

Cherwell Street, Banbury Bus Service Improvement Project

(including Bridge Street and George Street junctions)



The Cherwell Street project

in Banbury is part of the
**Oxfordshire Bus Service
Improvement Plan (BSIP).**

It is funded by central government. We are focusing on Cherwell Street, particularly between George Street and Bridge Street, because of its importance to the local bus network and congestion issues during peak times.

The scheme aims to:

- Improve access for buses at the George Street junction with Cherwell Street, and the Cherwell Street junction with Bridge Street through adjustments to traffic lane allocation.
- Improve pedestrian crossing facilities.
- Optimise traffic signals at both junctions and adjust road markings and lane widths.



Cherwell Street, Banbury

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Cherwell Street, Banbury

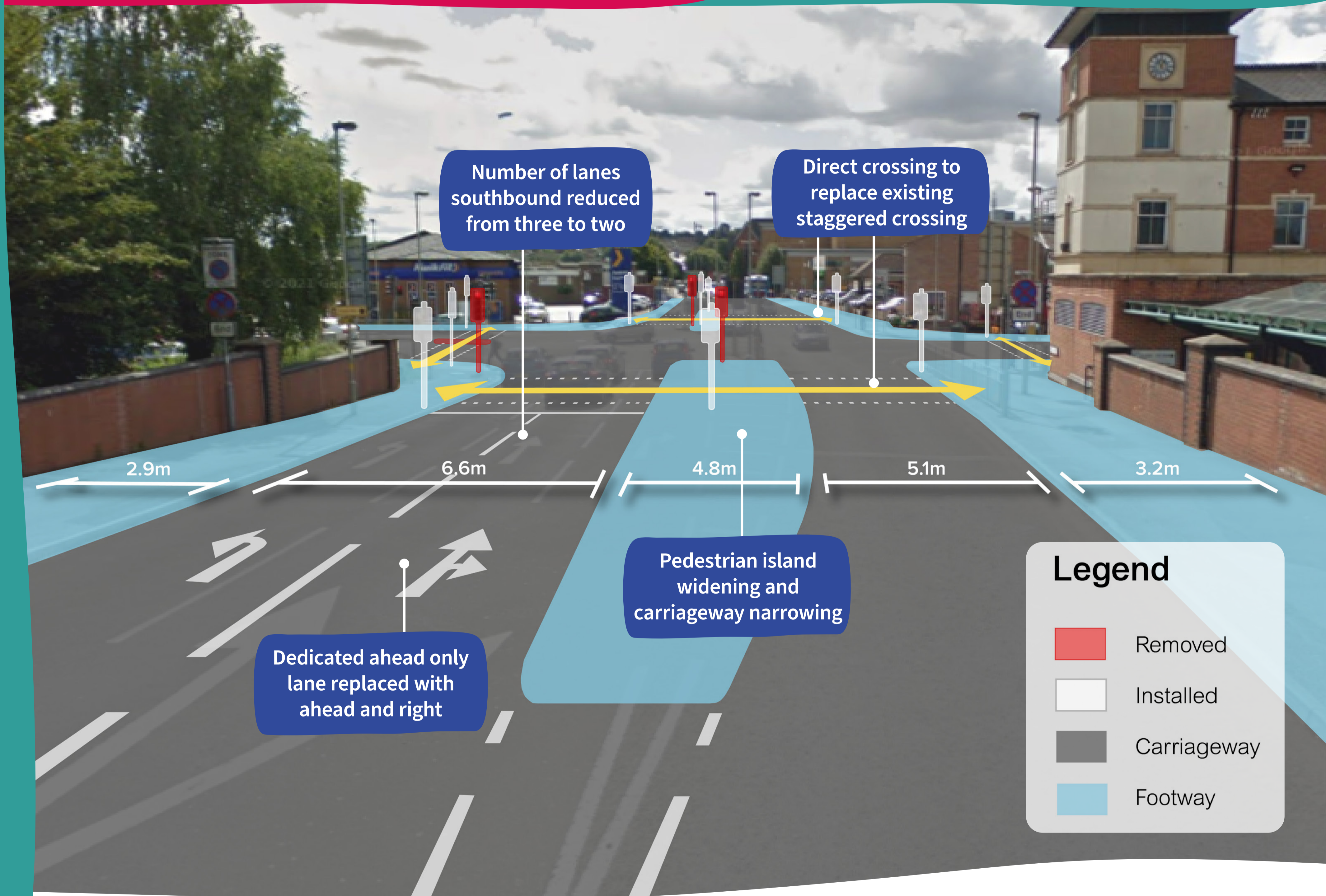
Bus Service Improvement Project

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and George Street junctions)

Preliminary design - sections

Concorde Avenue

towards Cherwell Street





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Preliminary design - sections

George Street
towards Cherwell Street junction

Legend

- Removed
- Installed
- Carriageway
- Footway
- Bus lane



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Benefits of the scheme

- Improve bus journey times and service reliability on Cherwell Street during peak times by optimising traffic signals.
- Improve access for buses at the George Street junction with Cherwell Street, and the Cherwell Street junction with Bridge Street, by implementing a longer running lane along Cherwell Street for left-turning into Bridge Street (west).
- Improve pedestrian crossings at the Cherwell Street / Bridge Street junction.
- Improve pedestrian safety along Bridge Street (east), where cars currently mount the footway to access the left-turning lane for westbound traffic, via lane width adjustments and removal of traffic islands.
- Improve safety at the Cherwell Street / George Street junction, with an additional crossing on the northern arm of this junction and a larger pedestrian island.
- Implement new line markings, and wider traffic lanes.
- Compliment other improvements planned for Banbury including the extension of Tramway Road that will provide better access to Banbury Rail Station.

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What we have done so far

- Produced the initial Cherwell Street carriageway and junction designs.
- Reviewed the design options working with local stakeholders (Councillors, transport groups, Stagecoach Bus) and using Oxfordshire transport strategies as guidance.
