



***Delegated Decisions by Cabinet Member for
Environment (including Transport)***

***Thursday, 24 November 2016 at 10.00 am
Committee Rooms 1 and 2, County Hall, New Road, Oxford***

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on Friday 2 December 2016 unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

These proceedings are open to the public

A handwritten signature in black ink that reads "Peter G. Clark".

Peter G. Clark
County Director

November 2016

Contact Officer: **Graham Warrington**
Tel: 07393 001211; E-Mail:
graham.warrington@oxfordshire.gov.uk

Note: Date of next meeting: 12 January 2017

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

Items for Decision

- 1. Declarations of Interest**
- 2. Questions from County Councillors**

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet Member's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

- 3. Petitions and Public Address**
- 4. Cumnor Hill Puffin Crossing - Confirmation of decision taken in October 2016** (Pages 1 - 10)

Report by Interim Deputy Director for Environment & Economy – Commercial (CMDE4).

A development of 192 houses on the former Timbmet site on Cumnor Hill has provided funds for a new Puffin crossing to aid pedestrian movements, for both new residents and also the local community. Cumnor Parish Council has been active in seeking implementation of the new crossing and its location and in July 2014 undertook surveys to determine the desire line used by members of the public and school children and the location of the crossing has been based on this survey

At his October meeting the Cabinet Member for Environment approved implementation of the proposal as advertised and described in the report which has been recirculated at CMDE4.

However, following representations from the local County Councillor regarding the exact interpretation of that decision he has agreed to look again at the proposal with a view to confirming its specific aims.

5. Proposed Amendments to Traffic and Access Restrictions - Queen Street, Oxford (Pages 11 - 128)

Forward Plan Ref: 2016/035

Contact: Owen Jenkins, Service Manager for Highways, Transport and Waste Tel: (01865) 323304

Report by Acting Director for Environment & Economy – Commercial (**CMDE5**).

The report summarises the formal consultation undertaken on the proposed amendments to traffic regulation orders, bus stop clearways and provision of new zebra crossings in association with Queen Street, Oxford. The consultation took place between 15 September and 14 October 2016.

The Cabinet Member for Environment is RECOMMENDED:

- (a) ***not to approve the proposals as advertised;***
- (b) ***instruct officers to report to a future Cabinet Member Decisions meeting a proposal for an experimental closure of Queen Street to buses and taxis which addresses the concerns about conditions in St Aldates and High Street raised during the recent consultation and which does not rely on the bus turning facility at Worcester Street; and***
- (c) ***to note the City Council's and COLTA's latest correspondence in relation to the decision made at Cabinet Member Decisions on 21 July 2016 regarding changes to TROs for Castle Street, Norfolk Street and Speedwell Street as part of the Westgate centre development and confirm that this does not alter the decision made.***

6. Proposed Amendment of Access Restrictions, Sheep Street, Bicester (Pages 129 - 136)

Forward Plan Ref: 2016/095

Contact: Owen Jenkins, Service Manager for Highways, Transport & Waste Tel: (01865) 323304

Report by Interim Deputy Director for Environment & Economy – Commercial (**CMDE6**).

Sheep Street is a key shopping street in Bicester which is currently one way, with the permitted direction of travel being from north west to south east. Motor vehicles are only allowed in the street to load/unload before 9am and after 4pm daily. In addition a small number of permit holders are allowed at all times (to access off-street parking etc). Ridden pedal cycles are prohibited at all times.

Following local requests to improve cycle facilities in Bicester, a proposal was put forward to permit pedal cyclists to cycle in either direction on Sheep Street outside the period 9am to 4pm. The report (CMDE6) considers responses received in the course of a statutory consultation on an amendment to the access restrictions to allow that.

The Cabinet Member for the Environment is RECOMMENDED to:-

- (a) ***note the consultation responses;***
- (b) ***not approve the proposed amendment to the access restrictions along Sheep Street as advertised.***

7. Horton View and Ruskin Road, Banbury - Proposed Waiting and Parking Restriction (Pages 137 - 148)

Forward Plan Ref: 2016/079

Contact: Owen Jenkins, Service Manager for Highways, Transport & Waste Tel: (01865) 323304

Report by Interim Deputy Director for Environment & Economy – Commercial (CMDE7).

The report presents responses received in the course of a statutory consultation on proposals to introduce additional and amended waiting restrictions in the Horton View area in Banbury following local requests for action to address parking concerns

The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of the amended proposals described in this report and shown in Annexes 4 and 5

8. Proposed Extension of 30 MPH Speed limit, Toucan Crossing and Shared Use Footway/Cycle Track - A4260, Banbury Road, Deddington (Pages 149 - 156)

Forward Plan Ref: 2016/097

Contact: Owen Jenkins, Service Manager for Highways, Transport & Waste Tel: (01865) 323304

Report by Interim Deputy Director for Environment & Economy – Commercial (CMDE8).

The report (CMDE8) presents an objection and other comments received in the course of the statutory consultation on the proposals to extend the 30mph speed limit, and to provide a toucan crossing and convert an existing footway to shared use footway/cycletrack on the A4260 Banbury Road at Deddington.

The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of the proposals as advertised and described in the report.

9. Proposed Controlled Parking Zone, William Lucy Way, Oxford
(Pages 157 - 162)

Forward Plan Ref: 2016/082

Contact: Owen Jenkins, Service Manager for Highways, Transport & Waste Tel: (01865) 323304

Report by Interim Deputy Director for Environment & Economy – Commercial **(CMDE9)**.

Concerns over the obstruction of traffic and road safety as a result of uncontrolled on-street waiting on William Lucy Way have been raised by residents and the local members over a number of years. The report presents responses received in the course of the statutory consultation on a proposal to introduce a Controlled Parking Zone.

The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of the proposals as advertised and described in the report.

10. Proposed Puffin Crossing - London Road, Wheatley (Pages 163 - 170)

Forward Plan Ref: 2016/105

Contact: Owen Jenkins, Service Manager – Highways, Transport & Waste Tel: (01865) 323304

Report by Interim Deputy Director for Environment & Economy - Commercial **(CMDE10)**.

The report presents an objection and comments received in the course of a statutory consultation on the proposal to install a puffin crossing on the London Road at Wheatley northwest of its junction with The Glebe.

The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of the proposal as advertised and described in the report.

11. Countryside Access Prioritisation: A Priority Caseload Approach
(Pages 171 - 176)

Forward Plan Ref: 2016/113

Contact: James Blockley, Countryside Access Team Leader Tel: (01865) 810205

Report by Interim Deputy Director for Environment & Economy - Commercial **(CMDE11)**.

The Priority Caseload Approach (PCA) is a revised system for allocating staff and financial resources to issues arising on the network of Public Rights of Way (PRoW) across Oxfordshire. It is designed to manage public and stakeholder expectations and give objective guidance to officers and others involved in the fulfilment of OCC's statutory responsibility for PRoW in a transparent and fair way. It is intended to encompass the majority of the OCC Countryside Access Team's (CAT) work

through this approach, and is not restricted to the prioritisation of reported issues.

The PCA was outlined in the Oxfordshire Rights of Way Management Plan 2015-25 (adopted by Cabinet in November 2014), but has undergone a process of consultation and redesign in the intervening two years. As such, further Cabinet approval (via Delegated Decisions) is required in order to for it to be fully embedded as a new management framework and to demonstrate to public and stakeholders that it benefits from organisational support.

The associated report explains the Approach in some depth, paying particular attention to planned benefits, practical application and process detail.

The Cabinet Member for Environment is RECOMMENDED to support the objectives and principles of the Priority Caseload Approach and approve its implementation.

CMDE4

Division: North Hinksey

CABINET MEMBER FOR ENVIRONMENT– 24 NOVEMBER (13 OCTOBER) 2016

PROPOSED PUFFIN CROSSING – CUMNOR HILL, CUMNOR

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report considers responses to a consultation for a puffin crossing on Cumnor Hill, Cumnor.

Background

2. A development of 192 houses on the former Timbmet site on Cumnor Hill has provided funds for a new Puffin crossing to aid pedestrian movements, both for the new residents, but also for the local community. Cumnor Parish Council has been active in seeking the implementation of the new crossing and its location. In July 2014 the Parish undertook surveys to determine the desire line used by members of the public and school children and a copy of their report is attached at Annex 1. The location of the crossing has been based on this survey and is shown on the plans at Annex 2 and Annex 3.

Consultation

3. In July 2016 a formal consultation took place on the proposal. As part of the consultation the Council wrote to local residents potentially affected by the proposal along with the relevant Stakeholders, and public notices were displayed on site.
4. Eleven responses were received eight of which had objections and concerns to the proposed location, a summary of which can be seen at Annex 4. Copies of all the responses received are available for inspection in the Members' Resource Centre.
5. Thames Valley Police had no objection to the proposal, but did raise some concerns regarding the current conditions at the site.

Response to objections and concerns

6. The main issue raised by those objecting to the proposed crossing concerned its location, with most feeling that it should be further west of the proposed site. In response, it is accepted that at present there are a variety of places where pedestrians cross Cumnor Hill but the conclusion drawn from the survey undertaken by the Parish Council recommended the

CMDE4

proposed location and indicated that this is where the majority of pedestrians cross in the vicinity of the new development (which is funding the crossing).

7. Another main concern raised was the narrowness of the northern footway near the proposed crossing location. It is acknowledged that this is currently heavily overgrown and the verge has encroached onto the footway; both these issues will be addressed during construction of the crossing which will then mean a footway of adequate width is provided.
8. The owner of the land to the north of the proposed crossing objects as it is immediately adjacent to an existing vehicular entrance into the field behind. The landowner believes the presence of the crossing would cause obstruction to large agricultural vehicles entering or leaving and a danger to pedestrians using the crossing. In response, officers met the objector on site to discuss his concerns. Computer modelling has been undertaken of the movement of all likely vehicles to use this access and the results (which show the crossing would have no adverse effect on the access) have been passed to the landowner.
9. Other concerns raised relate to the closeness of the proposed crossing to Hurst Lane and the existing bus stop, and the noise arising from the audible beepers. These are matters of detail which can be addressed following safety audits of the final design.
10. Finally, some respondents sought the removal of the existing pedestrian refuge located west of the site of the proposed puffin crossing. Whilst its removal might encourage more use of the new crossing, its retention would continue to have a calming effect on traffic (by narrowing the road) and also protect vehicles waiting to turn right into Kimmeridge Road. It is therefore proposed to retain the refuge at least initially and to keep its presence under review.

How the Project supports LTP4 Objectives

11. The proposals would help facilitate the safe movement of pedestrians in the area which have increased as a result of the adjacent residential development.

Financial and Staff Implications (including Revenue)

12. Full funding for the proposal has been secured from the developer. The appraisal of the proposals, consultation and preparation of all paperwork has been undertaken by E&E officers as part of their normal duties.

RECOMMENDATION

13. **The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of proposal as advertised and described in the report.**

CMDE4

CHRIS McCARTHY
(Interim) Deputy Director of Environment & Economy (Commercial)

Background papers: Consultation documentation
 Consultation Responses
 Cumnor Parish Council Pedestrian Survey Report

Contact Officers: David Tole 07920 084148

September 2016

REPORT FROM CUMNOR PARISH COUNCIL**Pedestrian survey near J/W Kimmeridge Road on Cumnor Hill – 17/07/2014**

Background: It is believed that S106 money was provided by the developer (Persimmon) of the former Timbmet industrial site to provide a light-controlled pedestrian crossing on Cumnor Hill adjacent to the site. As a preliminary measure, an uncontrolled central island crossing point was installed between Kimmeridge Road and Hurst Lane about two years ago.

A previous 07.00 to 09.00 hrs. survey was conducted on 18th November 2013 from the verge near 145 Cumnor Hill. It showed that a significant proportion of the 34 pedestrians leaving the Persimmon site crossed over the road (S>N) on their way to the Colegrove Down in-bound bus stop. It was also noted that 20+ children exiting Chawley Lane crossed (N>S) using the central island on their way via Hurst Lane to Matthew Arnold School.

In order to obtain a clearer idea of the likely “desire line” for a crossing, today’s second two-hour survey was conducted from a vantage point close to the junction with Kimmeridge Road.

Method: Today’s survey was conducted from 07.00 to 09.00 hrs. The weather was dry, warm and sunny. A simple manual tally gate system was used to record the number of pedestrians seen to cross Cumnor Hill. For ease of recording the adjacent footway was deemed to comprise four sections on both the north and south side of the road as follows,

North side of Cumnor Hill

- A. An approx. 50 metre section west of Chawley Lane
- B. An approx. 130 metre section between Chawley Lane and (opposite) J/W Kimmeridge Road
- C. An approx. 90 metre section between (opposite) J/W Kimmeridge Road and (opposite) J/W Hurst Lane
- D. An approx. 50 metre section east of (opposite) J/W Hurst Lane

South side of Cumnor Hill

- E. An approx. 50 metre section east of Hurst Lane
- F. An approx. 90 metre section between J/W Hurst Lane and J/W Kimmeridge Road
- G. An approx. 130 metre section between Kimmeridge Road and (opposite) J/W Chawley Lane
- H. An approx. 50 metre section west of (opposite) J/W Chawley Lane

N.B. The central island crossing is located close to J/W Kimmeridge Road within and between sections C and F.

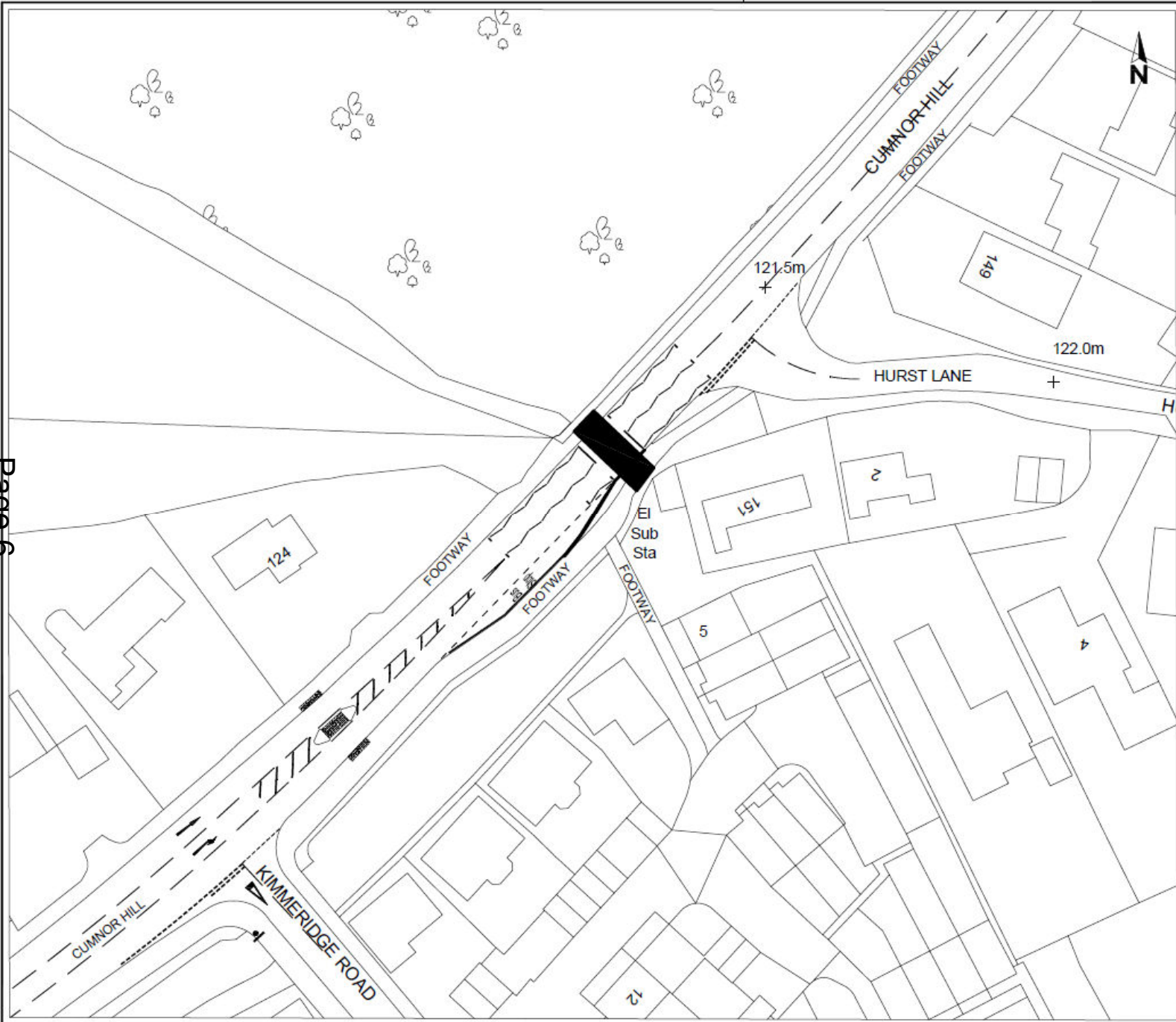
Results:

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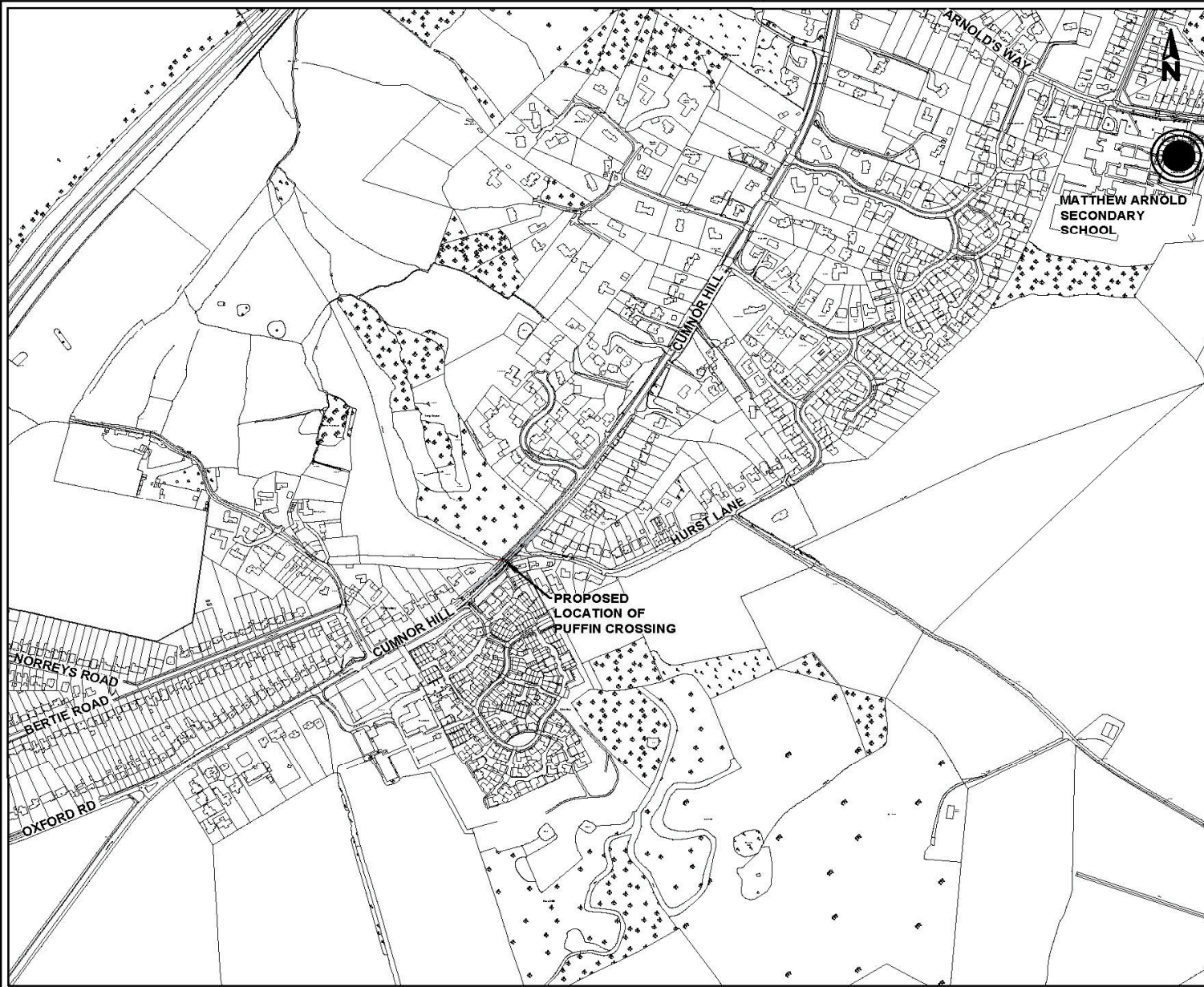
- A total of 94 pedestrians were observed to cross Cumnor Hill during the two hour period
- Of the 35 who crossed from north to south, 19 did so from areas C to F, of whom 17 were school children and all crossed at the central island. [N.B. some senior pupils from M/A School broke up 2 weeks ago]
- Of the 59 who crossed south to north, 21 crossed from area G to B (none of whom used the central island), 26 from F to C (most but not all of whom crossed using the central island), and 12 from E to D
- Some of those crossing from G to B were young children, accompanied by parents, and perhaps on their way to Cumnor Primary School; a number were garage employees who crossed back and forth from site to site
- Most of those who crossed (S>N) from area E to D had emerged from the footpath (approx. 50 metres east of Kimmeridge Road) leading from the development site. None of the 18 emerging from this footpath walked uphill to the crossing island
- Some of the 32 pedestrians who emerged from Kimmeridge Road and who travelled downhill, did not cross at the central island but continued to walk down hill until there was a gap in the traffic before crossing.

Conclusion: The desire line lies to the east of the central island crossing point. If the crossing could be located further downhill, closer to Hurst Lane, i.e. in the bus bay, it might be used by a greater number of pedestrians.

Comment: The current central-island crossing serves as an excellent pinch-point, ensuring that motorists stay within the posted speed limit close to the junctions with Kimmeridge Road and Hurst Lane.



Drawing No. S-201618-CON-000-001		Revision 0	
Key:			
		Proposed location of Puffin crossing	
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Rev.	Date	Purpose of revision	Drawn Checked Approved
<div style="display: inline-block; vertical-align: middle; font-size: x-small; margin-left: 10px;"> Mark Kemp Deputy Director - Commercial Environment and Economy Oxfordshire County Council Speedwell House Speedwell Street Oxford OX1 1NE Tel: (01865) 615700 Fax: (01865) 241577 </div>			
Project title CUMMOR HILL PUFFIN CROSSING			
Drawing title PUFFIN CROSSING PROPOSED LOCATION ANNEX 2			
Drawing Status PRELIMINARY			
Scale @ A3 1:500	Drawn by JFJ	Checked by MW	Approved by MW
Date drawn 08/04/2016	Date checked 31/05/2016	Date approved 31/05/2016	
Oxfordshire Project No. & File Ref S-201618			
Drawing No. S-201618-CON-000-001		Revision 0	



Drawing No. S-201618-CON-000-002		Revision 0													
<p>© Crown Copyright and Database rights 2015 100023343</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;">Rev.</th> <th style="width: 10%;">Date</th> <th style="width: 60%;">Purpose of revision</th> <th style="width: 10%;">Drawn</th> <th style="width: 10%;">Checked</th> <th style="width: 10%;">Approved</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>				Rev.	Date	Purpose of revision	Drawn	Checked	Approved						
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OXFORDSHIRE COUNTY COUNCIL		Mark Kemp Deputy Director - Commercial Environment and Economy Oxfordshire County Council Speedwell House Speedwell Street Oxford OX1 1NE Tel: (01865) 815700 Fax: (01865) 241577													
Project title		CUMMOR HILL PUFFIN CROSSING													
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Oxfordshire Project No. & File Ref		S-201618													
Drawing No. S-201618-CON-000-002		Revision 0													

RESPONDENT	SUMMARISED COMMENTS
Thames Valley Police	<p>No objection providing this layout meets the approved standards</p> <p>The following issues have been raised:</p> <ul style="list-style-type: none"> • The footway on the north side is extremely overgrown and reduced in width by overhanging foliage. This foliage also seriously restricts visibility of traffic from the westbound direction and considerable cut back is essential. • Whilst on site, saw no desire to cross at this point (there is an existing crossing point further west towards Kimmeridge Road) and enquires whether as part of the proposal that crossing point will remain or be removed. Leaving it in situ may discourage use of the new formal crossing point.
Cumnor Parish Council	Ask that the existing central reservation be removed prior to the puffin crossing being installed.
Resident on the Cumnor Development	Respondent suggests that the crossing could be better placed, i.e. nearer to the car garages i.e. past the development if coming up from Botley.
No address given	<p>Respondent objected for the following issues:</p> <ul style="list-style-type: none"> • Crossing will only be used at peak times, if at all. • In completely wrong position for large housing development • Noise pollution from beeping crossing and vehicles accelerating/deceleration

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	<ul style="list-style-type: none"> • Too close to junction of Hurst Lane, creates bind spot • Right next to a grade 2-listed cottage C16, will adversely affect value and heritage (English Heritage have been consulted) • Right next to electricity sub-station, not a great idea as it will mean gatherings of youths presenting obvious danger to life • Crossing better placed further west
No address given	The point at which the crossing is proposed is a very narrow point and the footway on the opposite side to Hurst Lane is particularly narrow, making it a less suitable crossing point than the islands further up the Hill nearer to Kimmeridge Rd after the bus stop. More pedestrians are likely to use the point here.
No address given	Respondent believes the crossing is in the wrong place and will not pick up children at it's proposed location.
Resident on Cumnor Hill	<p>The owner of the land to the north of the above proposal strongly objects to the location of the Puffin Crossing as this is immediately adjacent to an existing vehicular entrance into the field behind. It would cause obstruction to large agricultural vehicles entering or leaving and a danger to pedestrians using the crossing.</p> <p>Respondent suggests that more suitable location of the crossing for those aiming for the village and the school be Kimmeridge Road using the existing island crossing upgraded to a "Puffin", which has wider footpaths than the proposed one which are only one metre deep.</p>
No address given	<p>Respondent raises the following concerns after speaking to some residents who use the busses regularly:</p> <ul style="list-style-type: none"> • There is a pedestrian crossing on the proposed location, it would be more advantageous to put the puffin crossing on Chawley Lane opposite the Jaguar garage further up Cumnor hill where most school children and families get off to access the Cumnor Ridge estate. • As cars are coming off the carriageway they are coming down quite fast until they slow down much further down Cumnor hill road.

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Resident on Cumnor Hill	<p>Respondent raises the following issues:</p> <ul style="list-style-type: none"> • The current site lies too far down the Hill to be of use to most parents walking their children to school. • At its proposed site, the crossing would take people to an old, narrow pavement which in many places is overgrown and which often has cars parked half on the pavement outside the houses and also has a number of driveways to negotiate. • Proposed site is very close to the existing bus stop. Visibility around the crossing will necessary be reduced when there is a bus on the stand.
Resident on Cumnor Hill	<p>Respondent raises the following concerns over its location.</p> <ul style="list-style-type: none"> • Crossing sited in the wrong location • Proposed crossing location is too close to Hurst Lane and the bus stop
Resident from Kimmeridge Road	<p>In full support of the planned puffin crossing.</p>

CABINET MEMBER FOR ENVIRONMENT – 24 NOVEMBER 2016

PROPOSED AMENDMENTS TO TRAFFIC AND ACCESS RESTRICTIONS – QUEEN STREET, OXFORD

Report by Acting Director for Environment & Economy

Introduction

1. This report summarises the formal consultation undertaken on the proposed amendments to traffic regulation orders, bus stop clearways and provision of new zebra crossings in association with Queen Street, Oxford. The consultation took place between 15 September and 14 October 2016.

Background

2. Queen Street is a key pedestrian link in the heart of Oxford city centre. It is also part of a wider east-west cross city-centre link which extends to Oxford station.
3. An intention to close Queen Street to buses has been included in the city and county councils' policies for many years, and currently form part of the county council's Local Transport Plan and the city council's Core Strategy and West End Area Action Plan.
4. Six bus stops were relocated away from Queen Street in 2009, and public realm improvement works were carried out as part of this scheme (Delegated Decisions Cabinet Member for Transport, April 2009).
5. The current proposals constitute Phase 1 of the county council's 'Connections to Oxford Station' project. In summer 2016 the Local Enterprise Partnership (LEP) submitted a bid for this project (along with many other projects across Oxfordshire) to the Department for Transport's Local Growth Fund Round 3 (LGF3). This wider project aims to improve the various transport routes between Oxford station and the city centre.
6. An announcement of the successful LGF3 project is expected in the Chancellor's Autumn Statement.
7. The construction of the enlarged and refurbished Westgate Centre is well underway, with completion expected in autumn 2017. The new centre will add 50% to the total retail area of the city centre. New bus stops are to be provided as part of the development along the length of Castle Street and Norfolk Street, and the western end of Speedwell Street, providing bus stops close to the Westgate Centre and also serving other destinations in the western and southern parts of the city centre.
8. It is anticipated that the city's commercial bus operators will respond to the opening of the Westgate Centre with changes to some of their routes and

stops to ensure serve the Westgate Centre is well served by bus, whether Queen Street is closed or not.

