call the county council's Customer Services Team on 01865 792 422.

Please note the council's Customer Services Team are unable to answer any detailed questions about the proposals and these will be passed to the relevant team who will respond as soon as possible.

Yours faithfully

Nathan Smith
Project Manager

Email: tramwayroad@oxfordshire.gov.uk

Website: <http://www.oxfordshire.gov.uk/banburystation>

This page is intentionally blank

Appendix D Press Release

This page is intentionally blank

Works to improve access to Banbury Station

Commuters, residents, and businesses in Banbury can have their say from today (16 November) on proposed improvement works at Tramway Road, near Banbury Station, until 14 December 2021. The work is set to improve access to the station and is part of the town regeneration plans.

Oxfordshire County Council has today launched a consultation to gather views on plans to improve the road layout and facilities around Banbury Station – and ultimately access to the station – for cyclists, pedestrians and those using public transport. The aim is to improve journey times for buses, taxis, pedestrians and cyclists, connectivity between southern Banbury and Banbury town centre and reduce congestion from the A4260/Bridge Street junction, improving air quality.

Councillor Duncan Enright, Oxfordshire County Council’s Cabinet Member for Travel and Development Strategy, said: “Banbury residents rightly demand better ways to get around on foot, by bike or scooter, or on buses and taxis. We all want to see the train station better used and improved. An improved link between Banbury’s great town centre to the railway station will provide a platform for regeneration of Oxfordshire’s largest town. The proposed works will make buses link better with trains, as well as improving access for pedestrians and cyclists. The Tramway Road improvements will mean better bus connectivity from the south of Banbury to the town centre and make it easier for Banbury residents to make walking, cycling, catching a bus, getting a taxi, or taking a train part of their daily routine.”

Proposals include:

- Extending Tramway Road to Station Approach.
- Providing a pedestrian, cycle, bus and taxi only connection between Bridge Street and Tramway Road via Banbury Station.
- Improving safety for pedestrians and cyclists by providing a new footway and cycleway from Tramway Road to the station forecourt.
- Adding new bus stops at the station and an additional car passenger drop off and collection facility on Tramway Road.
- Providing new vehicle access to the station surface car park via Tramway Road.
- Improving access to the western station car park from the south of the town.

The improvement work is part of the wider regeneration of Banbury and has been designed to support the [Cherwell Local Plan](#), [Banbury Vision and Masterplan SPD](#), [Local Transport Plan](#), and the emerging [Oxfordshire Plan 2050](#).

The county council held a public consultation in early 2020 to gather initial feedback on the scheme. The revised proposals have been prepared using feedback from the previous consultation.

Following this second public consultation on the revised proposals, a planning submission will be made in winter 2021. Construction is scheduled to begin in the summer of 2022.

People can take part in the consultation by visiting <https://letstalk.oxfordshire.gov.uk/banburystation>

Ends

For more information about this release contact the Oxfordshire County Council and Cherwell District Council communications team on 01865 323870 or email press.office@oxfordshire.gov.uk

Notes to editors

- Full details and plans of the proposed works can be found at <https://letstalk.oxfordshire.gov.uk/banburystation>
- Feedback can also be emailed to tramwayroad@oxfordshire.gov.uk
- Full details of how to obtain printed copies of the survey or any information in an alternative feedback can also be found by visiting <https://letstalk.oxfordshire.gov.uk/banburystation> or calling the county council's customer services team on 01865 792 422.T
- The total budget for this project is £4.56 million and fully funded from the Growth Deal. Growth Deal funding enables partnerships between local authorities and businesses to build infrastructure that benefits the local area and economy.

Appendix E Social Media Publicity

This page is intentionally blank

Facebook

16 November 2021



Oxfordshire County Council

16 November · ⚙️



Today we've launched a consultation on work to improve access to Banbury Station.

If you regularly commute from the station, live in the area, own a business or are part of a community or health care organisation, we want to hear from you.

We want to hear your views. To see detailed plans and complete a survey <https://letstalk.oxfordshire.gov.uk/banburystation>

The consultation is open until 23.59 on 14 December.



14

5 comments 1 share

9 December 2021



Oxfordshire County Council

9 December at 16:30 · 🌐



Would you like to be kept up to date with our news on transport and roadworks?

Sign up to our newsletter

<https://www.oxfordshire.gov.uk/.../contac.../sign-hear-us...>

You will be able to receive updates for the region that is of interest to you and opt out at any time.

The latest updates on transport and roadworks in your area. [What email do you prefer?](#)



Oxfordshire transport and travel bulletin

Welcome to the Oxfordshire transport and travel bulletin. We'll send you all the latest news on what's planned for the roads and transport network in your area.

You're receiving this newsletter because you told us you'd like to be kept up-to-date with all developments, or because you asked to hear about a particular project. If that's changed, don't worry, just [update your preferences](#).

 **Last call for feedback: Banbury Station improvements**

The consultation proposing improved access to the western station car park from Tramway Road, and improved safety for pedestrians and cyclists is closing in one week.

[Have your say](#)

 **Oxford's e-scooters trial extended**

After running for nine months, the e-scooter trial has been extended to March 2022.

[Find out more](#)

👍 3 3 shares

Twitter

16 November 2021



Oxfordshire County Council
@OxfordshireCC



Calling all commuters, residents and business owners
in [#Banbury](#)

Can you spare some time to share your views on work
to improve access to Banbury Station?

Have your say
letstalk.oxfordshire.gov.uk/banburystation

Consultation open from 16 November to 14 December.



4:30 pm · 16 Nov 2021 · Falcon Social Media Management



8 Retweets 1 Quote Tweet 7 Likes

26 November 2021



Oxfordshire County Council
@OxfordshireCC



There's still time to share your views on the Access to [#Banbury Station](#) (Tramway Road improvements) scheme, using our online survey.

letstalk.oxfordshire.gov.uk/banburystation

Commuters, residents, business owners, community groups – we want to hear from you.

The survey closes on 14 December.



8:00 am - 26 Nov 2021 - Falcon Social Media Management

2 Retweets 1 Quote Tweet

LinkedIn

16 November 2021



Oxfordshire County Council

10,651 followers

1mo · 🌐



Do you regularly commute from Banbury station, live in the area or own a business? Today we're launching a consultation on work to improve access to Banbury Station.

The Access to Banbury Station (Tramway Road improvements) scheme involves providing a pedestrian, cycle, bus and taxi only connection between Bridge Street and Tramway Road via Banbury Station. This will include a new footway and cycleway from Tramway Road to the station forecourt.

We want to hear your views. To see detailed plans and complete a survey <https://lnkd.in/dBUKeJhh>

The consultation is open until 23.59 on 14 December.



👍 7

10 December 2021



Oxfordshire County Council

10,651 followers

6d · 🌐



Do you regularly use Banbury rail station?

We want to improve access to the station by making some changes to Tramway Road that might affect you.

If you've got a few minutes to spare this lunchtime, please share your views using our online survey <https://lnkd.in/dBUKeJhh>



👍 5

Nextdoor

17 November 2021

Search Nextdoor



Oxfordshire County Council ✓
Oxfordshire County Council • 17 Nov



Road changes around Banbury Station. Changes to the road layout and facilities around Banbury Station are being considered and we need your views.

The Access to Banbury Station (Tramway Road improvements) scheme involves
[See more...](#)



Access to Banbury Station (Tramway Road improvements)
letstalk.oxfordshire.gov.uk

Posted to **Subscribers of Oxfordshire County Council** in 21 neighbourhoods



4

· 1,690 Impressions



Like



1 Comment



Share

14 December 2021

Search Nextdoor



Oxfordshire County Council ✓

Oxfordshire County Council • 2 days ago



The Access to Banbury Station (Tramway Road improvements) consultation closes tonight at 23.59. The work aims to improve access to the station, including for cyclists, pedestrians and those using public transport, and is part of the wider town regeneration plans. Don't forget to have your say on the proposals.

See more...



Access to Banbury Station (Tramway Road improvements)

letstalk.oxfordshire.gov.uk

Posted to **Subscribers of Oxfordshire County Council** in 14 neighbourhoods



4 · 718 Impressions



Like



Comment



Share



Add a comment...

Appendix F Publicity Posters

“Let’s talk Oxfordshire”

Have your say on proposals to improve access to Banbury Station.

- Improved journey times for buses between Southern Banbury and Banbury town centre.
- Improved safety for pedestrians and cyclists with a new footway and cycleway from Tramway Road to the station.
- Improved access to the western station car park from the south of the town.

Have your say from **12.00 on 16 November**
to **23:59 on 14 December 2021.**

Find out more:

letstalk.oxfordshire.gov.uk/banburystation

SCAN ME



For paper copies of the plans, contact
tramwayroad@oxfordshire.gov.uk
or call **01865 792 422**

BANBURY STATION

Appendix G 'Let's Talk Oxfordshire' Feedback Form

Access to Banbury Station (Tramway Road improvements)

Let's Talk Oxfordshire

CONSULTATION QUESTIONS:

Share your views on our proposals by answering these questions before 23:59 on Tuesday 14 December 2021.

You can also email your feedback to: tramwayroad@oxfordshire.gov.uk

Or write to us at:

Access to Banbury Station (Tramway Road improvements)

FREEPOST OXFORDSHIRE COUNTY COUNCIL (No further address details required)

This is your opportunity to contribute to how the final scheme will work best for all those accessing the station or travelling through Tramway Road to the town centre and elsewhere.

Section 1: Your travel habits

How do you mostly travel to and from Banbury town centre and station?

(Choose all that apply)

- Car
- Bus
- Cycle
- Walk
- Taxi
- Motorbike or moped
- Van
- HGV
- Other (please specify)

How often do you currently use Tramway Road?

(Choose any 1 options)

- Daily
- 2-3 times a week
- 4-6 times a week
- Once a week
- Fortnightly
- Once a month
- Less than once a month
- Rarely
- Never
- Other (please specify)

Access to Banbury Station (Tramway Road improvements)

Let's Talk Oxfordshire

Section 2: The proposals

Please take the time to review the proposals set out on our interactive map before answering this section of the questionnaire.

Set out below are the six improvements our proposals aim to deliver.

Please place these in order of importance from 1-6, using a scale where 1 is the most important improvement and 6 is the least important improvement.

(Rank each option)

- _____ Better access for walking
- _____ Better access for cycling
- _____ Enhanced Station drop-off/collection point
- _____ Dedicated bus stops at station
- _____ Improved bus journey times and reliability to the town centre
- _____ Better access to the station surface car park

Do you feel that the scheme will have any other benefits to those listed above?

(Choose any one option)

- Yes
- No
- Don't know

If yes, please explain below.

Do you think our proposals will help to improve access between Banbury town centre and station? (Must select option)

(Choose any 1 options) (Required)

- Yes
- No
- Partially
- Not sure

Please let us know the reason for your response.

Access to Banbury Station (Tramway Road improvements)

Let's Talk Oxfordshire

How likely are you to cycle, walk or take the bus to and from Banbury town centre and station, as a result of the proposed works?

Questions	Extremely likely	Likely	Not sure	Unlikely	Extremely unlikely
Cycle					
Walk					
Bus					

Do you think our proposal will help to reduce congestion and as a result improve air quality in Banbury town centre? (Must select option)

(Choose any one option) (Required)

- Yes
- No
- Partially
- Not sure

Please let us know the reason for your response.

Overall, what is your opinion on the proposed improvement scheme?

(Choose any one option)

- Strongly support
- Support
- Neutral
- Oppose
- Strongly oppose

Please outline your reasons for your answer to the above question.

Please use this space to provide any further comments you may wish to make about the proposed improvement scheme.

Access to Banbury Station (Tramway Road improvements)

Let's Talk Oxfordshire

Section 3: About you

The council is committed to [keeping your information secure](#) and we will not share any personal data outside the organisation except in an anonymised format for data analysis purposes.

We would like to know a little about you so that we can understand more about our customers and residents. It helps us to know if we are hearing the views of a wide range of people and communities.

If you do not want to provide any of this information, please select 'prefer not to say'.

All information given is anonymous and is governed by the General Data Protection Regulations 2018. It will be treated as strictly confidential.

Are you responding as:

(Choose all that apply)

- Resident of Banbury or surrounding area
- Business in Banbury or surrounding area
- Regular user of Banbury Station
- Representative from a group or organisation (eg cycling group, transport group, charity, school)
- Parish councillor
- District councillor
- County councillor
- Other (please specify)

If you are responding on behalf of a business, organisation or group, what is the name of it? (Please note we will not use your business, organisation or group name in any reports.)

If you are responding as a councillor, what is your name and which parish, town, ward or division do you represent?

Please enter your full post code

Are you?

(Choose any one option)

- Female/woman
- Male/man
- I use another term (please state here)

Access to Banbury Station (Tramway Road improvements)

Let's Talk Oxfordshire

Prefer not to say

What is your age?

(Choose any one option)

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

What is your ethnic group?

(Choose any one option)

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

Do you look after, or give any help or support to anyone because they have long-term physical or mental health conditions or illnesses, or problems related to old age?

(Choose any one option)

- No
- Yes, 9 hours a week or less
- Yes, 10 or more hours a week
- Prefer not to say

Do you have any physical or mental health conditions or illnesses which reduce your ability to carry out day-to-day activities?

(Choose any one option)

- Yes – a lot
- Yes – a little
- Not at all
- Prefer not to say

If you have answered 'yes' please can you tell us what your physical or mental health conditions or illnesses relate to?

(Choose all that apply)

- Mobility
- Sight
- Hearing
- Mental health and wellbeing
- General health
- Prefer not to say
- Please enter any additional comments

How did you find out about this consultation?

(Choose all that apply)

- Email from the county council
- Letter/leaflet through my door from the county council
- Facebook
- Local community group/organisation
- Friend / relative / neighbour
- Local newspaper online or print

Access to Banbury Station (Tramway Road improvements)

Let's Talk Oxfordshire

- Twitter
- Instagram
- LinkedIn
- Oxfordshire.gov.uk website
- Nextdoor
- Other (please specify)
- If 'other' how did you hear about the consultation? Thank you for taking the time to respond to this consultation.

