

Category/Location	Concern/Objection	Response	Further Action
Air Quality	air quality is going get worse as the Gatehouse Road is going to be extended towards home. We are also owner of a EV, not been able to park the car or charge the car in an emergency in the parking will reduce sustainable travel for us	Whilst is is acknowledged there may be negative impact on air quality to properties adjacent to the road widening. However, the wider benefits of reductions in queueing and cogestion will have a broader positive effect on air quality.	Pre and post scheme monitoring (air qauality) will be undertaken to determine the impact and changes in air quality arising from implementation of the scheme.
Alternative Routes	queing traffic will always be a problem due to no alternative routes	Funding for this project is being provided from a DfT grant specifically for this project and therefore can not be allocated to other uses.	No further action
Bollards	Removing the bollards at the junction between Fowler road and the Fairford Leys Estate permanently would help ease congestion until you put bus lane cameras in place people will always try to force their way onto the college side of the 'Rothmans traffic lights' I am continually frustrated with people driving the full length of the bus lane to go straight on. It's high time you did something about this, the law abiding drivers have had enough!!!!	The bollards are in place to reduce inappropriate traffic movements and rat-running and whilst this route may reduce flows on the A418 a review of this position was not approved as part of the scheme development.	No further action
Bus Lane CCTV Cameras		CCTV is being installed along the corridor which will provide better coverage and future capability to enforce bus lane violations. It is however currently not BCC policy to carry out enforcement.	No further action
Bus Lanes	Remove the unneeded bus lanes to stop traffic queuing before filling this out! Plus there is no traffic plane to read	A418 Oxford Road is an existing Public Priority Transport Corridor with a dedicated inbound bus lane. This project does not seek to remove this The route is an important route for public transport into Aylesbury.	No further action
Bypass	A bypass Aylesbury would better use of the money as this road has been change so many time and has not inproved at all.	A link road around Aylesbury is one of the main objectives of the Aylesbury transport strategy to mitigate congestion and expected population and traffic increases arising from proposed new developments. Work is ongoing to implement the link roads with sections already in place and others on site or in development. The funding for this project is being provided from a DfT grant specifically for this project and therefore can not be allocated to other uses.	No further action
Bypass	I would like to see a bypass, the weight of traffic on these roads is massive and improving traffic flow won't solve the problem, it may cause slightly less queuing times.	A link road around Aylesbury is one of the main objectives of the Aylesbury transport strategy to mitigate congestion and expected population and traffic increases arising from proposed new developments. Work is ongoing to implement the link roads with sections already in place and others on site or in development. The funding for this project is being provided from a DfT grant specifically for this project and therefore can not be allocated to other uses.	No further action
Bypass	Need a bypass not changes to the roundabout	A link road around Aylesbury is one of the main objectives of the Aylesbury transport strategy to mitigate congestion and expected population and traffic increases arising from proposed new developments. Work is ongoing to implement the link roads with sections already in place and others on site or in development. The funding for this project is being provided from a DfT grant specifically for this project and therefore can not be allocated to other uses.	No further action
Bypass	The only way to improve the issues above is to build a bypass, which avoids the A418 and Aylesbury town centre entirely.	A link road around Aylesbury is one of the main objectives of the Aylesbury transport strategy to mitigate congestion and expected population and traffic increases arising from proposed new developments. Work is ongoing to implement the link roads with sections already in place and others on site or in development. The funding for this project is being provided from a DfT grant specifically for this project and therefore can not be allocated to other uses.	No further action

Bypass	Way to avoid congestion is to build a road around Aylesbury, so passing through traffic wouldn't congested the town	A link road around Aylesbury is one of the main objectives of the Aylesbury transport strategy to mitigate congestion and expected population and traffic increases arising from proposed new developments. Work is ongoing to implement the link roads with sections already in place and others on site or in development. The funding for this project is being provided from a DfT grant specifically for this project and therefore can not be allocated to other uses.	No further action