9. Improvements to Queen Street – as the main shopping street between the new Westgate Centre and the rest of the city centre, will help to integrate the Westgate Centre with the rest of the city centre, as well as increase pedestrian safety and comfort in Queen Street itself.
10. Currently Queen Street is closed to cars, but utilised by buses, taxis, cyclists and deliveries at certain times of day. Before Queen St was closed to facilitate the Westgate redevelopment, it carried pedestrian flows of up to 47,000 pedestrians a day. The number of buses using Queen Street is up to 750 per day, which equates to approximately 55 an hour.
11. With the opening of Westgate and the projected increase in footfall within the centre from 5 million a year to 16 million a year, pedestrian flows on Queen Street are expected to increase substantially. Other future development in the West End will further increase pedestrian flows.

Scheme Proposals

12. To enable the proposed removal of buses from Queen Street, an exercise was undertaken in consultation with the main bus operators to reallocate services to bus stops around the adjacent road network. The following improvements were identified as necessary to support the closure:
 - Additional bus stops and bus layover points on High Street, St Aldates, Butterwyke Place and New Road.
 - A bus turnaround facility to the west of Queen Street at the junction of New Road/Worcester Street/Park End Street . To accommodate this facility, some land at the Worcester Street pay and display car park would need to be acquired from Nuffield College.
 - Improvements to the public realm along the length of Queen Street from Bonn Square to Carfax including the corner of St Aldates and High Street.
13. The proposals require amendments to existing traffic regulation orders to accommodate the changes to prohibit buses from Queen Street and adjust loading and disabled parking arrangements. Two public consultations were carried out during 2016 on the proposals.

Informal Consultation

14. An informal consultation on the initial proposals was undertaken between 06 May and 06 June 2016. This resulted in a total of 136 responses being received. In answer to the main question of the proposal to pedestrianise

Queen Street 38% (51) supported, 30% (41) objected and 32% (44) neither supported nor objected. Specific concerns on the proposals included;

- Increased congestion and pollution on St Aldates and High Street
- The need to provide adequate separation of pedestrians and cyclists
- Concerns over cyclists safety at the proposed turnaround and on St Aldates
- Increased bus congestion and journey times due to reallocation of bus stops and
- Excessive walking distances between revised bus stops.

15. This led to some amendments being made prior to commencing formal consultation, including:

- A proposal for an experimental order to permit cycling, 24 hours a day 7 days a week, along Queen Street in both directions
- Access by taxis from Carfax, after 9pm and turning at a mid-point to feed the existing taxi rank by Carfax Tower.

Formal Consultation

16. Formal consultation including related Traffic Regulation Orders was undertaken between 15th September and 14th October 2016 incorporating revised proposals outlined above. The proposals as consulted on are shown in Annex 1.

17. In total, 213 responses were received to the seven specific questions on the proposals. The questions are shown in Annex 2 to this report and a summary of the responses including officers' comments is included at Annex 3. A file containing copies of responses is available within the Members' Resource Centre.

18. In summarising the responses against the specific questions;

- Permanent prohibition of buses from Queen Street – 60% (128) support, 23% (49) object, 17% (36) neither.
- Reduce length of High Street loading bay, replace with bus stop – 38% (82) support, 10% (22) object, 52% (109) neither.
- Amendment to St Aldates/Abingdon Road bus gate – 38% (82) support, 13% (28) object, 49% (103) neither.
- Reduction in length of New Road disabled bay – 21% (44) support, 9% (19) object, 70% (150) neither.
- Permit 24 hour cycling on Queen Street (experimental) – 67% (143) support, 26% (55) object, 7% (15) neither.

- Permit taxis to remain on Queen Street at reduced hours (experimental) – 16% (33) support, 44% (94) object, 40% (86) neither.
 - Replace signal crossings at New Road / Worcester Street junction with zebra crossings – 43% (90) support, 16% (35) object, 41% (88) neither.
19. The main themes raised during the consultation were associated with:
- Position and safety of the turnaround facility including its impact on the future development of the adjacent land
 - The need for buses to remain using Queen Street if the turnaround is not progressed for bus efficiency and economical reasons
 - Increased congestion and pollution on St Aldates and High Street
 - Safety concerns over how pedestrians and cyclists will share the space on Queen Street and the need for it to be sufficiently marked
 - Use of Queen Street by taxis.
20. No objections to the proposals were received from Thames Valley Police whilst support to the experimental 24/7 cycling through Queen Street came from Cycling UK, Cyclox, Bike Safe and the University of Oxford while Westgate Oxford Alliance supported its pedestrianisation.
21. Some key stakeholders provided mixed responses which supported some of the proposals whilst objecting to others. These included;
- Oxford City Council would support the pedestrianisation of Queen Street as it is an identified aim within the Oxford Core Strategy 2026. However, they object to the proposed extension to the permitting of cycling through Queen Street due to the potential conflicts between cyclists and pedestrians plus that it may result in a similar proposal in the future for Cornmarket. They also object to the proposed taxi arrangement due to the reduction in rank time and suggest that loading arrangements on High Street and St Aldates should be considered as part of the project.
 - Oxford Pedestrians' Association supports fewer buses on Queen Street but not at the expense of more buses in the already too congested, and polluted, St Aldates.
22. Objections were received from a number of key stakeholders. In summary;
- The main bus operators objected to the prohibiting of through buses on Queen Street due to concerns about the impact on their operations and patronage

- Oxford Preservation Trust, Brasenose College, Christchurch College, Rescue Oxford and Oxford High Street Association objected due to concerns about the negative impacts on St Aldates and High Street
- Nuffield College objected to the proposal of siting the bus turnaround facility on part of their land and raised concerns about the impact of displaced buses
- Bus Users UK objected to the removal of buses from Queen Street due to concerns about increased walking distances to bus stops and negative impacts on St Aldates. Objects to the increase in cyclist use of Queen Street and zebra crossings on the grounds that disabled users need signal controlled crossings.
- City of Oxford Licensed Taxi Association (COLTA) offered numerous suggestions for taxi routes and ranks in and around the city centre for further consideration.

Outcome of Formal Consultation

23. Officers consider there are two key implications arising from the consultation:
- the original proposals cannot now be implemented without the need for at least one (and possibly two) public inquiries for the traffic regulation order and/or the compulsory land purchase for the turnaround;
 - due to the considerable concern about the impact of displaced buses from Queen Street, particularly on the special historic environment of St Aldate's and High Street the scheme needs to incorporate consequential impacts of the closure on the surrounding streets.
24. Given the above, officers conclude that the original proposals need further consideration, but are clear that there is a need for changes prior to the Opening of Westgate. The opening of the new Westgate centre will transform the nature and status of Oxford as a destination for shopping and leisure and will represent the biggest change to Oxford city centre's travel patterns since the original OTS in 1999. The effects of this, particularly on Queen Street, are difficult to quantify, which suggests the council should take a flexible approach and be prepared to alter its position once travel patterns settle down after the opening of the Westgate centre.
25. Officers consider that due to the uncertainty of both direct and consequential impacts of the closure of queen street, that a more informed understanding is required before a permanently solution implemented. This should be achieved through a trial. It is considered there are two possible options –: leave Queen Street open to buses in some form (potentially with a reduced bus flow), monitor the situation and close Queen Street if necessary; or close Queen Street to buses; monitor and re-open if appropriate.

26. Officers consider the second option to be the more appropriate option because the greatest uncertainty is how crowded Queen Street will be once Westgate opens. Whilst closing Queen Street will have some negatives (most notably increased bus flows in surrounding streets) there are conceivable ways of mitigating these effects.
27. A trial of leaving Queen St open is not recommended because it could result in an unsafe situation and risks the authority having to rapidly arrange an 'emergency closure' with all the disruption that goes with it. Road safety and the safety of pedestrians in such an environment should be of paramount importance and as it is impossible to accurately predict how significant the increase in use of Queen Street will be, officers recommending erring on the side of removing buses in case there simply is not enough road space at peak times to safely manage demand.
28. However, given the concerns raised in the consultation, this experimental closure should be conditional on identifying a deliverable package of improvements which:
- Reduce congestion on the road and footways in St Aldate's and the western end of High Street, primarily through more loading restrictions
 - Reduce congestion and bus journey times on the routes to which buses are displaced (including the possible removal of the traffic signals at the Speedwell Street/Aldates and New Road/Worcester Street/Park End Street junctions, which has been shown in the past to significantly improve journey times).
29. These improvements will be beneficial whether or not the experimental closure is made permanent.
30. Given the proposed experimental approach to the removal of buses it is recommended that no further consideration is given to changes to cycle access until the question of bus access has been fully resolved.

Financial and Staff Implications

31. The approved capital programme includes for these proposals as part of the Connections to Oxford Station project. The total budget for the scheme (including costs to date) is £1.970m and it is funded using the following sources:
- | | |
|-----------------------------|---------|
| • County council capital | £0.170m |
| • LEP | £1.300m |
| • City council contribution | £0.500m |
32. If approved, the alternative approach set out above will affect the works required for the project and therefore the costs. Discussions will be needed with the city council and LEP to agree any changes to the use of their contributions.

33. The timetable is challenging and will require considerable staff resources between September 2016 and autumn 2017. Officers are able to draw in additional resources through its contract with Skanska, and this is expected to be sufficient to deliver the required work.

Equality implications

34. Since the proposals are now likely to change, equality implications will be assessed and reported at a future Cabinet Member Decisions meeting when the final proposals have been assessed.

Westgate-related TROs: taxis access

35. At the Cabinet Member Decisions (Environment) meeting on 21st July 2016, the “Westgate Centre” Traffic Regulation Orders were approved as advertised. In addition, it was agreed to give further consideration to allowing access for licenced hackney carriages in the area through the development.
36. Further submissions from COLTA and Oxford City Council were received in September 2016, which are summarised below.

COLTA

37. COLTA confirmed their position by email which was sent on 6th September 2016. Their objection centres on the rerouting of taxis via Oxpens Road and Longwall Street and concern that this will be more onerous and congested, and as a result, will lead to a poorer taxi service and complaints from customers. COLTA argue that they are an important part of the transport offer, and so should be given the same benefits as buses, for example. In their email COLTA put forward the following proposals:
- The City Council to amend its original planning permission conditions to allow unrestricted access ONLY to Oxford Licensed Hackney carriages through the link route of Speedwell Street, Abbey Place and Norfolk Street, 24 hours a day.
 - To put in place provisions that ONLY Oxford Licensed Hackney Carriages are permitted access through this link route (as we are Public Hire Vehicles) as was discussed with the possibility of putting in place a vehicle registration recognition system.
 - The County Council to undertake another environmental/emissions assessment of the area so that we may progress with our proposal.

Oxford City Council

38. Oxford City Council wrote to COLTA by email on 20th September 2016, to respond to the above proposals put forward by COLTA and to confirm the city

council's updated position. The letter confirms that officers at the city council are not able to make a case for the reformulation of the original Traffic Regulation Order. The city council set out both legal and environmental reasons for this, summarised as follows:

- Taxi usage could only be on a comprehensive basis i.e. that all hackneys and private hire vehicles regardless of their licensing status would have to enjoy equal rights of access. As a result, this is likely to imply a very substantial increase in the volume of vehicles using the section of road that is covered by the restriction; and
 - The Environmental Impact Assessment which accompanied the planning application concluded that there would be a Moderate Adverse impact on the air quality along the route. If there were to be an extension of the use of the route to include all taxis, the impact on air quality would be very significant, and likely to result in an unacceptable level of pollution.
39. The city council also makes the point that the original planning application for Westgate, including the submitted Environmental Impact Assessment, assumed the Norfolk Street and Castle Street link was a bus only route and if taxis were allowed a new planning application from the developers would need to be submitted (including a new Environmental Impact Assessment) and the route potentially redesigned. They noted that this would have a significant impact to both the construction programme and cost of works that are currently taking place.
40. The city council also point out that the Westgate Alliance met with COLTA representatives in early 2014, and the West Area Planning Committee subsequently granted outline planning permission for the Westgate development including the bus only route following representations from COLTA dated 4th March 2014 which expressed '*support in its fullest entirety and objectives*' for the scheme, and withdrew their initial objections.

RECOMMENDATIONS

- 41 **The Cabinet Member for Environment is RECOMMENDED:**
- (a) **not to approve the proposals as advertised;**
 - (b) **instruct officers to report to a future Cabinet Member Decisions meeting a proposal for an experimental closure of Queen Street to buses and taxis which addresses the concerns about conditions in St Aldates and High Street raised during the recent consultation and which does not rely on the bus turning facility at Worcester Street; and**
 - (c) **to note the City Council's and COLTA's latest correspondence in relation to the decision made at Cabinet Member Decisions on 21 July 2016 regarding changes to TROs for Castle Street, Norfolk**

Street and Speedwell Street as part of the Westgate centre development and confirm that this does not alter the decision made.

BEV HINDLE

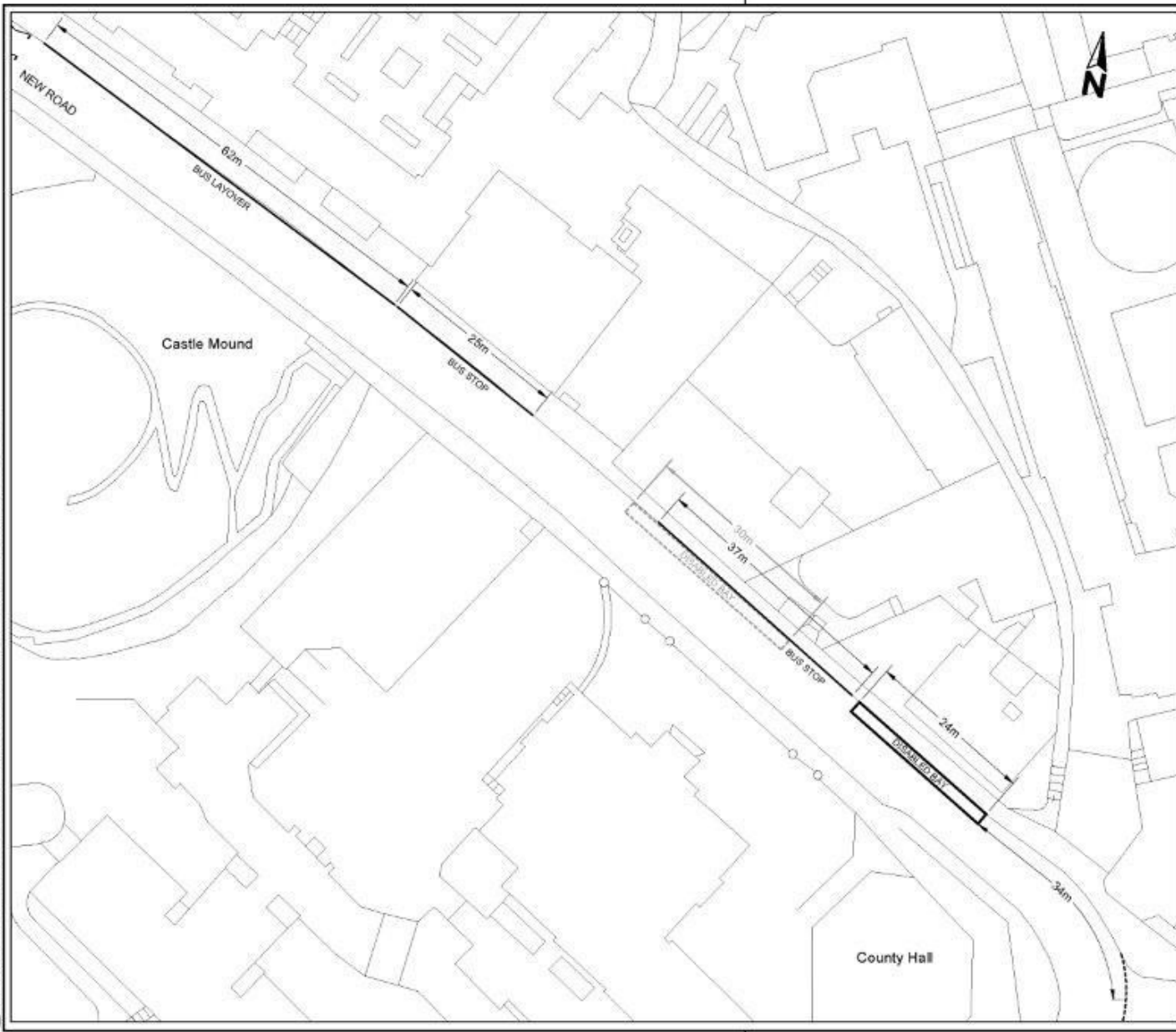
Director for Environment & Economy

Background papers: Document A – Draft Traffic Regulation Order(s)
 Document B – Consultation Plans
 Document C – Copies of all consultation responses

Contact Officer: Andy Warren, 07881 268230

November 2016

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Drawing No. S-000700/066/CON/000/002 Revision 0

KEY:

- Type New facility requiring TRO (Type as shown)
- Type Existing facility with TRO to be removed (Type as shown)
- New Bus Stop Clearway

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE RESPONSIBILITIES NORMALLY ALLOCATED WITH THE TITLE OF WORK, DESIGNER OF THIS DRAWING, NOTE THE FOLLOWING BEFORE ANY WORK COMMENCES:

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PROGRAMME OF WORK: (ENTER Y/N/IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL

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Project title

Connections to Oxford Station

Drawing title

Proposed Traffic Regulation Order Amendments
& Bus Stop Clearway Changes
New Road, Oxford

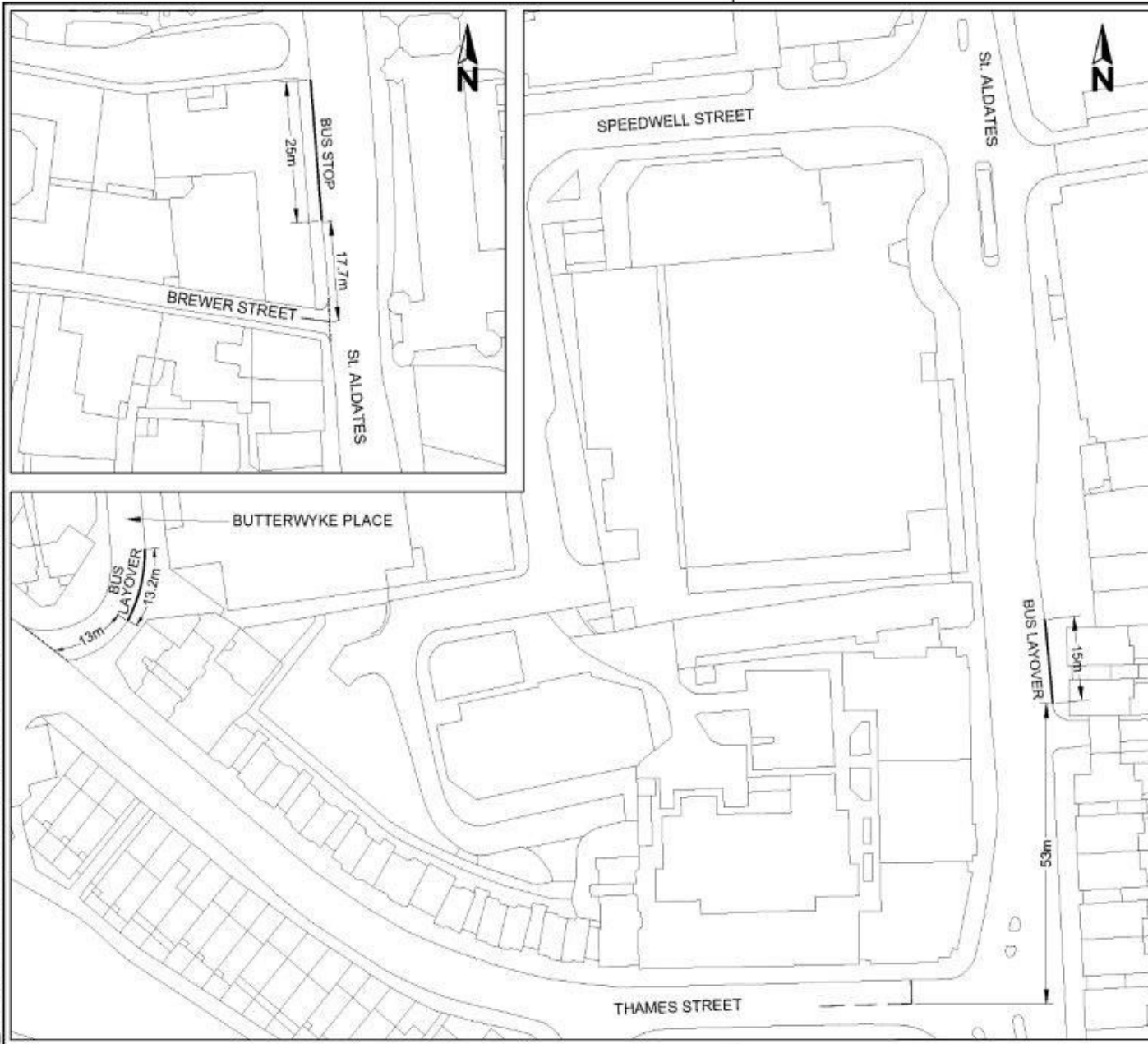
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	Drawn by	Checked by	Approved by	Approved by
NTS	SAC	AW	AW	AW
	Date drawn 16.08.16	Date checked 17.08.16	Date approved 17.08.16	Date approved 17.08.16

Oxfordshire Project No. & File Ref
Drawing No. S-000700/066/CON/000/002 Revision 0

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Drawing No. S-000700/066/CON/000/003	Revision 0										
<p>KEY:</p> <p>— Type New Bus Stop Clearway</p>											
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<p>OXFORDSHIRE COUNTY COUNCIL</p> <p>Mark Kemp Senior Director - Commercial Development and Enterprise Oxfordshire County Council Specialist - Design Oxford OX1 1BE Tel: 01895 815700 Fax: 01895 241677</p>											
<p>Project title</p> <p style="text-align: center;">Connections To Oxford Station</p>											
<p>Drawing title</p> <p style="text-align: center;">Proposed New Bus Stop Clearway St. Aldates & Butterwyke Place</p>											
<p>Drawing Status</p> <p style="text-align: center;">Consultation</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Scale @ A3</th> <th>Drawn by</th> <th>Checked by</th> <th>Approved by</th> </tr> </thead> <tbody> <tr> <td>NTS</td> <td>SAC</td> <td>AW</td> <td>AW</td> </tr> </tbody> </table> <p style="font-size: small;"> Date drawn: 16.08.16 Date checked: 17.08.16 Date approved: 17.08.16 </p>		Scale @ A3	Drawn by	Checked by	Approved by	NTS	SAC	AW	AW		
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<p>Oxfordshire Project No. & File Ref</p> <p>Drawing No. S-000700/066/CON/000/003 Revision 0</p>											

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Drawing No. S-000700-066-FEA-000-012 Revision 3

- KEY:**
- Existing bus stop to be removed
 - Proposed bus stop
 - Proposed footway build-out

- NOTES:**
1. Vehicle used for tracking is E200 (11.8m)
 2. All dimensions and clearances are indicative as the drawings (incl. vehicle tracking) are based on Ordnance Survey mapping. Any further design work would require a topographical survey.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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 FEASIBILITY STAGE THEREFORE NOT APPLICABLE

USE
 FEASIBILITY STAGE THEREFORE NOT APPLICABLE

DECOMMISSIONING/DEMOLITION
 FEASIBILITY STAGE THEREFORE NOT APPLICABLE

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1	21.01.16	Issue for comment	SAC	EA	EA
2	17.02.16	Check against approved bus stop	SAC	MW	MW
3	13.04.16	Finalise drawing for approval and issue for construction	SAC	MW	MW

OXFORDSHIRE COUNTY COUNCIL

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Project title
 City Centre Bus Stops
 Connection to Oxford Station
 (Including Queen Street)

Drawing title
 High Street
 New Bus Stops

Drawing Status

FEASIBILITY			
Scale @ A3	Drawn by	Checked by	Approved by
1:500	SAC	MW	EA
	Date drawn 7.1.16	Date checked 20.01.16	Date approved 20.01.16

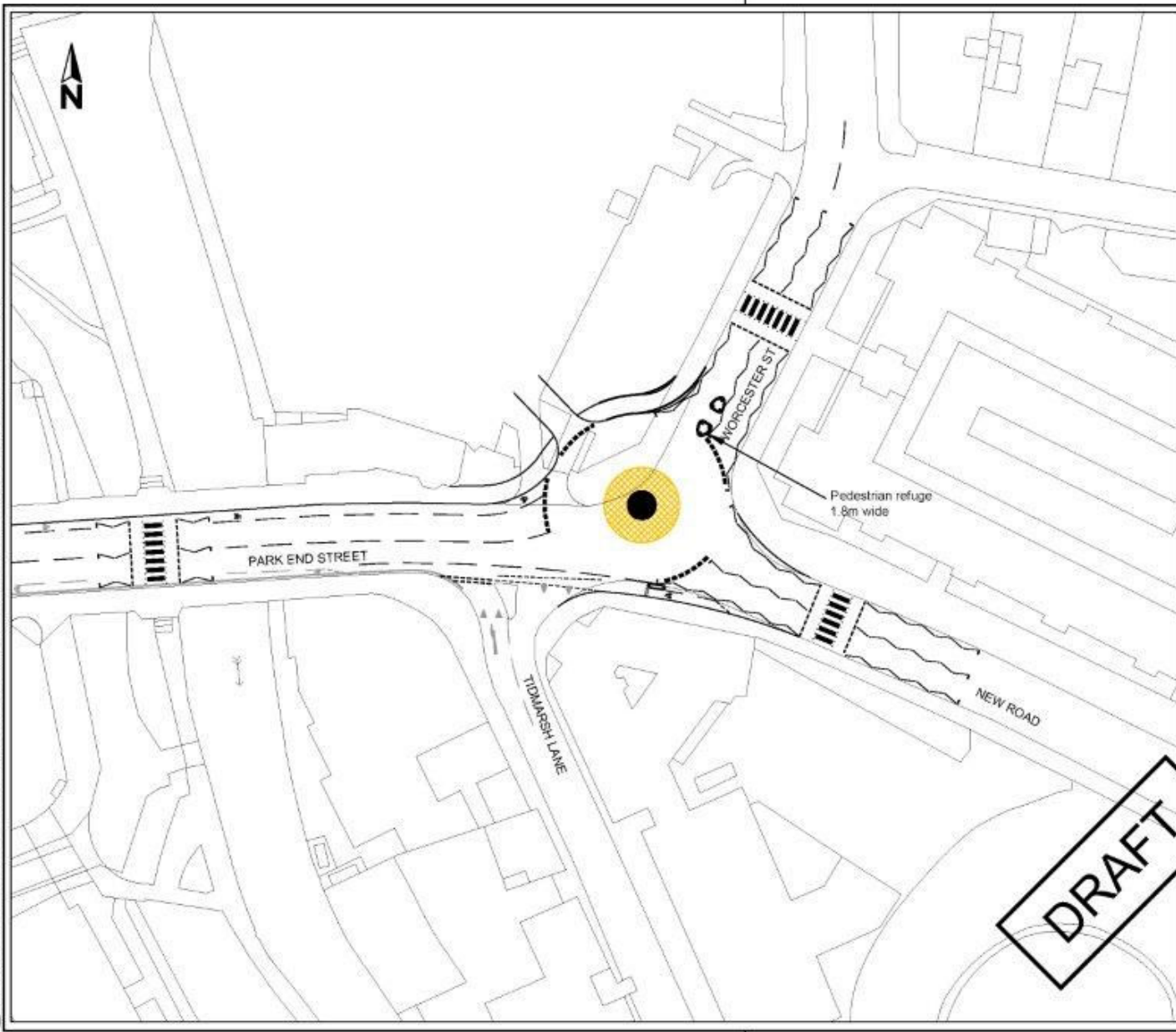
Oxfordshire Project No. & File Ref
 S-000700-066

Drawing No. S-000700-066-FEA-000-012 Revision 3



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OXFORDSHIRE COUNTY COUNCIL		Mark Kemp Deputy Director - Commercial Development and Economy Oxfordshire County Council Approved: Mark Kemp Specialist: David Colton 01865 211100 Tel: (01865) 810700 Fax: (01865) 261877			
Project title					
Connections To Oxford Station					
Drawing title					
New Road / Worcester Street Junction Proposed New Roundabout and Zebra Crossings					
Drawing Status					
DRAFT					
Scale @ A3	Drawn by	Checked by	Approved by		
1:500	Date drawn 17.08.16	Date checked	Date approved		
Oxfordshire Project No. & File Ref					
Drawing No. S-000700/066/FEA/000/303					Revision 0