Finally, would you like to receive the results of this survey and the next steps of the Access to Banbury Station (Tramway Road improvements) scheme?

(Choose any one option)

- Yes
- No

Note: By giving your email, you are giving your consent for Oxfordshire County Council to hold your contact details. We promise: • to hold your information securely and not pass it onto anyone else without your permission • not to link your survey response to your name and contact details • to only use your contact details for the purposes above You have the right to withdraw your consent at any time by writing to XXXXXX@oxfordshire.gov.uk or by writing to: Access to Banbury Station (Tramway Road improvements) consultation, FREEPOST OXFORDSHIRE COUNTY COUNCIL (No further address details required). Yes, I consent for Oxfordshire County Council to hold my personal details and to re-contact me with updates. 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 enter your email address in the box below:

Data protection and privacy

Note: Under the Data Protection Act 2018 (<https://www.gov.uk/government/collections/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 shared 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.

Thank you for taking the time to answer these questions.

Please click on 'FINISH' below to submit your responses.

This page is intentionally blank

Appendix H Detailed Design Online Engagement Responses 2021

Question 4 – Do you feel the scheme will have any other benefits to those listed above?

Date	Response
16/11	Adding an entrance from Tramway Road will much improve accessibility to the station.
17/11	Removes bottleneck on bridge street
17/11	If the car ACCESS is improved by for example using a level pass where you can access the station using a lane above others that would significantly reduce traffic in the junction near the station. By doing so you could access the station from either side of the main road and not go through any lights, roundabouts, junctions... It also allows a better access for busses, bicycles, pedestrians and busses who would benefit from low traffic and less danger. There could be a level pass directly from the train station to the bus parking station by Castle Quay... That would improve business in the shopping centre, again, be safer and reduce traffic
17/11	The scheme is ludicrous and the survey questions above are manipulative. The scheme itself is a fait accompli, no?
17/11	The design as present ed doesn't seem to have any actual benefit above the existing situation for pedestrians or cyclists. It certainly involves paying lip service to improved safety and access but actual delivery of those two important issues seems sadly and not surprisingly missing.
17/11	There is a great opportunity on the new roundabout to provide a focal point to the station entrance (such as public art), this will make the approach much more attractive to residents and visitors. Similarly, ambitious landscaping along the small green strip has the potential to deliver a benefit by way of creating an attractive streetscape and contribute to sustainable drainage - e.g. by installing a rain garden.
17/11	This Scheme is very much needed. Please go ahead. Banbury needs this scheme. Happy with the proposed plan.
17/11	Help reduce pollution and traffic congestion
17/11	Reduce traffic congestion on the Bridge Street/Cherwell Street junction.
17/11	Anything that can improve the daily gridlock of trying to get out of the station from either of the car parks will be a bonus. I can sit for up to 20 minutes some evenings just trying to get through the lights on Bridge Street.
17/11	Improve traffic flow at busy times
17/11	Free up vehicle traffic too and from station at peak times - it is a nightmare getting in and our from the station - I commute in to London daily
17/11	It should massively improve traffic flow on Middleton Road where the interaction of the station entrance and the traffic lights at the end are a nightmare for people travelling in all directions.
17/11	It will significantly reduce traffic in Swan Close/Lower Cherwell St and improve the traffic flow making for the M40 ; also reduce the bottle neck in Bridge Street
17/11	Tidying the area up. It looks a state.

17/11	Relieve traffic on other town centre roads especially Bridge Street
17/11	It should relieve peak time congestion on Bridge Street by opening up additional routes in and out of the station
17/11	If you include stepped access from Station Road to the canal towpath it would combine with the dedicated cycle and pedestrian pathways to make a safer choice of routes for station users who might want to exit via Tramway, or may need to head in toward the town centre.
17/11	Ease traffic congestion at the junction of bridge street and A4260
17/11	Current system is a disaster. It can sometimes take up to 20 to 30 minutes travel time as busy periods to travel from the station to the town given the current road set up. Work to minimise this for all modes of transport would be very welcome.
17/11	Reduced congestion and environmental impact, improved fitness and health from walking/cycling.
17/11	It will give better easier access to thre railway station, so may encourage me to go by train more often
17/11	May improve traffic flow into town centre over the bridge
17/11	Less pollution. Hopefully encourage people out of their cars. Better integration between bus and rail. Safer and healthier for pedestrians. Should help cut down the traffic at the Bridge Street junction.
18/11	Reduced congestion at the junction with Bridge street, and subsequently Cherwell street crossroads.
18/11	It will reduce the traffic on the bridge near the current station entrance
18/11	Removal of a lot of traffic from the current Bridge Street junction
18/11	It will improve station access from the South side of the town and reduce need to car drivers to navigate the bridge street junction which is generally congested. People will only use the car parks if they are affordable though otherwise they will continue to park on Bankside and elsewhere. Chiltern railway Parkin charges are ridiculous.
18/11	There should be a significant reduction in cars approaching the station from the Bridge St traffic lights. Is it possible to close Station Road to cars, from where it forms a T junction with Bridge St/Middleton Rd? And to dedicate that road to walkers, cyclists, buses and taxis only? Looking at your map, it seems the cycle lanes end at the cycle racks - but many cyclists approach the station from Bridge St and need a dedicated lane. If cars picking up passengers, and parking, could only approach along Tramway, then congestion and air pollution on Bridge St would be considerably decreased. At present the Bridge St Junction is overcrowded and dangerous for cyclists and pedestrians, and the air quality is poor.
18/11	Moving traffic from Bridge Street to Tramway will only move congestion, which could be made worse by having Morrisons nearby
19/11	Improve safety of junction of Tramway with Swann Close
20/11	Access via Tramway should reduce traffic congestion on Bridge Street if cars from the south are not trying to turn right into Station Approach. Linking buses to the station is a great idea.
21/11	Scheme should reduce congestion on Station Rd/Bridge St junction. I would prefer to see this entrance closed to all vehicle traffic, routing everything through Tramway, thus moving the station traffic entirely away from Bridge St.

22/11	Increase the attraction of Banbury station as an important transport hub. Increased the attraction of Banbury Town Centre as a destination for insiders and outsiders.
22/11	Bus stops at the station will be a great thing. Better traffic flow for dropping off and collecting will make it easier for pedestrians.
23/11	More pleasant atmosphere
24/11	Relieve traffic congestion on Bridge St caused by entrance and exit of vehicles from existing route
26/11	Will mean those coming from villages south of town will not have to navigate congested junctions. I regularly used the tramway car park when using the train its closure meant I am more likely to travel to Bicester or drive to parkway rather than crossing the congested bridge to use the multi storey
27/11	Opening up Tramway will have limited impact on the junction with station road and middleton road - however the opportunity to access the car parking from both East and West - and the failure to deliver more crossing points over the river/ canal / railway has been a colossal failure of planning and short-termism over the needs of the community.
27/11	General improvement to a very drab and tired area
28/11	To me, it's the traffic on Bridge and Merton Street that this should help. The traffic in that area in the morning is just awful. By being able to get to the station through the Tramway Ind Estate hopefully that will significantly improve this. Also on Bridge Street as there are no cycle paths and the road is narrow and congested, all the cyclists use the pavement, which is not wide. General easing of traffic there would help everyone.
30/11	Cut down the traffic
09/12	Hopefully there will be improved lighting on Tramway Road and it will feel safer as an access route to the station at night-time. New road surfaces should make cycling easier and safer particularly in the section alongside the Certas depot, which is in a very poor condition.
10/12	It should remove some of the chaos at the Merton street Bridge street junction and Bridge street station approach junction by enabling access to parking from a Southernly direction.
10/12	It will ease the congestion at the traffic lights before the station and for any one coming to Banbury from the Bloxham side it will make life so very much easier. Well done, what a breakthrough! Also very pleased to see cycle and walk ways there. Also think the bus stops are good.
10/12	Faster access to parking spaces
10/12	Currently, traffic has to squeeze through to get to station carpark. traffic is a night mare in the vending. This new scheme should help with this, as well as allow for better drop-off and pick up points.
10/12	It should reduce the traffic entering and leaving the station from Bridge Street and ease congestion there and at the junction with Windsor Street
13/12	Better traffic flpw
13/12	It will significantly reduce the bottleneck of traffic / congestion and high vehicle emission impact around Bridge Street / Middleton Road

13/12	Better serving people who live on the south side of the town who have had a much worse service in terms of car parking since the Tramway car parks closed down. It's added extra journey time and made the process of using the train much more frustrating
13/12	If more people use bus instead of car, it will reduce traffic and air/noise pollution all over town. It will also be safer for walkers and cyclists.
13/12	Improved quality of life through cleaner air and reduced traffic noise, as people feel safer traveling on foot or by bike, instead of feeling compelled to go everywhere by car for protection from other cars.
14/12	Reducing congestion in Bridge Street and Cherwell Street
14/12	They will make the station seem marginally less like a portakabin accidentally dropped at the end of a cup-de-sac
14/12	Less air and noise pollution as more people travel to and from the station by other means than cars. Less congestion.
14/12	I do not believe that the scheme offers any benefits to anything other than heavy and increased traffic (volume and tonnage), with greatly increased pollution and detriment to public health and the environment the main - and obvious - consequences. There is not adequate space or time to continue with a list of how awful the proposal is for residents, particularly those in the immediate vicinity. First step to a better solution is to move the so-called 'relief' road (Windsor Str) away and make a proper ring-road around town. This will also allow the train station to be united once again with the town centre.
14/12	Opportunity to enhance the public realm. Tramway Road is very industrial in nature, there is opportunity to create an urban boulevard with enhanced street planting and improved material choices for surfacings

Question 5 – Do you think our proposals will help to improve access between Banbury town centre and station?

Date	Answer	Response
17/11	Not sure	Depends on bus timetables and which routes use bus stop
17/11	Partially	If only taxis and buses use it - great. If it's a free for all cut though not policed it will be awful.
17/11	Yes	The junction with traffic lights are the worst solution possible. It cant handle the current traffic and as the town grows that's going to become a huge problem
17/11	No	Have you tried walking from the station to central Banbury - it is a death trap at the junction and bike ride freely on the pavement?
17/11	No	Again, you aren't improving the situation - you are papering over it; repainting a house with faulty plumbing so to speak. If you want to improve access between the town centre and the station, sort out the junction at Bridge street.
17/11	Partially	Yes it will improve it from the south, but access from the north at Bridge Street needs significant improvement - it is currently unpleasant and unattractive for pedestrians and dangerous for cyclists. Hopefully these proposals will ease traffic coming in from that direction though which will help.
17/11	Yes	Very much needed.
17/11	Yes	If the access to the station is improved then hopefully more people will use the station and then walk into the town centre to its businesses.

17/11	No	You've missed the issue completely. The issue isn't access to the station, it's too many cars being fed to Bridge Street. These improvements won't take cars off the road and the problem will remain, because Banbury's bus network and geographic spread isn't set up for people to travel without a car easily, fast, or cheaply. It can take 20 minutes to leave either Station car park if you need to head towards the crossing by town. There are too many traffic lights and far too many feeder roads. What you really need to do is improve links in and out of both car parks so that the traffic stops feeding onto Bridge Street as soon as a train leaves Banbury station.
17/11	Yes	It will improve flow of traffic, make it easier to cross the roads and help reduce pollution
17/11	Yes	Banbury station really needs a proper bus interchange.
17/11	No	The station is a 5 minute walk from the bus station. Literally nobody takes a bus from Banbury railway station to the town centre or elsewhere in Banbury. And literally nobody cycles to the station.
17/11	Partially	Doesn't address need for proper protected cycle lanes, additional traffic lights look like will cause more queues, really need a road that allows people entering North Banbury via M40 area to bypass entire centre of Banbury if they want to get to south Banbury/Oxford road. This needs to be part of any plan, as most traffic and delays are due to people trying to get through the town, not actually visit it.
17/11	Partially	If this is going to happen, make sure that the route will be quicker and keep the road in good condition - if people know that the route is just as congested as the current route or the road is really bad like most roads in the county, nobody will want to use it
17/11	Not sure	I'm not sure the access between the station and the town centre is bad - it's just the amount of traffic in and around the station, but agree it could be more user friendly.
17/11	Partially	The new access is more helpful to people wishing to enter/leave town more quickly, rather than directing people into the town centre.
17/11	Yes	Improved traffic flow
17/11	No	It is a scheme designed for car drivers and will make congestion worse and travelling more dangerous for pedestrians and cyclists
17/11	Partially	The river, canal and Chiltern Street are all still in the way, but there's not much anyone can do about that. Using the entrance via Tramway makes the most sense.
17/11	Yes	Less traffic congestion at Bridge Street traffic lights
17/11	Yes	At the wrong time of day, it can take more than 30 minutes to get from Tramway to the current multi storey station carpark
17/11	Partially	In theory it's good for buses, assuming they can get through the awful traffic on Bridge Street. It doesn't do much for pedestrians or cyclists. These two groups would be better aided by a bridge over the canal and river in line with George Street.
17/11	Yes	Relieve traffic on other town centre roads especially Bridge Street
17/11	Yes	Joined up public transport with more buses to the villages will enhance travel to and from Banbury.