Bypass	You are not doing anything constructive to improve the situation! You are spending a lot of money and it will not make any difference! You need to build a proper bypass around Aylesbury as most major county towns have!	A link road around Aylesbury is one of the main objectives of the Aylesbury transport strategy to mitigate congestion and expected population and traffic increases arising from proposed new developments. Work is ongoing to implement the link roads with sections already in place and others on site or in development. The funding for this project is being provided from a DfT grant specifically for this project and therefore can not be allocated to other uses.	No further action
Bypass	It is appreciated that this is being looked at. The queue to get on the Oxford Road from Fairford Leys is often queued to St Mary's school in the winter mornings and if there's roadworks anywhere in Aylesbury then the queue is worse. The whole of Aylesbury needs a bypass, there's too many cars for the roads to cope with and managing traffic flow will only help if an alternative route is available	A link road around Aylesbury is one of the main objectives of the Aylesbury transport strategy to mitigate congestion and expected population and traffic increases arising from proposed new developments. Work is ongoing to implement the link roads with sections already in place and others on site or in development. The funding for this project is being provided from a DfT grant specifically for this project and therefore can not be allocated to other uses.	No further action
Churchill Avenue	I like the idea of improving the right turn into Churchill ave from Oxford road. Also like preventing right turns out of the school	Noted	No further action
Churchill Avenue	There needs to be longer pedestrian crossing time access A418 to left of Churchill Ave exit. If Coach traffic is forced to turn left away from the town, they will either turn left into Churchill Avenue to go around the roundabout or more likely to continue along Prebendal Avenue with speed humps to then exit the estate over the bridge on the Stoke Road, this has been done frequently in the past when the road into town is blocked. The coaches don't go as far as the Hartwell roundabout to go back into town. If traffic lights are to be installed at the college turn, get the coaches to also use the traffic light flow, by reversing the direction of coaches in the school.	New on-crossing detection will be installed at signalised crossings along the A418 which will make use of improved technology to lengthen or reduce crossing times to allow pedestrians to cross safely.	No further action
Coaches		We do not foresee the buses and coaches using alternative routes, but will monitor the situation after implementation.	Bus movements will be monitored.
College	I applaud the proposal to restrict Buses / Coaches from turning Right when exiting the Sir Henry Floyd School. This has been the cause of extensive Traffic Congestion in both directions during peak School Times, along with numerous 'near miss' RTC's as vehicles take Collision Avoidance as the inconsiderate Bus / Coach Drivers pull out of this exit, without due consideration for other road user's, never mind the School Children they have in their Vehicle.	Noted	No further action
College	Remove the pedestrian crossing at the college and make the underpass drug dealer free/safer. Too many crossings in a short distance. Making the underpass by the college safer and remove the toucan. Remove the toucan at the hen and chicks all round. Crossings on roundabouts are dangerous and cause congestion.	The pedestrian crossing has a high level of use and there would be a significant impact on road safety if this was removed.	No further action
College		Removing signalised crossings is against local transport plan policies to encourage sustainable transport.	No further action
Congestion	Having been driving in Aylesbury since 1994, I have witnessed that everywhere traffic light have been put in to replace a roundabout, congestion has got worse in every case which also leads to more pollution. Traffic lights will only work well once you have built a decent ring road linking A41 to A418 to A41. save your money for this instead.	Modelling has been undertaken to test and optimise the scheme proposals. The results from this modelling indicate that the interventions are effective in meeting project's objectives and provide both journey time savings as well as improving the reliability of journeys. Also, anecdotal evidence suggests that reductions in queueing and smoothing of traffic flows will have some positive effect on air quality.	Pre and post scheme journey time monitoring (journey times and traffic counts) will be undertaken to determine the impact and changes in traffic and congestion arising from implementation of the scheme.

Congestion	There will still be the same volume of traffic regardless of how it is handled	Noted, however the better coordination and improved junction layouts will increase flow rates and therefore reduce journey times. Modelling has been undertaken to test and optimise the scheme proposals. The results from this modelling indicate that the interventions are effective in meeting project's objectives and provide both journey time savings as well as improving the reliability of journeys.	Pre and post scheme journey time monitoring (journey times and traffic counts) will be undertaken to determine the impact and changes in traffic and congestion arising from implementation of the scheme.