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Drawing No. S-000700-066-FEA-000-012 Revision 3

KEY:

	Existing bus stop to be removed
	Proposed bus stop
	Proposed footway build-out

- NOTES**
- Vehicle used for tracking is E200 (11.8m)
 - All dimensions and clearances are indicative as the drawings (incl. vehicle tracking) are based on Ordnance Survey mapping. Any further design work would require a topographical survey.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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IDENTIFICATION/ISSUES
FEASIBILITY STAGE THEREFORE NOT APPLICABLE

USE
FEASIBILITY STAGE THEREFORE NOT APPLICABLE

COMMUNICATIONS/WORKS, ETC.
FEASIBILITY STAGE THEREFORE NOT APPLICABLE

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1	21.01.16	Issue for comment	SAC	EA	EA
2	17.02.16	Finalise with approved bus stop	SAC	MW	MW
3	13.04.16	Finalise with approved bus stop and approved with street and street lighting, footway and construction work	SAC	MW	MW

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Project title
City Centre Bus Stops
Connection to Oxford Station
(Including Queen Street)

Drawing title
High Street
New Bus Stops

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
1:500	SAC	MW	EA
	Date drawn: 7.1.16	Date checked: 20.01.16	Date approved: 20.01.16

Oxfordshire Project No. & File Ref
S-000700-066

Drawing No. S-000700-066-FEA-000-012 Revision 3

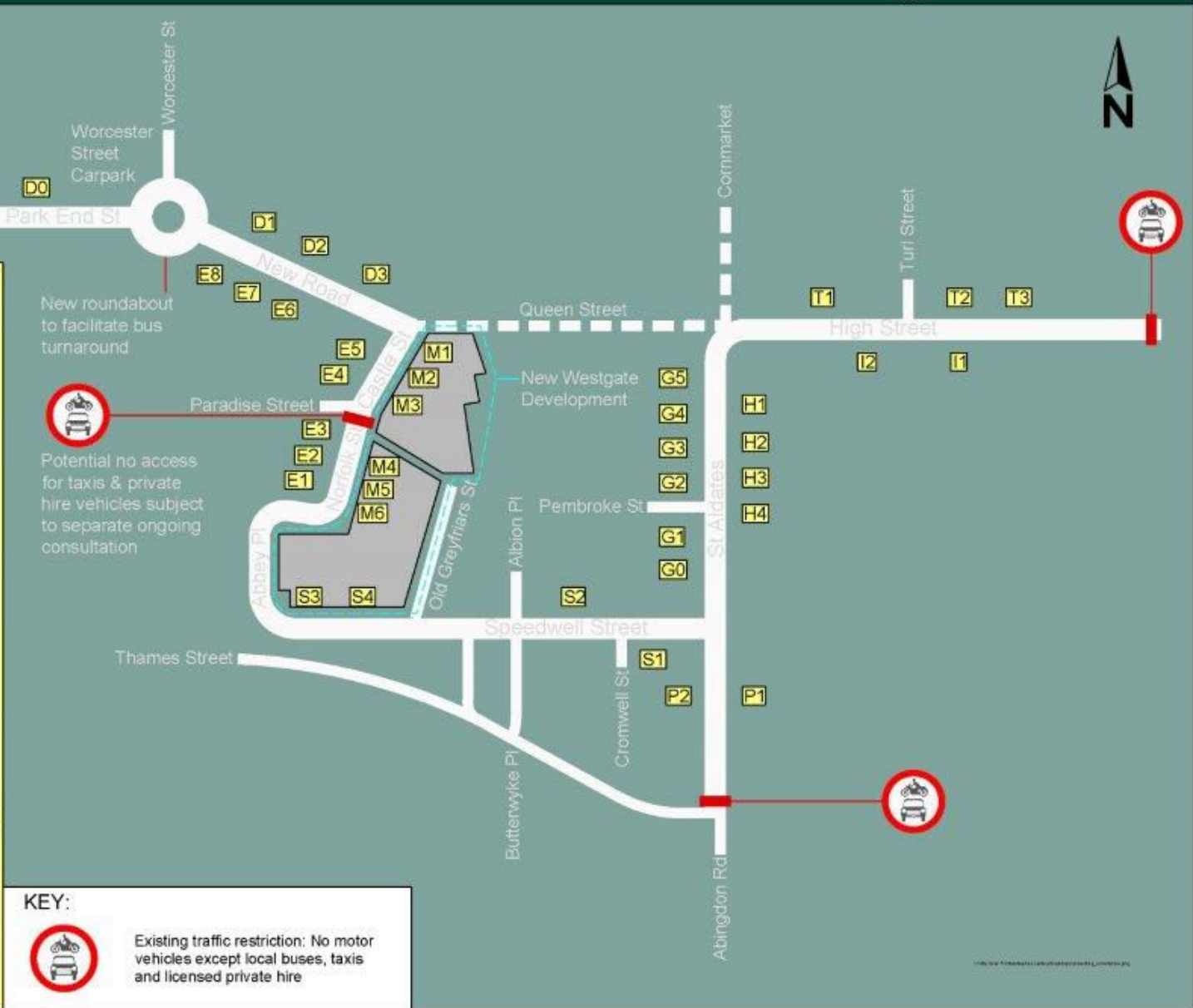


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QUEEN STREET OXFORD - Changes to Bus Stop Locations / Service Allocations

Bus Services At Each Bus Stop

Stop no.	Service no.
D0	14, 1/5, 3, 280, U1, X2
D1	Sightseeing
D2	13, 4, 66, X30, 400
D3	11, S5, S1, 500
E1	11, X30, S1
E2	4, U1
E3	1, 3/3A, 5, 13, 280, X2
E4	300
E5	86, 400
E6	500, S5
E7	X39/X40, X32/X34, 35, 31
E8	1, 3/3A, 5, 13, 280, X2
O0	Sightseeing
G1	4, 400
G2	1, 5
G3	10, 16/12, U5/U5X
G4	13/X13
G5	8/9
H1	13/X13
H2	12/16, T1, U5/U5X
H3	U1
H4	X90/Tube/Airline
I1	3/3A, 4, 5, 13/X13, 280
I2	1, 10, 12, T1, 275, 8/9, 400
M1	1, 5
M2	3/3A
M3	400, 280, U1
M4	300, 35
M5	4, 13
M6	31, X2, X32/X34, X39/X40
P1	16, 31, 35, X2, X13, X32/X34, X39/X40, 300
P2	16, 31, 35, X2, X13, X32/X34, X39/X40, 300
S1	1/5, 3/3A, 4, 8/9, 10, 13, 280, 400, T1, U1, U5/U5X
S2	1/5, 3/3A, 4, 8/9, 10, 13, 280, 400, T1, U1, U5/U5X, Sightseeing
S3	Tube, The Airline, X90, Sightseeing
S4	86, 85, 11, 500, S1, X30
T1	3/3A
T2	U1, 280
T3	103/104, T1, Sightseeing



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QUEEN STREET OXFORD - Changes to Loading, Disabled & Taxi Bays



KEY:

- Existing traffic restriction: No motor vehicles except local buses, taxis and licensed private hire
- New facility
- Existing facility to be removed
- Existing facility to remain

Only affected taxi, loading and disabled bays are shown

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**PROPOSED AMENDMENTS TO TRAFFIC AND ACCESS ARRANGEMENTS -
QUEEN STREET, OXFORD**

Proposals Consulted On

The econsultation at this formal consultation stage consisted of seven (7) questions on proposals for change and also gave the opportunity to make general comments against each.

The proposals were as follows;

1. Permanent prohibition of buses from using Queen Street,
2. Reduction in the length of existing loading bay in High Street outside the Covered Market and it's replacement with a new single bus stop,
3. Relaxation of the existing restriction at the St Aldates access from Abingdon Road to enable all buses / coaches to enter to set down and pick up passengers,
4. Re-siting, and slightly shortening, the existing Disabled Persons Parking bay on the north-east side of New Road,
5. Removing the time restrictions on cyclists so as to allow cycles to use Queen Street 24 hours in both directions,
6. Enabling of taxis to enter Queen Street from Carfax, turning at the mid-point adjacent to the Clarendon Centre and wait in the existing taxi rank at Carfax Tower, and
7. Replacement of the current signalled crossing arrangement at the Worcester Street / New Road junction with 3 new zebra crossings.

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ANNEX 3 - COMMENTS FROM FORMAL TRAFFIC REGULATION ORDER (TRO) CONSULTATION INCLUDING ZEBRA CROSSINGS (Thursday 15 September to Friday 14 October 2016)			
Reference	RESPONDENT	SUMMARISED COMMENTS	OCC RESPONSE
1	Written Response, (unknown)	Objects to the proposal to allow 24/7 two – way cycling through Queen Street due to increased potential for conflicts between pedestrians and cyclists due to higher numbers of shoppers etc and no buses. Suggests that cycling should be banned at all times on Queen Street.	Noted. Officers do not recommend this element of the scheme is approved at this stage
2	Written Response, (Grove)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Delivery vehicles also cause congestion and should be banned during peak hours ▪ Bicycles, which are hard to see and hear, pose a greater threat of injury to pedestrians than buses ▪ Moving bus stops inconveniences bus users and discourages bus travel and will increase journey times ▪ Current proposals appear to discriminate against bus users, especially those who travel into Oxford to work and shop, for the benefit of cyclists and traders in Queen Street <p>Suggested alternatives such as;</p> <ul style="list-style-type: none"> • Buses should continue to travel West to East along Queen Street, as now, but the bus stop at Bonn Square should be relocated. • Taxis and private hire vehicles should be prohibited from using Queen Street and delivery vehicles excluded during morning peak hours. • Cyclists should be encouraged to dismount when 	Noted. Officers do not recommend this element of the scheme is approved at this stage

		passing through Queen Street, especially when travelling in a westerly direction (crossing Queen Street would be much safer for pedestrians if they only had to look in one direction).	
3	Written Response, (unknown)	<p>Objection – due to the following reason:</p> <ul style="list-style-type: none"> • This will affect greatly the route of buses in detriment to the bus users and collapse of the flow of traffic already difficult. 	Noted. Officers do not recommend this element of the scheme is approved at this stage
4	Written Response, (Abingdon)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Distance between bus stops is excessive and will not be accessible to disabled, elderly etc, ▪ Turning circle will not be used and should be abandoned, ▪ Cyclists should not be permitted on Queen Street but should be asked to dismount and walk between Castle Street and Carfax, ▪ Bus routes and stop changes will increase congestion on St Aldates and High Street. 	Noted. Officers do not recommend this element of the scheme is approved at this stage
5	Written Response, (Transport Consultant on behalf of Nuffield College)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Object to New Road bus turnaround facility utilising their land due to lack of clarity and possible impact on their future development plans for the site. ▪ Suggested that the layout of Frideswide Square lends itself to being utilised for bus turning and a standard mini roundabout should be provided at Worcester Street / New Road to wider 	Noted. Officers do not recommend this element of the scheme is approved at this stage

		environmental benefits.	
6	Written Response, (Bike Safe)	<p>Support the proposal to permit cycling in Queen Street without time restrictions as it will provide a vital east to west link but;</p> <ul style="list-style-type: none"> ▪ Would advise against further demarcation between cyclists and pedestrians as Shared use paths are becoming increasingly common – for example Frideswide Square – and becoming increasingly accepted. ▪ Would be interested to know how it is proposed to evaluate the scheme given that it is proposed to lift restrictions for only a specified period. 	Response noted
7	Written Response, (Unknown)	<ul style="list-style-type: none"> ▪ No objection to the proposals. 	Response noted.
8	Written Response, (Unknown)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Queen Street should be left as it is with access for taxis after 6:30 pm and all day Sundays ▪ Bus stops should be relocated to Queen Street as the County Council has created a big bottle neck on St Aldates and the High Street. ▪ The road is cracking away on St Aldates with the sheer number of buses. 	Noted. Officers do not recommend this element of the scheme is approved at this stage
9	Written Response, (Abingdon)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Very strongly opposed to allowing unlimited cycling along Queen Street either for 18 months or 	Noted. Officers do not recommend this element of the scheme is approved at this stage

		<p>permanently. Experience of today's cyclists in Oxford (and elsewhere) is that a majority are selfish, ride too fast, do not give warning of their approach and at times are aggressive.</p> <ul style="list-style-type: none"> ▪ At present the bus stops in St Aldates offer an excellent choice of routes to Abingdon, X2, X3, X13, 31, 35 and is a central situation enabling passengers to depart from Oxford fairly rapidly. Splitting the Abingdon services can only make for delays in departing Oxford and with the present proposals a long walk for elderly and disabled people down to the Police Station, especially if carrying shopping. ▪ Efforts have been made over the years to encourage the use of public transport but these proposals seem to have the opposite effect by making access to services more inconvenient. 	
10	Written Response, (Westgate Oxford Alliance)	<p>No objection:</p> <ul style="list-style-type: none"> ▪ In favour of pedestrianising Queen Street which will help protect the high volume of people travelling about the area by foot from traffic but assist with the seamless flow of people about the city centre which they believe would benefit local businesses in 2017. 	Response noted

11	Written Response, (Unknown)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Moving bus stops elsewhere in Oxford invariably means increased pedestrian congestion in those areas, and increased bus travel times in a city renowned for congested traffic. Better to spread the demand for public transport across several streets rather than concentrate it where there is not purpose-built capacity (eg. a bus station). ▪ Regardless of the decision made about buses, I feel very strongly that the current ban on bikes should remain in place. There will be incidents if cyclists are given shared right of way along that busy stretch of road. Why change what works? 	Noted. Officers do not recommend this element of the scheme is approved at this stage
12	Written Response, (ROX)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Have major concerns on the impact on the already congested High Street and St Aldates. ▪ Suggests buses should turn at the rail station rather than at a new facility at New Road / Worcester Street. ▪ Impact on residents not formally assessed ▪ The negative impact on much of the city centre needs to be carefully considered and measured before the current proposals are further progressed. 	Noted. Officers do not recommend this element of the scheme is approved at this stage
13	Written Response, (Oxford High Street	Objection – due to the following reasons:	Noted. Officers do not recommend this element of the scheme is

	Association)	<ul style="list-style-type: none"> ▪ Object on the grounds of the bus stops on both sides of the High Street where people are finding great difficulty in making progress along the pavement, with many walking in the road to get along. ▪ Pollution and loss of natural light, caused by the height of the buses are other worries. ▪ Urge a re- think about these proposals and about the need to improve the terrible conditions experienced too often at the west end of the High Street. 	approved at this stage
14	Written Response, (Cyclox)	<p>Support cycling on Queen Street – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ strongly support an 18-month experiment removing restrictions to permit cycling at all times in Queen Street ▪ Current street design is already broadly appropriate as shared space for pedestrians and cyclists ▪ Object to allowing taxis to enter Queen Street from Carfax in daytime, with turning near the Clarendon Centre <p>Other general comments include;</p> <ul style="list-style-type: none"> ▪ Concerned that the increased bus flows will worsen cycling still further on St Aldates and Carfax – more bus obstructions at stops, more conflicts with pedestrians crossing, poorer air quality. 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage

		<ul style="list-style-type: none"> ▪ More pedestrian and cycle crossings, there are currently none between High St and Speedwell St. ▪ Install advance stop lines for cycles at the signalled crossing at Carfax, ▪ Redesign Carfax as a place for pedestrians and those on bikes, not a thoroughfare for vehicles between St Aldates and High Street ▪ The crossings at New Road / Worcester Street etc should be replaced with Tiger not Zebra crossings. ▪ Would like to see well-designed outbound and inbound cycle lanes between New Road through roundabout to Park End Street, of a standard suitable for less experienced people on bikes 	
15	Written Response, (Bus Operators (Joint))	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Formally object to all proposals associated with the TRO's and offer formal observations to the experimental ones. ▪ Proposals to remove buses from Queen Street and the associated changes to moving and stopping arrangements cannot demonstrate effective, efficient, reliable or convenient bus services. ▪ OBC & Stagecoach have clear evidence that these proposals will increase journey times for passengers, increase mileage, compromise reliable operation of services through inadequate layover provision, negatively affect air pollution and create additional 'at stop' congestion. ▪ Oxford Bus, Thames Travel and Stagecoach object to the proposals to change the TRO's without a suitable bus turning facility at Worcester Street / 	Noted. Officers do not recommend this element of the scheme is approved at this stage

		<p>New Road.</p> <ul style="list-style-type: none"> ▪ The current temporary closure of Queen Street has demonstrated very clearly many of the impacts of the permanent closure on buses in practice. 	
16	Written Response, (Unknown)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Strongly opposes the closure of Queen Street to buses. The current, temporary arrangement has caused considerable problems to passengers travelling from the city centre to Headington on the 8/9 bus routes. ▪ The temporary bus stop outside Pembroke College is totally inadequate for the number of buses using it. ▪ Unless a way is found to allow buses to use Castle Street both ways it is essential that buses should continue to be able to use Queen Street. 	Noted. Officers do not recommend this element of the scheme is approved at this stage
17	Written Response, (Unknown)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Urges that cyclists are restricted to a particular area so they are not moving freely amongst pedestrians. ▪ Is of particular concern in a city with so many visitors (cyclists and pedestrians) who will not be familiar with the notion of a shared area, and furthermore, where there are no clear signs warning pedestrians about bicycles approaching at speed from any direction, nor any warning cyclists to be alert to pedestrians walking freely across the area. 	Noted. Officers do not recommend this element of the scheme is approved at this stage

		<ul style="list-style-type: none"> ▪ Danger is increased for those with disabilities (especially sensory impairment), some elderly people and young children. 	
18	Written Response, (Oxford)	<p>Broadly in favour of proposals but made the following comments;</p> <ul style="list-style-type: none"> ▪ Maintaining a time restriction on cycling along Queen St, ▪ Changing the time restriction to be no cycling on Queen St between 10am and 5pm Sunday to Friday, and between 9am and 6pm on Saturday, ▪ Placing LED signage at each end of Queen St dynamically indicating either currently a 'green' cycling allowed period or currently a 'red' pedestrians only period. 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage
19	Written Response, (Patient Voice)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Very concerned about the proposals to allow cyclists to use Queen Street in both directions as some cyclists disregard the presence of pedestrians, particularly elderly and those less steady on feet, and conflicts will occur. ▪ Does not like the removal of signalled crossings at New Road / Worcester Street and their proposed replacement with zebra crossings. ▪ Proposals specifically affect the proposed route of S1 bus service. 	Noted. Officers do not recommend this element of the scheme is approved at this stage
20	Written Response,	Objection – due to the following reasons:	Noted. Officers do not recommend

	(Oxford)	<ul style="list-style-type: none"> ▪ It seems daft and pointless to me to ban busses, but allow bicycles at all times. Anyone who walks along the area of the New Inn Hall Street/St Ebbes cycle lane knows how dangerous it is to mix pedestrianised areas and cycle lanes. Anyone fit enough to cycle is fit enough to walk their bikes down Queen St. ▪ As someone with reduced mobility and no car, would like to see more, not fewer bus stops in the centre of Oxford, particularly Queen Street. Saw no problems with the situation when Queen St used to be lined with bus stops. ▪ There is a major problem already with congestion and air quality in St Aldates. 	this element of the scheme is approved at this stage
21	Written Response, (Unknown)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Please do not implement your idea of allowing cycling in Queen Street during the day. ▪ Existing cycling restriction should be extended to 9am in city centre streets. ▪ Cyclists are notoriously inconsiderate to pedestrians. Has nearly been knocked over several times recently, twice in one morning. Having pedestrians and cyclists in the same space is dangerous. ▪ It can be no hardship for cyclists to wheel their bikes for two minutes down the street. 	Noted. Officers do not recommend this element of the scheme is approved at this stage
22	Written Response, (Unknown)	<p>Objection – due to the following reasons:</p>	Noted. Officers do not recommend this element of the scheme is

		<ul style="list-style-type: none"> ▪ The granting of unlimited permission to cycling along Queen Street is dangerous particularly with increased pedestrian traffic due on completion of the new Westgate project. ▪ Several near misses with cyclists along this route and the situation will only become more dangerous if the proposal described here goes ahead. 	approved at this stage
23	Written response (Thames Valley Police)	No objections to the proposals.	Response noted.
24	Written response (COLTA)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Offered numerous suggestions for taxi routes in the city centre for further consideration. ▪ Would like to see Carfax rank made available to taxis 24hr. ▪ Re-open discussions regarding a High Street rank. ▪ Suggested access to Queen Street rank could potentially be via New Inn Hall Street or St Ebbes Street. ▪ Need to consider a taxi rank to the west of the city centre i.e. on New Road. 	Noted. Officers do not recommend this element of the scheme is approved at this stage
25	Written response (Consultant on behalf of Brasenose College)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Would prefer if the High Street bus stops near Turl Street remain outside the frontage to All Saints Church, including any new bus shelters rather than outside retail and residential properties. ▪ Proposals should not be at the expense of High 	Noted. Officers do not recommend this element of the scheme is approved at this stage

		Street traders and residents.	
26	Written response (Cllr Jean Fooks)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Oppose the turning circle on Worcester Street car park ▪ Would prefer to keep buses in Queen Street ▪ Considerable doubts about the proposal to allow cyclists to ride along a pedestrianised Queen Street – it will then NOT be like Cornmarket ▪ Suggested there should be no peak hours delivery in Queen Street – so the allowed times should be from 6pm until 8am – it is unpleasant and feels dangerous to have deliveries mixing with peak hour traffic, especially where the traffic is largely cyclists and pedestrians ▪ Restrictions on deliveries should be considered on other streets also i.e. not be allowed in Cornmarket or Gloucester Street after 8 am. 	Noted. Officers do not recommend this element of the scheme is approved at this stage
27	Written response (Oxford)	<p>No objections to prohibition of buses or permitting of 24 hour cycling on Queen Street – due to the following reasons;</p> <ul style="list-style-type: none"> ▪ Does want Queen St to be motor vehicle free, but if the bus stops make cycling worse and are inaccessible to a number, on foot - then there may have to be compromise. ▪ The County Council's own LTP 4 includes Queen Street as a "Cycle Super Route", thus for the County Council's own LTP4 to be implemented fully, cycling needs to be permitted in Queen 	Response noted

		<p>Street.</p> <ul style="list-style-type: none"> ▪ Queen Street forms part of the major east - west cycle desire line across the city, connecting the west, Botley and Rail Station with the employment areas in the east (Oxford Brookes, Old Road Campus, JR hospital, BMW, Cowley Business Park). ▪ Queen Street would present a better route trajectory than the dangerous junction that the George St, Hythe Bridge Street - Worcester Street traffic lights present today. ▪ Some careful thinking about signs/road layout/markings will be needed to reassure those who have concerns about allowing cycling in Queen Street. ▪ Enabling cycling in traffic-free central areas has been implemented in Cambridge, and recently both Croydon and Leicester. <p>Objects to additional bus stops on High Street and amending of the St Aldates bus gate restriction – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Cycling in The High is continually compromised. I fear this will worsen safety for cycling by the likelihood of having to 'run the gauntlet' in an 'alley' full of mostly large vehicles. ▪ Additional movements will occur resulting from this proposal, detrimental to safety for people cycling. ▪ People choosing to cycle are marginalized by the proposal. ▪ The recent, crude, erasing of the cycle lanes in 	<p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
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		lower St Aldates, (illustrated) for bus and coach parking has been a one-sided action with no commensurate benefit for people cycling.	
28	Written response (Cycling UK)	<p>No objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Strongly in favour of the 18 month trial to allow 24/7 two way cycling as it is a vital east - west cycle link. ▪ Some careful thinking about signs/road layout/markings will be needed to reassure those who have concerns about allowing cycling in Queen St. 	Response noted
29	Written response (University of Oxford)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Supportive of pedestrianising Queen Street including the amendment to peak time ban for cyclists. ▪ Final design of turnaround facility at New Road / Worcester Street needs to accommodate safety of cyclists. ▪ Concerned that proposed zebra crossings are not on the desire lines for pedestrians. 	Noted. Officers do not recommend this element of the scheme is approved at this stage
30	Written response (Oxford Preservation Trust)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Do not support the closure of Queen Street due to the negative effects on the future development of the city centre plus the increased traffic movements that will be generated, road safety and the environment. 	Noted. Officers do not recommend this element of the scheme is approved at this stage

		<ul style="list-style-type: none"> ▪ The Trust further object to the way it will spoil the central conservation area, the many listed buildings and public domain. 	
31	Written response (Oxford Pedestrians Assoc)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Supports less buses on Queen Street but not at the expense of more buses in the already too congested, and polluted, St Aldates. ▪ Majority of OXPA members were not supportive of cycling through Queen Street however, if it was decided to run with a trial it should be for a much shorter period than 18 months and heavily monitored including easy means of feedback from users. ▪ Would not like see taxis allowed as per the proposal. <p>No objection to the proposed bus turnaround facility – due to the following reason</p> <ul style="list-style-type: none"> ▪ Supports the removal of signals at New Road/Worcester Street/P.E.S junction and replacement with zebra crossings. 	Noted. Officers do not recommend this element of the scheme is approved at this stage
32	Written response (Oxford.)	<p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Prohibiting buses from accessing and driving through Queen Street is very unhelpful and makes journeys across town ▪ As a pedestrian, feels safer on a road where buses (but not cycles) are permitted than on a road where 	Noted. Officers do not recommend this element of the scheme is approved at this stage

		<p>cycles (but not buses) are permitted. Bus drivers are specially trained, cyclists are not. Buses are easy to see and the direction they take is predictable, cyclists are neither of those things.</p> <ul style="list-style-type: none"> ▪ Regarding taxis only having access to Queen Street from High Street/St Aldates between 9pm and 6am, where are they expected to stop the rest of the time? Many users are elderly and can't walk far. If the bus stops are going to be around the perimeter of the shopping area and not in the central streets, people with limited mobility will be more reliant on the use of taxis. ▪ Having a bus stop right outside the Covered Market is not working, and will not work because the pavement is too narrow there. 	
33	Written response (City Council)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Would support the pedestrianisation of Queen Street as it is an identified aim within the Oxford Core Strategy 2026. ▪ Removal of buses would also help establish an area of high quality public realm around Bonn Square and the new main entrance to the Westgate. <p>Object to the following;</p> <ul style="list-style-type: none"> ▪ The proposed extension to the permitting of cycling through Queen Street due to the potential conflicts between cyclists and pedestrians plus that it may result in a similar future proposal for Cornmarket. 	<p>Response noted</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>

		<ul style="list-style-type: none"> ▪ The proposed taxi arrangement due to the reduction in rank time adversely affecting options for the public and reduce the rank spaces in the city during these periods. ▪ Queried whether or not the zebra crossing on Worcester Street was positioned on the pedestrian desire line and that no spaces are lost within the WS car park. ▪ Loading arrangements on High Street and St Aldates should be considered as part of the project. ▪ Called for air pollution mitigation measures on Butterwyke Place and asked if traffic will be displaced as a result of these proposals onto some of the more quieter streets such as paradise Street, St Thomas Street and Tidmarsh Lane. 	
34	Online Consultation (Freeland)	<p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Revisions to taxi arrangements on Queen Street as proposed. <p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Amendment to the St Aldates bus gate, ▪ Amendments to the New Road disabled bay, ▪ Permitting of 24/7 cycling on Queen Street. 	<p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p> <p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p>

35	Online Consultation (Oxford)	<p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Amendment to the St Aldates bus gate, ▪ Permitting of 24/7 cycling on Queen Street as this would be fantastic for cyclists going east-west (or vice versa). Perhaps consider a cycleway to keep pedestrians and cyclists separate and reduce the chance of collisions. Enough cycle parking near the Westgate also important. 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage
36	Online Consultation (Oxford)	<p>No objection to the proposals however expressed neither support or object to;</p> <ul style="list-style-type: none"> ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Amendments to the New Road disabled bay. 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage
37	Online Consultation (Abingdon)	<p>Objects to the following:</p> <ul style="list-style-type: none"> ▪ Prohibition of buses from Queen Street as they use the X3/X13 service from St. Aldates to Abingdon. It is a nuisance having to go the Police Station to catch the X3 due to the current Queen Street closure. I do NOT want this to become permanent. 	Noted. Officers do not recommend this element of the scheme is approved at this stage

		<p>Abingdon residents, of which there are many using these services, deserve a full service from St. Aldates.</p> <ul style="list-style-type: none"> ▪ Permitting 24/7 cycling as Queen Street as it was before the current closure was a SHAMBLES. With no demarcation between pedestrians and traffic, and cyclists there was complete confusion with people walking slowly in front of buses as if deliberately to delay them. I have witnessed many near-misses. Plans do NOT meet pedestrian safety requirements. ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Amendment to the St Aldates bus gate. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p>
38	Online Consultation (Cowley)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Permitting of 24/7 cycling on Queen Street but would welcome more cycle parking, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p>

