

Jackson Road / Dickens Way Junction
What are the benefits of implementing a signalised junction compared to leaving the junction as a roundabout?A2:A13
Installing traffic signals at the Jackson Road / Dickens Ways junction will help to manage traffic flows along the corridor, especially in the AM and PM peak. The traffic signals will be linked to the signals at the Paradise Orchard / Sir Henry Lee Crescent junction and the Pegasus crossing enabling a SCOOT corridor to operate allowing for better traffic flow. Implementing a signalised junction will also enable signalised pedestrian crossings to be implemented as part of the junction, making it easier for pedestrians to cross the road.
Part time signals would be better at Jackson Road junction.
Part time signals would not be appropriate at the Jackson Road / Dickens Way junction because part time signals shouldn't be used in urban locations where there are high pedestrian numbers, who need to cross the road at the junction. Additionally part time signals operate off MOVA control, therefore the project would not be able to operate as a SCOOT corridor if part time signals were adopted at this location.
To help road users exit road, can "Keep Clear" marking be painted onto the carriageway at side road junctions?
During the detailed design stage, the team will look at which side road junctions will benefit from "Keep Clear" markings. It must be noted that "Keep Clear" markings are only advisory markings and are not enforceable.
What will be done to prevent vehicles from parking on A41 Bicester Road adjacent to Tesco's?
Currently there are double yellow lines along a short stretch of the A41 from the junction. However, the project team will monitor if vehicles parking outside Tesco's remains an issue once the scheme is complete with 2 eastbound lanes in place along this stretch of road.
Similar to the proposed eastbound arrangement between Jackson Road junction and Rabans Lane junction where there will be 2 lanes, why cant there be 2 westbound lanes?
Unfortunately there is not the carriageway space to allow for 2 westbound lanes as well. Implementing 2 eastbound lanes rather than 2 westbound lanes is predicted to provide better journey times and traffic flows.
For those travelling westbound along the A41 after the Jackson Road / Dickens Way junction how will the merge in turn from 2 lanes to 1 lane be made safe?
The merge from 2 lanes into 1 lane will take place at least 60m after the junction providing sufficient time for vehicles to merge. There will be sufficient signage to allow vehicles to merge safely.

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

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

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

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

Paradise Orchard / Sir Henry Lee Crescent Junction

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

The project team will look to see if anything can be done with signal timings and road markings to help.

Facilities for Pedestrians

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

By having a formalised pedestrian crossing at this location will severely impact journey times along the corridor. Having 3 sets of signals (A41 west arm of Jackson Road junction, suggested formalised pedestrian crossing and Pegasus crossing) will mean that the corridor will struggle to operate effectively and traffic flows will be adversely affected.

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

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

Do not narrow the footways as these are widely used.

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

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

Audibles (Bleepers) are normally provided to operate between 7am – 10pm at stand alone crossing points or at junction with an all round pedestrian stage. Due to both junctions having pedestrian phases running with traffic it would be very dangerous for a visually impaired pedestrian waiting to cross at a crossing (crossing at red), if an audible signal (bleep) is heard from an adjacent crossing which is at green.

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

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

Facilities for Cyclists
Road users will find it more difficult to overtake cyclists between the Jackson Road junction and Rabans Lane junction with the running lanes being narrower
Although the lanes will be narrower, the carriageway itself will remain the same width, and we advice that car users only overtake cyclists when it is safe to do so
Why isn't there a dedicated on-carriageway cycle lane?
Unfortunately, there is not sufficient carriageway space to allow for a dedicated cycle lane. Adjacent to the A41, Buckinghamshire Council will be constructing a new cycle route through linking the Waddesdon Greenway to Gogh Road via Haydon Hill.

Facilities for Public Transport Users**Will the RTPI units require people to touch them to use them?**

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

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

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

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

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

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

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

Bio-diversity**Will any trees or hedges be removed? Please limit this.**

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

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

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

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

The project team will be in contact with the specialists to investigate the potential alternatives for relocation of the Bees.

Lighting, Air Quality, Noise and Vibration effects**I am a resident at a nearby property, will there be changes to pollution levels?**

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

What changes to lighting will there be?

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

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

The crossing is located next to an existing street lighting column which illuminates the crossing point.

Construction Arrangements**What times of the day will construction take place?**

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

Miscellaneous

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

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

What changes to drainage will be made?

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

Can changes be made to the Broadfield junction and road towards Tesco and retail park?

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

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

Can changes be made to the Meadowdroft junction?

Due to funding constraints, physical works can only be undertaken between the Rabans Lane junction and Paradise Orchard junction, where changes will benefit the corridor the most. Should more funding become available, then Buckinghamshire Council will look to make improvements elsewhere along the corridor. However at this point, there is no funding available to make improvements at the Meadowcroft junction.

What can be done to prevent rat-running?

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

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

Buckinghamshire Council cannot influence the train prices and car parking charges at the Railway Station. However, as part of this scheme, there will be a new Real Time Passenger Information system at the bus stop at the Railway Station car park, but it more appealing to use the train and bus

What type of data was used for the traffic modelling?

Although the traffic modelling was undertaken in 2019, it used projected traffic flows for 2021 (no effects from Covid-19), with several developments in Aylesbury built. The modelling data was ratified using actual journey times along the corridor. The 2021 traffic flows were derived from South East Aylesbury Link Road (SEALR) model. From the SEALR model the percentage uplift between the 2018 and 2021 for each model entry was calculated and that uplift was applied to the LinSig and VISSIM modelling.

The road surface is poor, will it all be resurfaced?

Only at the Jackson Road / Dickens Way junction and parts of the carriageway which is planned to be widened will the road be resurfaced. However should you wish to report sub standard road surface or a pot hole please use the Fix My Street app.

What were the journey time changes for off-peak times?

Journey times were also modelled for lunchtime too. These journey time changes can be found on the project brochure via the project webpage.