- Transport modelling and concept design work were undertaken by independent consultants.
- Assessed the design options based on cost, feasibility, bus journey times, and improvements for pedestrians.
- Refined and combined the design options, to find a preferred option.
- Held an early-stage consultation to inform the next stage of design and costings. For more details visit <https://letstalk.oxfordshire.gov.uk/cherwell-street-banbury-bus-service-improvement-scheme>
- Conducted further transport modelling to inform design and in preparation for second consultation.
- Obtained approval to progress to preliminary and detailed design.

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Understanding the project's impact

We looked at the data in three different ways to understand the project's impact on buses and general traffic.

We considered George Street to Bridge Street and Swan Close to Bridge Street.

This was modelled for 2024 but also for 2031 and 2040. We also looked at different times of day.

We compared:

- The current situation – with no change
- The impact the physical change to the roads would have
- The impact the physical change and a shift in travel habits would have

Analysis told us that for the project to have lasting impact by 2040, we also need a change in behaviours. This is especially important because Banbury is a growing town. However, there was a different level of impact across the two modes of travel.

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The impact on bus journey times by 2040



**No
change**

**Journey time from George
Street to Bridge Street west.**

**AM: 2 min, 01 seconds
PM: 1 min, 39 seconds**



**Physical
change**

The scheme with just a physical change to the roads worsens journey times overall. This is because pedestrian safety is prioritised. However, a key bus route sees improved journey times.

**Journey time from George
Street to Bridge Street west.**

**AM: 1 min, 13 seconds
PM: 1 min, 23 seconds**



**Physical change
plus travel habits**

With 25 per cent of people changing their travel habits, there is significant improvement across all routes. This is most significant in journeys from Swan Close to Bridge Street.

**Journey time from George
Street to Bridge Street west.**

**AM: 1 min, 00 seconds
PM: 1 min, 15 seconds**

Please email the team or speak to us at the event for more detail on this analysis

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The impact on general traffic by 2040



**No
change**



**Physical
change**

The scheme with just a physical change to the roads sees significant improvements in northbound journey times – because of improved signals and changes to the road layout.