39	Online Consultation (Kirtlington)	<p>No objection to the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Amendment to the St Aldates bus gate, ▪ Amendments to the New Road disabled bay, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Permitting of 24/7 cycling on Queen Street. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
40	Online Consultation (Oxford)	<p>No objection but had the following comments:</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Permitting of 24/7 cycling on Queen Street, ▪ Revisions to taxi arrangements on Queen Street as proposed, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p>
41	Online Consultation (Unknown)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Amendment to the St Aldates bus gate, ▪ Amendments to the New Road disabled bay, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. ▪ Permitting of 24/7 cycling on Queen Street. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p>

		<p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street as Taxis should not be able to use Queen Street. The turning of taxis within Queen Street would be a hazard to pedestrians and cyclists. ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. No changes to this junction are necessary. 	<p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
42	Online Consultation (Unknown)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Permitting of 24/7 cycling on Queen Street, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street as Taxis should not be able to use Queen Street. The turning of taxis within Queen Street would be a hazard to pedestrians and cyclists. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
43	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Amendment to the St Aldates bus gate, 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p>

		<ul style="list-style-type: none"> ▪ Permitting of 24/7 cycling on Queen Street, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street. 	
44	Online Consultation (Oxford)	<p>Objects to the following:</p> <ul style="list-style-type: none"> ▪ Prohibition of buses from Queen Street as they use the X3/X13 service from St. Aldates to Abingdon. It is a nuisance having to go the Police Station to catch the X3 due to the current Queen Street closure. I do NOT want this to become permanent. Abingdon residents, of which there are many using these services, deserve a full service from St. Aldates. ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Amendment to the St Aldates bus gate, ▪ Permitting 24/7 cycling as Queen Street. 	Noted. Officers do not recommend this element of the scheme is approved at this stage
45	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Amendment to the St Aldates bus gate, ▪ Amendments to the New Road disabled bay, <p>Objects to the following;</p>	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is</p>

		<ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Permitting of 24/7 cycling on Queen Street, ▪ Revisions to taxi arrangements on Queen Street as Taxis should not be able to use Queen Street. ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	approved at this stage
46	Online Consultation (Unknown)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Amendment to the St Aldates bus gate, ▪ Amendments to the New Road disabled bay, ▪ Permitting of 24/7 cycling on Queen Street, <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Revisions to taxi arrangements on Queen Street as ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
47	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Revisions to taxi arrangements on Queen Street, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p>	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage

		<ul style="list-style-type: none"> ▪ Amendment to the St Aldates bus gate, ▪ Permitting of 24/7 cycling on Queen Street. 	
48	Online Consultation (Unknown)	Supports all of the proposals.	Response noted.
49	Online Consultation (Cllr Susanna Pressel)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street however worries about access to the buses for older people with lots of shopping, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Amendment to the St Aldates bus gate but is very worried about air quality and congestion on the street and on the footway, ▪ Amendments to the New Road disabled bay, ▪ Permitting of 24/7 cycling on Queen Street. This is a great idea -- at least as an experiment. Can it be done in Cornmarket St too, otherwise there will be a lot of confusion. Can we find a way to ask cyclists to cycle slowly and be considerate? ▪ Revisions to taxi arrangements on Queen Street. It MAY work IF it is only after 9 pm and before 6 am, as proposed and IF the taxi drivers are EXTREMELY careful turning round. ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. Most or 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage

		all of the buses should turn round at the rail station, not at this new roundabout. That would give us a joined-up transport system and the proposed new zebra crossings would be much safer and pleasanter for pedestrians and cyclists.	
50	Online Consultation (Unknown)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Permitting of 24/7 cycling on Queen Street. As a cyclist supports being able to use the street at all times of day. Suggests signs stating that cyclists should cycle slowly and stay to the left and that all users should share the space equally and pedestrians should keep a look out for cyclists. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street as Taxis should not be able to use Queen Street. Taxis should run from near Debenhams and not Carfax as this area is very congested with complex road arrangements for pedestrians and cyclists, and is effectively a pedestrianised area. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
51	Online Consultation (Unknown)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street. The new eco buses are very quiet and so pedestrians are easily surprised by them approaching from behind. They also take up a significant space on the road forcing the 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p>

		<p>pedestrians to either side.</p> <ul style="list-style-type: none"> ▪ Permitting of 24/7 cycling on Queen Street. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street as Taxis should not be able to use Queen Street. Taxis turning in the middle of the road would cause problems for cyclists travelling along that route and would get close to a mostly pedestrianised area that is likely to have overspill. ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	<p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
52	Online Consultation (Marston)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street however worries about access to the buses for older people with lots of shopping, ▪ Amendment to the St Aldates bus gate but is very worried about air quality and congestion on the street and on the footway, ▪ Amendments to the New Road disabled bay, ▪ Permitting of 24/7 cycling on Queen Street. This is a great idea -- at least as an experiment. Can it be done in Cornmarket St too, otherwise there will be a lot of confusion. Can we find a way to ask cyclists to cycle slowly and be considerate? ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p>
53	Online	<p>Supports the following;</p>	<p>Noted, however officers consider that</p>

	Consultation (Oxford)	<ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Permitting of 24/7 cycling on Queen Street, ▪ Revisions to taxi arrangements on Queen Street as Taxis should not be able to use Queen Street. 	<p>major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
54	Online Consultation (Oxford)	<p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Amendment to the St Aldates bus gate. St Aldates is already overcrowded with people waiting for buses at peak times, it is difficult to get to existing stops especially for disabled people because of the large numbers of people waiting for buses ▪ Permitting of 24/7 cycling on Queen Street, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. Signalised crossings were removed at the train station area and during busy times it is difficult and dangerous for pedestrians to cross the road. Removing more signalised crossings will make oxford more dangerous for pedestrians 	<p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
55	Online	Supports the following;	Noted, however officers consider that

	Consultation (Headington)	<ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Amendment to the St Aldates bus gate, ▪ Amendments to the New Road disabled bay, ▪ Permitting of 24/7 cycling on Queen Street. It seems excellent - a cycle route in both directions along Queen Street will be very helpful to all. The Council could do so much more to encourage cycling and make it safer in Oxford, where cars appear to rule throughout. ▪ .Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street. Taxis already seem to take enormous liberties with the safety of pedestrians and cyclists in Oxford whom they do not respect. 	<p>major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
56	Online Consultation (Littlemore)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Amendment to the St Aldates bus gate. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Permitting of 24/7 cycling on Queen Street. Pedestrianisation should mean pedestrianisation. Cyclists are not pedestrians. Allowing cycling in a 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p>

		pedestrianised area will lead to conflict and accidents. If cycle provision is to be made then it should be in a demarcated area without pedestrian access. An already acceptable cycling route is available via St Ebbes and Pembroke Street.	
57	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Revisions to taxi arrangements on Queen Street. ▪ .Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Permitting of 24/7 cycling on Queen Street. Whilst having nothing against cyclists, and feel that cycling should be encouraged as an alternate mode of transportation, does not feel Queen Street is appropriate as a shared space between cyclists and pedestrians. Simply put, the density of pedestrian traffic is high enough that there is an unacceptable risk of collision with cyclists. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
58	Online Consultation (Cumnor)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Permitting of 24/7 cycling on Queen Street. If this proposal goes ahead, special provision should be 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage

		<p>made for cyclists travelling west from the High Street onto Queen Street, by providing special cycle lanes and/or stop/go lights - this will effectively be a right turn across the main flow of traffic.</p> <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street. 	
59	Online Consultation (Oxford)	<p>No objections to any of the proposals however offered no view on;</p> <ul style="list-style-type: none"> ▪ Amendments to the New Road disabled bay. 	Response noted.
60	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Amendments to the New Road disabled bay, ▪ Revisions to taxi arrangements on Queen Street. ▪ .Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Permitting of 24/7 cycling on Queen Street. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
61	Online Consultation	Supports all of the proposals.	Response noted.

	(Oxford)		
62	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Amendment to the St Aldates bus gate, ▪ Amendments to the New Road disabled bay, ▪ Permitting of 24/7 cycling on Queen Street. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street. ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
63	Online Consultation (Headington)	<p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, Sending buses around Castle St, Speedwell Street & St Aldates creates a huge extra loop in the time taken to cross the city. It will also add significantly to the buses permanently stationed in St Aldates, ▪ Permitting of 24/7 cycling on Queen Street, ▪ Revisions to taxi arrangements on Queen Street. Have the buses going slowly one way along Queen Street is fine - don't let taxis in to turn around - do we really want Carfax to become a taxi rank? ▪ Replacement of signalised crossings at New Road 	<p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>

		/ Worcester Street with zebra crossings.	
64	Online Consultation (Cowley)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permitting of 24/7 cycling on Queen Street, <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market. This will merely cause a huge back up of traffic, ▪ Amendment to the St Aldates bus gate, ▪ Amendments to the New Road disabled bay. ▪ Revisions to taxi arrangements on Queen Street, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	<p>Response noted</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
65	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permitting of 24/7 cycling on Queen Street. This would be good and encourage more cycling and less use of motor vehicles. Please install more cycle parking spaces throughout the city to compensate for the added strain on current parking resources. ▪ Revisions to taxi arrangements on Queen Street. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Amendments to the New Road disabled bay, ▪ Replacement of signalised crossings at New Road 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>

		/ Worcester Street with zebra crossings.	
66	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Permitting of 24/7 cycling on Queen Street. Cyclists ignore the 10 to 6 prohibition. Nothing is done to stop them doing it. If dedicated cycle lanes are provided, this might be a solution. 	<p>Response noted</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
67	Online Consultation (Kennington)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Amendments to the New Road disabled bay. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Amendment to the St Aldates bus gate, ▪ Permitting of 24/7 cycling on Queen Street. This proposal relies on cyclists behaving responsibly towards pedestrians. Unfortunately experience suggests many won't, ▪ Revisions to taxi arrangements on Queen Street. Having taxis enter a pedestrianised shopping area is a very bad idea. ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. Crossings do not appear to be on pedestrian desire lines. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>

68	Online Consultation (Benson)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Amendments to the New Road disabled bay. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Permitting of 24/7 cycling on Queen Street. ▪ Revisions to taxi arrangements on Queen Street. ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	<p>Response noted.</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
69	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Amendment to the St Aldates bus gate, ▪ Amendments to the New Road disabled bay, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Permitting of 24/7 cycling on Queen Street. Strongly object, even for a trial 18 month period. ▪ Revisions to taxi arrangements on Queen Street. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
70	Online Consultation (Unknown)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street. 	Response noted

		<p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market. This site should not be used - even as a loading bay - during busy times. ▪ Amendment to the St Aldates bus gate, ▪ Permitting of 24/7 cycling on Queen Street. These streets are too busy for bikes to be permitted. More city centre bike parking should be added to encourage cycling to (but not within) the city centre. ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	<p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
71	Online Consultation (Abingdon)	<p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street. Successive measures have moved bus access further and further away from city centre areas and also concentrated stops in locations like St Aldates. The permanent splitting of bus routes towards Abingdon, Redbridge P&R and beyond is itself highly inconvenient for bus users ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Amendment to the St Aldates bus gate, ▪ Amendments to the New Road disabled bay, ▪ Permitting of 24/7 cycling on Queen Street. These streets are too busy for bikes to be permitted. More city centre bike parking should be added to encourage cycling to (but not within) the city 	<p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>

		centre.	
72	Online Consultation (South Hinksey)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Permitting of 24/7 cycling on Queen Street. The majority of cyclists are considerate to pedestrians and observant of traffic around them, so would not anticipate this causing significant difficulties for pedestrian shoppers in the street. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street. 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage
73	Online Consultation (Unknown)	<p>Neither supported or objected to any of the proposals but offered the following comments;</p> <p>Responding to this consultation is because of the proposed bus stop changes. Concerns expressed over the removal of certain buses from St Aldates stops H1 - H4 and what is going to happen to Stop H5, and the X3 bus service. Walking distances to the stops will increase. The changes will almost certainly mean that bus timetables will have to change.</p>	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage
74	Online Consultation (Unknown)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Amendment to the St Aldates bus gate, 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage

		<ul style="list-style-type: none"> ▪ Amendments to the New Road disabled bay, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Permitting of 24/7 cycling on Queen Street. ▪ Revisions to taxi arrangements on Queen Street. 	Noted. Officers do not recommend this element of the scheme is approved at this stage
75	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, Bus journeys from one side of Oxford to another are already severely fragmented and difficult for the frail and elderly to negotiate. The proposal is likely to drive a lot of people to use taxis rather than the bus service. ▪ Permitting of 24/7 cycling on Queen Street. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
76	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permitting of 24/7 cycling on Queen Street. There needs to be a clear cycle lane and not just "shared space" which has been shown not to work around Frideswide Square. ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage

		<p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street. This is likely to cause a lot of bus traffic jams around the turning circle, with additional pollution and noise. Also bus stops would be further away from other existing retail centres like to Covered Market, reducing their footfall. 	<p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
77	Online Consultation (Unknown)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Permitting of 24/7 cycling on Queen Street. There is currently no simple, safe East-West route for cyclists through the city centre during the day. A simple 24 hr permission would encourage sustainable transport in the city. ▪ Revisions to taxi arrangements on Queen Street. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p>
78	Online Consultation (Cowley)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Permitting of 24/7 cycling on Queen Street. ▪ Revisions to taxi arrangements on Queen Street. ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>

79	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Amendment to the St Aldates bus gate, ▪ Amendments to the New Road disabled bay, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Permitting of 24/7 cycling on Queen Street. 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage
80	Online Consultation (Headington)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Amendment to the St Aldates bus gate, ▪ Amendments to the New Road disabled bay, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Permitting of 24/7 cycling on Queen Street. ▪ Revisions to taxi arrangements on Queen Street. 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage
81	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at

		<p>the entrance to the Covered Market,</p> <ul style="list-style-type: none"> ▪ Amendment to the St Aldates bus gate, ▪ Permitting of 24/7 cycling on Queen Street. This is a vital cycle artery that provides by far the shortest route from the High Street and East Oxford to the train station and West Oxford. Cycle lanes on Queen Street need to be clearly marked for this proposal to succeed. ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	this stage
82	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Permitting of 24/7 cycling on Queen Street. ▪ Revisions to taxi arrangements on Queen Street. 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage
83	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Amendment to the St Aldates bus gate, ▪ Revisions to taxi arrangements on Queen Street. ▪ Replacement of signalised crossings at New Road 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage

		<p>/ Worcester Street with zebra crossings.</p> <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Amendments to the New Road disabled bay, ▪ Permitting of 24/7 cycling on Queen Street. It is only a short dismount and does not need changing. Allowing cycling will cause conflict between ambling shoppers and cyclists 	<p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
84	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, with the caveat that alternative arrangements must be reasonable in terms of accessibility for bus passengers. ▪ Amendment to the St Aldates bus gate, <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Permitting of 24/7 cycling on Queen Street. Object very strongly to this proposal. ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
85	Online Consultation (Botley)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Amendment to the St Aldates bus gate, ▪ Permitting of 24/7 cycling on Queen Street. ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p>

		<p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street. 	
86	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Amendment to the St Aldates bus gate, ▪ Amendments to the New Road disabled bay, ▪ Permitting of 24/7 cycling on Queen Street. ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage
87	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Amendments to the New Road disabled bay, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings, <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Amendment to the St Aldates bus gate, ▪ Permitting of 24/7 cycling on Queen Street. ▪ Revisions to taxi arrangements on Queen Street. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
88	Online Consultation	<p>Objects to the following;</p>	Noted. Officers do not recommend this element of the scheme is

	(Oxford)	<ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Permitting of 24/7 cycling on Queen Street. ▪ Revisions to taxi arrangements on Queen Street. 	approved at this stage
89	Online Consultation (Wallingford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Permitting of 24/7 cycling on Queen Street. ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	<p>Response noted.</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
90	Online Consultation (Grove)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Amendment to the St Aldates bus gate, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street. Walk along Queen Street every day on way to work. Buses are not a problem. They are easy to see and hear. They move slowly on the correct side of the road and it is no problem to keep out of their way. But bicycles are lethal. ▪ Permitting of 24/7 cycling on Queen Street. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>

91	Online Consultation (Botley)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Amendment to the St Aldates bus gate, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street. West - East bus travel across Oxford is already very slow, a further diversion through Westgate will make journey times still slower. ▪ Permitting of 24/7 cycling on Queen Street. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
92	Online Consultation (Botley)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Amendment to the St Aldates bus gate, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings, <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Amendments to the New Road disabled bay. More Disabled Persons Parking bays are needed, not less - especially with the new development, ▪ Permitting of 24/7 cycling on Queen Street. ▪ Revisions to taxi arrangements on Queen Street. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>

93	Online Consultation (Abingdon)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Amendments to the New Road disabled bay, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings, <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street. Abingdon buses are severely reduced. ▪ Amendment to the St Aldates bus gate, ▪ Amendments to the New Road disabled bay ▪ Permitting of 24/7 cycling on Queen Street. ▪ Revisions to taxi arrangements on Queen Street. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
94	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Amendments to the New Road disabled bay, ▪ Permitting of 24/7 cycling on Queen Street. It has always been inconsistent to allow buses but not cyclists in this area. However, a clear bike lane (and speed restriction?) should be designated to address pedestrian concerns. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street. It has caused significant congestion on the High St 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>

		<p>due to moving the bus stops out onto a main access route.</p> <ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street. The behaviour of taxis entering this rank, particularly in combination with the bus traffic on the High St is very dangerous for cyclists looking to remount their bikes at the end of Queen St. ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	
95	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Amendments to the New Road disabled bay, ▪ Permitting of 24/7 cycling on Queen Street. The County should do all it can to promote sustainable travel. The restrictions on cycling through Queen Street are an anomaly that discourages cycling by making through passage by bike less convenient for the majority of the working day. ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings, <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Amendment to the St Aldates bus gate, ▪ Revisions to taxi arrangements on Queen Street. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
96	Online Consultation	Supports the following;	Noted, however officers consider that major changes to the proposals are

	(Oxford)	<ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Amendment to the St Aldates bus gate, ▪ Amendments to the New Road disabled bay, ▪ Permitting of 24/7 cycling on Queen Street, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street. 	required so do not recommend this element of the scheme is approved at this stage
97	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Amendment to the St Aldates bus gate, ▪ Permitting of 24/7 cycling on Queen Street, <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Revisions to taxi arrangements on Queen Street. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
98	Online Consultation (Unknown)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Permitting of 24/7 cycling on Queen Street, <p>Objects to the following;</p>	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage

		<ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street 	
99	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Amendment to the St Aldates bus gate, ▪ Permitting of 24/7 cycling on Queen Street, ▪ Revisions to taxi arrangements on Queen Street, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage
100	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Permitting of 24/7 cycling on Queen Street. 	Response noted.
101	Online Consultation (Wallingford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Amendment to the St Aldates bus gate, ▪ Permitting of 24/7 cycling on Queen Street, 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage
102	Online Consultation (Unknown)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Permitting of 24/7 cycling on Queen Street. 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage

103	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Permitting of 24/7 cycling on Queen Street. ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Revisions to taxi arrangements on Queen Street. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
104	Online Consultation (Kidlington)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Permitting of 24/7 cycling on Queen Street, ▪ Revisions to taxi arrangements on Queen Street, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p>
105	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Amendment to the St Aldates bus gate, ▪ Amendments to the New Road disabled bay, 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p>

		<ul style="list-style-type: none"> ▪ Permitting of 24/7 cycling on Queen Street, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street. 	
106	Online Consultation (Cowley)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permitting of 24/7 cycling on Queen Street, <p>Objects to the following;</p> <ul style="list-style-type: none"> • Revisions to taxi arrangements on Queen Street 	Response noted.
107	Online Consultation (Old Marston)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Permitting of 24/7 cycling on Queen Street, Queen Street is quite wide enough to allow for cyclists. ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage
108	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Amendment to the St Aldates bus gate, ▪ Permitting of 24/7 cycling on Queen Street. Like Buses, cyclists need a speedy route for the crossing of the city. 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage

		<p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, 	
109	Online Consultation (Unknown)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Permitting of 24/7 cycling on Queen Street, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street. 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage
110	Online Consultation (Oxford)	Supports all of the proposals.	Response noted.
111	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Amendment to the St Aldates bus gate, ▪ Amendments to the New Road disabled bay, ▪ Permitting of 24/7 cycling on Queen Street, ▪ Revisions to taxi arrangements on Queen Street. ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage

112	Online Consultation (Unknown)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street. I don't think the buses and pedestrians on Queen Street have mixed well. The buses are frightening, particularly for children. ▪ Permitting of 24/7 cycling on Queen Street. Cyclists aren't always as considerate as they should be to pedestrians, but to my knowledge they don't represent a serious threat of injury or inconvenience in the way that motorised traffic does. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street. Black cabs don't tend to be particularly considerate towards pedestrians and cyclists. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
113	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Amendment to the St Aldates bus gate, ▪ Permitting of 24/7 cycling on Queen Street, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p>	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p>

114	Online Consultation (Unknown)	<ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street. <p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Amendments to the New Road disabled bay, ▪ Permitting of 24/7 cycling on Queen Street, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street. 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage
115	Online Consultation (Headington)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street. But this should not be done in a way that leads to increased bus congestion and yet poorer air quality on St Aldates. ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street. <p>Neither supports nor objects to the permitting of 24/7</p>	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>

		cycling but is in favour of a trial period but 18 months is too long. There need to be clear criteria for "success" or "failure" of the trial and there needs to be a clear mechanism for pedestrians to report their feelings and experiences.	
116	Online Consultation (Unknown)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permitting of 24/7 cycling on Queen Street. This is a major route from east to west for cyclists. Cyclists and pedestrians can co-exist well. Broad Street gets so busy that it is effectively both pedestrianised and a cycling route, and it works well. 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage
117	Online Consultation (Oxford)	Supports all of the proposals.	Response noted.
118	Online Consultation (Headington)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Amendment to the St Aldates bus gate, ▪ Permitting of 24/7 cycling on Queen Street. As a cyclist admits it is a pain to have to get off and walk through the centre. However, I do see 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>

		irresponsible bicycle users who do not get off their cycles and travel through the street at a speed which is not safe. If there was a dedicated lane during this trial period I can see this possibly working.	
119	Online Consultation (Headington)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street. ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Permitting of 24/7 cycling on Queen Street. I would favour marked cycle lanes (one in each direction). Otherwise, surface markings (not just signposts) should clearly indicate this is shared space for pedestrians and cyclists. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street. Is concerned that taxis turning as far down as the Clarendon Centre frontage (where the road is narrower) may be a hazard to cyclists. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
120	Online Consultation (Horspath)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Amendment to the St Aldates bus gate, ▪ Amendments to the New Road disabled bay, ▪ Permitting of 24/7 cycling on Queen Street, <p>Objects to the following;</p>	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p>

		<ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street. 	
121	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Amendment to the St Aldates bus gate, ▪ Amendments to the New Road disabled bay, ▪ Permitting of 24/7 cycling on Queen Street, ▪ Revisions to taxi arrangements on Queen Street. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
122	Online Consultation (Unknown)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Amendment to the St Aldates bus gate, ▪ Permitting of 24/7 cycling on Queen Street, <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p>
123	Online Consultation (Unknown)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Provision of new bus stop on High Street outside 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this</p>

		<p>the entrance to the Covered Market,</p> <ul style="list-style-type: none"> ▪ Amendment to the St Aldates bus gate, ▪ Permitting of 24/7 cycling on Queen Street. This makes for a far more effective East-West link. ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street. As can already be seen, this effectively leads to two rows of taxis (one waiting in the bays, one crawling by from Carfax to the turning-point), blocking most of the street. 	<p>element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
124	Online Consultation (Cumnor)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Amendment to the St Aldates bus gate, ▪ Amendments to the New Road disabled bay, ▪ Permitting of 24/7 cycling on Queen Street. It's sensible to have a trial. ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p>
125	Online Consultation (Unknown)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this</p>

		<ul style="list-style-type: none"> ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Permitting of 24/7 cycling on Queen Street. It's sensible to have a trial. ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	element of the scheme is approved at this stage
126	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Permitting of 24/7 cycling on Queen Street, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Amendment to the St Aldates bus gate, ▪ Revisions to taxi arrangements on Queen Street. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
127	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Permitting of 24/7 cycling on Queen Street. Cyclists and pedestrians move around perfectly comfortably together in other places in Oxford (eg new Frideswide Square) and all over continental Europe. <p>Objects to the following;</p>	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is</p>

		<ul style="list-style-type: none"> ▪ Amendment to the St Aldates bus gate, ▪ Amendments to the New Road disabled bay, ▪ Revisions to taxi arrangements on Queen Street. The Carfax corner will be improved by the closing of Queen Street to vehicular traffic: it should remain completely vehicle free in order to remain safe for pedestrians. ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	approved at this stage
128	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Permitting of 24/7 cycling on Queen Street. It's sensible to have a trial. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Amendment to the St Aldates bus gate, 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage
129	Online Consultation (Bicester)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Permitting of 24/7 cycling on Queen Street. 	Response noted.
130	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage

		<ul style="list-style-type: none"> ▪ Amendment to the St Aldates bus gate, ▪ Amendments to the New Road disabled bay, ▪ Permitting of 24/7 cycling on Queen Street, <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	Noted. Officers do not recommend this element of the scheme is approved at this stage
131	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Amendment to the St Aldates bus gate, ▪ Permitting of 24/7 cycling on Queen Street, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Amendments to the New Road disabled bay, ▪ Revisions to taxi arrangements on Queen Street. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
132	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Amendment to the St Aldates bus gate, ▪ Permitting of 24/7 cycling on Queen Street. Cycling at all times through this key corridor will make a big contribution to sustainable mobility and help increase cycling levels in the city. 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage

		<p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street. 	
133	Online Consultation (Headington)	<p>Supports all of the proposals.</p>	Response noted.
134	Online Consultation (Abingdon)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Amendment to the St Aldates bus gate, ▪ Permitting of 24/7 cycling on Queen Street, <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
135	Online Consultation (Cumnor Hill)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Amendment to the St Aldates bus gate, ▪ Amendments to the New Road disabled bay, ▪ Permitting of 24/7 cycling on Queen Street. There should be clear demarcation on the road of the cycle path(s) versus the pedestrian path(s). ▪ Revisions to taxi arrangements on Queen Street, 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p>

136	Online Consultation (Oxford)	<p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market. The bus stop outside our store has severely affected our trade. The bus stop creates a group of people waiting here that stops ease of access in and out of the shop. 	Noted. Officers do not recommend this element of the scheme is approved at this stage
137	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Permitting of 24/7 cycling on Queen Street. The center of the city should be more cyclists friendly with signs on the street to help everyone to be aware of the need to share the streets. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Amendment to the St Aldates bus gate. 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage
138	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Permitting of 24/7 cycling on Queen Street. It is outrageous that Queen St was ever closed to cyclists. It is the obvious east-west route, and the evidence is that there are very rarely collisions 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage

		<p>between bikes and people on foot, not least because it usually hurts the person on the bike.</p> <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Amendment to the St Aldates bus gate, ▪ Revisions to taxi arrangements on Queen Street. Taxis are over-privileged already. No need to make things easier for taxi drivers. The manoeuvre being considered will endanger people on foot and on bicycles. 	<p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
139	Online Consultation (Old Marston)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Amendment to the St Aldates bus gate, ▪ Permitting of 24/7 cycling on Queen Street, <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p>
140	Online Consultation (Headington)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Amendment to the St Aldates bus gate, ▪ Permitting of 24/7 cycling on Queen Street, ▪ Revisions to taxi arrangements on Queen Street, <p>Objects to the following;</p>	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p>

		<ul style="list-style-type: none"> ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	
141	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Permitting of 24/7 cycling on Queen Street, <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
142	Online Consultation (Kidlington)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Permitting of 24/7 cycling on Queen Street, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p>
143	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street. Only support if flow modelling suggests that bus traffic can be prioritised through St Aldates and High St., and this would not lead to exclusion of 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p>

		<p>cycling as well.</p> <ul style="list-style-type: none"> ▪ Amendment to the St Aldates bus gate, ▪ Permitting of 24/7 cycling on Queen Street. This is a primary route for cyclists moving between east and west oxford. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street. The Street is not sufficiently wide to allow this while facilitating cycling along the Street. Taxis already stop in an unsafe manner which blocks the road at the top of Queen St / across Cornmarket. ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	<p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
144	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Permitting of 24/7 cycling on Queen Street, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p>
145	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permitting of 24/7 cycling on Queen Street. We do need to encourage the use of cycles whenever and wherever possible, provided the cyclists respect the pedestrians! 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p>

146	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permitting of 24/7 cycling on Queen Street. 	Response noted.
147	Online Consultation (Wallingford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street. The proposals to make a turning area at Worcester street is a potential problem. ▪ Amendment to the St Aldates bus gate, ▪ Permitting of 24/7 cycling on Queen Street. It will create confusion with cyclists that they can cycle in the pedestrian Queen Street but not in the pedestrian Cornmarket. Cyclists have less regard for walking people, ringing their bells to make way for them to illegally cycle. ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
148	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Amendments to the New Road disabled bay, ▪ Permitting of 24/7 cycling on Queen Street, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage

149	Online Consultation (Littlemore)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Permitting of 24/7 cycling on Queen Street, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. ▪ <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Amendments to the New Road disabled bay, ▪ Revisions to taxi arrangements on Queen Street, 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
150	Online Consultation (Wolvercote)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Amendment to the St Aldates bus gate, ▪ Permitting of 24/7 cycling on Queen Street, ▪ Revisions to taxi arrangements on Queen Street, <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
151	Online Consultation	Supports the following;	Response noted.