17/11	Yes	It opens up multiple routes to do this rather than everyone being funnelled down the same route.
17/11	Partially	No provision to get cars through this bottle neck they will still have to go round. Buses taxis cyclist's pedestrians. It appears to be a cheap alternative to what is really required & that is a road that goes from chalker way over to bodicote direction
17/11	Yes	I've put yes because dedicated bus stops should always have been an essential part of any train station. It will improve access from the Tramway side for those on foot or cycle. It may, via the Tramway side, improve access for disabled users, but I'm not sure about this and hope that suitable consultations with relevant individuals and groups have been undertaken.
17/11	Partially	I would still like to see pick up/drop off for car access in current location. I do believe the last 50m is the problem, the issue is the delays caused when exiting from the west car park onto the main road. Opening up tramway will ease the flow of traffic. Will this become a rat run to avoid 3 sets of lights if coming down hill (with Morrison on your left) to those traditionally also turning right at junction by bus station, but not then turning into station?
17/11	Partially	There is potential for traffic from the north of town to clog the junction of bridge street and A4260 to get to the new station car park access if the car park access is closed from the station road side of the station.
17/11	Partially	Not sure it would be possible to worsen the current set up.
17/11	Yes	there will be more public transport access to the railway station and make it easier to access the station from the tramway direction which may help reduce congestion at the Bridge St entrance.
17/11	Yes	Traffic directed away and should be an easier access
17/11	Partially	I think they will reduce traffic at the lights however bring more traffic to Bankside.
17/11	Yes	Improved bus service
17/11	Yes	There will be a bus service if you need one. And for pedestrians there will be less traffic to contend with. It will be safer and healthier. Plus you will have bus services to the rest of the town.
17/11	Yes	More bus stops and pick-ups is a benefit.
17/11	Not sure	Access may be improved, as in shorter journey times, for cyclists and maybe pedestrians coming from South. Can't see anything other than buses coming from town centre, which, whilst these may be improved, I doubt many train users take a bus to or from the town centre.
18/11	Yes	Much easier to access the station
18/11	Partially	I think the removal of some of the car traffic from the Bridge Street side of the station will make pedestrian and cycle access safer
18/11	Partially	It will to a certain extent but might just move the congestion problem. People coming from Spiceball direction will now either have to drive around to Tramway to park or go right across bridge street to the multi storey car park which will move congestion long the road. The traffic lights junction between the multi storey and bridge street is poor and gets congested in peak times.
18/11	Not sure	From Banbury town centre to the station is currently not much of a problem.

18/11	Yes	The queues of traffic on Bridge St should be reduced.
18/11	Partially	Will help for public transport, but not for other vehicles
19/11	Yes	Hopefully the plan will ease congestion at traffic lights Bridge St and A4260
19/11	Partially	May reduce some of the strain on the Bridge Street access point but this scheme alone is not going to solve that issue!
19/11	No	Its a horse designed by a committee. I was a bus driver on the Midland Red in the late 60's and had used Banbury station as a child in the early 50's. I was always of the opinion that the area outside the entrance of the station should be totally covered and all bus services in and out of Banbury should be routed from either Bridge street or the Tramway to and from the bus sttion and Cow fair. It would not conflict with vehicular traffic of any sort. It should provide users of the station with a totally covered, from the eliments, area. Any thing else is short sighted.
19/11	Partially	The position of the canal and the Bridge Street crossroads between the station and the town centre seems like a big obstacle in the way of getting improved access. Tramway Road as an access route would help, but mostly from the south and west; north and east are much more difficult.
19/11	Yes	To get to the station currently from South Banbury by bicycle or car is inconvenient as there is no easy route through to the main car park. This means that traffic is pushed further towards the town where there are already traffic jams. We need to encourage train use and so anything that makes the station more accessible is good. We also need to encourage more journeys to the station to be taken by bicycle or on foot so reducing the distance and providing good facilities are key.
20/11	Not sure	I would ask that better access for disabled drivers is included in the scheme, i.e. blue badge holders to be allowed to use the new access route along with buses. I do not agree that taxis should be included. I am opposed to any scheme that discriminates against private car users.
20/11	Partially	Pedestrian access needs much more improvement. Waste a lot of time trying to cross Cherwell Street and not having a more direct route.
20/11	Partially	I feel road access from Tramway is as important. Currently to park in the station car park or multi-story car park I have to drive all the way through Banbury, over the railway bridge and turn right across oncoming traffic. If i could access the station without the need to go around and ver the bridge you would reduce traffic, congestion and bottlenecks that develop to access the station and leave the station when arriving back at Banbury. So many residents think it is ridiculous no one in CDC has had the common sense to see what a difference to traffic flow and ease of getting to the station this would make.
20/11	Not sure	I can't quite work out from the map whether the proposed new bus stops and routes actually link with the town centre. If they do, then that is really good improvement.
20/11	Partially	It may help stop the bottle neck traffic at the entrance to the station by the bridge. But the town centre is not far, so a bus is not needed from the station, buses will only help those travelling further across town.
21/11	Yes	Most passengers coming from town centre are coming on foot or bike so less vehicle traffic on station road will be beneficial
22/11	Partially	It will certainly improve access from the south but does little or nothing to improve access from the north

22/11	Partially	By allowing some traffic to access the station via Tramway it should reduce volume of traffic via Bridge Street, thus improving access to town centre - but main benefit is to users coming from the south (Bankside, High Town Road, etc) as they no longer have to access the station via Cherwell Street / Bridge Street
22/11	Not sure	New bus stops in the plan is a good idea but aren't we still left with a poor connection between the existing bus station and the railway station? I'm not sure what route and destination(s) the buses will take when leaving the station.
22/11	Partially	The station is so close to the town centre, I'm not sure it makes any difference there.
23/11	Yes	It will provide direct access from the south thus reducing the volume of traffic turning right at the Bridge St traffic lights
24/11	Yes	Grimsbury side already has multi story carpark access Traffic. Stopping using surface carpark to and from Bridge St will mean less bottlenecks of cars if another access is available from another direction
25/11	Partially	All your text talks about access to and from South Banbury - but the station is not close to the town centre if you are disabled; it will not help that cohort.
26/11	No	Until the traffic lights are sorted at Bridge Street and Merton Street (to allow traffic from Merton street/rail station car park) to easily access Middleton road (normally takes 10 minutes and 1 car per light change at busy times)
26/11	Yes	Bringing buses closer to trains will increase usage and avoid the present need to cross a very busy road junction when walking between the bus stops/bus station and Banbury station.
27/11	Partially	it is hard to see how this aligns to other plans to change priorities in Bankside or to get a sense of how this aligns to other development plans for the improvements in Lower Windsor Street. This needs to be addressed holistically
27/11	Yes	getting to the station from any direction other than Middleton road is a nightmare
28/11	Yes	Designated bus stops and cycle routes are great plans
29/11	No	The through access provided by Tramway Road will be of benefit, but both entrances to the station are on extremely busy and congested roads - making pulling out of them difficult and time consuming - more traffic management at either end is required.
30/11	No	The proposal will create more traffic via Tramway to/from the rear station car park. Under the proposals for traffic lights, the flow of traffic from and between Swan Close Road and Hightown Road/Bankside will be severely impacted.
30/11	Yes	Same reason - traffic is awful that side, if the road gets opened it will cut down the volume at one junction. Easier for those who live in south Banbury or villages etc
07/12	Not sure	I live in a village with no bus service so have to drive to Banbury. I try and use the train when I can but parking at the station is extremely expensive so would rather park out of town and then walk to the station
09/12	Partially	It will better integrate public transport (bus and train) within the town.
10/12	Partially	Because traffic volume should be less on Bridge street

10/12	Yes	People coming from Bloxham all have to cross the bridge to reach the station car park, which was always a terrible location for those having to cross the town, so this is a good solution and should really help. A set of traffic lights (coordinated with those to the left and right) at the junction from the station would help as people as I can imagine that might be a new busy point. The pedestrian crossing lights could effectively be moved down to the junction, so that cars can get out and people also cross the road. Otherwise that junction could snarl up due to the pedestrian crossing lights.
10/12	Yes	Will avoid Bridge Street congestion
10/12	Yes	As above
10/12	Partially	This route is presumably mainly used by pedestrians and there does not appear to be any change for them. The pedestrian route is satisfactory now.
12/12	Yes	Quicker from South
12/12	No	Currently bus users are taken nearer to the town centre than the proposed stop at Banbury Station. Using the station bus stop as an access point for the town centre requires a longer walk on narrow paths and the crossing of Banbury's busiest major road junction
12/12	Yes	Looks better for pedestrians and cyclists
12/12	Partially	To get to the main part of town, you still need to cross over. Additionally will buses count the station as town, eg will I have to embark at the station, disembark at the current depot, then reembark to travel towards Hardwick hill.
13/12	Partially	More cycling provisions are very welcome, but don't appear to materially improve the major conflict points for turning cyclists at Hightown Rd or Bridge St.
13/12	Yes	Buses and dedicated walkways
13/12	Yes	less congestion
13/12	Yes	Additional and more attractive walking route to Morrison's side of Banbury as a result of Tramway being a more widely used access route will make it more appealing / usable for pedestrians. Reducing traffic on Bridge St/Station Rd will be excellent, as will reduction in congestion around junction with A4260 by diverting traffic via Tramway when seeking to access the station from the West / South of Banbury
13/12	Not sure	I am more interested in the impact it will have on people coming in from the south - we shouldn't have to go through the town centre to get to the station car park.
13/12	Partially	I don't want it to make Bankside and Hightown busier than it already is.
13/12	Partially	The scheme will help with traffic flow, but the primary need is to have good short-term/pick-up parking so that family and friends can be picked up easily at the station – since I live in a village with poor public transport, if I don't drive to pick up people at the station, they will drive all the way to my house and not take the train to Banbury from Birmingham/London/Oxford
13/12	Yes	Anything would be better than the current situation.
13/12	Not sure	Not sure how this will effect traffic from North Banbury accessin g the station and car parks

13/12	No	There is already considerable congestion on Middleton Road which is aggravated by the station car park users exiting from Merton Street and traffic entering and exiting the existing access off Middleton Road. If the existing Middleton Road remains open it will create a rat run from Tramway Road to Middleton Road in both directions thus avoiding the congestion on Cherwell Street and worsen the situation on Middleton Road.
13/12	Yes	It will relieve congestion.
13/12	Partially	The bus may still get stuck in traffic especially since both the Bridge Street and the Tramway access are narrow without dedicated bus lane.
13/12	Partially	Access from the Tramway Rd side looks set to improve significantly, but the Bridge Street/Cherwell Street junction will still be as horrible for cyclists, drivers and pedestrians as it is now.
14/12	Partially	It is important that better access in and out for car drivers is required; however are you not just moving the problem and creating more bottle necks elsewhere?
14/12	Partially	There is still a need for improved walking arrangements
14/12	Partially	They will improve bus connections to the centre, but the one thing that would make it easier to walk and possibly cycle from the centre to the station is a bridge over Lower Cherwell Street. While I'm broadly supportive of the proposal, I'm very disappointed indeed not to see any thought given to that. The existing traffic lights are at best unpleasant to negotiate, arguably unsafe, and they also make it impossible to predict how long it will take to get from the town centre from the station - the difference between walking straight across and having to wait a full cycle is a good few minutes, and that can make all the difference when you're catching a train. It's ludicrous that the station is so cut off from the centre for pedestrians and cyclists: addressing this is to my mind far more important than anything that's in the current proposals. I'm going to tick 'extremely likely' at the next question, but that's not because of the proposals; it's because I already walk to the station, but I curse Lower Cherwell Street every single time. If this isn't addressed it will represent a terrible missed opportunity.
14/12	No	There is no mention in the document identifying which, if any, bus services are to be re-routed via the station, It is essential that all bus routes (INCLUDING THOSE USING MIDDLETON RD.) call at the station before or immediately after delivering passengers to the current Bridge Str (west) bus 'hub'. A 'one-way alternate working' section on the proposed route on the line of Station Approach will not provide the reliability required for both incoming and outgoing bus services, particularly for passengers seeking to leave from the station by train. It is particularly ludicrous that this comes about because two very generous lanes are provided for cyclists who could very well share with buses (as elsewhere in the town) and bearing in mind that cycle flows are either 'to' the station or 'away' at different times. Of course it is realised that cyclists are now 'king' for popularity purposes, but the primary need is to facilitate buses and taxis, and we are, or should be, building for the distant future if the investment is properly to be justified.
14/12	Partially	It will largely depend on the improvements made to the route to the town centre, especially improving the traffic lights so that pedestrians have a higher priority. Cycling to town also needs better signage and marking.
14/12	Partially	The timing of the pedestrian crossings on the walk into town make the walk into town from the station really difficult. More time and better coordination is needed. The proposals will improve the rear access

14/12	No	It doesn't address the main problem which is the 'relief' road that cuts the town off from the station. A ring road needs to be in place and only allow town centre and station traffic.
14/12	Not sure	Found the plans confusing and hard to navigate
14/12	Partially	Will make the environment more attractive for walking and cycling. Need to ensure that better street lighting is provided along Tramway Road to make accessible and attractive to all users through the year. More is require at the junction of Tramway Road and Hightown Road to improve the ped/cycle link. There is an opportunity to link in with the public right of way to the south of the Morrisons car park - a Toucan Crossing across Hightown Road, and providing continuity of cycle facility to the end of Tramway Road would improve this further in the proposals

Question 7 – Do you think our proposal will help to reduce congestion and as a result improve air quality in Banbury town centre?