Congestion	The volume of traffic is ever increasing. These measures don't respond to that problem.		Pre and post scheme journey time monitoring (journey times and traffic counts) will be undertaken to determine the impact and changes in traffic and congestion arising from implementation of the scheme.
Congestion	Unsure if more pedestrian lights will help to ease congestion. But the extension of 2 lanes at Churchill ave will help	There are no extra pedestrian (signal) controlled crossings being installed. The existing ones are being upgraded which means they will run more efficiently	No further action
Congestion	There will still be congestion as the amount of traffic esp at rush hour is constantly increasing. People don't want to cycle. It's not an attractive alternative due to weather, lots of traffic, arriving sweaty, long distances to travel, having nowhere to put lots of shopping	Cycling levels in Aylesbury are increasing. By providing improved facilities more people will be encouraged to cycle therefore reducing traffic and congestion. Modelling has been undertaken to test and optimise the scheme proposals, including testing the replacement of the Fowler Road lights with a roundabout. The modelling confirmed that the junction would perform worse in peak times due to the imbalance of traffic.	Pre and post scheme journey time monitoring (journey times and traffic counts) will be undertaken to determine the impact and changes in traffic and congestion arising from implementation of the scheme. Pre and post scheme journey time monitoring (journey times and traffic counts) will be undertaken to determine the impact and changes in traffic and congestion arising from implementation of the scheme.
Congestion	I feel roundabouts rather than traffic lights would ease the traffic nightmare and make traffic flow more freely		
Congestion	Over the years there have been many many traffic planning cockups, like the college lights that were turned off after a few weeks and made the traffic flow faster. The bus lanes are mostly used by Taxis, buses have to cut across the lane end to turn right, congestion is made worse. I drove to work for 5 years down that road, buses were rarer than hens teeth. I have no doubt that BCC will perform the same cock-up, but newer.	Modelling has been undertaken to test and optimise the scheme proposals. The results from this modelling indicate that the interventions are effective in meeting project's objectives and provide both journey time savings as well as improving the reliability of journeys.	Pre and post scheme journey time monitoring (journey times and traffic counts) will be undertaken to determine the impact and changes in traffic and congestion arising from implementation of the scheme.
Congestion/ Air Quality	Congestion: No - All traffic will get blocked at Thame Rd South roundabout as it is single lane. Journey time: Yes – it will consistently be slower to travel in direction of Oxford. Air quality: No – due to additional stopped traffic. Sust- will have to wait	Modelling has been undertaken to test and optimise the scheme proposals. The results from this modelling indicate that the interventions are effective in meeting project's objectives and provide both journey time savings as well as improving the reliability of journeys. Also, Anecdotal evidence suggests that reductions in queueing and smoothing of traffic flows will have some positive effect on air quality.	Pre and post scheme journey time monitoring (journey times and traffic counts) will be undertaken to determine the impact and changes in traffic, congestion and air quality arising from implementation of the scheme.
Construction	There has been no time schedule set out on what times the road works would take place. Last time there were road works this was done at night and the council did not care about my complaint. I am a disabled individual with a serious medical condition which can be triggered with not getting any sleep. There is a lack of information for the residents down Gatehouse Road with the disruption that will be taking place. 1. Left filters from Churchill Avenue and Fowler Road are a good idea but the problem is that the main A418 is often blocked so that there is no space for traffic to turn on to it anyway! By providing left filters it means the traffic going straight on (along the A418) will get even more congested.	The construction programme is being developed currently and will be shared on the project website and to those signed up to project bulletins in due course. 1. Works further along the Oxford Rd are proposed to reduce blocking back, e.g linking of signals, proposals for school/ college access	Share project construction programme and advance warning of traffic delays.
