

035/111/1

27 London Road  
Bicester  
Oxon  
OX26 6BU

13<sup>th</sup> February 2010

The Secretary of State for Transport

Ref: Chiltern Railways Evergreen 3 Project

Dear Sir

I write in relation to Chiltern Railways' plans to upgrade the railway line between Oxford and Bicester. I am wholly supportive of the concept but would like to make the following observations.

1. Site of the New Bicester Town Station

When the scheme is fully implemented and the East-West rail link is re-instated there will be up to 12 train movements per hour. If the crossing on London Road is closed for 2 minutes per time, this will result in 24 minutes closure per hour (i.e. 40%). It is reasonable to expect that the majority of additional traffic generated by the development of the line will approach Bicester from the South. Even with the proposed alterations at the London Road, Station Approach junction, the traffic problems caused will be significant, given that there will inevitably be congestion at the junction for at least 40% of the time. It also seems from the studies conducted so far that the needs of residents in Westholm Court (opposite Station Approach on London Road) have not been considered. There may be long periods during rush hour when it will be very difficult to exit Westholm court in a motor vehicle.

Within the studies which I have read there does not seem to be any mention of the significant additional traffic which will be generated by the re-development of the town centre (including a new supermarket and multiplex cinema). I suspect that much of this traffic will originate from the rural hinterland south of Bicester.

As a result of the above I would request that 'Option 3' (i.e. station buildings to the North of the line with parking south of the Talisman Business Centre) is adopted in order to ensure that the amount of extra traffic at the London Road, Station Approach junction is kept to a minimum and that the number of vehicles using the level crossing is reduced accordingly. Consideration also needs to be given to the inclusion of the exit road from Westholm Court in the re-modelled junction as well as some form of control (box junction or lights) to allow traffic to exit Westholm court safely.

I do not think that Option 3 or the issue of traffic congestion have been properly considered.

## 2. Gavray Drive

I understand that Gavray Drive was originally intended as a through route on to Launton Road. The proposed development represents an ideal opportunity to realise this by incorporating the road into the Chord construction. The opening of Gavray Drive as a through route would allow traffic destined for the major industrial area to be routed away from the London Road level crossing thus helping to reduce congestion. An additional benefit would be the reduction of heavy lorry traffic at the London Road, Launton Road junction and along the narrow section of Launton Road running past Garth Park. The junction of Gavray Drive and Launton road would be perfectly placed to serve industrial estate.

Yours sincerely

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