Date	Answer	Response
16/11	Yes	Bridge Street area is always terribly congested so this will improve flow
17/11	Yes	Removes bottleneck
17/11	Partially	It will just move the pollution to Tramway. Same number of cars just in a different place.
17/11	Yes	Same as above
17/11	No	Not sure there is an insuperable issue at the moment. We need shops in Banbury - not more dereliction.
17/11	No	I don't see significant enough improvements in these plans t o change anyone's transportation habits. People who walk will continue to do so, those who cycle will keep cycling and those who drive or take the bus will do as they have always done. There are NO incentives to change
17/11	Yes	I presume it will improve things somewhat along the main road and bridge street as traffic approaching the station from the south will have a new way into the car park and drop off. How significant this effect will be in terms of overall traffic I don't know.
17/11	Yes	Yes I am sure it will ease the present congestion in town.
17/11	Yes	Improving access will hopefully cut down on any traffic congestion problems getting into the station
17/11	No	Same as the answer to question 7. Tramway needs to be opened up to cars and public transport to relieve Bridge Street, and you need another access point out of the multi-storey car park to help this too. A one way road bridge out of the multi-storey car park and over to Tramway would solve this long term.
17/11	Yes	The air quality in this area of Banbury is particularly bad and any attempt to reduce the pollution is a good thing
17/11	Yes	It should reduce traffic congestion on the Bridge Street/Cherwell Street junction, which gets very busy during the day. Should also encourage more bus usage.
17/11	No	This scheme is all about clogging up existing roads and making existing traffic flows more difficult. As with the last major development (the Eastside car park) it will result in more traffic and more pollution

17/11	No	really need a road that allows people entering North Banbury via M40 area to bypass entire centre of Banbury if they want to get to south Banbury/Oxford road. This needs to be part of any plan , as most traffic and delays are due to people trying to get through the town, not actually visit it.
17/11	Partially	So many houses are being built and so little is being done to improve the road network. Banbury is gridlocked every weekend and thus causing bus to be delayed
17/11	Yes	Spreading out the upweight in traffic can only be a good thing. With the continued housing developments in and around Banbury, the current traffic system for what is now a commuter station just doesn't make any sense.
17/11	Yes	This will reduce slightly reduce pressure on Bridge Street which has chronic congestion.
17/11	Yes	At certain times of the day entrance and exit routes are extremely congested
17/11	No	It is a scheme designed to suit car drivers. It will attract more cars and make cycling and walking more dangerous.
17/11	Yes	It will take the pressure off the current only route in and out via Middleton Road.
17/11	Yes	See answer 7
17/11	Yes	reducing journey times and increasing available routes
17/11	No	It's doing nothing about the Bridge Street junction
17/11	Partially	It will take a lot of buses, especially running early and late, to encourage their use to reach the station and this seems an unlikely council expenditure given the many calls on spend.
17/11	Yes	It should help reduce congestion on Bridge Street
17/11	Partially	Walking distance from train station to town is literally 5 minutes
17/11	No	I'm quite sure you'll have all of the existing vehicular traffic, if not more. By not planning to increase charging points for electric vehicles I cannot see air quality improving.
17/11	Partially	Cars exiting the car park have to pass through the newly located drop off/pick up which is most likely to be congested. If you leave the drop off/pick up in current location, this makes the new car park layout practical and will ease overall congestion. The buses are of no use if you live in a village that has 2/3 buses a day and none that allow you to commute. (Shenington)
17/11	Partially	I think that closing the car park access from bridge street might create different congestion on bridge street
17/11	Partially	If you can reduce queuing traffic time from 20 & 30 mins at peak times you will have a direct impact on improving air quality.
17/11	Yes	dee answer to Q7
17/11	Partially	Stop queues in and out on bridge Street.
17/11	No	Traffic is a huge problem getting across Banbury and the access to the station only makes it worse. A major re think of the routes through the town are necessary.
17/11	Yes	I would like to use the bus if it is regular from Bloxham to station

17/11	Yes	Hopefully it will lead to less people in cars. Less car use means less pollution
17/11	Not sure	The proposal is not clear -- will cars be able to use the current access from Bridge St into Station Rd? Looks like maybe not, if only buses and taxis can use the signalised link to Tramway Rd. Looks like maybe congestion and pollution will be shifted to Tramway Rd. So the exhaust clouds will be further from the town centre.
17/11	Partially	Traffic from the North now has to make a longer journey through the same, or other parts of town to reach the surface car park. Pollution is just moved or increased in other areas. Consider better access to the multi storey to ease congestion on Bridge street and to cut pollution.
17/11	Yes	It will shorten peoples journeys
18/11	Yes	Will remove car traffic to the station from the South of town from the Bridge Street junction
18/11	No	Not sure it helps at all as it is just moving the congestion from one place to another. I don't see more people using public transport to get to the station as it's not a million miles from the bus station anyway so if people aren't doing it now they are unlikely to in the future.
18/11	Yes	It should reduce traffic congestion because traffic to the station from the Oxford side will no longer have to go close the town cetnre.
18/11	No	The reason for the congestion villages to the South of Banbury coming through the town for access to the Motorway
18/11	Partially	See my comment above. I think Station Road should be entirely closed to private cars, from the Bridge St end.
18/11	No	Moving the entrance to the train station won't reduce congestion or improve air quality, it will just move it round the corner.
18/11	Yes	Reduce traffic turning from A4260 into Bridge street, improve flow of traffic therefore less idling of engines
19/11	Partially	I think it will help but only to a very limited degree. More ambitious schemes are needed in order to achieve significant change.
19/11	No	See above comments.
19/11	Not sure	The station location limits flexibility regarding what can be done to decrease congestion; wider schemes to improve access to move traffic away from Bridge Street would make any scheme more effective.
20/11	Yes	There is a serious build up of traffic at the station road crossroads with vehicles sitting in traffic jams and pumping more emissions into the air. Easing this by routing traffic via Tramway and by encouraging more travel on foot or by bike will improve air quality.
20/11	No	I can only see this scheme increasing traffic levels. Many buses and taxis are still using diesel fuel which contributes significantly to pollution.
20/11	No	Please see my comments above
20/11	Yes	I live so closed to the station, I don't need to use the bus or cycle and only use the car if collecting/delivering a friend with luggage.

21/11	Partially	It may help with the traffic onto station road and help prevent the current build up of traffic every day onto Bridge street. This in turn will help with air quality. But then may just move pollution onto Tramway and make that busier and dirty.
22/11	Partially	Much of the congestion is related to access from the north
22/11	Yes	Please see my response to Q7 - traffic on Cherwell Street / Bridge Street should be reduced and flow better
22/11	Yes	It will reduce the congestion that occurs at the current entrance (on the bridge).
22/11	Yes	I would definitely take the bus more often to the station if the stop were closer.
23/11	Yes	It will provide direct access from the south thus reducing the volume of traffic turning right at the Bridge St traffic lights
24/11	Yes	There is most time of the day stop start traffic across Bridge Street at peak times this can block the whole cross roads and down the Middleton Road when 2 car parks are emptying before and after the Bridge
24/11	Yes	I am assuming it will take buses away from Bridge Street.
25/11	Yes	Fewer vehicles using the busy bridge street junction and crossing the bridge - also safer for pedestrians and cyclists so they will be more likely to leave cars at home
26/11	No	Until the traffic lights are sorted at Bridge Street and Merton Street (to allow traffic from Merton street/rail station car park) to easily access Middleton road (normally takes 10 minutes and 1 car per light change at busy times)
27/11	Partially	The lack of parking on the Westside now means that many people will need to come from station road to Bridge Street/ Middleton road and cross the traffic twice to get to the car park
27/11	Yes	less stationary traffic
28/11	Partially	Yes for the reasons I mention above, but there is much more to do. If the proposed new homes are built, we do not have the roads or public transport infrastructure to come. Bridge street and Hennef Way are already at a stand still every rush hour.
29/11	No	Many commuters live outside of the town in areas with no regular or late evening bus services, so this is not an option.
30/11	No	The introduction of 4 way traffic lights for the junction of Tramway, Swan Close Road, Lambs Cres and Hightown Road. Plus another set of lights at the bottom of Bankside, Hightown Road and Lambs Cres. junction proposal for a 4 way traffic light for the junction of Tramway, Swan Close Road, Lambs Cres. and Hightown Road, plus another set of lights at the bottom of Bankside, Hightown road and Lambs Cres junction, will severely slow the flow of traffic from A: Middleton Road/Bridge Street in the direction of Upper Windsor Street A4260 towards both Hennef Way, Oxford Road and Swan Close Road to Hightown Road/Bankside B: A4260 traffic from Hennef Way in the direction of Upper Windsor Street A4260 towards Oxford Road and Swan Close Road to Hightown Road/Bankside C: Upper Windsor Street A4260 traffic from Oxford Road in the direction of Hennef Way and Swan Close Road to Hightown Road/Bankside D: Bankside and Hightown Road in the direction of Upper Windsor Street A4260 E: The rear Train Station car park via Tramway. The overall impact will be slower journey times, congestion and idling vehicles polluting the air in the town

30/11	Yes	It's crazy at the lights
07/12	Partially	The traffic around bridge street is getting worse so how will it improve
09/12	Yes	Correct sequencing/timing of new traffic lights around Hightown Road will be important to ensure there is no negative impact on traffic flows. Loss of EV charging points within the station car park is not ideal unless they are being relocated elsewhere within the town centre.
10/12	Partially	Because there is too much traffic along this route because of the poor road infrastructure from East to West of the town ie only Henef way or Middleton road.
10/12	Yes	I live in South Newington and I wouldn't cycle to Banbury. The new cycle route from Bloxham to Banbury is GREAT but for me there's still the South Newington stretch to Bloxham. Same for going to Chippy, I'd love to cycle there but the road is lethal. Literally. Sadly the bus service is so infrequent and expensive and unknown that I am extremely unlikely to use a bus. An autonomous electric bus (or small van sized taxi) that circulated constantly between Chippy and Banbury would be good and perhaps that will come sooner now. We could juts hop on that when it arrived if there was several of them always in circulation
10/12	Yes	Avoids Bridge Street congestion
10/12	Yes	Fewer traffic jams should improve air quality
10/12	Yes	It will give improved route options for cars to reach the station, thus reducing pressure on the route via Bridge Street.
12/12	No	Access to Banbury Station for pedestrians and cyclists is arleady fair. What the plans do is to introduce a vastly increased volume of danger, risk and exposure to pollution, through the funnelling of car, bus and taxi traffic, where there is currently very little. This plan focuses on access to Banbury Station and not to Banbury Town Centre - please call it as it is.
13/12	Partially	Yes the congestion around bridge st may be eased, but it's still just pushing the problem Elsewhere.
13/12	Partially	I would consider consulting with less confident cyclists to ascertain the pain points approaching the station from the south and west. The current state of Tramway road can and should be improved, but is unlikely to be the most urgent problem underpinning people's decision not to cycle. For instance, my shortest routes involve either cycling with motor traffic on the multi-lane A4260, followed by a right turn between two lanes of traffic on Bridge Street, or using narrow footpaths around Morrisons (is this legal for cycle traffic?)
13/12	Yes	Will hopefully reduce congestion at the Bridge Street crossroads
13/12	Partially	Traffic lights between bank side and high town road may create a big traffic jam as more and more drivers are using this road from Longford park estate
13/12	Yes	Reducing congestion around Bridge St / A4260 by diverting traffic from the West and South of Banbury accessing the station will be significantly beneficial. Prior to the opening of the station multi-story, the car parking in the Tramway was effective at doing this.
13/12	Yes	It will cut down on longer journeys (as you have to go through the town centre to get in currently)

13/12	Partially	Pick up issue, as above (alternatively, better public transport to the villages around Banbury!)
13/12	Yes	Anything that reduces the huge bottlenecks around the station will reduce the volume of stationary traffic with idling engines.
13/12	Partially	Bus services from rural Oxfordshire to Banbury Station are very limited, so unlikely that bus use will increase from service villages. Greater cycling accessibility may help reduce traffic.
13/12	No	Please see earlier comments regarding the creation of a rat run and additional traffic congestion on Middleton Road
13/12	Partially	I am not sure that enough people will switch to bus/cycling/walking. Public transport network and cycling network should be comprehensive covering the entire town/neighbouring villages to achieve that. Bus timetables should also be reliable and frequent enough to offer a real alternative.
13/12	Partially	It should reduce over-reliance on cars for access to the station, but will not stop people driving into town to work or shop there. That will require reliable, affordable, frequent bus services which go where people want to go, when they want to go, including during weekends and evenings. It will also require a change in attitudes, including an end to the destructive car-centric culture which has prevailed for the last few decades.
14/12	No	Same people will still drive due to times taking a train and buses not running or times it will take and where the buses come from
14/12	Partially	It may take some of the traffic off Lower Cherwell Street and reduce congestion at the junction with Bridge Street - but it will really only help people who are coming from Grimsbury / south of the centre, not people who live in central Banbury. The definition of 'centre' used in the proposal seems a bit odd: it seems to mean 'the southern edge of the centre' rather than the actual centre, and that also affects my answer to this question.
14/12	No	Reduction in congestion etc. will only occur when bus services are sufficiently frequent on all routes (20 -30 minutes intervals max) to encourage residents out of their cars - especially at peak commuting times . At the moment this is unlikely,given the inadequacies of the proposal (see above) and until that comes about there will be little impact on vehicular movements on Cherwell Str and Bridge Str.
14/12	Yes	Fewer cars accessing the station plus easier access for those that do and hence less idling.
14/12	No	Funnelling an increased number of vehicles - heavy goods and buses in particular, as well as higher mostly single-person cars - will make the current situation much, much worse. A ring road must be put in place and through-traffic stopped. Such schemes are standard in any town that genuinely wants to increase the air quality and public space access and enjoyment, as well as allowing for a thriving united town centre that consists of more than light industry, fast-food joints and through-traffic.
14/12	Not sure	Not sure means not sure...
14/12	Yes	car traffic heading from the south to the station car park will be diverted along the new route, alleviating traffic from the Cherwell Street/Bridge Street junction.

Question 8 – Overall, what is your opinion on the proposed improvement scheme?