	(Oxford)	<ul style="list-style-type: none"> ▪ Amendment to the St Aldates bus gate, ▪ Permitting of 24/7 cycling on Queen Street. 	
152	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Amendment to the St Aldates bus gate, ▪ Permitting of 24/7 cycling on Queen Street, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. ▪ <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street, 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage
153	Online Consultation (Summertown)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Amendment to the St Aldates bus gate, ▪ Amendments to the New Road disabled bay, ▪ Permitting of 24/7 cycling on Queen Street. I think running a trial is the right approach and should be very reassuring to anxious pedestrians that their experience will be taken into account. ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p>	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage

		<ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street, 	
154	Online Consultation (Unknown)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Amendment to the St Aldates bus gate, ▪ Amendments to the New Road disabled bay, ▪ Permitting of 24/7 cycling on Queen Street. ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage
155	Online Consultation (Unknown)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Amendment to the St Aldates bus gate, ▪ Permitting of 24/7 cycling on Queen Street. ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Amendments to the New Road disabled bay, ▪ Revisions to taxi arrangements on Queen Street 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>

156	Online Consultation (Unknown)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permitting of 24/7 cycling on Queen Street. Cyclists are nothing like cars - they are much less dangerous. Cyclists are mindful and careful and can easily share space with pedestrians. This will encourage more people to cycle which will improve air quality in the long term. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street. 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage
157	Online Consultation (Unknown)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Permitting of 24/7 cycling on Queen Street, <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street. 	Response noted.
158	Online Consultation (Unknown)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Permitting of 24/7 cycling on Queen Street, 	Response noted.
159	Online Consultation (Headington)	Supports all of the proposals.	Response noted.

160	Online Consultation (Unknown)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Permitting of 24/7 cycling on Queen Street. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Amendments to the New Road disabled bay, ▪ Revisions to taxi arrangements on Queen Street, ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
161	Online Consultation (Botley)	<p>Supports the following;</p> <ul style="list-style-type: none"> • Permitting of 24/7 cycling on Queen Street. The council should be encouraging sustainable transport with cycling wherever possible. For buses to be safe there too it would need separate cycle lanes and priority given to cyclists. ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Amendment to the St Aldates bus gate. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p>
162	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Permitting of 24/7 cycling on Queen Street. 	<p>Response noted.</p>

163	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Amendment to the St Aldates bus gate, ▪ Permitting of 24/7 cycling on Queen Street. ▪ Revisions to taxi arrangements on Queen Street ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Amendments to the New Road disabled bay. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
164	Online Consultation (Headington)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Amendment to the St Aldates bus gate, ▪ Permitting of 24/7 cycling on Queen Street. ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p>
165	Online Consultation (Iffley)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Amendment to the St Aldates bus gate, ▪ Permitting of 24/7 cycling on Queen Street. ▪ Revisions to taxi arrangements on Queen Street ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p>

		<p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street. 	
166	Online Consultation (Cowley)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street. ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Amendment to the St Aldates bus gate, ▪ Permitting of 24/7 cycling on Queen Street. ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street. 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage
167	Online Consultation (Unknown)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permitting of 24/7 cycling on Queen Street. 	Response noted.
168	Online Consultation (Unknown)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street. Less vehicles means less fumes, accidents, noise, etc. Oxford will be safer, cleaner and much more pleasant if we remove cars, taxis, vans and buses. ▪ Permitting of 24/7 cycling on Queen Street. Similar 'shared' spaces for walkers and bikers work very well in Europe. 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage

		<p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street. Queen Street should be like Cornmarket - free of all powered vehicles. 	<p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
169	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street. I think this will make it a more pleasant experience for shoppers. ▪ Amendments to the New Road disabled bay, ▪ Permitting of 24/7 cycling on Queen Street. Currently it is difficult for cyclists to cross the city centre and this would make access for cyclists to all areas of the city much more pleasant and easy. ▪ Revisions to taxi arrangements on Queen Street. ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p>
170	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Amendment to the St Aldates bus gate, ▪ Permitting of 24/7 cycling on Queen Street. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p>
171	Online	<p>Supports the following;</p>	<p>Noted, however officers consider that</p>

	<p>Consultation (Consultant on behalf of Christchurch College)</p>	<ul style="list-style-type: none"> • Permitting of 24/7 cycling on Queen Street. The development of Student accommodation on the corner of St Aldates and Queen Street will generate the requirement for 24 hour access of cycles on Queen Street. <p>Objects to the following;</p> <ul style="list-style-type: none"> • Permanent prohibition of buses from Queen Street. The proposal to prohibit buses from Queen Street has a knock on effect of bus flows on St Aldates. In the context of a bus-jammed and often dangerous road, any increase of traffic on St Aldates, however small, is difficult to contemplate and therefore the proposal is rejected. ▪ Amendment to the St Aldates bus gate, ▪ Revisions to taxi arrangements on Queen Street. 	<p>major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
172	<p>Online Consultation (Oxford)</p>	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street. ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Permitting of 24/7 cycling on Queen Street. This is a perfect place for cyclists and pedestrians to share and with the absence of buses - to the advantage of both ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p>	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p>

		<ul style="list-style-type: none"> • Revisions to taxi arrangements on Queen Street. 	
173	Online Consultation (Headington)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street. ▪ Permitting of 24/7 cycling on Queen Street. 	Response noted.
174	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Permitting of 24/7 cycling on Queen Street. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Amendment to the St Aldates bus gate. 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage
175	Online Consultation (Headington)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Amendment to the St Aldates bus gate, ▪ Permitting of 24/7 cycling on Queen Street. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage
176	Online Consultation (Unknown)	<p>Supports the following;</p> <ul style="list-style-type: none"> • Permanent prohibition of buses from Queen Street. 	Noted, however officers consider that major changes to the proposals are required so do not recommend this

		<ul style="list-style-type: none"> • Provision of new bus stop on High Street outside the entrance to the Covered Market, • Permitting of 24/7 cycling on Queen Street. At the moment east/west travel through Oxford city centre is difficult for cyclists. This would make a real difference to my daily cycling. <p>Objects to the following;</p> <ul style="list-style-type: none"> • Revisions to taxi arrangements on Queen Street. • Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	<p>element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
177	Online Consultation (Headington)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Permitting of 24/7 cycling on Queen Street. ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> • Revisions to taxi arrangements on Queen Street 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p>
178	Online Consultation (Marston)	<p>Supports the following;</p> <ul style="list-style-type: none"> • Permanent prohibition of buses from Queen Street. more buses can go along St Aldates and Oxpens making the city centre a complete pedestrian zone ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Amendment to the St Aldates bus gate, 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p>

		<ul style="list-style-type: none"> ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> • Amendments to the New Road disabled bay. Disabled drivers do need to park somewhere and with the increased footfall in the new Westgate there will be more, not fewer disabled visitors. • Permitting of 24/7 cycling on Queen Street. Although a cyclist myself, is not comfortable with the behaviour of cyclists among pedestrians. Would prefer to see all cycles being pushed through the city centre, which makes the pedestrian zone a safer place for pedestrians. • Revisions to taxi arrangements on Queen Street. NO! no buses and no taxis! Make this a pedestrian zone! Taxis can pick up on St Aldates, George Street, New Inn Hall Street, St Ebbes, the roads leading off St Aldates and by Gloucester Green. 	<p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
179	Online Consultation (Unknown)	<p>Supports the following;</p> <ul style="list-style-type: none"> • Permanent prohibition of buses from Queen Street. • Provision of new bus stop on High Street outside the entrance to the Covered Market, • Amendment to the St Aldates bus gate, • Permitting of 24/7 cycling on Queen Street. <p>Objects to the following;</p> <ul style="list-style-type: none"> • Revisions to taxi arrangements on Queen Street. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>

		<ul style="list-style-type: none"> Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	
180	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> Permitting of 24/7 cycling on Queen Street. Would like signage that indicates that the road is a shared space and that cyclists must be courteous to pedestrians. Shared cycling and pedestrian spaces seem to work well in other place (I've cycled quite a bit in other European countries). Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> Revisions to taxi arrangements on Queen Street. There are too many taxis in Oxford. A bus takes up 3 times as much space for about 20 times the number of passengers. Similarly a bike takes up so much less space, pollution etc than taxis. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
181	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> Permanent prohibition of buses from Queen Street, Permitting of 24/7 cycling on Queen Street. This is an excellent proposal. There is currently no direct cycle route across the city in this direction. This proposal will encourage people to cycle to get from A to B in the city and may reduce the amount of people using cars. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p>

182	Online Consultation (Oxford)	<p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street Objects to the proposal to permanently prohibit buses from using Queen Street as it will make the bus services - especially to South Oxfordshire - more unreliable due the difficulty of turning buses that must pass twice along the long, tortuous route around the Westgate. ▪ Amendment to the St Aldates bus gate, ▪ Permitting of 24/7 cycling on Queen Street. If cycling is banned from Cornmarket during daytime, why start allowing it in Queen Street? They can get off and walk their cycles... 	Noted. Officers do not recommend this element of the scheme is approved at this stage
183	Online Consultation (Marston)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street. ▪ Permitting of 24/7 cycling on Queen Street. Cycling from the high St to the station during daytime currently requires a huge, confusing and sometimes dangerous detour. A queen St route would solve all this and further promote the only sustainable transport option in Oxford. ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage
184	Online Consultation (Cholsey)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Amendments to the New Road disabled bay, ▪ Permitting of 24/7 cycling on Queen Street. 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage

		<p>Cyclists should not be limited from using this essential part of navigating across Oxford.</p> <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Revisions to taxi arrangements on Queen Street. 	
185	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permitting of 24/7 cycling on Queen Street. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street. 	Response noted.
186	Online Consultation (Chipping Norton)	<p>Supports the following;</p> <ul style="list-style-type: none"> • Permanent prohibition of buses from Queen Street. • Provision of new bus stop on High Street outside the entrance to the Covered Market, • Amendment to the St Aldates bus gate, • Permitting of 24/7 cycling on Queen Street. 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage
187	Online Consultation (Wallingford)	<p>Supports the following;</p> <ul style="list-style-type: none"> • Amendment to the St Aldates bus gate, • Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p>	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend</p>

		<ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street. Buses which previously accessed St Aldates at the north end from the Carfax junction would have to take tortuous detours if they were unable to use Queen Street. This will increase journey times on public transport and add further traffic congestion to Oxford's overcrowded streets. • Revisions to taxi arrangements on Queen Street. 	this element of the scheme is approved at this stage
188	Online Consultation (Unknown)	<p>Supports the following;</p> <ul style="list-style-type: none"> • Permanent prohibition of buses from Queen Street. • Provision of new bus stop on High Street outside the entrance to the Covered Market, • Amendment to the St Aldates bus gate, • Permitting of 24/7 cycling on Queen Street. • Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> • Revisions to taxi arrangements on Queen Street. 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage
189	Online Consultation (Unknown)	<p>Supports the following;</p> <ul style="list-style-type: none"> • Revisions to taxi arrangements on Queen Street. • Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p>	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is</p>

		<ul style="list-style-type: none"> • Permanent prohibition of buses from Queen Street. Prohibiting buses from using Queen Street means that buses leaving from St Aldates are over-crowded. The creation of a bus turning circle at Worcester st will cause more roadworks and misery for little gain. • Amendment to the St Aldates bus gate, • Permitting of 24/7 cycling on Queen Street. 	approved at this stage
190	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> • Permanent prohibition of buses from Queen Street. • Provision of new bus stop on High Street outside the entrance to the Covered Market, • Amendment to the St Aldates bus gate, • Permitting of 24/7 cycling on Queen Street. • Revisions to taxi arrangements on Queen Street. • Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage
191	Online Consultation (Abingdon)	<p>Supports the following;</p> <ul style="list-style-type: none"> • Permanent prohibition of buses from Queen Street. The buses add noise and air pollution to street that could otherwise be more pleasant like Cornmarket Street. • Permitting of 24/7 cycling on Queen Street. Queen St is an important E-W link for cycling, and support the Council's strategy to encourage more cycling. 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage
192	Online	Supports the following;	Noted, however officers consider that

	Consultation (Unknown)	<ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Permitting of 24/7 cycling on Queen Street. Cyclists should not be limited from using this essential part of navigating across Oxford. <p>Objects to the following;</p> <ul style="list-style-type: none"> • Revisions to taxi arrangements on Queen Street. • Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	<p>major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
193	Online Consultation (Cowley)	<p>Supports the following;</p> <ul style="list-style-type: none"> • Provision of new bus stop on High Street outside the entrance to the Covered Market, • Amendment to the St Aldates bus gate. St. Aldate's can become jammed up St. Aldate's and down The High in both directions because of bus volumes and the stopping of ALL buses could cause this to be a regular occurrence. • Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> • Permanent prohibition of buses from Queen Street. • Amendments to the New Road disabled bay. • Permitting of 24/7 cycling on Queen Street. Cyclists already ignore the current restrictions and 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>

		<p>pedestrians are constantly dodging these which are, in most cases, ridden at speed. Not anti-cycling but think too much money and consideration is given to cyclists over the safety of pedestrians in Oxford.</p> <ul style="list-style-type: none"> • Revisions to taxi arrangements on Queen Street. If Queen Street is pedestrianised, then it must be fully pedestrianised for safety during shopping hours. Oxford has a lot of tourists who would be unaware of local legislation on this street. 	
194	Online Consultation (Kennington)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Permitting of 24/7 cycling on Queen Street. ▪ Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage
195	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Permitting of 24/7 cycling on Queen Street. <p>Objects to the following;</p> <ul style="list-style-type: none"> • Amendment to the St Aldates bus gate. • Amendments to the New Road disabled bay, • Revisions to taxi arrangements on Queen Street. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>

196	Online Consultation (Wallingford)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street, ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Amendment to the St Aldates bus gate. ▪ Permitting of 24/7 cycling on Queen Street. <p>Objects to the following;</p> <ul style="list-style-type: none"> • Revisions to taxi arrangements on Queen Street. 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage
197	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> • Permanent prohibition of buses from Queen Street. The removal of buses will create a much more pleasant environment. I welcome the proposal for an experimental 24/7 access to Queen Street by cyclists. ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Permitting of 24/7 cycling on Queen Street. Strongly supports this. There are many good examples of successful sharing of space, notably in our sister city of Cambridge. The current street design would be appropriate for sharing and any markings to delineate a cycle route would be inappropriate as it would give a mandate to cyclists to speed along in their allocated space. Creating a sense of sharing and respect of each other is essential. 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage

		<p>Objects to the following;</p> <ul style="list-style-type: none"> • Revisions to taxi arrangements on Queen Street. 	
198	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> • Permanent prohibition of buses from Queen Street. • Provision of new bus stop on High Street outside the entrance to the Covered Market, • Amendment to the St Aldates bus gate, • Amendments to the New Road disabled bay, • Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> ▪ Permitting of 24/7 cycling on Queen Street. As a pedestrian who works in the centre of Oxford, strongly object to any further concessions to cyclists. 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage
199	Online Consultation (Bus Users Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> • Provision of new bus stop on High Street outside the entrance to the Covered Market. The proposed relocation would be better, as long as the reduced unloading bay is enough for the needs of the Covered Market. • Amendment to the St Aldates bus gate. <p>Objects to the following;</p>	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage

		<ul style="list-style-type: none"> • Permanent prohibition of buses from Queen Street. The County Council fails to offer any credible reason to exclude buses from Queen Street. Queen Street has a very low rate of accidents between vehicles and pedestrians, which proves that buses and pedestrians coexist in the street with no safety problem whatsoever. For able-bodied bus passengers, banning buses from Queen Street increases the disincentives to bus travel. For disabled bus passengers, however, it will be an absolute obstacle to making some journeys by bus. • Amendments to the New Road disabled bay. If buses were allowed to continue using Queen Street, the disabled parking bay could remain at its present size. • Permitting of 24/7 cycling on Queen Street. Illegal cyclists are intimidatory and a perceived hazard in both Queen Street and Cornmarket. • Revisions to taxi arrangements on Queen Street. • Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. Disabled people need signal-controlled crossings. 	Noted. Officers do not recommend this element of the scheme is approved at this stage
200	Online Consultation (Oxford)	Supports all of the proposals.	Response noted.
201	Online Consultation	Supports the following;	Noted, however officers consider that major changes to the proposals are

	(Marston)	<ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street. A main shopping street should not have motor vehicles. ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Permitting of 24/7 cycling on Queen Street. Of course, street is wide enough, why would anyone oppose that. <p>Objects to the following;</p> <ul style="list-style-type: none"> • Revisions to taxi arrangements on Queen Street. 	required so do not recommend this element of the scheme is approved at this stage
202	Online Consultation (Thame)	<p>Supports the following;</p> <ul style="list-style-type: none"> ▪ Permanent prohibition of buses from Queen Street. ▪ Provision of new bus stop on High Street outside the entrance to the Covered Market, ▪ Permitting of 24/7 cycling on Queen Street. 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage
203	Online Consultation (Abingdon)	<p>Supports the following;</p> <ul style="list-style-type: none"> • Permanent prohibition of buses from Queen Street. • Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. If this proposal for the junction is considered safe and practical by the bus drivers then I would support it. 	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage
204	Online Consultation	Supports the following;	Noted, however officers consider that major changes to the proposals are

	(Headington)	<ul style="list-style-type: none"> • Provision of new bus stop on High Street outside the entrance to the Covered Market, • Amendment to the St Aldates bus gate, • Permitting of 24/7 cycling on Queen Street. Would give a decent east-west through route for cyclists. The suggestion of designated cycle lane markings is not necessary. • Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. <p>Objects to the following;</p> <ul style="list-style-type: none"> • Permanent prohibition of buses from Queen Street. Although not opposed in principle to Queen Street being free of buses, the situation in St Aldate's during the past few years even before the recent diversion of buses from Queen Street because of the Westgate works has become appalling. • Revisions to taxi arrangements on Queen Street. Taxis/Private Hire vehicles turning at Carfax are a real problem. This would only make things worse. 	<p>required so do not recommend this element of the scheme is approved at this stage</p> <p>Noted. Officers do not recommend this element of the scheme is approved at this stage</p>
205	Online Consultation (Unknown)	<p>Supports the following;</p> <ul style="list-style-type: none"> • Permanent prohibition of buses from Queen Street. Fantastic. More space for active modes (pedestrians and cyclists), no pollution. • Provision of new bus stop on High Street outside the entrance to the Covered Market, • Amendments to the New Road disabled bay. Closer is better, still plenty of space for a few cars there. 	<p>Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage</p>

		<ul style="list-style-type: none"> • Permitting of 24/7 cycling on Queen Street. That would be fantastic and connect west and east Oxford fully for active modes without adding any pollution. • Revisions to taxi arrangements on Queen Street • Replacement of signalised crossings at New Road / Worcester Street with zebra crossings. Please make the zebra crossings closer to the roundabout. 	
206	Written response (Cllr John Tanner)	Very much supports the removal of buses from Queen Street however does not support the proposal to permit cyclists during the day, even on an initial experimental / trial basis. With the opening of the new Westgate even more pedestrians will use Queen Street. For children, the elderly and many of those with a disability, walking and cycling don't mix well. If cycling during the day is allowed in Queen Street it will be even more difficult to enforce the daytime cycling ban in Cornmarket.	Noted, however officers consider that major changes to the proposals are required so do not recommend this element of the scheme is approved at this stage
207	Written response (Cllr Louise Upton)	Supports the proposal of the experiment / trial to permit cycling through Queen Street 24/7 both directions.	Response noted.
208	Written response (Cllr Gill Sanders)	Concerns over allowing cycling through Queen Street due to potential for conflicts between cyclists and elderly / young pedestrians.	Response noted
209	Written response (Cllr Christine Simm)	Concerns over allowing cycling through Queen Street due to potential for conflicts between cyclists and elderly / young pedestrians.	Response noted

210	Written response (Cllr Susanna Pressel)	Supports the proposal to allow cycling in Queen Street and would welcome its trial.	Response noted.
211	Written response (Cllr Mary Clarkson)	Given the need to promote more sustainable transport and improve safe cross- city routes for cycling, would welcome the proposed trial.	Response noted.
212	Written response (Cllr Daniel Iley - Williamson)	No strong view but agrees a trial of allowing cycling would be worth undertaking.	Response noted.
213	Written response (Cllr Michelle Paule)	Supports the trial but suggests more demarcation between cycle sections and pedestrian sections is required.	Response noted

Division(s): Bicester Town

CABINET MEMBER FOR ENVIRONMENT – 24 NOVEMBER 2016

PROPOSED AMENDMENT OF ACCESS RESTRICTIONS, SHEEP STREET BICESTER

Report by Deputy Director of Environment & Economy (Commercial)

Introduction

1. This report presents responses received in the course of the statutory consultation on a proposal to amend the access restrictions on Sheep Street, Bicester to permit pedal cyclists to use the street in both directions outside the period where all traffic is prohibited.

Background

2. Sheep Street is a key shopping street in Bicester. It is currently one way, with the permitted direction of travel being from north west to south east. Motor vehicles are only allowed in the street to load/unload before 9am and after 4pm daily; in addition a small number of permit holders are allowed at all times (to access off-street parking etc). Ridden pedal cycles are prohibited at all times.
3. Following local requests to improve cycle facilities in Bicester, it is proposed to permit pedal cyclists to cycle in either direction on Sheep Street outside the period 9am to 4pm (see **Annex 1**).

Consultation

4. The formal consultation on the above proposals was carried out between 22 September and 21 October 2016. A public notice was placed in the Oxford Times, and notices placed on site in the immediate vicinity. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Town and District Councils and the local County Councillors, and letters sent to all addresses within the road.
5. Twelve responses were received, comprising 4 objections, 7 expressions of support, and a response from the police expressing no objection; these are summarised in **Annex 2**. Copies of the full responses received are available for inspection in the Members Resource Centre.

Review of responses

6. Thames Valley Police raised no objection to the proposals.

7. County Councillor Stratford, the local member, expressed a strong objection to the proposals on the grounds of reduced safety and a less pleasant environment for pedestrians – in particular the many elderly users of the street – and that the proposed two way usage would further increase the risks.
8. Three other objections were made by members of the public, also on safety and amenity concerns for pedestrians using the street.
9. Seven responses were received from members of the public generally supporting the proposals, though some respondents suggested the demarcation of an area of the street for cyclists to reduce the risk of conflict with pedestrians, and others suggested alterations to the time when cycle access should be permitted. The latter included suggestions for the start of permitted access in the afternoon to be later to avoid shopping times and when pedestrians returning home from work would be using the street; conversely one suggestion was made that cycling should be permitted at all times.
10. Four of the responses supportive of the scheme were submitted by members of the public living outside of the town and – given the generic nature of their comments – may possibly have no personal familiarity of the street.

Discussion of responses

11. The concerns over the safety and reduction in amenity for pedestrians raised by Cllr Stratford and other respondents are noted. Experience of other locations where cyclists are permitted to use shopping streets at off peak times has been typically good, with low levels of conflict, and with cyclists significantly benefiting from having a more convenient route that avoids busier streets where accidents risks can be significant. In turn this can help encourage cycling in place of the use of private cars, helping relieve congestion and improve air quality, and also providing the health benefits of active travel. It is nevertheless accepted that in communities with no existing experience of such usage, there can be very understandable concerns over the potential negative consequences
12. In the light of these points, the absence of any strong local representations in favour of the proposal and the development by the District Council of a Bicester Masterplan, it is suggested that the proposed introduction of cycling in Sheep Street not proceed at this time.

Financial and Staff Implications (including Revenue)

13. The appraisal of the proposals, consultation and preparation of all paperwork has been undertaken by E&E officers as part of their normal duties.

RECOMMENDATION

14. **The Cabinet Member for the Environment is RECOMMENDED to:-**
- (a) **note the consultation responses;**
 - (b) **not approve the proposed amendment to the access restrictions along Sheep Street as advertised.**

CHRIS McCARTHY
(Interim) Deputy Director of Environment & Economy (Commercial)

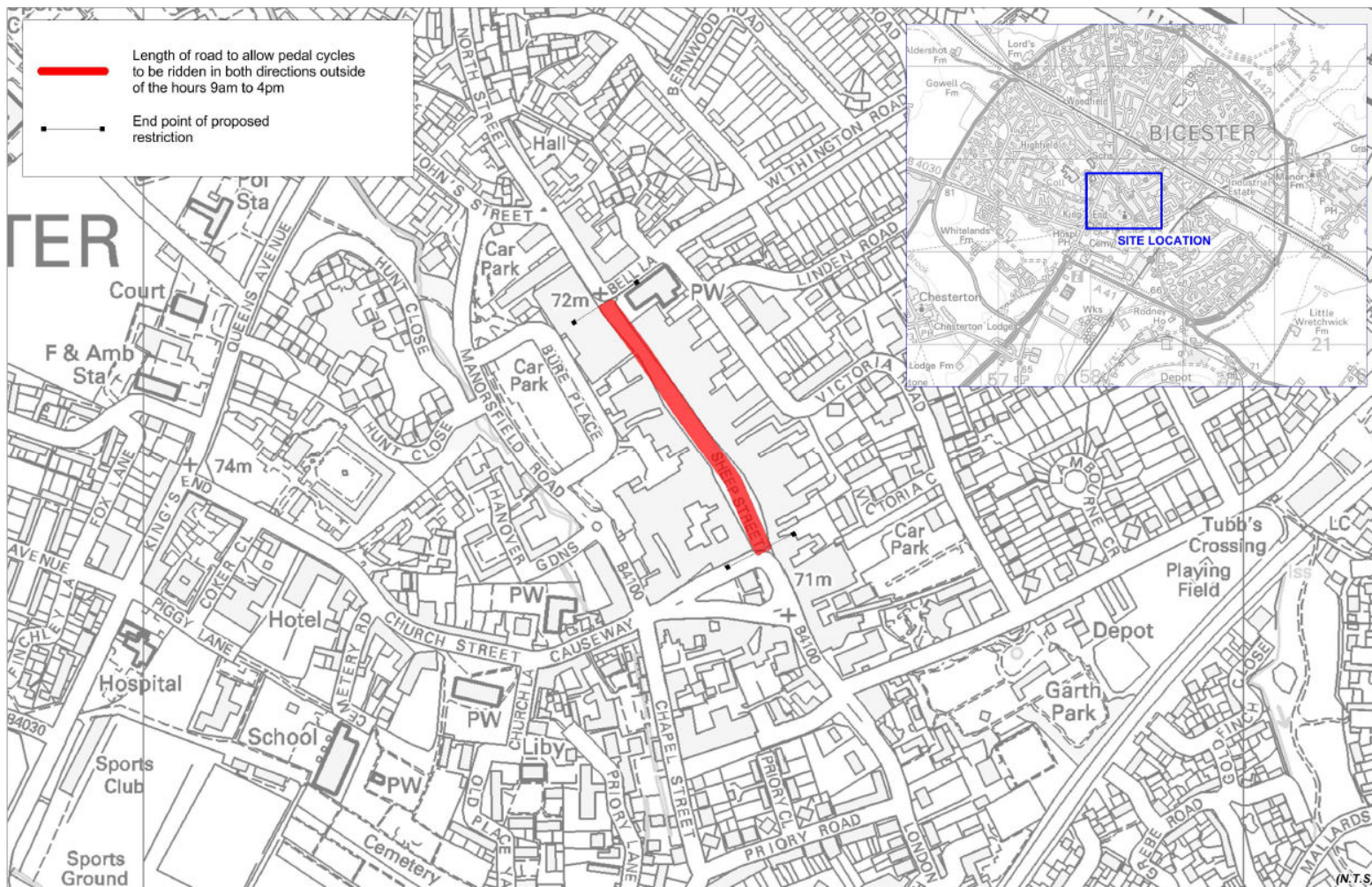
Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: David Tole 07920 084148

November 2016

ANNEX 1

OXFORDSHIRE COUNTY COUNCIL - HIGHWAYS & TRANSPORT



ANNEX 2

RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	No Objection
(2) Cllr Stratford	<p>Strongly objects, on grounds that Sheep Street was pedestrianised to ensure a safe and friendly environment for all residents. It was recognised that there would a need to provide some vehicle access to address servicing shops and businesses in Sheep Street, hence the time restrictions currently in force and managed via the 'rising bollard' technology. There is very limited vehicle access for a few households within Sheep Street where there is no alternative, and Importantly even this very limited vehicle movement is 'one-way only'.</p> <p>Introducing cycle moments, even at restricted times will present a real danger to pedestrians - in particular elderly residents - given the 'silence' of cycles and that this danger will be greatly increased if 'two-way' movement were permitted. There is already a significant issue with skateboards and rollerblades presenting a danger to pedestrians and they are generally noisier than cycles so people do have some warning of their presence.</p> <p>Lack of enforcement of the current restrictions is also an issue, with more vehicles violating the one way restriction to either service public houses, and, in the evening 'burger vans' operating, and similarly there is an increased problem of illegal parking around Market Square in the evening which has become a major concern.</p>

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(3) Member of public (non local)	Supports, but requests that a cycle lane is marked to designate the area cyclists may use.
(4) Member of public (address not given)	Supports, but suggests that the time of permitted access be changed to 5.30pm given that shops are still open till then and therefore pedestrian usage will still be quite busy till then.
(5) Member of public (local)	Objects – considers that permitting cyclists at any time would be dangerous.
(6) Member of public (address not given)	Objects – notes that there is already a significant amount of cycle use in the street and that restrictions without enforcement are pointless.
(7) Member of public (non local)	Supports – considers that permitting cycling at all times of the day would be acceptable taking account of the width of the carriageway and usage of the street.
(8) Member of public (non local)	Supports
(9) Member of public (non local)	Supports
(10) Member of public (local)	Objects – considers that the proposal would make the street less pleasant for pedestrians and introduce safety risks given the speed of some cyclists, and that cycles are very quiet and would not therefore be heard by pedestrians. The short length of the street (approximately 275 metres) means that cyclists pushing their bikes are not seriously inconvenienced by the current restriction. If the proposal were to be progressed, the hours of operation should be limited to outside the times when the shops are open / pedestrians will be in the area walking to / from work, and that the area to be used by cyclists is clearly designated.
(11) Member of public (non local)	Supports – considers that permitting cycling at all times of the day would be acceptable , and that such provision could be expected to encourage more cycling in place of car use in the town.