Southbound there are increases in journey times. This is because of reduced capacity on the network to improve pedestrian access.



Vehicle delay average:

3 min, 45 seconds



**Physical change
plus travel habits**

With 25 per cent of people changing their travel habits, there is significant improvement across most northbound routes.

Even with travel habit changes, southbound routes see increases in journey times. This is because of reduced capacity on the network to improve pedestrian access.



Vehicle delay average:

2 min, 15 seconds

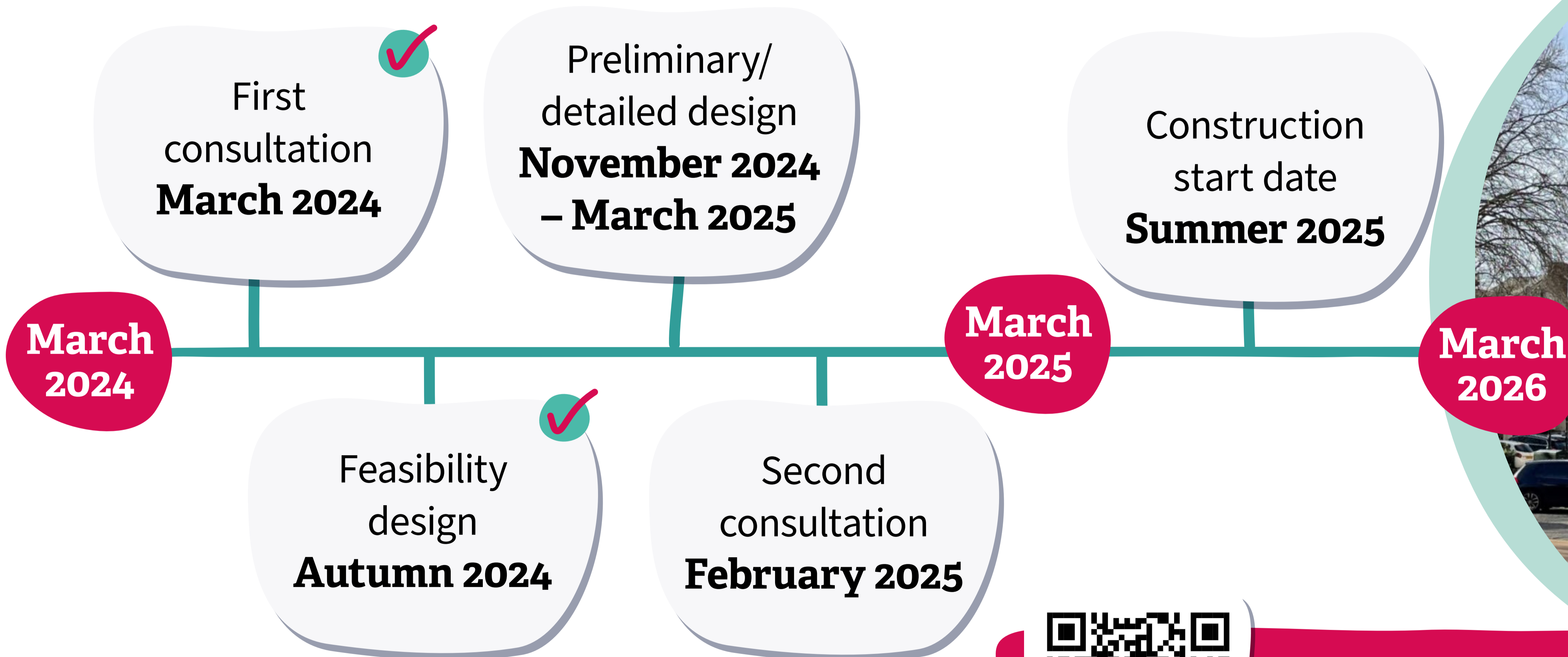
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Planned project timeline



More information at
oxfordshire.gov.uk/cherwellstreetbus