Date	Answer	Response
17/11	Support	It will save time for taxis etc but the walking route is already OK. With more traffic there will be more chance of being hit by a vehicle.
17/11	Strongly oppose	See above. Plus, why eliminate the setting-down spaces around the station? How will a motorised disabled person get access???
17/11	Neutral	I don't support or oppose these plans - there's not a lot of substance to them so they seem like a waste of time, so can't support that. And the idea that opposing them would result in anything better is naive. So my position is - they change very little for anyone and the situations will all remain the same. Neutral.
17/11	Support	I support the scheme, but improvements should be made to make the scheme attractive and safe for pedestrians and cyclists (I have left comments on the map). We are in a global climate crisis and developments must prioritise active travel over accommodating cars. This means providing safe, attractive and desirable streets for pedestrians and cyclists so that people choose not to get in their cars. The proposals have not been ambitious enough in this regard.
17/11	Strongly support	On behalf of my friends in Banbury and whole neighbourhood I strongly support this improvement scheme. We had a chat in our neighbourhood and they all support this scheme very strongly.
17/11	Strongly support	I think it's a great idea to improve access to the Banbury rail station
17/11	Strongly oppose	I don't believe that the proposals will help, it's a waste of money unless you fix the access for cars.
17/11	Strongly support	We must all strive to improve the environment and this will go some way to doing it.
17/11	Strongly support	1, Improve bus service provision to Banbury Railway Station. 2, Reduce congestion around Banbury Town Centre, specifically the area around the Bridge Street/Cherwell Street junction
17/11	Strongly oppose	Will make it significantly less convenient to drop people off at the station (for me this is visiting, sometimes elderly, relatives). Making them walk further and (inevitably) endure a longer journey to the station.
17/11	Neutral	Doesnt go far enough. Doesn't address need for proper protected cycle lanes, additional traffic lights look like will cause more queues, really need a road that allows people entering North Banbury via M40 area to bypass entire centre of Banbury if they want to get to south Banbury/Oxford road. This needs to be part of any plan , as most traffic and delays are due to people trying to get through the town, not actually visit it.
17/11	Support	Could work well IF the council execute it properly
17/11	Strongly support	As detailed in my previous answer.
17/11	Support	I would support this more strongly if it was integrated with other improvements on Bridge Street and surrounding roads. The traffic and resultant delays make travelling from Banbury less attractive.
17/11	Support	Banbury train station has needed improvements on this side of the station for some time, especially car access

17/11	Strongly oppose	This scheme will make things worse. Tramway is currently a relatively safe and pleasant environment for cyclists and pedestrians and this proposal will mean there is no longer a good way to access Banbury station except by car. The proposed "improvements" for pedestrians and cyclists are worthless if there is an overall increase in traffic in Tramway. It will also add to the existing gridlock on Bankside and Hightown Road: roads that are not designed for large amounts of traffic.
17/11	Strongly support	Opening up another way into the station for road as well as foot traffic makes a lot of sense.
17/11	Support	A one way traffic system involving Bridge St, Station Road, Tramway, Swan Close Rd & Cherwell St would be better
17/11	Strongly support	Direct access to the station from Tramway by bus would be wonderful
17/11	Support	It's making provision at least for alternatives to the car
17/11	Strongly support	It's a right pain at present trying to access from the south, especially if parking needed.
17/11	Strongly support	Positive change for a joined-up transport. Will also help encourage use of the town centre.
17/11	Support	I think it will speed up my access to the station.
17/11	Neutral	What your proposing is not going to make much difference. Cars need to get through bridge streets lights quicker this will not allow.
17/11	Support	I think the incorporation of dedicated bus stops, not just close to the front entrance of the station but also along Tramway, is to be greatly welcomed. I'd like to see more about improved disabled access, and really would encourage you to consider stepped access to the canal towpath, even though it might not be feasible to make it disabled friendly.
17/11	Support	Access out of the station onto main road network needs to be improved. However, I can see this becoming a rat run to avoid lights, instead drive through station and tramway to cut through passed the new hospital and off to Deddington. (And vice versa). To stop left turn into station here would not ease congestion and expect sat nav s will recommend it as the fastest route. Perhaps a narrowed road contra flow for this entrance (priority to exit) might assist.
17/11	Support	Improving the feeling of connectedness between the station and town and improving the cycling/ walking links are vital as is easing the road congestion around bridge street and the A4260. I hope that this scheme achieves all three!
17/11	Support	Anything to reduce wait times, improve drop off & collection times & improve air quality would be welcomed.
17/11	Strongly support	It is a way to encourage people to use bus and train rather than car so is more enviromentally friendly,nd therefore reduce congestion in Banbury
17/11	Support	I live close by and anything to improve traffic congestion is welcome
17/11	Strongly support	I often drop people off who visit us at tramway road to avoid traffic at the main entrance. At night this is sometimes unsafe. This will greatly increase safety and access so I look forward to the changes.
17/11	Support	The improvements will help but this won't help the main problem of traffic in our town.

17/11	Strongly support	Access to tramway car park and also the through road for buses
17/11	Strongly support	We have a climate crisis and we desperately need to be reducing emmissions. In order to encourage people out of their cars you need to have a viable transport system in place. This scheme should help with providing this. Free public transport would be great though. Make public transport free
17/11	Oppose	Where I live, no practical public transport is available and it's too far for biking. The new scheme will force me to drive considerably further through Banbury's glacial rush-hour traffic, so I expect I will be forced to drive more, pollute more, and spend more time breathing fumes in the traffic. I'm doing school-run drop-offs and pick-ups and this will add more wasted time to my and my children's daily schedule. I can see the logic of displacing congestion and pollution further south but personally that is a pure cost.
18/11	Support	Some of the ideas are okay, but it could be better.
18/11	Strongly support	Access to the station will be easier
18/11	Support	It will aid congestion around the Bridge Street Junction
18/11	Support	It's a small improvement and will certainly help those at south side of town (assuming they will use the car park rather than the street)
18/11	Support	The pickup/drop off point is too far from the station entrance. I often visit the station to collect or drop off passengers who ae likely to be elderly/ Under the proposals they will have to find their way over 100m in a strange (to them) environment. The present arrangement with passenger drop off / pickup near the doors is better but needs improvement
18/11	Strongly support	Since the car park on the Oxford side of the station was closed, using the station for those with cars has been made less convenient. This proposal effectively re-opens it.
18/11	Neutral	I am not convinced that people will use buses to get to the station - they will still use cars
18/11	Strongly support	The whole station area at present is poorly laid out and not fit for purpose. These improvements will make a difference.
18/11	Neutral	I don't know how to solve the problems, but moving them around the corner won't help. Traffic from Grimsbury will have to travel to the new Tramway entrance, increasing build up on Bridge Street and the surrounding roads rather than reducing it
18/11	Support	The plans seem to make sense. They will hopefully ease congestion and create better access to station via Tramway which is my preferred route to the station to avoid traffic lights especially in rush hour
19/11	Support	I welcome the scheme and feel the scheme will improve things and is a step in the right direction. I'm disappointed that it is not more ambitious with regards cycle provision. I feel in order to be good value for money schemes need to be more future proof - eg. adhere to standards which avoid things like shared pedestrian and cyclist paths. If this small section could achieve better outcomes, then later schemes can integrate with them and follow the same standards.
19/11	Support	See above.

19/11	Support	Current access to the station is not great for pedestrians or vehicles due to the need for all vehicular traffic to go via Bridge Street in one way or another, and the fact that the bus station and train station are divided by a busy road junction. Taking station traffic away from Bridge Street crossroads would be ideal and allow for better footpaths along the Station Approach
20/11	Support	For the reasons outlined in my previous comments.
20/11	Strongly oppose	The budget would be better spent on supporting conversion to electric vehicles in all cases; i.e. buses, taxis, and private motor cars.
20/11	Neutral	already explained, does not improve pedestrian access enough
20/11	Strongly oppose	Does not address the fundamental problem of car access to the station and the reduction of traffic congestion.
20/11	Strongly support	If this reduces traffic on Bridge Street that is an improvement.
20/11	Neutral	I think the proposal is good, but is just moving the same amount of traffic to the other entrance as it will be the same amount of cars as most are commuters. It may encourage some to use a bus if it goes into the station. The pollution and rubbish around the station is currently disgusting and really needs looking at as if more people use this route it will only get worse. Bins need to be put in along the route, and it needs to be made to feel safe for pedestrians.
21/11	Strongly support	Tramway is a severely underused road, a much better approach to the station for traffic arriving from south or west of Banbury. We used to be able to park off Tramway to catch trains - this should allow that again.
22/11	Support	It is an improvement but other improvements are also needed
22/11	Strongly oppose	Banbury station serves not only the town but lots of surrounding villages. Access from the villages to the station is only by car: there is no other feasible method of transport to the station nor other stations to use. Car drop-off for villagers is essential. This scheme disadvantages those who live outside Banbury town.
22/11	Support	Overall improvement in traffic flow along Cherwell Street
22/11	Strongly support	The new proposals will increase the attractiveness of Banbury Town Centre and improve the travel experience of train users. They will encourage walking and cycling which is a good thing to aim for. They provide better transport integration although I'm still not clear about the linkage of the existing bus station with the railway station.
22/11	Support	Tramway is a bit ugly and unloved at the moment, so making it nicer for pedestrians will be a plus.
23/11	Strongly support	I can only see positives, no downside
24/11	Strongly support	I live in Grimsbury and walk to the Station and town centre As a motorist I drive over to Hightown Sainsbury's and Morrisons and I make a right sometimes at the cross roads. I witness the bottleneck at the existing exit entrance to Station approach. Air quality particulates in the air must already be at high levels

25/11	Neutral	Nothing has been mentioned about access to the football stadium and the businesses at the far end of Station Approach. As a radio presenter, I have to take all my kit down to Banbury United stadium once a week. I don't have an option, as there is no secure storage in the portacabin/studio. I am not clear whether I can therefore continue to broadcast; the other presenters and many other users of premises in Station Approach must also be facing the same dilemma.
26/11	Support	I have missed the parking at Tramway it seemed ludicrous to push all vehicles over the bridge to access station
26/11	Strongly support	Any improvement in connectivity between rail and bus/active travel has to be beneficial in helping to reduce car use and congestion and encourage modal shift to public transport.
27/11	Support	We need to see better long term planning to address the congestion - there is an opportunity in this to unify the poorly designed bus station into the revised designs for the station and create an integrated transport plan.
27/11	Strongly support	it makes sense for multiple reasons especially the bus link
28/11	Support	Traffic reduction as above
29/11	Support	Any improvement to the existing set-up will be of benefit - as is connecting up to tramway Road, but the congestion caused by drop-offs/pick-ups will not be resolved without sufficient space to allow for this, especially during peak times
30/11	Strongly oppose	As a business based on Tramway, we are seriously concerned that the increased traffic flow in the area, the traffic lights and construction, will severely impact the ability of our employees, customers, supplier deliveries, collection vehicles to access our premises with ease and indeed safety.
09/12	Support	It will improve station access for pedestrians, cyclist and bus users whilst ensuring it does not become another cut-through for cars. Station access from Tramway Road for cyclists is currently poor with unsegregated routes, uneven surfaces and limited lighting.
10/12	Support	see answers to previous questions
10/12	Strongly support	All above, great . It gives sensible access to the train station whereas traffic was kettled up the junction by the bridge. Now you need to turn Castle Quay and the shops around the car park into houses and flats, turn the car park into a lovely park, pedestrianize that area (with car access at the back where it is) and you have transformed Banbury. The buildings are beautiful you just need to turn them into dwelling and accept that the shops are now 'out of town' around car parks. The old high street and Parsons Street could still be shops but the centre - that grim area around the old town hall, the market place, could all be stunning set around a park land with no cars and made into a lovely area to live. Be bold Banbury!
10/12	Support	A definite parking access improvement. The current arrangement is very slow when aiming for commuter trains to London.
10/12	Strongly support	As above
10/12	Support	It appears to be a well thought out scheme that will make useful improvements.

12/12	Strongly oppose	This plan focuses on access to Banbury Station and not to Banbury Town Centre - please call it as it is. It is a plan to encourage increased car and vehicle use on the roads in this area of Banbury, not healthier and safer travel options, caused by local planning decisions that have already ignored the impact to local people. It majorly disadvantages local residents, cyclists, pedestrians and road users to the south of the plan area, around Hightown Road and Lambs Crescent, compared with even the current appalling situation. It will dramatically increase pollution levels, impacting local people. It is completely out of line with climate emergency and zero-carbon policies.
12/12	Strongly support	I regularly walk through and doesn't feel comfortable with no path
13/12	Neutral	I think that there are elements which are suitable and make sense, however as someone with mobility impaired family who use the station at least twice weekly, the passenger drop off and pick up area is far too removed from the station, not only from a disability accessibility access view but especially in inclement weather.
13/12	Support	Pros: bus access and improvement of the road surface. Segregated cycling infrastructure Cons: To unleash its full potential, more improvements should be considered to approach paths further out for the station
13/12	Strongly support	Will hopefully reduce congestion at the Bridge Street crossroads
13/12	Strongly support	Reducing traffic congestion and the amount of pedestrians needing to walk next to queueing traffic will be highly beneficial. Access via the Tramway is very sensible given the low existing traffic on this road and it's ease of connectivity to the West / South surrounding villages
13/12	Strongly support	See comments above
13/12	Strongly oppose	From previous it will make Bankside and Hightown road busier
13/12	Support	Good to see the access route opened up from Tramway to the station.
13/12	Strongly support	Due to the significant number of developments in and around Banbury the current travel infrastructure is not sufficient for the volume increase. There are a number of bottle necks as a result in traffic from all parts of Banbury and surrounds having to converge on one road to access parking or dropping off at the station. Whilst the new station car park is great getting to it is not.
13/12	Neutral	Can see what the scheme is trying to do by improving non car access, but not sure it will necessarily reduce car use and congestion
13/12	Oppose	Please see earlier comments regarding the creation of a rat run and additional traffic congestion on Middleton Road
13/12	Support	I have a few reservations about the plan (also submitted on the map): shared path for cyclists and pedestrians is a very risky idea. If there is no space for dedicated bicycle lane then the cyclists should be directed to use the road and not the pavement. Commuter cyclists need to be able to progress with the least interruption in their flow. Cyclists manoeuvring among pedestrians can be hazardous.
13/12	Support	It is a step in the right direction, although much more needs to be done.