(12) Member of public (non local)	Supports
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Division(s): Banbury Easington

CABINET MEMBER FOR ENVIRONMENT – 24 NOVEMBER 2016

PROPOSED WAITING RESTRICTIONS HORTON VIEW AREA, BANBURY

Report by Deputy Director of Environment & Economy (Commercial)

Introduction

1. This report presents responses received in the course of the statutory consultation on proposals to introduce additional and amended waiting restrictions in the Horton View area in Banbury.

Background

2. Following local requests for action to address parking concerns in the above area, and an informal consultation carried out last year, proposed amendments to the waiting and parking restrictions along Horton View, Easington Road, St Georges Crescent, Ruskin Road and Wykham Place (as shown in **Annexes 1 and 2**) have been identified by officers to improve road safety and reduce congestion.

Consultation

3. The formal consultation on the above proposals was carried out between 15 September and 14 October 2016. A public notice was placed in the Banbury Guardian and notices placed on site in the immediate vicinity. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Town and District Councils and the local County Councillor, and letters sent to all addresses within the road adjacent to the proposals. The responses are summarised in **Annex 3**. Copies of all the responses received are available for inspection in the Members Resource Centre.
4. Responses were received from Thames Valley Police and 23 others, mainly local residents and businesses. The police did not object to the proposals but noted that resourcing issues could impact on enforcement. Of the other responses received 4 were in favour of the proposals and 18 against and 1 made a request for a small additional restriction.

Objections and concerns

5. The main comments were that the proposals were not needed at all or were too excessive with some suggesting that the proposed double yellow line (DYL) restriction should be replaced with an 8am to 6pm restriction applying Monday to Friday only.

6. The Post Office objected to the extent of the proposed DYL restriction adjacent to the St Georges Crescent/Horton View junction and presented a petition signed by 880 customers concerned about the effect of the proposals on the viability of the Post Office. There was a similar objection from the Undertaker nearby but the Hairdresser next door to the Post Office was in favour of the proposals as access to their forecourt is often blocked by cars. The other two businesses in the area did not respond.
7. Three residents of Horton View objected to the proposed DYL across their accesses and two specifically requested that the proposed limited waiting area be taken across their driveways with access protection markings provided; the other resident asked for a single yellow line instead. Another resident expressed concern that the proposals would prevent carers for her daughter parking all day outside her house as they do at present
8. Robbin's Nest restaurant in Stanbridge House on Ruskin Road object to the proposals in Ruskin Road due to the impact on parking for their customers and other visitors to Stanbridge House.
9. The Churchwardens of St Hugh's Church in Ruskin Road objected on the grounds that the proposals would impact on activities at the Church such as Toddlers Group, Slimming World, the History Group and several other organisations. They also considered that the proposals would affect parking for funerals, weddings and christenings. They also objected to the proposed restrictions near the Horton View/St Georges Road junction because they would prevent elderly people parking close to the shops.

Response to objections

10. In view of the responses received officers have discussed possible amendments with Cllr Mallon the County Councillor representing this area, and these are shown in **Annexes 4 and 5**. In particular it is suggested that the proposed lengths of DYL in the vicinity of the shops be reduced to allow more parking to be retained, a key issue for the objectors. These revised proposals have been discussed with the businesses and they are generally in agreement.
11. Where residents on Horton View have asked for DYL not to be introduced across driveways this change has been included in the amendments, however the provision of single yellow lines is not possible as the required signing is not practicable as it would need to be sited in the middle of the dropped kerb. In addition, a minor reduction in the proposed restrictions should meet the needs of the carers referred to above.
12. With regard to Ruskin Road the amended proposals would not lead to the removal of all the parking in the vicinity of Stanbridge House, but would still keep the junctions and accesses clear. This together with the parking opportunities that will remain in St Hugh's Close should provide ample space for daytime events at the Church (who had previously indicated their main parking need is at weekends and evenings). The restrictions near Horton Court will continue to allow on-road parking in evenings and weekends which,

together with the off-road provision for the flats and the parking opportunities elsewhere in the vicinity, is considered acceptable.

How the Project supports LTP4 Objectives

13. The proposals would help facilitate the safe movement of traffic and prioritise the needs of local residents and businesses

Financial and Staff Implications (including Revenue)

14. Funding for the appraisal of the proposals, consultation and preparation of all paperwork has been funded from general developer contributions.

RECOMMENDATION

15. **The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of the amended proposals described in this report and shown in Annexes 4 and 5**

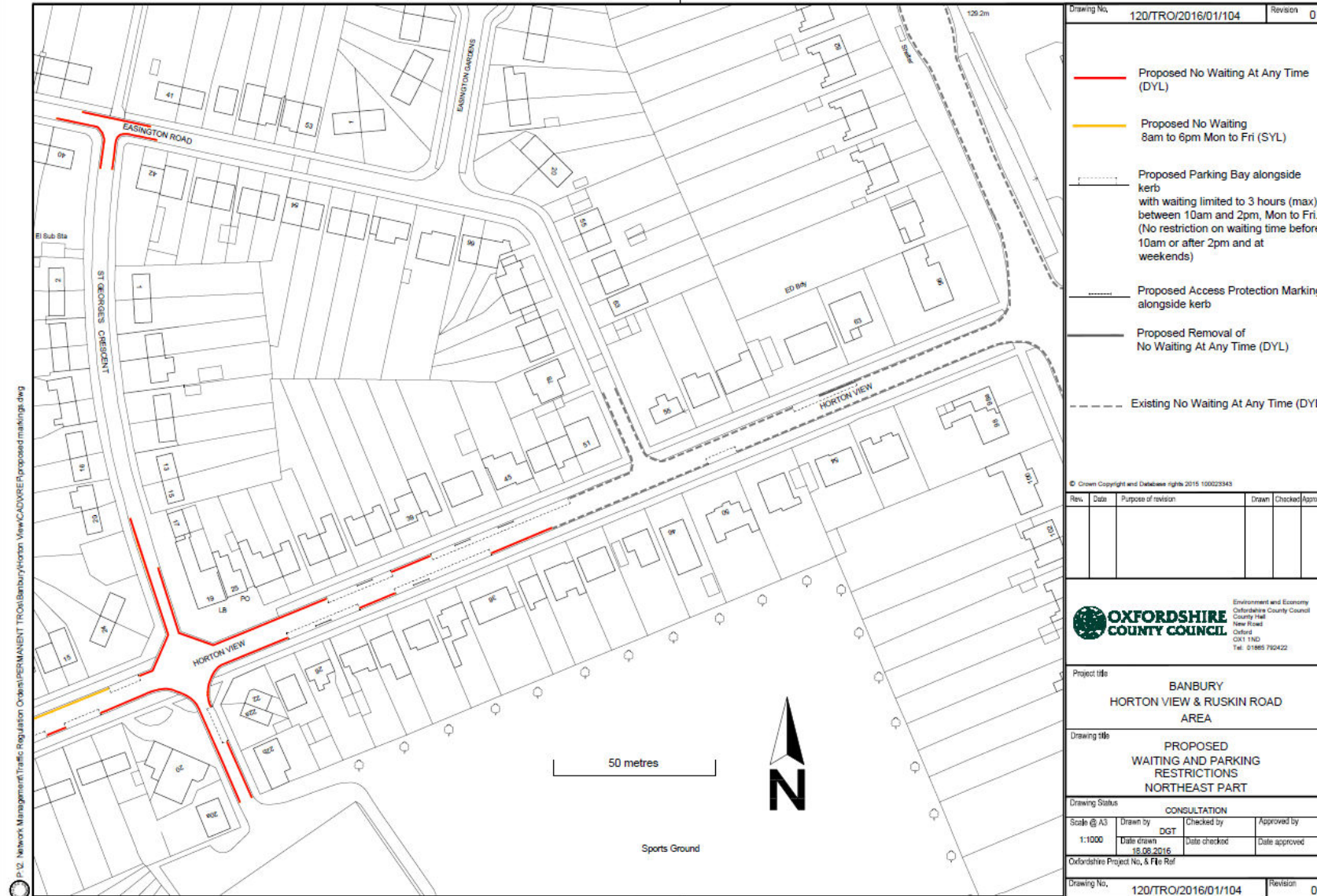
CHRIS McCARTHY
(Interim) Deputy Director of Environment & Economy (Commercial)

Background papers: Plan of proposed restrictions
 Consultation responses


Contact Officers: David Tole 07920 084148

November 2016

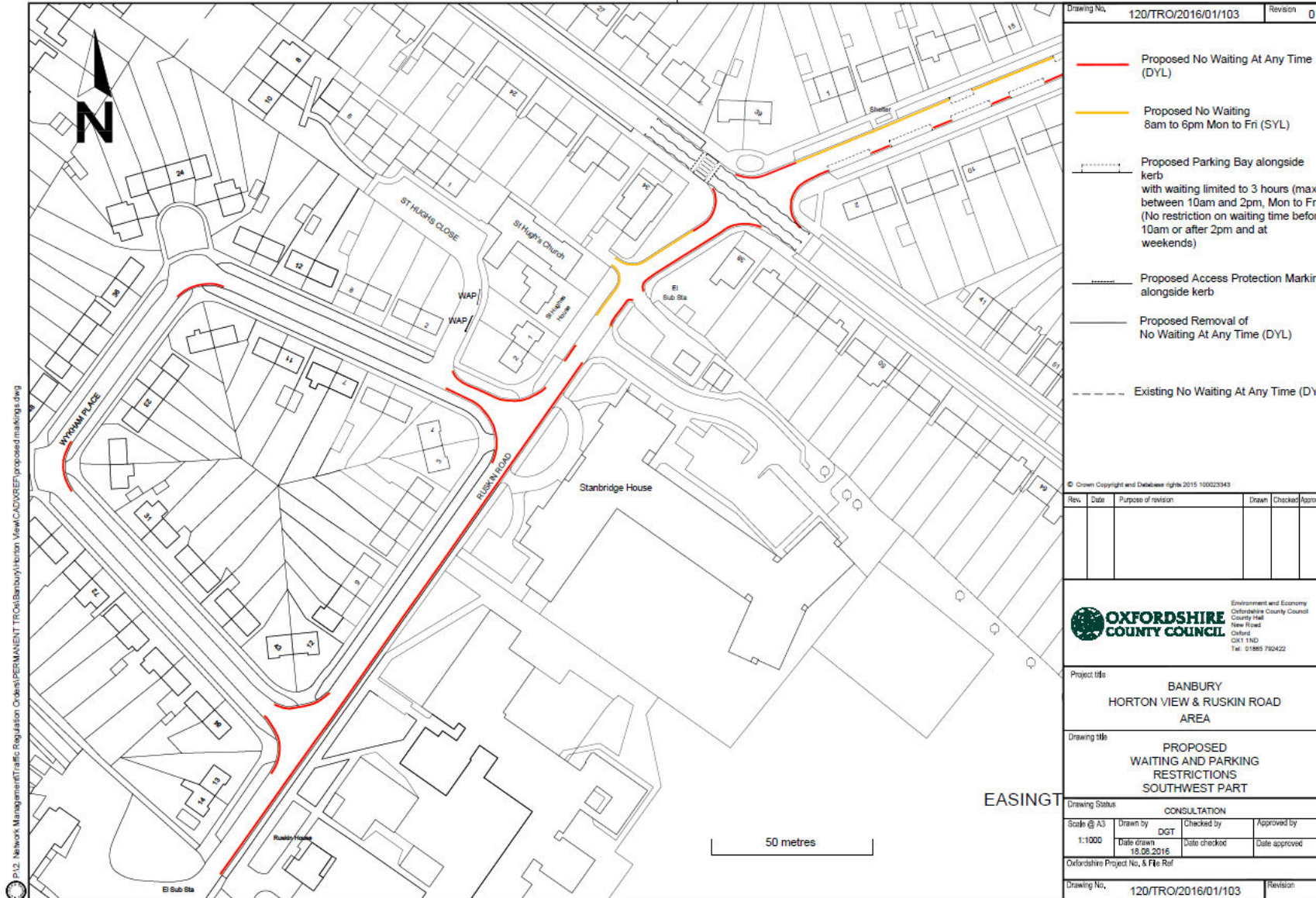
ANNEX 1 Plan sent with consultation (northeast part of scheme)



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Drawing No. 120/TRO/2016/01/104		Revision 0	
<p>— Proposed No Waiting At Any Time (DYL)</p> <p>— Proposed No Waiting 8am to 6pm Mon to Fri (SYL)</p> <p>— Proposed Parking Bay alongside kerb with waiting limited to 3 hours (max) between 10am and 2pm, Mon to Fri. (No restriction on waiting time before 10am or after 2pm and at weekends)</p> <p>— Proposed Access Protection Marking alongside kerb</p> <p>— Proposed Removal of No Waiting At Any Time (DYL)</p> <p>- - - Existing No Waiting At Any Time (DYL)</p>			
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Rev.	Date	Purpose of revision	Drawn
 <small>Environment and Economy Oxfordshire County Council New Road Oxford OX1 1ND Tel: 01865 762422</small>			
Project title			
BANBURY HORTON VIEW & RUSKIN ROAD AREA			
Drawing title			
PROPOSED WAITING AND PARKING RESTRICTIONS NORTHEAST PART			
Drawing Status			
CONSULTATION			
Scale @ A3	Drawn by	Checked by	Approved by
1:1000	DGT		
	Date drawn	Date checked	Date approved
	18.08.2016		
Oxfordshire Project No. & File Ref			
Drawing No. 120/TRO/2016/01/104		Revision 0	

ANNEX 2 Plan sent with consultation (southwest part of scheme)



ANNEX 3 Responses to consultation

RESPONDENT	SUMMARISED COMMENTS
Thames Valley Police	No objection
Resident of Horton View	I have today received your proposed parking restrictions outline for Horton View and am both dismayed and angered that you have completely ignored the issues raised in my previous objection below dated 22.6.2015 regarding the lack of provision for disabled parking and parking spaces for Carers on this road. I am completely against the notion of double yellow lines on this road and also restrictions to only 3hrs parking on this road as it means our respite Carers for my disabled daughter are completely unable to park outside our house in order to carry out their work.
Easington Post Office 25 Horton View	I wish to strongly object to the proposed parking restrictions in Horton View and Ruskin Road area Banbury. I am the Subpostmistress of Easington Post Office in Horton View and I also live on the premises. The proposed double yellow lines outside all of the businesses in Horton View is very heavy handed as this will have a huge negative impact on all the small business traders in the road. Petition been signed by 880 people who are customers of Easington post office and residents of the surrounding area against the proposals attached. If we have a loss of customers due to these proposed parking restrictions it would not be viable to continue trading. If this Post Office were to close, this would have a detrimental impact on the local area a I believe the introduction of the proposed parking restrictions will have a negative impact on all the local businesses and will only serve to push parked vehicles into other roads and cause congestion.
"Its all about me" 19 Horton View	Myself and my colleagues believe that your proposal for parking restrictions sounds like a good plan. Every day we see accidents waiting to happen, cars park along the dropped curbs and park opposite each other.
Edd Frost & Daughters Ltd, Funeral Directors 20 Horton View	Firstly I feel your proposals are too strong for the Horton View area. We know that largely the cars parked are staff working at the Horton General Hospital. To place restrictions as planned upon Horton View in all areas I feel will cause a knock on effect to the businesses placed within the area. The Post Office is already one of the busiest Post Offices in the area and rely on their customers parking in the vicinity of the premises to call in and carry out their business. We all agree that the corners of the roads on Horton View and surrounding areas must be lined to stop silly

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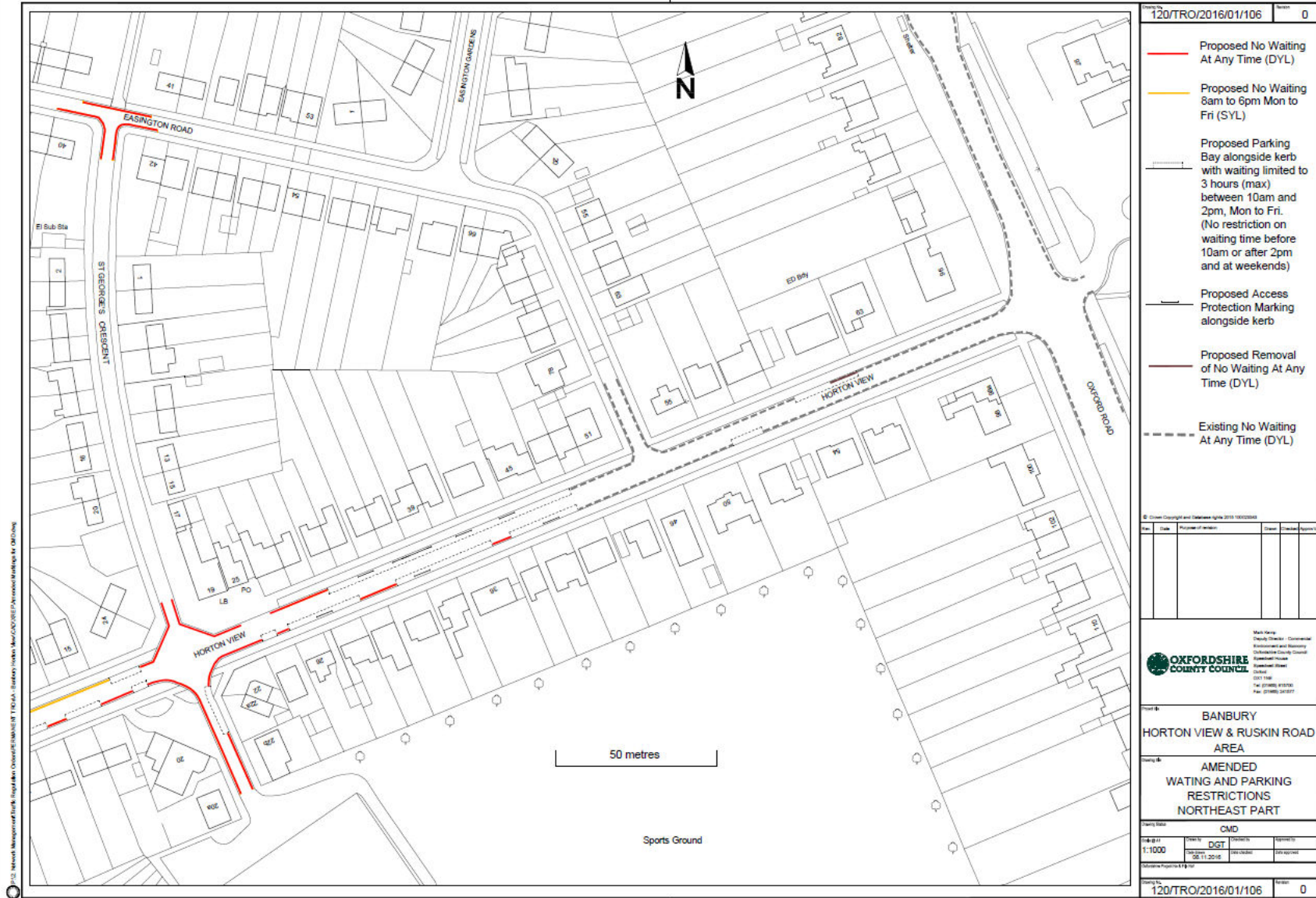
	parking but as business owners that require client parking for longer than a short time limit I strongly oppose the proposals. We already have people that park their vehicles outside our premises when using the other retail units leaving our clients with nowhere to park. The real issue is parking facilities for hospital staff.
Resident of Horton View	Your proposal for restrictions in parking in this area around the shops, the junction with St Georges Crescent and particularly with the entrance to the Sportsground is to be applauded. This has become a particularly dangerous area. It is to be hoped that you will not allow your proposal to become diluted.
Resident of Horton View	We and (we believe) our neighbours are in favour of having a parking bay outside our houses as there is sometimes a requirement to use these ourselves in view of the shared nature of our driveway. In order to be less restrictive to residents parking requirements outside of the weekday 8am to 6pm timeframe it may be better solution to replace the double yellow lines with single yellows along this stretch of Horton View (except on the corners of the junctions where it is illegal to park anyway). Parking should also be allowed outside the Post Office as we do not wish their trade to be affected.
Resident of Horton View	We are not opposed to street parking outside our houses, but we do ask that you ensure that the proposed access protection marking alongside the access kerb is of sufficient length in the interests of road safety, From experience we feel that this is necessary to ensure that there is adequate visibility available for a driver moving into the road from the drive. When cars are parked too close to the property driveway a hazardous situation is created and depending on the size of car {some modern cars can be tall and bulky} and its parking position it is often necessary to move into the road without being able to see approaching traffic. There have been a number of near misses. The situation is often made worse by people driving over the speed limit. We would support parking being allowed outside the Post Office
Resident of Horton View	We suffer great inconvenience (living near the Post Office and having constant parking by hospital staff and out patients visitors) from the inconsiderate few who disrespect existing drives and partially block them for anything from 3 minutes to 3 hours. Your bay proposal will alleviate some of this by limiting times and giving some road markings about where the vehicles should be placed on the road! However I feel that the DYL restrictions outside my property are unnecessary as the problems occur Monday to Friday and rarely at the weekend. Having no parking at ANY TIME will add to the inconvenience factor for us and do nothing to help with safety as at weekends the car count is greatly reduced. Speed and excessive parking are not issues on Saturday and Sunday. Is there a reasonable possibility of having an SYL restriction here and also where there is not another over-arching consideration?
Resident of Horton View	Apart from the difficulties in exiting my driveway onto a busy road, when my view is blocked by parked

	<p>vehicles, my main problem is ensuring that a tanker lorry delivering oil is able to park directly outside my home. I am totally dependent upon a reliable delivery of oil for my central heating and also for my Aga stove which I use for cooking and for heating water. As an elderly lady, living on my own, this has the potential to cause great anxiety, as I am sure you appreciate.</p> <p>Private access protection markings have been in place across my driveway since 2006. But this is not always sufficient to ensure that the tanker lorry is able to park in front of my drive. Therefore I am obliged to place traffic cones 1 or 2 metres either side of my driveway to ensure delivery on the day expected. Having studied the proposed parking restrictions I believe that the personal difficulties I have outlined can only be exacerbated by "displacement parking". If the proposed restrictions are the only solution to the parking problems in Horton View then I would prefer to continue with the present situation, however unsatisfactory.</p>
Resident of Horton View	<p>Your proposal to implement a commuter ban restriction through limited waiting at core times is a sensible one to manage the perceived problem with Hospital generated parking.</p> <p>As you make clear in your letter the formal waiting restrictions will apply equally to residents as they do to anyone else. Therefore their imposition will effectively prohibit residents from having visitors or guests from parking on the road at or near their properties.</p> <p>I must make a formal objection to the double yellow lines in front of my property. I suggest that this section could be treated in common with other areas of the scheme by means of continuing the limited waiting bays across the accesses. This could then be supplemented by applying an advisory access protection marking across the entire length of the dropped kerb vehicle crossings outside our properties within the bay.</p>
Resident of Horton View	<p>The very extreme nature of your proposal will penalize residents by the restricted parking. Where do our visitors park at evenings & weekends? We feel a limited 8.00 am to 6.00 pm restriction would more than fulfil the issues that have been raised. We feel that we have done our part to alleviate the parking problem in our household by giving over our front garden to parking & now we are to be penalized with no other parking outside our property.</p>
Resident of Horton View	<p>I am broadly in favour of the parking restriction proposals</p>
Resident of Oxford Road	<p>I do not agree to parking restrictions to be put in place. We shouldn't have to park in our gardens and not visit elderly and vulnerable because there are yellow lines everywhere.</p>
Resident of Horton Court Ruskin Road	<p>I am writing to you to voice my concerns over the proposal of parking restrictions. By installing lines, you are preventing residents from parking outside of their property. Parking for residents of Horton Court on Ruskin Road is already limited, with one parking space per flat. Each flat contains more than one person.</p>
Resident of Horton Court	<p>I object to the proposed changes as I personally have no choice but to park on the road and so this would</p>

CMDE7

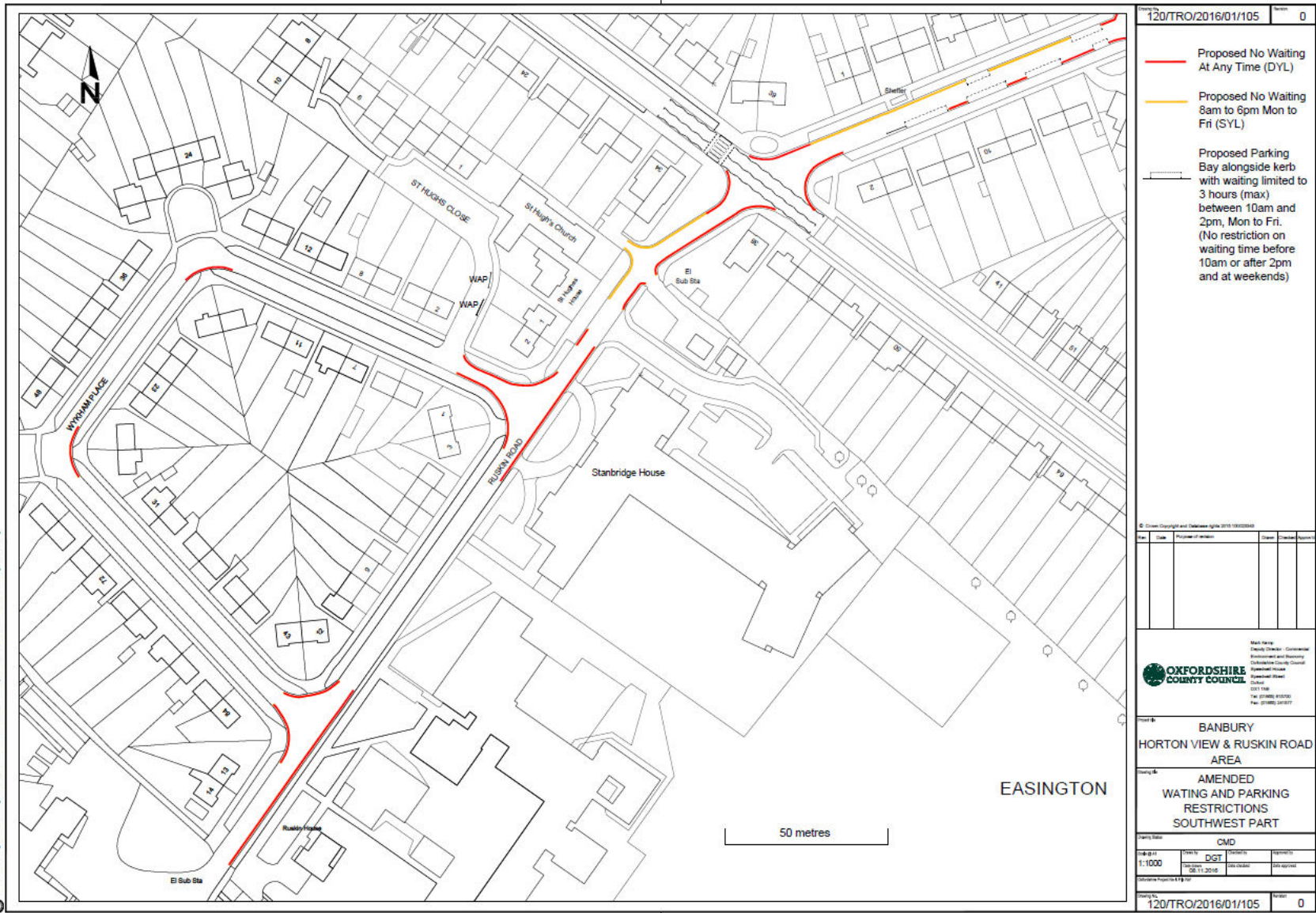
Ruskin Road	only make me congest another area and have to walk home.
Church Wardens On behalf of the Parochial Church Council of St Hugh's Church,	While our Sunday services and other weekend activities will not be affected by the proposals, the majority of the Church's income is based on hiring the hall and lounge to various organisations in the community, i.e.: Mums and Babies groups, Slimmer's World, Martial Arts, History classes, Bridge Club, Women's Institute and Town Women's Guild among others. Without adequate parking, it will be hard to attract and even maintain some of our present groups. The proposed restrictions would cause considerable inconvenience when the church was in use for weddings, christenings and be particularly distressing when funerals are held at St Hugh's Church. It is vital that a hearse is able to park outside the church and not have to look around the locality for a parking space. Creating a no waiting ban on vehicles parking in the proposed vicinity of St Hugh's Church would have a devastating effect on a great many people and organisations.
Resident of Ruskin Road	Please note. Dropped kerb and Driveway access Garage at the back of 2 Ruskin Road, needs no waiting. Can you make this a redline on map and mark with road markers – it is constantly blocked.
Robbins Nest	I write to register my objection to the proposed parking restrictions that are proposed on Ruskin Road, specifically on the southeast side from Banbury Academy Entrance, north-eastwards for 194m and 208m northeast of the Banbury Academy entrance to the junction with Springfield Avenue. The parking restrictions proposed will mean that elderly visitors to Stanbridge House and Robbins Nest who are non-residents will have to find alternative parking and this could, in some cases, discriminate against elderly people with mobility problems. This could impact on their quality of life by possibly removing a social outlet for them and on my own restaurant's trading as income could possibly reduce.
Resident of St Georges Crescent	I feel that residents parking will suffer as the parking issue is just being moved from Horton View to the surrounding area which is already having major issues.
Resident of Easington Road	Whilst on the whole I am very pleased that there are to be some parking restrictions in these area's I feel that a little more than is proposed is needed.
Local Resident (no address)	I am writing to raise an objection to the proposed parking restrictions in the Horton View and Ruskin Road area, Banbury. While it does get busy around the area at school dropping off and picking up times, there is no problem at other times.
Local Resident (no address)	I wish to register my strong objection to these proposals as un-necessary and/or over restrictive.