Dual Carriageway	2. It needs double lanes on both sides all the way along.	2. Space is constrained and 4 lanes is not possible to achieve. The road is a PPTC so the bus lane is not to be removed.	No further action
Dual Carriageway	The whole road from the Fairford leys roundabout up to the Friarage Road roundabout should be a dual carriageway. This would double the capacity in peak times improving overall traffic flow.	Space is constrained and 4 lanes is not possible to achieve. The road is a PPTC so the bus lane is not to be removed.	No further action
Dual Carriageway	You need to widen the road approaching the Oxford Road/Walton Court roundabout going out of Aylesbury. There is a massive bit of useless grass while you can't get two cars there because the road is too narrow. It only becomes wide enough for two vehicles when you are nearly on the roundabout.	The lane markings are going to be amended to accommodate a longer stretch of two lane approach.	No further action

Ellen Road	Can you please sort out Ellen Road. The traffic down there is crazy all due the stupid Chicanes. Surely a small speed bumps would be so much better for the flow of traffic!!! (Or ever better just stick a speed camera there and have nothing at all).	Outside of the scope of this project and funding for this project is being provided from a DfT grant specifically for this project and therefore can not be allocated to other uses.	No further action
Fowler Road	The widening of Fowler Road is particularly important. The delays coming out of that estate are unacceptable and there are no alternative routes to avoid congestion	Noted	No further action
Fowler Road	The extended lanes at Fowler road junction will improve traffic flow so much but can A418 into town cope with it after that ? Years ago there were more roundabouts in Aylesbury and traffic flowed much better... Please move the bus stop on Fowler Road further away from Oxford Road as the bus stopping causes traffic to queue behind blocking the junction. The rising bollards at the junction of Fowler and Fairford Leys way must work, otherwise too much traffic goes down Fowler Road.	Modelling has been undertaken to test and optimise the scheme proposals. The results from this modelling indicate that the interventions are effective in meeting project's objectives and provide both journey time savings as well as improving the reliability of journeys. Also, anecdotal evidence suggests that reductions in queueing and smoothing of traffic flows will have some positive effect on air quality.	Pre and post scheme journey time monitoring (journey times and traffic counts) will be undertaken to determine the impact and changes in traffic and congestion arising from implementation of the scheme.
Fowler Road	Thank you for an excellent display, very clear and informative	Noted	No further action
Fowler Road & Churchill Avenue	I cross Oxford Road daily, the extended 2 lane proposal on Fowler Road and Churchill Avenue will hopefully allow a better flow of traffic. Often the traffic in the evening is held back by cars travelling on Ox Rd travelling towards town, not sure how the traffic flow will be reduced	Noted	No further action
Hartwell House	Removing bus stop & reducing bus lane does not make sustainable travel more attractive. The supposed savings in journey times are based on very speculative 'expectations'. Nothing is mentioned about the expected traffic problems when work begins on HS2 near Hartwell House which will be causing huge jams. Much more needs to be done to encourage people out of their cars and onto public transport across the board.	The proposed bus stop and bus lane removal are in a stop not heavily used and to improve access to the roundabout for the bus services.	No further action
Mitchell Close	I would like to point out that Mitchell Close road is often being misused: - as a drop off or pick up zone causing congestion and dangerous situations as multiple parents are maneuvering in an already small road, - as a parking for afternoon activities in the College, and - by taxi drivers just waiting or taking a break. All of the above limit access of emergency vehicles to the Mitchell Close residential area.	Noted	No further action
Other	Many, but please invite me to your traffic planning department and I will be happy to show them how to fix every junction in Aylesbury. I spent half my career surveying road junctions, so I know bad ones when I see them.	Noted	N/A
Other	What are you consulting on? What will change after you get all our comments?	N/A	
Other	Just too little to late!	N/A	n/a
Other	Yes improve all the roads around and in Aylesbury! They are all a disgrace and while you are at it replace or repair all the broken bollards and sign posts!	N/A	n/a
Other	No - my thoughts to the pleasant staff who provided information.	N/A	n/a
Objectives	Queueing traffic will always be a problem due to no alternative routes	Modelling has been undertaken to test and optimise the scheme proposals. The results from this modelling indicate that the interventions are effective in meeting project's objectives and provide both journey time savings as well as improving the reliability of journeys. Also, anecdotal evidence suggests that reductions in queueing and smoothing of traffic flows will have some positive effect on air quality.	Pre and post scheme journey time monitoring (journey times and traffic counts) will be undertaken to determine the impact and changes in traffic and congestion arising from implementation of the scheme.
Objectives	Traffic will hopefully flow more easily	Noted	No further action