14/12	Neutral	I agree that better access in and out of the station is required; it is heavily congested at peak times to get out and can take up to 20 mins to leave the station; which is ridiculous You have to look at how any plans will make it better and when you displace, during works how will this affect those of us who use the West car park. Plus you are looking to reduce this car park by over 60 spaces which is not a good idea; it is a busy car park.
14/12	Support	It looks good as far as it goes, but doesn't address the most important question of access for pedestrians from the actual centre across Lower Cherwell Street.
14/12	Strongly oppose	See Above.
14/12	Strongly support	This sort of scheme is overdue. Public transport should always be linked to a railway station and pedestrian/cycle access should always have a high priority. Car access needs to be discouraged and this is best done when there are effective alternatives.
14/12	Support	More cycle parking- covered- needed at the rear of station
14/12	Strongly oppose	Funnelling an increased number of vehicles - heavy goods and buses in particular, as well as higher mostly single-person cars - will make the current situation much, much worse. A ring road must be put in place and through-traffic stopped. Such schemes are standard in any town that genuinely wants to increase the air quality and public space access and enjoyment, as well as allowing for a thriving united town centre that consists of more than light industry, fast-food joints and through-traffic. There is not adequate space or time to continue with a list of how awful the proposal is for residents, particularly those in the immediate vicinity. First step to a better solution is to move the so-called 'relief' road (Windsor Str) away and make a proper ring-road around town. This will also allow the train station to be united once again with the town centre.
14/12	Neutral	I couldn't see what the provision is for disabled parking close to the station entrance.
14/12	Support	More needs to be done to enhance the cycle connectivity onto Tramway Road, and link into the existing PROW network. A toucan crossing over Hightown Road, and reallocaing highway space along Tramway Road to ensure cycle provision along the length would help this. There is also opportunity to create priority for pedestrians/cycles at the sideroad junctions on Tramway Road, removing the existing large radiuses, in favour of continuous footway/cycle path approach (see examples in LTN1/20).

Further Comments:

Date	Response
17/11	Will parking be increased on surface side as demand could be higher with better accesss
17/11	You will need cameras to make sure only buses and taxis use the cut through. It will be carnage otherwise. Also traffic lights at Tramway/Hightown is fine but you will need to improve the already busy junction with Bankside or Bankside will just back up.
17/11	It is manipulative to call this an "improvement scheme". How does it assist the non able-bodied or those who cannot walk far?

17/11	If the council (any of them - town, district and county) were serious about addressing traffic, air quality and accessibility they would be look at genuine cycling and pedestrian infrastructure with safety measures incorporated into the design and not just new lines painted on the existing pavement; pavement which is so in need of repair that it is, itself, a hazard.
17/11	I hope the plan goes ahead and the work starts ASAP. Regeneration of our town and banbury Station access via tramway is very much long needed. Strongly support.
17/11	People don't take public transport because it's inconvenient, and not because the access to the station is poor. From OX16 1QR, it would take me over 30 minutes each way and cost £3.40 for a total of 4.5 miles. To catch a 6:59 train, and in order to make sure I arrive at the station in time and factoring in busses not arriving on time potentially, I'd need to leave my house at 6am. By car, I can do this journey in the mornings within 5-7 minutes, my car takes me directly to the door of the station, and I leave 40 minutes later. I pay £6.50 for the privilege in the car parking fee, but I value the extra 40 minutes either side of a 12 hour trip and my warm car with personal space more. 30 minutes to travel 2.5 miles is just insane, and you have to pay for the privilege.
17/11	Please do this quickly as time is running out for all of us. We owe it to our children and grandchildren to act NOW.
17/11	1, I can't see from the diagram/map whether any changes will be made to Station Approach from Bridge Street. This junction gets very busy, but if access to the car park is removed from here (via the signalised bus and taxi only line), that will answer this point. 2, Bus service provision at Banbury Station is long overdue. I would like this project to engage with the bit of OCC that deals with public transport. The only mention in the consultation is buses to Bodicote and into town. I would like as many bus routes as possible to use the new bus stops at the station, both town routes and those from further afield. I realise this may need some redesign of bus routes, but in order to maximise the better use of public transport, the more bus routes that use the station bus stops the better.
17/11	The plans are impossible to follow - except they appear to show the drop off / pick up area being moved much further away from the station, and the introduction of totally unnecessary traffic signals that will simply cause congestion. As with the last major scheme at banbury station no thought has been given to how people actually access and use the station.
17/11	Doesn't address need for proper protected cycle lanes, additional traffic lights look like will cause more queues, really need a road that allows people entering North Banbury via M40 area to bypass entire centre of Banbury if they want to get to south Banbury/Oxford road. This needs to be part of any plan , as most traffic and delays are due to people trying to get through the town, not actually visit it.
17/11	I would also like to see a repurposing of the lights along Bridge Street and going down into Grimsby to help improve traffic flow.
17/11	Rather than designing schemes to improve car journeys, the council should concentrate on moving people onto public transport options, cycling and walking.
17/11	More power to your elbows
17/11	Go for it!
17/11	Chalker way is a major employment park which covers overthorpe industrial estate that side of town. Why not a cycle path from canal lane longford park down to chalker way. Eliminating a number of car journeys possibly. Removing cyclists away from town centre
17/11	Positive direction of travel but I do not believe this is the final / best outcome. Can network rail also upgrade the station itself which is tired and not a positive first impression when arriving into the town.thank you.

17/11	You could possibly have a pedestrian/cycle route from station road to the town centre using either the canal tow path or the public park on the other side of the bridge. Pedestrians/cyclists could then avoid the busy Bridge Street intersection.
17/11	The former Antelope Garage junction (Cherwell St - Swan Close Rd) near Morrison's is clearly going to be a place where now many people will have to spend a lot more time breathing exhaust fumes, whatever happens at the Swan Close Rd - Tramway Rd junction. Anything that could be done to increase flow there would help.
18/11	The proposed new drop off layby on Tramway Road should be on the other side of the road. Forcing pedestrians to use a crossing point at the roundabout will cause more congestion and pollution. By relocating it to the opposite side of the road, pedestrians can walk safely up to the station. Cars can continue freely to negotiate the roundabout, either to access the surface car park or exit back along Tramway Road. Why force pedestrians to use a crossing which will cause hold ups with everything that entails e.g. safety issues using a crossing, increased pollution with stop/start traffic, increased congestion at peak times. Surely the priority should be to clear traffic as quickly as possible without creating a clashing point. Also it looks too small. As with the old drop off point, it soon becomes overwhelmed at peak times. It's not just about encouraging less car use. If we are all in electric vehicles in ten years time people will still need to access the station by car as they do now if, for whatever reason, they have no other choice. When that time comes, they will no longer be vilified and your tiny layby will look woefully inadequate. Future proof it today.
18/11	I would voice concern about the removal of a bus stop on Swan Close Road for Morrisons, I'm aware not many people use as it's walking distance from town, but it is useful for access to the shop for people of reduced mobility. I'm also concerned the proposed roundabout on Tramway Road / Station Road would be too tight when there's plenty of available space to smooth it out.
18/11	Car parking with 2 electric charging bays is very short sighted and quite frankly ridiculous
18/11	It seems to be well thought out. And the Bodicote bus service is particularly welcome. As a Bodicote resident it may well reduce my car use.
18/11	I am concerned about parking around the routes to the tramway, particularly on Hightown Road and this causing further congestion & traffic problems
18/11	I hope tree planting and provision of a green space outside the station can also be included in the plans. Also, many pedestrians climb down to the canal bank, from Station road, in order to walk along the towpath to Castle Quay without having to cross the main road. There is a clear desire-way, down to the left, just past the area currently designated as Simple Intelligent Parking. It would be good to construct steps and a ramp here, for all pedestrians and those pushing buggies, as the mud becomes slippery and dangerous after rain.
19/11	I would like there to be further consideration of how the new roundabout junction can prioritise walkers and cyclists who approach from either direction. I am disappointed to see shared cycle/pedestrian paths. I anticipate that this roundabout junction and the approach road will become very busy at peak times if this road allows car drop off and access to a car park and I feel that separate provision and a way for cyclists to be prioritised at the roundabout in both directions would really enhance the scheme and bring it up to the standards we should all expect in the future.
19/11	Have I not said enough.
19/11	Would be interested to know which buses will be able to drop off at the station and how they will link with the town centre.
20/11	Any scheme that discriminates against members of the public choosing their preferred mode of transport (i.e. including private car) is undemocratic and therefore unacceptable. I am not opposed to improvement schemes that are inclusive. If this scheme was fully inclusive, I would welcome it.

20/11	When the local warehouses were used to facilitate parking on the Tramway side of the station it enabled people to quickly and easily park without the need to go into the main station entrance so significantly reducing traffic and congestion. Pretty obvious really
20/11	There is a bus stop on tramway outside Samuelson House. The proposed bus stop on the map, currently, is directly outside the car park and staff entrance to Samuelson House. This will prevent OCC staff being able to access the car park and will cause congestion while the bus is at the stop. Having a bus stop over the entrance to a social services building that looks after very vulnerable clients may put both staff, clients and members of the public at risk.
21/11	I would prefer to see Station Rd/Bridge St entrance closed to all vehicle traffic, routing everything through Tramway, thus moving the station traffic entirely away from Bridge St. The station entrance is one of the main reasons for congestion at busy times here, especially traffic turning right out of Station Rd
22/11	This scheme improves the station for those who live in Banbury town but worsens access for those who use the station but live outside Banbury. Unless car drop-off is improved, this scheme will make the experience worse for the majority of station users.
22/11	I am concerned with proposed signalisation at Bankside / Hightown Road and Tramway / Swan Close junctions: Light sequence will have to be carefully planned to avoid congestion and blocking of junctions (add yellow hatching in box junction and ENFORCE this?)
22/11	Do we need electronic signage to indicate the number of available car parking spaces in both the multi-storey and the revamped Tramway car parks? Is there a case for a dropping off area outside the station for people with disabilities?
22/11	The staff at Banbury train station are the best! Always helpful and friendly.
24/11	I would suggest that a roundabout or other ways of making traffic move smoothly as necessary on Old Swan Road by the entrance to Morrisons
25/11	I think the aim is admirable, but the devil is in the detail, far more of which should be published before the scheme progresses further.
26/11	Until the traffic lights are sorted at Bridge Street and Merton Street (to allow traffic from Merton street/rail station car park) to easily access Middleton road (normally takes 10 minutes and 1 car per light change at busy times)
26/11	A worthwhile "add-on" would be to improve the surface and the lighting on the canal towpath between station approach and The Mill to provide good traffic free walking between the station and the canalside developments, Castle Quay, hotel and bus station etc.
26/11	Private motorists should be able to use the access route during off peak times. EV charging points should be provided within the rearranged station car park. Trees should be planted along the route. Additional modelling needs to be undertaken to demonstrate the impact of the proposal on Station Road/Bridge Street, Bridge Street and Lower Cherwell Street and Bridge Street/Merton Street junctions. Signage must be clear.
27/11	There seems to be a systemic failure to plan infrastructure to deal with the rapid increase in housing in Banbury. There needs to be a more comprehensive consultation - where decision support the need to cut congestion and create a more integrated transport hub
27/11	Congratulations .. great plan
30/11	We strongly question why the proposed development would take place ahead of the proposed Banbury Canalside re-development. Would it not make sense to merge these plans into one re-development project? The affect of these proposals will at certain times of the day, greatly increase traffic flow on an already busy (at times) road, by both pedestrians and vehicles. which includes a significant number of vans and lorries.

10/12	I think that, at the same time these proposals are carried out, thought should be given to the main access road - Hightown Road. There is heavy parking in this road every day, as commuters seem to be avoiding the station parking. It is dangerous trying to overtake when driving down the hill towards town, as the view is blocked. The parking has eased a little with more people working from home, but is bound to increase. Some days, particularly towards the weekend, traffic is nose to bumper from turning left out of valley road right in to the town. I have brought this to the attention of my local councillor
10/12	As the station gets busier will there be the option to increase the car parking capacity on the west side of the station, e.g. by building a multi-storey carpark?
12/12	The order of priority should be; local residents, pedestrians, cyclists, public transport users using public transport (NOT people just driving to the station and then blocking up local residential roads with parking). This plan starts with private vehicle drivers. That is wrong. Plans should begin by thinking about it this way round and consider the climate, pollution and health impacts, rather than trying to fix issues caused by earlier bad decision making, It doesn't encourage more cycling or walking.
13/12	See above re the drop off and collection points. It is an accessibility issue for mobility impaired train users.
13/12	Though this is a small scheme, I strongly support continued improvement of viable alternative methods of transport. Not only does it improve journeys for people on bikes and buses, but reduces motor traffic for those who need to drive.
13/12	As well as access, consideration also needs to be given to the quality of the station environment, externally and internally. The station needs improving in terms of how it looks and how it represents Banbury to new visitors. It would also benefit from more toilets and more shops/cafes
13/12	This is an excellent and logical idea and I support wholeheartedly. It will help reduce emissions, improve cycling and bus access, improve pedestrian access and make logical use of the proximity and connectivity of Tramway.
13/12	It's long overdue!
13/12	Anything to reduce congestion round the station has my support, not convinced that these improvements necessarily will, but as I usually access from the north it may be that the greater benefits fall to those accessing from the south.
13/12	I cannot see how these proposals will reduce the number of car users wishing to access the station and it does nothing to reduce the congestion and pollution caused by the station car park accessed by Merton Street.
13/12	Please ban cars including taxis from standing at the station with idling engines. It is extremely wasteful and poisonous. You could have signs to notify them to do this, and warnings of the damage idling engines cause to people's health.
14/12	Look again at the new access and amount of spaces you are taking away in the west car park.
14/12	Please see Banbury Town Council comments/questions in email sent 14 December
14/12	We need a sensible 'round-table' debate to draw-up clear objectives for this scheme, particularly input by rail users - have CRUG been involved in the planning of this scheme? A very sensible and effective interchange 'hub' has been provided at Didcot - there should be a similar target for Banbury. The Civic Society, with others, have long had ambitions for an effective rail / bus/ taxis / car / pedestrian 'hub' for Banbury and this is what should be provided.