ANNEX 4 Plan of revised proposals for approval (northeast part of scheme)




120/TRO/2016/01/106	0																								
<p>Proposed No Waiting At Any Time (DYL)</p> <p>Proposed No Waiting 8am to 6pm Mon to Fri (SYL)</p> <p>Proposed Parking Bay alongside kerb with waiting limited to 3 hours (max) between 10am and 2pm, Mon to Fri. (No restriction on waiting time before 10am or after 2pm and at weekends)</p> <p>Proposed Access Protection Marking alongside kerb</p> <p>Proposed Removal of No Waiting At Any Time (DYL)</p> <p>Existing No Waiting At Any Time (DYL)</p>																									
<p>© Crown Copyright and Database Right 2015 100022048</p> <table border="1"> <thead> <tr> <th>No.</th> <th>Date</th> <th>Author/Revision</th> <th>Drawn</th> <th>Checked</th> <th>Revised</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table> <p>Mark King Deputy Director - Commercial, Environmental and Business Oxfordshire County Council Council House Council 100 High Street Banbury, Oxfordshire OX9 1JH Tel: (01295) 810000 Fax: (01295) 810001</p> <p>Project # BANBURY HORTON VIEW & RUSKIN ROAD AREA</p> <p>Survey # AMENDED WATING AND PARKING RESTRICTIONS NORTHEAST PART</p> <p>Client Name CMD</p> <table border="1"> <tr> <td>Scale</td> <td>1:1000</td> <td>Author</td> <td>DGT</td> <td>Revision</td> <td>001/010</td> </tr> <tr> <td>Drawn</td> <td>06/11/2016</td> <td>Checked</td> <td>001/010</td> <td>Approved</td> <td>001/010</td> </tr> </table> <p>Document Reference # 146</p>		No.	Date	Author/Revision	Drawn	Checked	Revised							Scale	1:1000	Author	DGT	Revision	001/010	Drawn	06/11/2016	Checked	001/010	Approved	001/010
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Drawn	06/11/2016	Checked	001/010	Approved	001/010																				
120/TRO/2016/01/106	0																								

ANNEX 5 Plan of revised proposals for approval (southwest part of scheme)



120/TRO/2016/01/105

- Proposed No Waiting At Any Time (DYL)
- Proposed No Waiting 8am to 6pm Mon to Fri (SYL)
-  Proposed Parking Bay alongside kerb with waiting limited to 3 hours (max) between 10am and 2pm, Mon to Fri. (No restriction on waiting time before 10am or after 2pm and at weekends)

Date	Author	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL
 Planning and Transport
 Planning and Transport
 2017-18
 Tel: 01865 453300
 Fax: 01865 242877

**BANBURY
 HORTON VIEW & RUSKIN ROAD
 AREA**

**AMENDED
 WAITING AND PARKING
 RESTRICTIONS
 SOUTHWEST PART**

Scale	CMD		
Scale	1:1000	DIST	08/11/2016

120/TRO/2016/01/105

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Division(s): Deddington

CABINET MEMBER FOR ENVIRONMENT – 24 NOVEMBER 2016

PROPOSED EXTENSION OF 30MPH SPEED LIMIT, TOUCAN CROSSING AND SHARED USE FOOTWAY / CYCLETRACK – A4260 BANBURY ROAD, DEDDINGTON

Report by Deputy Director of Environment & Economy (Commercial)

Introduction

1. This report presents an objection and other comments received in the course of the statutory consultation on the proposals to extend the 30mph speed limit, and to provide a toucan crossing and convert an existing footway to shared use footway / cycletrack on the A4260 Banbury Road at Deddington.

Background

2. The speed limit extension, toucan crossing (a signal controlled crossing for use by pedestrians and cyclists) and the conversion of an existing footway on the east side of the A4260 Banbury Road between Earls Lane and the toucan crossing) are proposed to improve safety as a consequence of the creation of a new junction on the A4260 Banbury Road to give access to residential development on the west side of the A4260, and to provide a safe and convenient means of access for pedestrians and cyclists travelling to and from the development to village amenities. New bus stops are also proposed. The location and detail of these proposals is shown in **Annex 1** and **Annex 2**.

Consultation

3. The formal consultation on the proposals was carried out between 22 August and 23 September 2016. A public notice was placed in the Oxford Times and the Banbury Guardian, and notices placed on site in the immediate vicinity. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Parish & District Councils and the local County Councillor, and letters sent to nearby properties.
4. Five responses were received, comprising one objection, three responses including queries and suggestions on the proposals, and one response supporting the proposed toucan crossing; these are summarised in **Annex 3**. Copies of all the responses received are available for inspection in the Members Resource Centre.

Objections and concerns

5. The objection was received from a resident of the village (but not an address in the immediate vicinity of the development) on the grounds that the

consultation was premature given that not all planning matters relating to the development had been finalised.

6. Thames Valley Police raised no objections but did ask that the village 'gateway' treatment – including the village name signs –sited at the current terminal point of the 30mph limit be relocated to the proposed new terminal point of the 30mph limit to support compliance with the limit.
7. Cycling UK supported the provision for pedestrians and cyclists, but raised a number of queries on the detailed design of the proposed shared use footway / cycletrack on the east side of the A4260 Banbury Road, including its width, the amendment to existing wood bollards and trimming back of vegetation near the Earls Lane junction, and the provision for cyclists leaving and joining the shared use track at the Earls Lane junction.
8. A resident (of The Leyes) raised a concern that the toucan crossing could lead to northbound traffic on the A4260 blocking back to the signalled crossroads (approximately 140 metres to the south of the proposed crossing) when the crossing was being used, thereby leading to increased delays at this junction which already sees queuing on the peak times, and also that the crossing would impede vehicles turning to / from The Leyes. It was suggested that instead of providing a crossing, a footway is provided on the west side of the A4260 Banbury Road linking the new development to the existing signalled crossing point incorporated in the signalled junction, or – if the crossing is retained in its current position – that KEEP CLEAR markings are provided on the A4260 at its junction with The Leyes to help mitigate the impact of the crossing here.
9. A response was received from two members of the public (with no address however supplied) expressing strong support for the proposed crossing.

Response to objections and concerns

10. The objection relating to the consultation on the proposed speed limit amendment, crossing and shared use footway/ cycletrack being premature is noted. However, although as with any large development certain planning matters may still be awaiting discharge, planning consent has been given and it is therefore considered appropriate to consult on the above proposed highway works.
11. The concerns from the member of the public on northbound A4260 traffic blocking back to the signalled crossroads when the toucan crossing is on red to traffic are noted. It is accepted that this may on occasions happen, but this is not considered likely to create significant delays given the anticipated use of the crossing and that the distance between the crossing and the signals does give an appreciable amount of storage for northbound vehicles. Additionally, some delays for northbound traffic are currently caused by right turning traffic to Earls Lane waiting to turn across southbound traffic on the A4260, and the operation of the toucan crossing should lead to gaps being create to permit the right turn to be made, offsetting therefore the potential risk of blocking back.

12. The suggestion that a footway is constructed on the west side of the road to link the development to the existing signalled crossing point at the crossroads – instead of providing the toucan crossing - would require pedestrians from the development walking to / from Earls Lane to make a significant diversion, and this is not considered appropriate particularly given the location of the primary school on the corner of the A4260 Banbury Road and Earls Lane, which would lead to a risk of pedestrians crossing the A4260 near the school, rather than using the signalled crossing..
13. On the concern over the risk of conflicts between pedestrians and cyclists on the shared use cycle track, such tracks are in place in many parts of the county, including at locations where there are much higher flows of both pedestrians and cyclists than are likely to apply here, and these operate with very good levels of safety.
14. The provision of a KEEP CLEAR marking at the junction of The Leyes will however will be reviewed by officers and provided if considered beneficial if the toucan crossing is approved.
15. The request from Thames Valley Police that the village 'gateway' is relocated to coincide with the new terminal point of the 30mph speed limit is noted; this is shown provisionally on the detailed drawings submitted by the developer and will be discussed further as part of the detailed approvals for the scheme carried out by officers.
16. On the matters raised on the detailed design of the shared use cycle track by Cycling UK, the width of the track on the east side of the road will be a minimum of 2 metres (clear of all obstructions such as lamp columns) which is considered adequate taking account of the anticipated usage of the track. The shared use track will end north of the junction with Earls Lane (where signs will be placed to indicate the end of the track) and it is accepted that there is then no specific provision for cyclists. The queries raised over the bollards, and trimming back of vegetation relate to the section of the footway beyond the scope of the scheme.
17. While it is agreed that in principle a raised side road entry treatment across Earls Lane immediately east of the junction would be helpful, it is not considered viable to seek the developer to fund this, but this will be considered should further funding become available (such treatments also require consultation).
18. The support expressed by the members of the public for the proposed crossing is noted.

How the Project supports LTP4 Objectives

19. The proposals would help facilitate the safe movement of traffic and pedestrians and cyclists in the context of the adjacent residential development.

Financial and Staff Implications (including Revenue)

20. Full funding for the proposal has been secured from the developer including appraisal of the proposals, consultation and preparation of all paperwork.

RECOMMENDATION

21. **The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of the proposals as advertised and described in the report.**

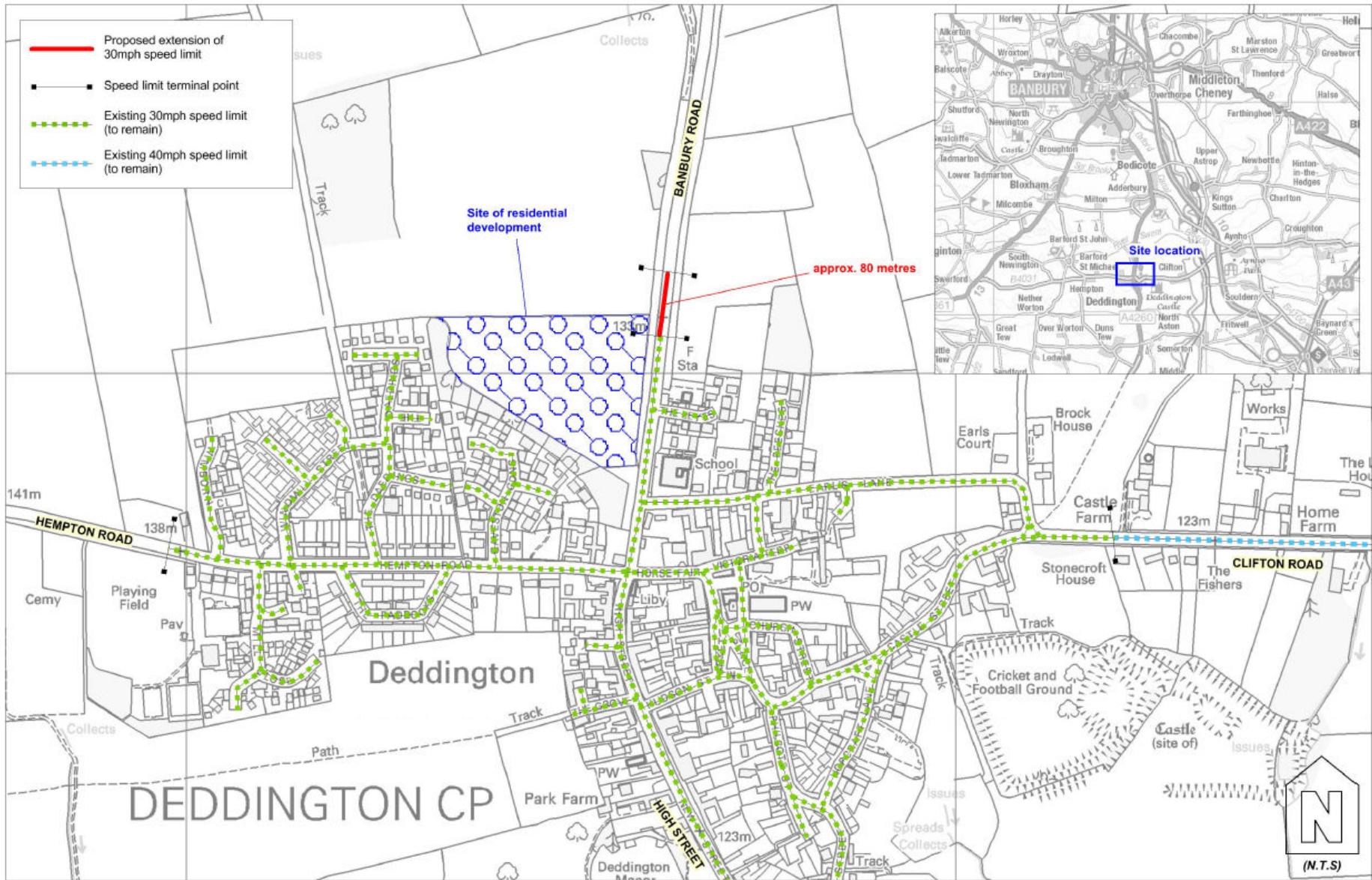
CHRIS McCARTHY
(Interim) Deputy Director of Environment & Economy (Commercial)

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: David Tole 07920 084148

November 2016

OXFORDSHIRE COUNTY COUNCIL - HIGHWAYS & TRANSPORT



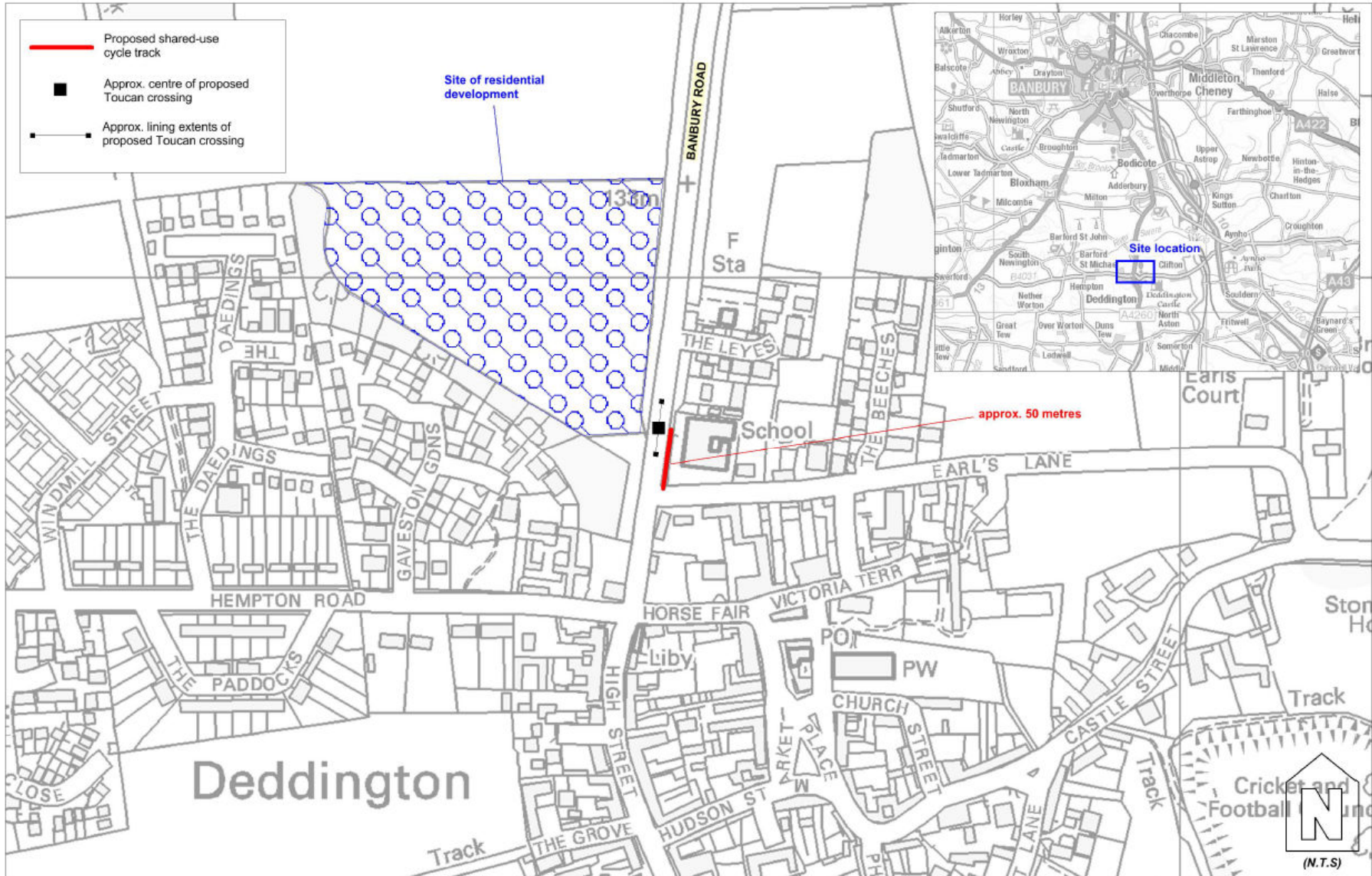
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Date drawn: 16/08/2016
 Drawn by: CJM

Map centre:
 easting: 446650, northing: 231910

OXFORDSHIRE COUNTY COUNCIL - HIGHWAYS & TRANSPORT



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Date drawn: 18/08/2016
Drawn by: C/JM

Map centre:
easting, 446619, northing, 231874

ANNEX 3

RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	No objection but requested that the village gateway features (including the village name sign) are moved to the new terminal point of the limit to maximise driver understanding of the village entry and encourage compliance with the limit.
(2) Resident (not adjacent to proposals)	Objects – on the grounds that the planning application which gives rise to the proposals has not been finalised, and therefore that the application to change the road is premature
(3) Resident, (The Leyes)	<p>Concerned that the proposed new crossing would lead to traffic blocking back to the south to the crossroads junction with the B4031 which already suffers significant delays at peak time and suggested that wither the crossing is sited further north, or that a footway is constructed on the west side of the road southwards so that pedestrians from the development could use the existing pedestrian crossing at the traffic signals at the crossroads.</p> <p>Also queried the value of the proposed shared use cycle track on the grounds that it does not link to any other cycle provision, and may lead to conflicts with pedestrians.</p>
(4) Resident (address not supplied)	Supports the proposed crossing as a safe crossing point for pedestrians, and with the added benefit of helping reduce traffic speeds
(5) Cycling UK	Supports the proposed provision for pedestrians and cyclists, but raised a number of queries on the detailed design of the crossing including the width of the shared use footway / cycletrack of the road (taking account also of the existing street lights in the verge), the replacement of existing wooden bollards on the footway near the junction with Earls Lane, and the provision for cyclists at this Earls Lane junction (where the cycle provision terminates), including the signing proposed and the trimming back of vegetation, and whether a raised side road entry treatment could be considered across Earls Lane immediately east of the junction.

CMDE8

Division(s): Jericho & Osney; St Margaret's

CABINET MEMBER FOR ENVIRONMENT – 24 NOVEMBER 2016

PROPOSED CONTROLLED PARKING ZONE, WILLIAM LUCY WAY, OXFORD

Report by Deputy Director of Environment & Economy (Commercial)

Introduction

1. This report presents responses received in the course of the statutory consultation on a proposal to introduce a Controlled Parking Zone in William Lucy Way, Oxford.

Background

2. Concerns over the obstruction of traffic and road safety as a result of uncontrolled on-street waiting on William Lucy Way have been raised by residents and the local members over a number of years. Informal consultations in 2015 and earlier in 2016 revealed a range of views on the most appropriate measures, and having considered these, officers identified the provision of no waiting at any time restrictions and designated on-street bays for the use of visitors to premises within the road and short-stay (2 hour) parking between 9am and 5pm Monday to Saturday as best reflecting the balance of views expressed. The use of the on-street bays would not be restricted outside these times. The proposals are shown in **Annex 1**.
3. Under the proposals, only residents of William Lucy Way would be eligible to apply for visitors parking permits, which would be subject to the same provisions for visitors permits as apply in all the other Controlled Parking Zones in Oxford (25 such permits would be available free of charge per year to each eligible resident, and a further 25 permits per year can be purchased by eligible residents for a fee, currently £20).

Consultation

4. The formal consultation on the above proposals was carried out between 22 September and 21 October 2016. A public notice was placed in the Oxford Times, and notices placed on site in the immediate vicinity. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service and the two local County Councillors, and letters sent to all addresses within the road.
5. Fourteen responses were received, comprising four raising no objections or suggestions for amendments (subject to the operation of the scheme being monitored), with the remainder being supportive in principle, but with queries raised on the days the restriction should apply, the length of the some of the proposed parking bays, and the provision for residents who had no allocated

parking space. Additionally requests were made for measures to control speeds and for the type of markings to respect the nature of the area. The responses are summarised in **Annex 2**. Copies of all the responses received are available for inspection in the Members Resource Centre.

Review of responses

6. Although no formal objections were received, some of the requests suggest significant changes to the current proposals, and it is considered therefore appropriate for the proposals to be brought to the Cabinet Member for a decision on whether to proceed as advertised.
7. The request for the restrictions to apply on all days of the week (rather than just Monday to Saturday as currently proposed) is noted; the understanding behind the advertised proposals was that a high proportion of the day time parking that has been leading to difficulties in the road is by non-residents (including people working in the general area or commuting into the City Centre) and that therefore there was less need to apply the restriction on Sundays. While no formal survey of parking has been carried out to confirm this, Monday to Saturday restrictions for parking places are applied in many parts of the city and it would seem appropriate to apply these here.
8. Concerns were expressed over the length of some of the proposed parking bays and in particular the bay at the north end of the road, where several respondents requested that it be reduced in length to ensure that parking did not take place close to the junction with Walton Well Road and present a danger to turning traffic (and in particular cyclists). The bay as currently proposed starts 18 metres south of the junction, which is consistent with – and indeed somewhat further away than – many other bays provided in the City which operate with good levels of safety.
9. The request for residents without a designated private parking space to be issued with a permit for parking in the bays without time restriction (rather than just being eligible to apply for visitor permits) is noted. However the planning consent for the development was on the basis of the provision of a fixed number of private parking spaces on the road, and the provision of such permits would not be consistent with this.
10. The requests for measures to help address concerns over speeding are noted, but are not considered directly relevant to the proposals. William Lucy Way will be added to the schedule for the Oxford 20mph speed limit order when it is next revised (as the road was adopted following the making of the current order) which will permit 20mph limit to apply and associated signs to be installed. There is no funding for traffic calming measures to be installed here, and thankfully there has been no record of injury accidents in the road.

The requests for the yellow lines to be of a narrower width than normal are noted and agreed.

How the Project supports LTP4 Objectives

11. The proposals would help facilitate the safe movement of traffic and pedestrians.

Financial and Staff Implications (including Revenue)

12. Funding for the introduction of parking restrictions has been provided through S106 agreements for this development.

RECOMMENDATION

13. **The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of the proposals as advertised and described in the report.**


CHRIS McCARTHY
(Interim) Deputy Director of Environment & Economy (Commercial)


Background papers: Plan of proposed restrictions
 Consultation responses

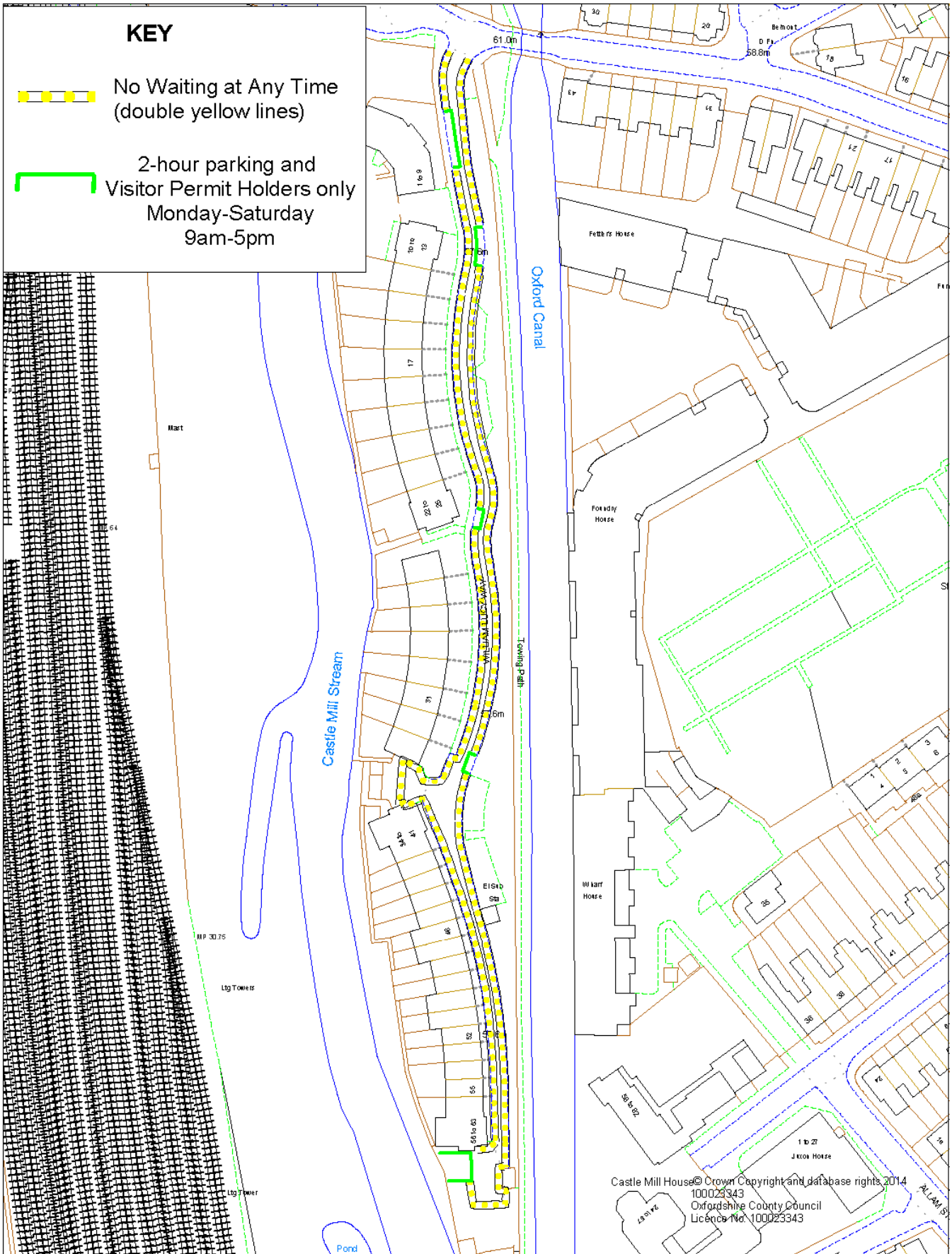
Contact Officers: David Tole 07920 084148

November 2016

KEY

 No Waiting at Any Time
(double yellow lines)

 2-hour parking and
Visitor Permit Holders only
Monday-Saturday
9am-5pm



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**PROPOSED PARKING RESTRICTIONS
WILLIAM LUCY WAY**

SCALE	1 : 1250
DATE	Nov 2016
DRAWING No.	
DRAWN BY	

ANNEX 2

RESPONDENT	SUMMARISED COMMENTS
Thames Valley Police	No objection
Cllr Howson	Supports, considers that the comments from the resident as summarised immediately below are sensible and merit consideration
Resident of William Lucy Way	Supports, but suggests that the restrictions should apply on all days (i.e including Sunday) and that the proposed northernmost bay should be shorter, to avoid vehicles parking too close to the junction with Walton Well Road and presenting a danger to cyclists. The bays should not be available to contractors vehicles not working on addresses within the road. Noted that the planning permission for the development was granted on the basis of there being limited parking provision that this should still be adhered to now. Also expressed reservations over some property owners having 'purchased' additional parking spaces and would like the council to intervene. Also suggested the provision of 20mph speed limit signs and the provision of road humps to reduce speed.
Resident of William Lucy Way	Supports, but suggests that all the parking bays should be for permit holders only, and with no exemption for vehicles used by contractors. Also suggests that the bay at the north end of the road should be reduced to allow better visibility and that the Fire and Rescue service are consulted to ensure unobstructed access. Also suggests the provision of 20mph signs and / or road humps.
Resident of William Lucy Way	Supports proposals, but has reservations about positioning of parking bays & would like a review after implementation to address any issues.
Resident of William Lucy Way	Supports proposals, but requests that thin yellow Double Yellow Lines as used in a conservation area, and that the restrictions should be reviewed within two years of implementation.

