

Summary of comments received during Consultation

Objection	Respondent	Comments	Officer Comments
Yes	Thames Valley Police	Whilst I am not at all against the idea of 'courtesy' crossings I do believe that making them look like a zebra crossing with the light and dark stripes could lead to confusion. All it takes is for a pedestrian to think it is a real zebra crossing whilst the motorist thinks it isn't and we have a conflict leading to collision. I am sure that a design can be implemented that is clearly a crossing, but does not suggest in any way that it is a formal crossing. I am afraid I must object to this aspect of the crossing points.	The operational use of zebra crossings as advised in the highway code 18, 19 & 20 will only help in the safe operation of these courtesy style crossings, i.e. pedestrians who consider these zebras and wish to cross indicate their intention by waiting at the kerb until the approaching vehicles have stopped before proceeding to cross and any driver that considers there is no need to stop at this unofficial crossing will just continue past. The narrowness of the carriageway and central refuge will also assist in reducing pedestrian crossing times and enable crossing movements to be completed in two distinct phases, whilst providing visually narrow running lanes for motorists that tend to help reduce traffic speeds and further increase the likelihood of drivers yielding to pedestrians.
Yes	(1) Resident of Woodstock Road	We and our neighbours have no other place to stop our car temporarily when we deliver our children or transport shopping and unload the car. Extending the parking places to this area would make it impossible and unsafe to do all this. In addition the proposal would significantly increase the level of noise both day and night, with cars parking, doors banging and people talking.	The closure of the Radcliffe Infirmary has reduced the demand for on-street parking in the vicinity. This objection does not compromise the aims of the scheme and it would therefore be acceptable to sustain the objection and to continue despite the loss of four parking spaces.
Yes	(2) Resident of Woodstock Road	We and our neighbours have no other place to stop our car temporarily when we deliver our children or transport shopping and unload the car. Extending the parking places to this area would make it impossible and unsafe to do all this. In addition the proposal would significantly increase the level of noise both day and night, with cars parking, doors banging and people talking.	The closure of the Radcliffe Infirmary has reduced the demand for on-street parking in the vicinity. This objection does not compromise the aims of the scheme and it would therefore be acceptable to sustain the objection and to continue despite the loss of four parking spaces.

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Yes	(3) Resident of Woodstock Road	We and our neighbours have no other place to stop our car temporarily when we deliver our children or transport shopping and unload the car. Extending the parking places to this area would make it impossible and unsafe to do all this. In addition the proposal would significantly reduce visibility for elderly pedestrians to approaching vehicles when crossing at the Woodstock Road/Observatory Street junction.	The closure of the Radcliffe Infirmary has reduced the demand for on-street parking in the vicinity. This objection does not compromise the aims of the scheme and it would therefore be acceptable to sustain the objection and to continue despite the loss of four parking spaces.
No	Councillor CTC (SE)	Support pavement widening, 3m lanes and the crossings generally but need to look harder at the details. The existing High Street road-centre level provision gives little sense of safety or protection for pedestrians. Could you perhaps consider the kind of over-runable median which has existed for many years in Broad Street, Birmingham.	Further engineering details provided. The central reserve will have a 20mm upstand and be edged with cleft engineered tapered setts to discourage accidental overruns whilst still allowing pedestrian/cyclists to cross.
No	CTC Right to Ride Representative	This design layout is much improved on the original design. Thank you for listening to the original consultation and including the comments in this design.	No comments.
No	Oxford Pedestrians Association	We are pleased to wholeheartedly welcome these proposals, which encourage the safe and convenient movement of pedestrians across and around the area of the ROQ.	No comments.
No	Oxford City Council –City Development	I would like to support and welcome the retention of mandatory 1.5m wide cycle lanes as part of your scheme to improve the public realm in this section of Woodstock Road. From the information I have been passed, the scheme would seem to overall improve the road for cyclists, thus supporting the objectives of Oxford Cycle City.	No comments.
No	Cyclox	As such we are very glad to see explicit provision of cycle lanes, slightly more formal "striped"	No comments.

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		<p>crossings, consistently-narrow traffic lanes, including to the north of the main scheme area, and a tapered median to the south. Overall, we think the design as it now stands is excellent. We would particularly commend that you have been able to make the "cycle lane" completely continuous, except at the two crossings.</p> <p>We do however have a concern with regard to the double line of granite setts "20mm high with tapered edges". Cyclists are likely to need to cycle over these, to overtake slower cyclists, to take up the correct position to turn right, and to pass buses at the bus stops. 20mm feels slightly high; 10mm might be better.</p>	<p>The engineered setts will have a tapered edge of between 8-10mm then rising to 20mm over the width of the sett. The setts will be bonded to the carriageway with resin that will extrude around the edges and further reduce the upstand to 3-5mm.</p>
No	Guide Dogs for the Blind Association	We have looked at the proposals and looked at the site and everything seems fine.	No comments.
No	University of Oxford - Mathematics	<p>These plans look broadly sensible.</p> <p>Concerns regarding the suggested use of granite setts in the courtesy crossings which could lead to considerable noise generation and cause disturbance.</p>	<p>The courtesy crossing setts will have a smooth finish and be set flush to the carriageway surface to help reduce vibration and reduce carriageway noise to an acceptable level. Relocation of the bus stop will also reduce background noise.</p>