14/12	I would recommend that there is installed safe, secure (CCTV), accessible and well-lit cycle storage at the rear of the station for those cyclists coming in from that direction. The new cycle storage at the front of the station is better in some ways than what was there before but cramped, double-decker cycle storage is not easy to manage if you are not physically able. The main focus for these alterations should rightly be access to public transport and also seamless travel to and from the station for pedestrians and cyclists, preferably separated from vehicular traffic. Shared space layouts, traffic light timing, pavements and cycle paths should all play a part in enabling the walker and the cyclist to get to and from the station safely and with the minimum of delays.
14/12	Would it be possible but they derelict land near the rear of the car park and make it into an attractive green space?
14/12	At one point there was a genuine interest and apparent will to save what is left of historic Banbury and marry it with innovative, public-focused modern developments that encourage footfall, tourism, air quality, the environment and public transport along with local businesses such as cafes (not fast-foods), artisans, independent shops, small customer-facing services/start-up perch spaces. Tramway and the old workshops along the canal were a key part of that vision and with the huge benefit of being directly accessed by foot, cycle, public transport (bus and train within a few yards). This scheme would be final nail in the coffin of any such positive and enlightened vision. The result of the proposed plans is not much short of an industrial wasteland with excellent access for heavy goods vehicles, through-traffic and no care for the townscape or the people who use it or live in/with it/around it.
14/12	Where is disabled parking?

Letters, Email and Remix Responses:

Type	Comment
Email	We currently occupy 3 Units on this Industrial Estate and are broadly in favour of what you are proposing with the following concerns: <ol style="list-style-type: none"> 1. Not to compromise access to our Units for incoming / outgoing logistics 2. Not to compromise access for our employees or parking 3. Not to encourage users of the railway station to park illegally on the Tramway estate 4. Not to add to crime or vandalism on the estate
Email	These improvements outlined in your letter of 15 November can't come soon enough. Hopefully there will also be yellow lines on HIGHTOWN Rd before too long...the parking on this road is getting ridiculous.
Remix	Seems to be good, especially moving the car park access from Bridge Street to Tramway which will reduce the amount of traffic on Bridge Street.
Remix	There is a missed opportunity to improve pedestrian and cycle access to the canal towpath which avoids Bridge Street and the busy crossroads with Cherwell Street by taking the user under the bridge directly to the Bus Station, Castle Quay shopping centre and The Mill. Various people use this more direct route but there are no steps to descend from Station Road to the towpath, just a muddy slope. In the scale of this scheme I'd have thought this worth incorporating.
Remix	I note from the 2nd plan drawing that the existing 2 electric charge points are to be relocated to the rear car park (location to be decided). With what appear to be 158 parking places it seems inconceivable to me that the plan does not increase this number. Does that meet the relevant parties' plans for supporting more sustainable travel and helping the wider push towards net zero?
Email	All looks as if it will be a great improvement

Remix	There is a great opportunity with this tiny strip of landscaping to do something ambitious and create an attractive entrance to the station and improve the entire streetscape. It must be more than a strip of mown grass, and should be more ambitious than the usual shrub planting. How about a rain garden - the planting is very attractive, it is low maintenance and provides sustainable drainage which will reduce pollution.
Remix	There is a great opportunity here to provide a focal point to the station entrance on the roundabout e.g. public art/sculpture - this is done very successfully on the Banbury Cross roundabout which has different installations over the year sponsored by local businesses/groups.
Remix	Can the cycle lane start before the roundabout to ensure cyclists can navigate this safely - there will likely be a lot of cars going around it to enter the car park and also making u-turns to get to the pick-up drop-off area. This will also avoid a potential pinch point with buses and taxis.
Remix	We are in a global climate crisis and designs should be ambitious in prioritising active travel - I cannot see anything in any of the signals that creates a safe and attractive/desireable space for pedestrians and cyclists to use. How about a cyclops junction?
Remix	The cycle lanes closer to the station are all well and good, but if the approach is not perceived as being a safe route, it is likely to put people off cycling. Can the approach roads also incorporate a shared use path, for example by making one footway narrower and the other one wider so a safe route for cyclists and an attractive route for pedestrians can be provided as opposed to two narrow pavements.
Remix	In order to make the approach as safe and desirable to use as possible by pedestrians and cyclists, the 20mph limit should start as far south as possible e.g. at the Sawn Close signals or even further south.
Remix	Looks like a good idea. Having to go through all the traffic lights to get to the station is annoying and should be unnecessary when coming from Bodicote and other areas to the south of Banbury. (We enjoyed the temporary car park on Tramway when it existed.) As a cyclist, I'm not fond of sharing paths with pedestrians, as they tend to meander about and then act surprised and offended when you go past them. A good clear separation line and lots of bikes and people appropriately marked on the path would help.
Remix	Is this not the opportunity to lay out the strategy for a second bridge so that a one way flow across Bridge street, past the new car park, back over the railway and along tramway can be created to really tackle the traffic issues of the station.
Remix	Will traffic from tramway have to use the roundabout to return down tramway? I wonder if the layby drop off is sufficient for the number of vehicles that usually use tramway at present for such purposes. Lay by's on both sides might help?
Remix	It is Banbury UNITED Football Club - the fact that those behind this project have got the club's name wrong shows a worrying lack of local knowledge.
Remix	Will this area close to the station be reserved for parking for vehicles with disabled user badges? I'd also like to know what new/improved access will be provided for people with disabilities; I can't see anything specifically dealing with this. If a person has to be dropped off via the Tramway route it looks like they would be a long way from the station entrance. Finally, can you make sure that at least one of the spaces for disabled parking is large enough to accommodate the length of an adapted minibus with space for rear loading of wheelchair users (you might find it helpful to contact Frank Wise School to discuss this).
Email	It is not clear what is to happen with the existing drop off and taxi rank areas. I am referring to the area currently shown in white on the proposed plans. Adjacent to the existing bike shed, railway lines and station building. 1. Is this area still accessible to normal traffic: to enable turning around; dropping off; taxi access for drop off and collection?

	<p>In addition, I also have the following questions:</p> <ol style="list-style-type: none"> 1. What is the intention/mechanism to allow traffic to rejoin Station road? 2. Is there going to be any motorbike parking included in this new proposal? If so, where and how many spaces are going to be allowed for?
Email	<p>As I understand these plans, they make it easier for bus and bicycle users to approach the station but much harder for those reliant on cars. If I have got this wrong, please forgive me.</p> <p>Banbury station is not simply a town station. It serves many surrounding villages as well. Banbury is unlike Oxford: it does not have satellite rail stations (e.g. Tackley or Charlbury) which can be used to avoid the need to drive into town, it does not have park-and-ride facilities, and rural bus services are impossibly inconvenient for anyone trying to meet a train.</p> <p>A lot of people who use Banbury station (but live outside Banbury town) thus have to travel to the station by car whether in person or being dropped off. The proposed scheme significantly discriminates against these users. These users might well have mobility issues, whether infirmity or young children.</p> <p>It is not a good idea that these users should have to be dropped off much further from the station entrance than at present. Their journey is more difficult and the risks they will face greater.</p> <p>I would urge you to revise the plans so that drop-off and collection by private car is at least as convenient as at present. To do otherwise discriminates unfairly against those who live outside Banbury but have to drive into town to use the station. For example, the north end of the west railway car park could be given over to drop-off and collection, with the route from the car park into the station shortened and improved.</p> <p>Forgive me if I have misunderstood your plans and car access to the station door for drop-off and collection will continue to be available from the north</p>
Email	<p>I have used Tramway road to get to Banbury station for over 30 years. I actually moved closer to the station all those years ago as there was a very poor bus service. Essentially, the buses started too late and they ended too early. Because of my history with this route (walking) I believe it is important to comment.</p> <ol style="list-style-type: none"> 1. First of all the only people this is going to benefit is going to be the taxi drivers. They are probably jumping with glee over the proposal. I personally do not consider taxis as public transport. What about Ubers do they get the same benefit? <p>I see that Tramway road will become more dangerous as you will have the taxi drivers racing down this straight road, way above the speed limit, as they currently do with many of the drop-offs I see, just so they can get to their next fare.</p> <ol style="list-style-type: none"> 2. Passing buses down Tramway Road will be pointless unless they are timed so there is no more than a 15 minute either direction between them. I used to arrive on a train that arrived after 1800. At 1800 the bus company reduced the frequency from every 15 minutes to one an hour. In the morning it was a 0700 train but the bus arrived too late and there wasn't an earlier one. <p>As there was no way I could get to the bus station to meet the bus in time I would have to walk 45 minutes home. Which was quicker than the bus. I eventually ended up driving as walking 45 minutes in the morning and 45 minutes in the evening was wearing me out.</p> <ol style="list-style-type: none"> 3. Currently there is no problem with the pedestrian and cycle access to the station but a new footway and cycleway would be welcome if there will be taxis racing up and down the road. Additionally, there are problems with vehicles going to and from the Network Rail maintenance facilities.

	<p>However, there is no proposal on how safety of people walking down Tramway Road will be improved. My daughter, who arrives on one of the last trains, has to walk a long route through town to get home as Tramway Road is not considered safe late at night. I have been threatened many times on Tramway Road over the years.</p> <p>4. Additional car passenger drop-off and collection facility on Tramway Road would be pointless unless there were also facilities for people with cars to wait for people walking from the station. Additionally, a short term parking facility for people to park to meet or take people to the trains, such as the 20 minute parking offered at the station, will be a necessity. None of this is proposed. Therefore people will have to drive around to the front of the station and the whole proposed collection facility will be pointless.</p> <p>5. In the proposal there is mention of vehicular access to the station surface car park via Tramway Road. This seems to contradict the previous points in the proposal which say only pedestrian, cycle, bus and taxi access.</p> <p>I support access to the station from Tramway Road for the station car park even though I wouldn't use it as I walk. Originally Chiltern Railway had an overflow car park on Tramway Road. This was quite busy and it enabled access to the station without having to use Bridge Street. It could have done with a connection to the main station car park. However, Chiltern Railways decided to close this and build a car park on the other side of the station that made traffic on Bridge Street even worse.</p> <p>6. Traffic lights at Swan Close, Hightown Road and Tramway Road will be welcome as this road can be almost impossible to cross in the mornings and early evening. It will also become more difficult to cross if there is a lot of traffic on Tramway Road.</p> <p>7. It is noticed that there is no mention of a Park and Ride facility like Oxford has. Many of the people who do drive into the station are from outside of Banbury or places not served by buses. It is not like they can park outside of town and take the bus in. Has that been considered.</p>
Email	<p>I've read the proposals and think this is an excellent idea. Where I live (SW Banbury) it will be easier to access the station by car via Hightown Road rather than having to negotiate the queues and lights at Bridge Street. As I often walk to the station, having a controlled pedestrian crossing at the junction of Bankside and Hightown Road is a real safety improvement. That is currently a dangerous junction and is even worse for people walking along Bankside where there is no footpath along the canal side of the road, so crossing can only be made at the junction itself where sight-lines are poor.</p> <p>Unfortunately there is no bus service from my area of Banbury to the station, just the B7b which runs 4 services per weekday only and goes to the town hall, not the station. In practice this isn't a service that helps me get to and from the station - car parking or taxis are really the only option, or a half-hour brisk walk during daylight hours. I can see it will help others whose bus services are more frequent and can perhaps be made to run to the station if there is a through-way, as is proposed.</p> <p>Can I plead for good lighting along Tramway Road? Walking along there from the station in the dark does not inspire confidence, especially as it runs through an industrial area which is lonely and unpopulated in the evenings.</p> <p>I do hope these proposals are implemented - the sooner the better. Banbury is now a large town which is continuing to expand apace and needs to update facilities like these in order to cope with the anticipated growth. I therefore support them wholeheartedly.</p>
Remix	<p>Pedestrian crossing currently a key safety concern at this point. Any improvement to the current system would be much welcomed.</p>
Remix	<p>Excellent idea. Bravo.</p>

Remix	Existing Bus stop around this point, already poses a risk to pedestrians, as there is not an adequate and safe crossing. Pedestrian safety and crossings need to be reviewed on this road, if traffic is going to increase as a result of improvements to the train station.
Email	I am emailing you regarding a letter that was sent to the business about proposed improvement works at Tramway Road, Banbury. As I'm sure you are aware, the works will affect the road outside of the Morrisons store which will have a definite impact on trade. It would be good to understand how long the works will take and around which dates they are planned, as I'm sure you can understand that if the works were to be dragged out then this could have a very negative impact on the store. Could you also please give a breakdown of the works that will affect access and egress to our store and how you plan to work around this for our customers?
Email	<p>Hi, I am a Banbury resident of 52 years. I have looked at the proposed plans for the development of the access routes to the railway station and in my honest opinion I am unable to see anything wrong with the plan. I am assuming that private vehicles / taxis etc will in future be able to access the station from either Tramway Road or Bridge Street? and that currently they can only access the station via Bridge St? Any plan that can reduce the number of vehicles using the Bridge St entrance during busy periods is good in my opinion. I also like the improved cycle/pedestrian access.</p> <p>My only concern is this, Could this new improved access route be used by either Taxi drivers or car drivers alike to avoid the traffic lights at the Bridge St junction or the traffic lights at the end of George St or the traffic lights at the end of Swan Close Rd during busy times thus creating a "Rat Run"? How are you planning to stop unscrupulous drivers from using this route as a short cut to avoid heavy traffic?</p>
Email	<p>I would like to see the Bankside/Hightown Rd., junction made better for cyclists. Traffic lights provide a barrier to the flow of cyclists trying to access the Tramway. There is a steep bank at the end of Bankside which will make it difficult for cyclists to get going again. Whereas a continuation of the cycleway down Bankside onto Hightown Rd. to the Tramway will make it much more cycle friendly.</p> <p>A mini roundabout at the entrance to Tramway would help.</p> <p>Advanced stop lines are needed for cyclists if there were to be traffic lights.</p> <p>The railway station should not be considered as the "end of the line" as there is an entrance onto Bridge St. park and on through Spiceball park to the retail and industrial centres North of Banbury. The recently created cycleway past a new multi story car parking lot has helped the flow of cyclists,</p>
Email	<p>As I did not wish to 'sign in' to complete the survey I would like to comment as follows :-</p> <p>I usually use Station Approach to get to the station, not Tramway Road. The pavements on Station Approach are rather narrow and should be widened. Also if using the left-hand side pavement to get to the station there are several accesses to car parks where the pavement has not been dropped making it very difficult if you are wheeling a suitcase or using a wheelchair. It should not be necessary to have to cross the road just to get a dropped pavement.</p> <p>A bus service at the station is definitely a good idea. I am very surprised that the station is not already served by a bus. I would use one that drops me off in town as it is not a nice walk from the station to town after dark and trying to cross the road at the junction to get into town is a nightmare.</p> <p>I am not at all happy about sharing a pavement with cyclists as unfortunately these days I find they are not very considerate. Also worried the pavement may be used by people on e-scooters as well. Is it really too much to ask that pedestrians actually have their own bit of the highway? Why do we have to be the ones to give way all the time? Cyclists should be on the road.</p> <p>I have no other comments to make other than trusting that the station will remain open whilst the proposed works are underway.</p>