Resident of William Lucy Way	Supports proposals.
Resident of William Lucy Way	Requests a permit for residents with a car but no allocated parking space to permit parking within a bay at any time
Resident of William Lucy Way	Requests a permit for residents with a car but no allocated parking space to permit parking within a bay at any time
Resident of William Lucy Way	Supports proposals; would prefer the double yellow lines to be marked using the minimum permitted line width. Has reservations about the parking bay opposite number 12 and suggests a subsequent review after implementation, and asked for clarification about parking on double yellow lines by holders of disabled parking permits.
Resident of William Lucy Way	Unconditionally supports the proposals, but suggests a review after 12-18 months.
Resident of William Lucy Way	Totally in favour of the proposals provided it is confirmed that the 2 parking bays they purchased with their property are not compromised in any way.
Resident of William Lucy Way	Complete support for proposals and requests implementation as soon as possible.
Resident of William Lucy Way	Supports proposals, but requests that they apply on all days. Contractor parking should only be allowed if working on properties in the road (noting that the contractors working for a property management company with offices in the road often park here when working in adjacent streets).

Division(s): Wheatley

CABINET MEMBER FOR ENVIRONMENT – 24 NOVEMBER 2016

PROPOSED PUFFIN CROSSING – LONDON ROAD, WHEATLEY

Report by Deputy Director of Environment & Economy (Commercial)

Introduction

1. This report presents an objection and comments received in the course of the statutory consultation on the proposal to install a puffin crossing on the London Road at Wheatley northwest of its junction with The Glebe.

Background

2. The puffin crossing (a signal controlled crossing for use by pedestrians) is proposed to help improve pedestrian safety in light of the development of adjacent land for residential purposes. The location and detail of these proposals is shown in **Annex 1** and **Annex 2**.

Consultation

3. The formal consultation on the proposals was carried out between 7th July and 5th August 2016. A public notice was advertised in the Oxford Times and notices placed on site in the immediate vicinity. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Parish & District Councils and the local County Councillor, and letters sent to nearby properties.
4. Three responses were received, comprising one objection from the representative of the St Mary's Close Action Group, a response from a resident of St Mary's Close suggesting an amendment to the proposal, and a response from Thames Valley Police raising no objections to the proposal. These are summarised in **Annex 3**. Copies of all the responses received are available for inspection in the Members' Resource Centre.

Objections and concerns

5. The objection submitted by the St Mary's Close Action Group was on the grounds that its siting would not be on the desire line for pedestrians crossing to and from the new development, leading to the risk that pedestrians – and in particular children and young adults accessing the schools and other village amenities would not use the crossing, presenting a significant hazard to themselves especially taking account of the traffic speeds on this part of London Road, where speeding is reported to frequently occur. The Group suggested that the crossing therefore be sited to the east of the junction with The Glebe.

6. The response from the resident of St Mary's Close raised concerns relating to the access for pedestrians from the development to the proposed crossing, and also – as with the above objection – the risk that pedestrians would not divert from their natural desire line to cross to The Glebe (and the footpath link between the southern end of The Glebe into Church Road), and therefore not use the crossing. Concerns were also expressed over the visibility of the signals on the north side of the road (and pedestrians waiting to cross the road from the north side) for traffic travelling south east on the London Road. It was suggested that the crossing therefore be relocated further to the east.
7. The above resident also raised a concern that the new footway provision on the north side of the road was not in accordance with an undertaking previously given by the developer in respect of interference with the existing verge and adjacent bank and the consequent loss of vegetation and wildlife habitat.
8. The response of Thames Valley Police is noted.

Response to objections and concerns

9. The siting of the crossing has been carefully considered taking account of local site constraints, and specifically the existing and proposed junctions in the vicinity together with the presence of the frequent accesses to premises on the south west side of the road, and the proposed location reflects an amendment to a previous layout (as recognised in the objection made by the St Mary's Close Action Group) to reduce the diversion required for pedestrians crossing to and from The Glebe. There does not appear to be a suitable site for the crossing in the general area suggested by the Action Group and the resident.
10. The concerns raised by the resident on the access to the crossing by pedestrians on the north side of the road, and on the visibility of the crossing for vehicles travelling east are noted. The proposal includes the construction of a 1.8 metre width footway on the north side to provide a safe and convenient access to the crossing. The concern expressed over the loss of verge and habitat is noted but not considered material to this consultation.

How the Project supports LTP4 Objectives

11. The proposals would help facilitate the safe movement of pedestrians and in the area which will significantly increase as a result of the adjacent residential development.

Financial and Staff Implications (including Revenue)

12. Full funding for the proposal has been secured from the developer including appraisal of the proposals, consultation and preparation of all paperwork .

RECOMMENDATION

13. **The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of the proposal as advertised and described in the report.**

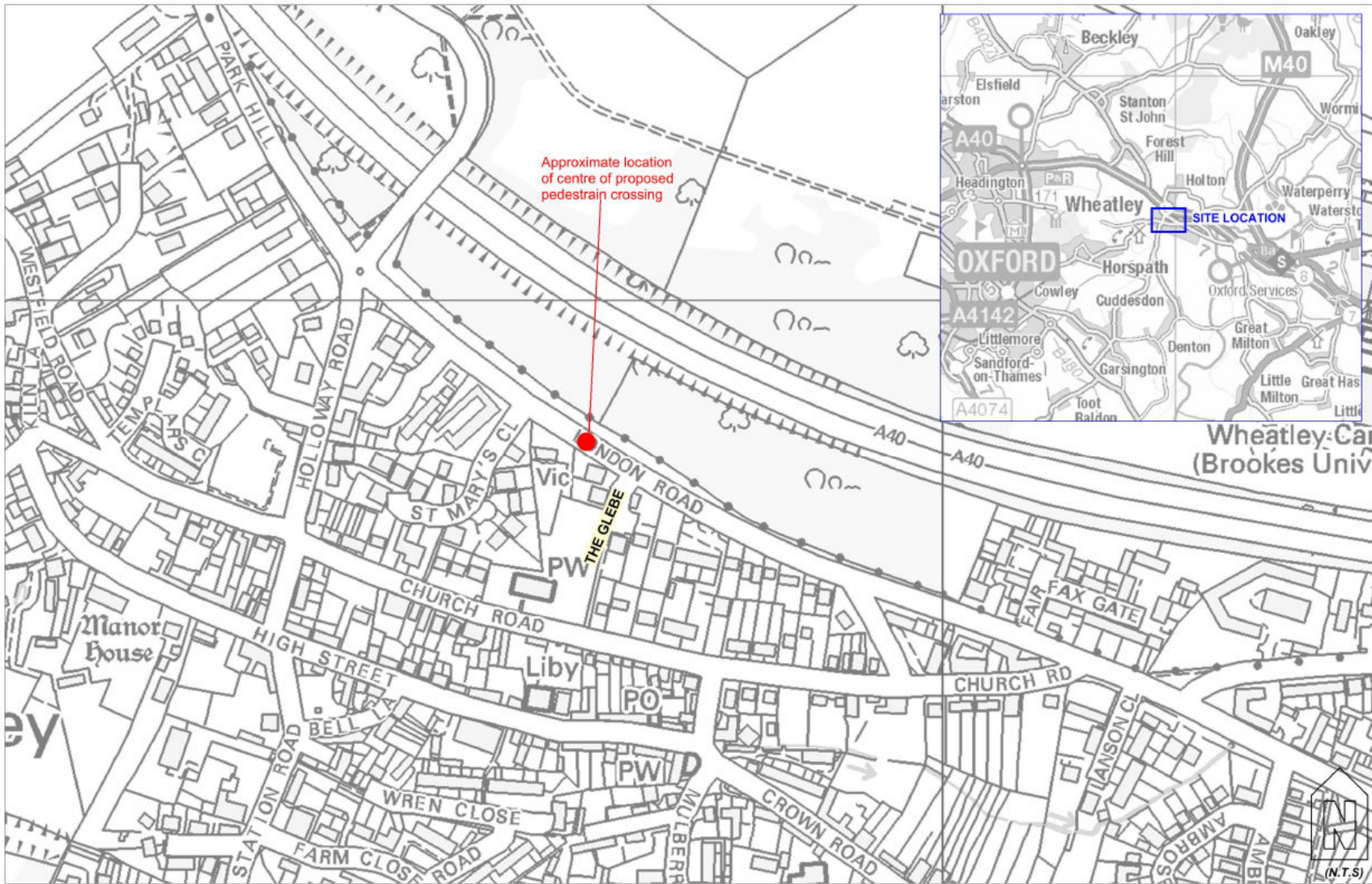
CHRIS McCARTHY
(Interim) Deputy Director of Environment & Economy (Commercial)

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: David Tole 07920 084148

November 2016

OXFORDSHIRE COUNTY COUNCIL - HIGHWAYS & TRANSPORT



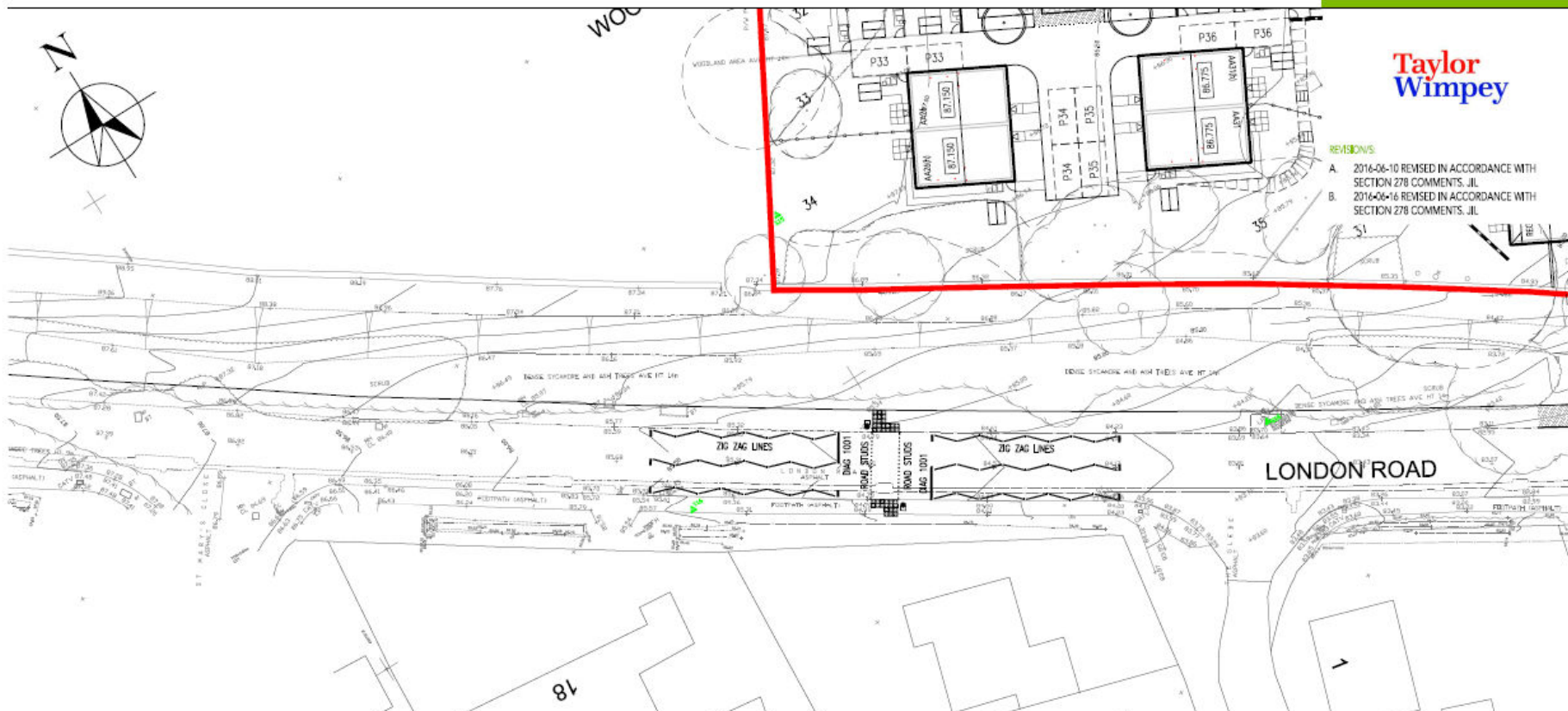
LONDON ROAD, WHEATLEY

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Taylor Wimpey

REVISIONS

- A. 2016-06-10 REVISED IN ACCORDANCE WITH SECTION 278 COMMENTS. JIL
- B. 2016-06-16 REVISED IN ACCORDANCE WITH SECTION 278 COMMENTS. JIL



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ROAD AND SEWER ADOPTIONS

1. All works for adoption under a Section 38/278 agreement shall be carried out to the Highway Authority Specification for Road Construction in Residential Areas and to the approval of the Area Highway Authority.
2. All works for adoption under a Section 104/185 agreement shall be carried out to the National Water Council guide "Sewers for Adoption" 7th Edition and shall be in accordance with the Drainage Authority's additions and amendments.
3. Any works carried out on site prior to confirmation of technical approval for Section 104/185 and Section 38/278 Agreements (including street lighting approval) are entirely at the developers risk.
4. Streetlighting positions to be pegged on site and agreed by the Local Authority PRIOR to erection commencing.

GENERAL NOTES

1. Do Not Scale from this drawing.
2. The contractor is to check and verify all buildings and site dimensions and levels, including existing sewer invert levels, before works start on site. The contractor is to comply in all aspects with the current building legislation, British Standards, building regulations etc.
3. Positions of existing services/statutory undertakers apparatus adjacent to or crossing proposed excavations are to be checked by the contractor prior to starting work.
4. This drawing is to be read in conjunction with and checked against all other drawings, engineering details, specifications and any structural, geotechnical or other specialist document provided.
5. Any anomaly or contradiction between any of the above is to be reported to Focus on Design.
6. This drawing is schematic for clarity only, positions of pipe runs and manholes may vary on site due to site conditions.
7. Where trees adjacent to the highway are proposed, root barriers of an approved type are required to prevent future structural damage to the highway.

ROAD MARKINGS AND PUFFIN CROSSING NOTES:

1. This drawing is to be read and road markings installed in accordance with the Traffic Signs Regulations and General Directions 2002.
2. Refer to Canwells' drawing no. C/1325/100 for full details of proposed Puffin Crossing.

TRAFFIC REGULATION ORDER PLAN

SCALE: 1:500 @ A4
0 1 2 3 4 5 6 7m

DATE: FEB 2016
DRAWN: JIL

DRAWING TITLE: TRAFFIC REGULATION ORDER PLAN
DRAWING NO.: 05540310 B

THE OLD BREWERY, LODWAY, P.L.L. BRISTOL, BS20 0CH
+44(1275) 813380 +44(1275) 813381 e.admin@focusdp.com



ANNEX 3

RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	No objection
(2) St Mary's Close Action Group	<p>Objects - The Oxfordshire County Council proposal to construct a Puffin Crossing 35 metres west of the junction with The Glebe is an improvement on the original application, as the extra distance pedestrians would be required to walk would be reduced from 120m to 70m. However, this is still significant. We therefore have to believe that many pedestrians will not opt to go out of their way when accessing the village. Instead, they'll take the shortest route avoiding the proposed crossing altogether. This is considered a major potential safety issue for pedestrians, especially as there will be many young families and children living in the new development, and also taking account of known speeding problems on the London Road</p> <p>These inherent safety issues with the proposal are best mitigated by re-positioning the pedestrian crossing between the Glebe and the western access road to the new development, as it represents a logical crossing point for access to the village via The Glebe (and as the group requested at SODC Planning Committee on 18th November 2015).</p>
(3) Resident, (St Mary's Close)	<p>Whilst not opposed to the idea of a Puffin Crossing, notes that there is no apparent direct route from the southern side of the development site to the northern end of the crossing at its proposed site either by a footpath direct from the western end of the development (which would require an additional breach in the wall) or by a footpath along the northern edge of London Rd from the western access road to the development to the northern end of the crossing (which would require a reduction in the width of the bank by approx. 1.8m, and possible undermining of the foundations of the wall – in direct contravention of the specific undertaking given by Taylor Wimpey in their planning application that there would be no reduction in the existing bank or damage to its fauna and flora beyond cutting in the access roads.).</p>

CMDE10

	<p>Also considers that the sight lines for a vehicle travelling east along London Rd of the crossing are not adequate particularly taking account of the actual speed of traffic here</p> <p>It would be safer and more practical if the crossing were sited at one or other of the proposed access roads to the site to align better with the pedestrian desire lines thereby encouraging its use and thereby also reducing vehicle movements from the development to the village amenities.</p>
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CABINET MEMBER FOR ENVIRONMENT - 24 NOVEMBER 2016

COUNTRYSIDE ACCESS PRIORITISATION: A PRIORITY CASELOAD APPROACH

Report by Interim Deputy Director for Environment & Economy (Commercial)

Introduction

1. Over 2600 miles of Public Rights of Way (PRoW) exist across Oxfordshire, including Footpaths, Bridleways, Restricted Byways and Byways Open to All Traffic.
2. Public Rights of Way are valuable assets for current and future generations. They are used by countless Oxfordshire residents and visitors for many different sports, pastimes and physical activities. This network of paths, including the Thames Path and Ridgeway National Trails, give unrivalled access to the countryside and landscape of the County, are free at the point of use and make a significant contribution to it being an outstanding place in which to live, work and visit.
3. In addition to access for leisure and pleasure, Oxfordshire's PRoW network makes a significant contribution to the health and wellbeing of residents and visitors. There is extensive evidence to show that well managed, well promoted access to the natural environment is a key positive factor in both physical and mental health and also plays a central role in tackling health inequalities. It is essential that the paths with the greatest capacity for health improvements benefit from enhanced resources to both maximise this potential and manage the maintenance demand arising from escalated usage.
4. Oxfordshire County Council's Countryside Access Team (CAT) is the key delivery body for PRoW management across the county. Benefiting from highly experienced, efficient and committed in-house Tasks Officers, Area Field Officers and other development and support staff, the CAT works closely with landowners, community groups and voluntary bodies to maintain and enhance the network to excellent standards and continues to demonstrate an exceptionally high return on the investment of public funds.
5. Oxfordshire County Council's statutory duty for PRoW management under the Highways Act 1980 centres on ensuring that, across the network, rights are not obstructed and routes are maintained in a reasonable condition. The strategy for this is set out in the Rights of Way Management Plan 2015-2025 (RoWMP), adopted by Cabinet on 25 November 2014 and available on-line at:
<https://www.oxfordshire.gov.uk/cms/content/oxfordshires-rights-way-management-plan>.
6. A key feature of the RoWMP was a new approach to prioritising caseload on the network. The emerging '*Priority Caseload Approach*' has been developed to better manage public expectations, make more efficient use of existing resources and to introduce a measured, objective approach to management of Oxfordshire's rights of way.

Countryside Access Prioritisation

Central objective

7. The Priority Caseload Approach (PCA) is intended to manage public and stakeholder expectations and give objective guidance to officers and others involved in the fulfilment of OCC's statutory responsibility for PRoW in a transparent and fair way. It is intended to encompass the majority of the OCC Countryside Access Team's (CAT) work through this approach, and is not restricted to the prioritisation of reported issues.

Planned benefits

8. Public and stakeholder expectations and the authority's ability to meet them will be better understood as people understand that resources need to be concentrated on higher priority issues across the county.
9. Greater objectivity in issue prioritisation and management will lead to less reliance on officers' subjective assessments.
10. CAT Field Officers retain knowledge and oversight of their geographical areas but embedding the PCA means that the highest priority issues can be shared out across management areas when necessary. Time allocated to support community and volunteer work can then be balanced across the county to ensure consistency.
11. The CAT and wider organisation can still add 'value' across the county by working to secure additional resources whilst supporting and encouraging farmers, land managers, local communities, groups, volunteers and individuals to improve the network for all users; but in a more structured and transparent way.
12. Resources can be objectively focussed on those routes that offer the greatest strategic potential or that provide other social, health or economic benefits.

Allocating priorities to reported issues

13. The majority of public rights of way issues reported to the County Council or identified through internal inspections will be prioritised or programmed by CAT after the issue has been assessed. This assessment may use supplied reports, photos, database records, and site visits to help in the determination and will normally consider one or more of the following factors where they are relevant:
 - a. Overall level of hazard or actual risk that the issue (if a safety matter) represents.
 - b. The degree of obstruction.
 - c. The cause and likely duration of the issue.
 - d. The character of the route, its normal use and the route's normal state of repair.
 - e. The impact of the issue looking at the wider network.

14. Due to the diverse nature of rights of way and the wide range of local circumstances it is unrealistic to set out prescriptive lists of issues or work areas and their associated priority. However, using the factors above will help develop and maintain a more consistent approach within the CAT and will ensure that maximum benefits are realised from the budgets available.
15. The proposed issue and caseload priority classification system has been developed in consultation with stakeholders and user groups. This system replaces the current approach which has been in use since 1997 and has suffered an increasing degree of subjectivity in its application. The revised approach will be applied to all new issues, retrospectively to existing issues and will be made available to the public via the Countryside Access website and the PRoW online issue reporting system. (See *Annex 1: Proposed issue and caseload priority classification system*).

Aligning other caseload demands with the PCA

16. As stated above, the PCA will encompass the full breadth of the CAT caseload. The team commits significant resources to proactive public rights of way maintenance such as bridge repair and replacement, vegetation clearance, surfacing, drainage and signing. In addition to programmed maintenance, the CAT also undertakes a wide range of other duties including developer-funded projects, planning applications, strategy consultations, access promotion, third-party funding schemes, and liaising with and supporting community and volunteer groups. All of this work is part of the CAT officers' potential workload but all of these involve choices being made about relative priorities.
17. A balance has to be struck that enables the tackling of the highest priority issues as well as making time for lower priority work, especially that delivered by communities and volunteers where this doesn't limit highest priority action. This means that across the county a greater focus will normally be paid to the two highest priority categories 1 and 2a-c and may mean that there is less of a focus on area based management areas. Priority derived caseloads will be kept under review.
18. Lower Priority (3 and 4a-c) workload issues will have their own processes to maximise outputs and make the most of available finance, staff, volunteer or community resources. This may result in them being worked on with greater urgency. Examples of when this might occur include:
 - a. When the issue is part of the same path or close by a higher priority issue receiving attention.
 - b. When the issue is part of work being funded and delivered by the landowner, volunteer group, parish council or community group.
 - c. When the issue can benefit from external funding such as TOE2 or s106/CIL.
 - d. When action is linked to seasonal or cyclical issues – e.g. installing bridges outside of flood periods and arable cultivations, or cutting vegetation outside of bird nesting period.
 - e. When a likely rapid deterioration could be prevented by swift action.
 - f. When a sudden change of circumstances makes it possible to resolve a long standing problem, e.g. minor misalignment.

Risk Management

19. Implementation of the PCA will involve certain elements of the caseload being assigned a lower priority than they are at present. The statutory duty as highlighted in 3. above will not be affected, but there is a risk that the organisation may experience an increased rate of public applications to force OCC to maintain the surface (Section 56 of Highways Act 1980) or to remove obstructions (Section 130 of the Highways Act) of paths if, as a result of being assigned a lower priority, the time taken to resolve is perceived as being unacceptable.
20. It is intended that this risk can be managed through effective communication with user groups and communities, and was a key driver to ensuring that full consultation was carried out with these groups prior to implementation in order to build a sense of ownership and buy-in. No change is expected to the current process of such issues being brought to the attention of the CAT by reporters, before they get to the point of serving notice on OCC as Highway Authority under Sections 130 or 56, thereby enabling the team to explain the priority system and offer realistic timescales for resolution. It is not that PCA will lead to poor maintenance or blocked paths, or that such issues will not be addressed, purely that all issues will be assessed and programmed according to comparative priority.

Communications

21. Consultation has been a key factor of the PCA. At every key point in its development from consultation on the original RoWMP, opinion and comment have been sought from internal colleagues, external partners, user groups and individuals.
22. The draft approach as outlined above is a result of these consultations. Endorsement of the PCA has been sought from and granted by a range of user groups primarily via user forums including:
 - a. Oxfordshire Rights of Way Monitoring Group, a long-standing rights of way liaison group with a complementary but non-statutory role in access.
 - b. Oxfordshire Countryside Access Forum, a statutory body under sections 94 and 95 of the Countryside and Rights of Way Act 2000, whose members represent a wide variety of interests including walkers, cyclists, horse riders, farmers, land managers, rural businesses, education, local communities and nature conservation.

Financial and Staff Implications

23. It is intended that the PCA will bring both objectivity *and* efficiency to the CAT caseload and its interactions with the organisation and its external partners. It is not intended to be a vehicle to identify financial savings, but the resultant efficiency will allow the team to make better use of its allocated budget.

24. When budget allocation is reduced in 2018/19 as forecast, the firm and tested implementation of the PCA will enable the CAT to better achieve savings with the minimum negative impact on users and beneficiaries of the PRoW network.

Equalities Implications

25. Implementation of the PCA will not disadvantage any particular groups. The impact on staff and customers of individual projects will be evaluated as part of the normal decision-making process.

RECOMMENDATION

26. **The Cabinet Member for Environment is RECOMMENDED to support the objectives and principles of the Priority Caseload Approach and approve its implementation.**

CHRIS McCARTHY

Interim Deputy Director, Environment and Economy (Commercial)

Contact officer: James Blockley, Countryside Access Team Leader

October 2016

Annex 1

Proposed issue and priority classification table:

Issue and Caseload Priority Classification		
Priority Category	Classification and guideline circumstance	Guideline timescales for action*
1	Public Safety Incident - where an accident has occurred resulting in serious injury. Public Safety Issue - with high likelihood of imminent accident resulting in serious injury.	48 Hours to 10 days (according to nature of risk / issue type).
2a	Lesser Safety Issue - with possibility of accident resulting in less severe injury.	10 days to 1 month (according to nature of risk / issue type).
2b	Priority Repeat Process - Higher priority maintenance task such as key route vegetation clearance that comes up each year or more regularly.	10 days to 1 month (according to nature of risk / issue type).
2c	Non-hazardous but significant or time-limited issue - likely to completely obstruct access very soon or a major planning issue.	10 days to 1 month (according to nature of risk / issue type).
3	Lesser hazard/lesser significance issue - affects a PRoW but does not completely obstruct it or may not be time-limited.	2 to 4 months (according to nature of risk / issue type).
4a	Area or bulk processing - lower hazard or lower priority issue such as signing or furniture	Packaged with higher priority works where geography and resources allow.
4b	Repeat Process - Lower priority maintenance task such as less frequent vegetation clearance that comes up regularly.	Processed as part of cyclical programme or when priority resources allow.
4c	Opportunity - standalone improvement project or request.	Approached on a case-by-case basis depending on public demand and staff resources.
5	No Action intended/Record may be updated - minor issues.	Open timescale.

* *N.b Illustrative timescales only, pending further testing and review*