<p>Email</p>	<p>Thank-you for the letter detailing the proposed improvements regarding access to Banbury Station and the subsequent Tramway improvements.</p> <p>In essence the plans are welcomed from my perspective as a resident living in Green Lane and a user of the Banbury Station. I welcome the improved pedestrian walkway and hope that the area immediately surrounding the station will be improved from an aesthetic perspective from its rather 'waste ground' state currently.</p> <p>My concern is that currently it can be very difficult crossing HighTown Road by the corner of Morrisons and with the increased amount of traffic that the proposal will generate (buses and cars) using the new access, this road will become dangerous to cross, especially for the elderly or less able of our community.</p> <p>Please could a Zebra Crossing or push-button/light controlled crossing to cross High Town Road be considered as part of the proposal?</p>
<p>Email</p>	<p>I am contacting you as a director of Banbury United FC. Banbury United is owned by a community benefit society. Our land is owned by Tilstone Ltd.</p> <p>We welcome the improvements as traffic can get congested after a game where our access road and the traffic from the station car park meet. Improved public transport access is welcomed.</p> <p>We are next to the train maintenance depot. We have football matches during the season on Saturdays and Sundays. We also have games on some Tuesday evenings. During school holidays we run soccer camps and lunch clubs under the Marcus Rashford scheme. During the week we have a range of regular community clubs. (eg Spencers Age UK) Consequently we need to minimise disruption during these times. We have about 500 supporters to a home game and fill up our own parking and have to use additional space elsewhere.</p> <p>The football club is Banbury United FC not Banbury Town FC.</p> <p>If you would like more information I would be pleased to help.</p>
<p>Email</p>	<p>I support the aims of the scheme to improve the road layout and facilities around Banbury Station – and ultimately access to the station</p> <p>Nevertheless I note the following 2 faults in the scheme</p> <ol style="list-style-type: none"> 1. The proposed scheme shall increase the traffic load on Swan Close Road (which is already very heavy at peak hours) 2. The proposed scheme shall heavily impact the access to the Tramway Industrial Estate during construction. <p>I propose that the proposed scheme is dropped and replaced with an upgrade and an extension of Station Road to connect Station road to Bankside.</p>
<p>Email</p>	<p>Tilstone Partners Ltd represent 'Tilstone Industrial Ltd' (TIL) owners of Units 1-10 Tramway Industrial Estate, Tramway Road/Riverside, Banbury and of the Banbury United Football Club land accessed off Station Approach. Due to the short-timescale for the consultation TIL has not consulted with their tenants but understand that that OCC will have contacted each stakeholder as part of this exercise.</p> <p>In response to your request for comments upon the draft proposals, I detail our initial comments below, on behalf of our client, together with requests for further information.</p> <p>I would be grateful if you could please:</p> <p>Units 1 & 2 Tramway Road Industrial Estate</p> <ul style="list-style-type: none"> - Provide details of vehicle tracking drawings to ensure that HGVs can both enter and exit the site at all new points with the proposed new road features in place (e.g. there is a concern that that a HGV exiting unit 1 across the new Station Approach point, may then not be able to turn left and navigate past the central pedestrian cross-over point on Tramway Road) - Provide your vehicle traffic tracking drawings to ensure that HGVs can manoeuvre to and from the existing goods doors of the building

	<ul style="list-style-type: none"> - Confirm which road features will be painted onto road surfaces and which would be physically raised (the latter impacting larger vehicle movements) - Confirm if utilities searches have been undertaken around the site - Provide further clarification how the proposed boundaries of our client's site/s would change as part of the proposals <p>General Queries</p> <ul style="list-style-type: none"> - Advise if all building occupiers have been fully consulted as their support will be required to protect the requirements and interests of each business - Confirm what traffic surveys have been undertaken and if you can please confirm what anticipated additional traffic volumes that would pass across Tramway Road and what steps will be taken to mitigate congestion for the business occupiers of the estate at peak traffic periods (e.g. Swan Close junction traffic signal priorities) - Finally, please advise If bus stops will be 'drop off and collection' of passengers only i.e. not waiting areas for busses that would obstruct estate traffic flows <p>Our client is keen to support local infrastructure and public transport improvements but it is vital to ensure that both road safety and the quality of the access to/from both sites are maintained to ensure that the business operations of the occupiers are not in any way adversely affected.</p>
Email	<p>The proposal to make Tramway Road a main entrance to Banbury Station and the installation of traffic controls is welcome.</p> <p>To assist this proposal it would be good to take a look at Cherwell/Windsor Street and the junction with George Street.</p> <ol style="list-style-type: none"> 1. Re-paint the yellow box junction at George Street. The junction is constantly blocked by traffic travelling to Concorde Way/Middleton Road meaning the turning into George Street is impossible. Causing traffic to back up to the lights at the Bridge Street/Concorde Way/Middleton Road junction. 2. Look at re-scheduling the lights as there are times when you can turn right into George Street but the lights hold you on stop waiting for the filter to work. Maybe moving to Go with the straight on traffic and the filter to clear the traffic after.
Email	<p>I have looked at your plans for improving the access to Banbury Station via Tramway and whilst I feel the proposals should upgrade the existing access, I have a number of comments on the proposals:</p> <ul style="list-style-type: none"> • A pedestrian access to the station car park is required at a point adjacent to the bus gate. Pedestrians currently access the car park at approximately this point to use the rear door entrance to the station. Obliging them to use the proposed car park access and egress would require them to walk an extra 150m just to be adjacent to the current pedestrian access. This is not very convenient for people who could be carrying luggage or have mobility difficulties. • Traffic signals on the junctions Tramway Road / Swan Close Road / Hightown Road / Lambs Cr & Bankside / Hightown Road / Crescent Cr will introduce levels of congestion not currently experienced at these locations. Traffic signals inherently introduce delay into a route even if it is for traffic management reasons. Have roundabouts layouts been considered for these junctions? Both junctions have land on their perimeters (part of a little used area of the Morrison's car park and grassed area at Bankside) that could be used for widening purposes and this option should be considered. • Regardless of the traffic management method used at the Hightown Road junction, what parking regulations have been considered for Hightown Road and Bankside? Given that parking occurs on both of these roads approaching the junction, measures should be introduced to prevent parked vehicles between 0700 and 1900 to avoid aggravated congestion.

<p>Email</p>	<p>Thank you for the opportunity to provide comments upon the evolving design of the Access to Banbury Station (Tramway Road improvements) scheme recently published .</p> <p>Banbury Town Council continue to support the principle of providing a bus/taxi link from the Station forecourt through to Tramway Road. It believes that this will provide benefits in reducing traffic congestion on Station Approach, at the Station Approach/Bridge Street junction , and at the Bridge Street/Cherwell Street junction.</p> <p>The Town Council has the following further comments/questions</p> <ul style="list-style-type: none"> • The observed walking route from the station to the bottom of Tramway Road is on the northern side of Tramway Road – why therefore does the scheme apparently seek to divert this onto the southern side by the Tilstone unit? • The western side of the existing route has an access to a BR staff car park almost level with the rear exit of the station – this is not shown. If this land is to be used for that or another use it will need vehicular access • The existing oil tank sites and the land between will be the subject of urban regeneration as a function of Policy BAN 1 of the adopted Cherwell Local Plan. Has this scheme been designed with the knowledge that pedestrian and vehicular access will be needed to these parcels of land? • What form will the bus gate take? – the Town Council would prefer that a rising bollard is not used as these are unreliable. If it is to be ANPR cameras will these be effective in deterring and preventing through use by other vehicles than buses ,taxis and cycles? • Could the western BR rail users car park not be accessed directly off the new roundabout rather than having to travel along the southern section of road? • Is the planned roundabout big enough to accommodate the largest vehicles that may need to access the industrial units to the south, and the rail depot? • From observation and use, the drop off facilities at Banbury station are already limited in capacity and the shortage frequently results in vehicles parking north of the station on the roadway. Are the 7 spaces shown on the revised station forecourt going to be enough? • It will be necessary to have a holistic look at the traffic light sequencing and cycles on the Bridge Street/Cherwell Street junction, and the Swan Close Road /Upper Windsor Street junction plus the intervening lights at George Street, as the proposal will significantly alter the route of ingress/egress to the south side station car parking. This will need to be coordinated with new lights at the junction of Swan Close Road and Tramway Road to avoid congestion from platoons of rail users emerging from the car parks in train loads. Severe congestion already occurs on occasion and whilst these changes have the possibility of improving conditions on Bridge Street the full implications of the revised traffic assignments need to be fully understood and dealt with by cycling arrangements and sequencing. • The views of the bus operators are necessary to ensure that the ongoing variation to their bus routes can take into account the needs of the travelling public who are accessing the station, the town centre and Morrisons • Will the Bridge Street/Station Approach junction be large enough to cope with any increased/varied use of the junction by changes in the bus routes that will follow from this proposed scheme?
<p>Email</p>	<p>Further to my earlier survey submission on the Tramway Road ‘improvements’ consultation I wish to add a comment about the proposed double sets of traffic lights along Hightown Road, at both ends of Lambs Crescent.</p> <p>It should be noted that only three (3) properties have the option of off-street parking in this very tiny residential road.</p> <p>Without adequately addressing the significant issue of parking in the area by non-residents the current proposal will only make an already dangerous and barely tolerable situation even worse. Additionally, there will be increased noise and air pollution.</p> <p>Residents, mobility-scooter-users and pedestrians have for a number of years suffered harm and risk to both person, property and vehicles because non-residents, mostly train commuters and staff at local offices (particularly OCC’s Samuelson House!) and businesses, do not want to pay for their parking Monday-Friday or when they go on holiday. The problem goes far beyond</p>

	<p>inconvenience.</p> <p>Instead, these people leave their cars in this tiniest of residential roads from early morning to late night during the working week, or for a week or two when they go on holiday (typically taking public transport to the airport).</p> <p>Frighteningly, this selfish, inconsiderate and penny-pinching behaviour is not infrequently accompanied by verbal abuse, intimidation, implied threats, damage to cars – both accidental and intentional – and other property.</p> <p>Residents have quite literally had to change their way of life; when they can do basic activities such as shopping or have family/friends visit because of the acute stress brought about by nowhere to park within walking distance of their own homes.</p> <p>In cases of illness/disability the stress becomes genuine distress; imagine not being able to park anywhere near your home when returning from a gruelling hospital treatment, or being showered with abuse and your car scratched because you had the temerity to request that a commuter not box your car in meaning you can't get to your medical appointment.</p> <p>The problem has gradually been spreading up along Hightown Road and, until very recently, Bankside (before the double yellow lines appeared this summer).</p> <p>As has been noted by OCC already, the national work-from-home directive during the pandemic made it clear (if there ever was any doubt) that the commuters and office workers are the main problem because the problem-parking stopped overnight when lockdown began.</p> <p>Any traffic light(s) would inevitably reduce the available parking space for residents unless Lambs Crescent and Kilbale Crescent are made a residents-only parking zone, and this is strictly enforced. Even then it will have a significant negative impact on our daily lives as it will be very difficult, albeit in a different way, for family and friends to visit, or carers to attend through the day.</p> <p>As always, the impact will be felt the hardest by the most vulnerable such as the elderly, children and those already feeling isolated, alone or less mobile.</p> <p>Although the parking issue has – even just at its narrowest – apparently been acknowledged by OCC, current plans suggest this acknowledgement is merely lip service.</p> <p>Banbury and local residents deserve, and demand, better.</p>
Email	<p>I hope you are well and keeping safe. I still have not received any feedback regarding the access to Tramway for our (Castle Cars) private hire vehicles as usually the signs say Taxi only. If there is anything else I can help you with please do not hesitate to contact me via email or phone.</p>
Letter	<p>I was delighted to receive your letter of 15th November outlining the County Council's proposals for improving accessibility to Banbury Station.</p> <p>Though I am now long retired, for many years through the 1990's I met together with many good people from Oxon CC, Cherwell DC, Rail Users, Stagecoach, Chiltern Railways, Network Rail and Pell Frischmann on this specific matter. This culminated in the PeN Frischmann report with proposals multi-modal Interchange and Green Link for Banbury Railway station, which I still have on file. It has been a long wait! However, I must express my pleasure that at last we shall see a major step towards improvements for Banbury's transport infrastructure. I wish you every success in moving things forward and trust I may survive long enough to see them for myself.</p>