

### Consultation submissions and officer responses

#### Oxford Bus Company submissions and officer responses (in italics)

“Oxford Bus Company (OBC) formally object to the proposal for an experimental traffic regulation order to prohibit buses from Queen Street. The summary of grounds for objection is as follows;

OBC are supportive of the intention of the aims of improvements to bus stop layout and provision in the city so long as:

- Bus journey times to complete the ‘turnaround’ from the Castle Street / Queen Street junction and back again via New Road, Worcester Street, Hythe Bridge Street, Park End Street and New Road does not exceed 5 minutes at any time due to measures to be implemented by the County Council”;

*This will be monitored during the experimental period and adjustments to signal timings made as necessary to minimise bus journey times on this circuit. The proposals at Worcester St/Park End St and Worcester St/George St are also expected to reduce journey times on this loop compared to the current arrangements, as well as providing better provision for pedestrians and cyclists.*

- “There is adequate capacity for layover of buses introduced across the City Centre. As a minimum this should include:
  - 1 additional space at Butterwyke Place;
  - 2 spaces on Park End Street;
  - 1 space on Hythe Bridge Street;
  - 3 spaces opposite St Aldate’s Police Station;
  - 2 spaces on a ‘teardrop’ opposite Old Greyfriars Street;
  - 2 spaces on High Street near to Queens Lane;
  - 1 space on New Road outside Nuffield College”;

*These requests are noted and the current proposals already meet these requirements, with the exception of the request for an additional bay on New Road. This will be explored and discussed with operators as part of the detailed design and final bus stop allocations. If an additional bus stop clearway is required this will be subject to consultation.*

- “Cycles are NOT permitted to use the bus link between Castle Street and Speedwell Street via Norfolk Street and Abbey Place in both directions on safety grounds. They should instead use Old Greyfriars Street and St Ebbes Street as had previously been agreed with Westgate Oxford”;

*This link is reserved for buses, cyclists and very limited delivery traffic. The link has been designed with bus stop laybys on both sides of the road, so all stopping buses will be able to pull off the main carriageway.*

*The area has been subject to a safety audit, including an audit which gave specific consideration to cyclist safety. Neither audit recommended any measures to restrict access for cyclists.*

*Cycle permeability and accessibility is an important part of the transport strategy for the city, and there would need to be a very strong justification – with all design options exhausted – before the county council would consider restricting access for cyclists here.*

*The county council, bus operators and Westgate Oxford Alliance have been discussing the design and operation of this area and those discussions are ongoing. Officers do not believe that the outcomes of these discussions have any bearing on decisions about the closure of Queen Street to buses.*

- “Queen Street would remain accessible to buses in an ‘emergency’ or when the Castle Street / Norfolk Street bus link is not available with no physical or political barriers preventing this”;

*Noted – Queen Street will still need to be accessible for large delivery vehicles so there is no reason why buses should be physically unable to use it.*

- “The bus stop infrastructure is introduced as agreed with Oxfordshire County Council and that the stop allocation shown in Appendix A is implemented. It should be noted that buses laying over on the High Street would now be an accepted practice;”

*Noted*

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- “Oxfordshire County Council provides a commitment to the bus operators to introduce a turning circle in the vicinity of the New Road / Worcester Street junction and will commence a consultation on this within 12 months of the Westgate opening on 24 October 2017;”
- “Oxfordshire County Council will work with Oxford City Council to secure land through the Oxford Local Plan for above turning circle using Compulsory Purchase powers as permitted in law”;
- “Oxfordshire County Council will work with Oxford City Council to secure land through the Oxford Local Plan for an improved bus turning facility and layover area in the Butterwyke Place / Speedwell Street area.”

*The county council will continue to develop options for city centre bus routeing – including options for Queen Street – in partnership with Oxford City Council and bus operators and drawing on monitoring of the experimental closure when available.*

“OBC are supportive of the need for a balanced approach to buses to layover however the proposals as laid out will be a challenge if buses cannot turn efficiently and speedily without undue delay to journey times and any proposals will need to be closely monitored. With so little data from Oxfordshire County Council informing decisions it is essential that changes remain under review within the six month trial period from 24 October 2017.”

*The purpose of the experimental TRO is to provide data and real-world experience, so the intention is to monitor closely and gather data to support decisions about the permanent future arrangements*

“Overall the proposals to eliminate buses from Queen Street and associated changes to bus movement and stopping arrangements cannot demonstrate that they effectively provide for efficient, effective, reliable or convenient bus services. This applies to existing journey needs or those forecast to arise from committed development.”

*Compared to the situation before the Westgate works started, there will be a net gain of 15 new bus stops in the city centre. The proposals also create new layover spaces and will reduce bus journey times through key city centre junctions. Blockage in St Aldate’s will be reduced through extended restrictions on loading, stopping and parking. All of these improvements – but particularly the very large increase in the number of bus stops – will provide capacity for future growth*

“OBC has clear evidence that the proposals will increase journey times for passengers, increase mileage, compromise reliable operation of services through inadequate lay-over provision, negatively affect air quality and create additional at stop congestion”.

*All of these factors will be monitored during the experimental period. The proposals provide for future growth – whether Queen Street is open or closed to buses – through the provision of 15 additional bus stops, new layover bays and measures to reduce bus journey times, congestion and pollution.*

“In addition OBC are concerned at the increased walking time for people accessing the city centre from the proposed bus stop locations will make the city centre and its offer actually less attractive to visitors in terms of overall journey time. We have further concerns that people may as a result be more tempted to use cars to reach the city centre, contrary to the Oxford Transport Strategy or other regional centres (including Reading and Milton Keynes). The new proposals exacerbate this by further increasing the walking distance and time for bus passengers from Carfax to beyond 350m which is unacceptable for many bus users, most importantly the elderly and disabled who rely on our services as a major means of travel.”

*A detailed assessment of the impacts on walking distances between bus stop locations and key city centre destinations has been carried out which concluded that average walking distances are actually very slightly lower when comparing the proposed “Queen Street closed” situation with the pre-Westgate “Queen Street open” situation. This is because the proposals include 15 additional bus stops within the city centre, and the extension of some bus routes allows passengers to reach a greater number of destinations.*

“We consider the proposals are premature in that the reasoning for the proposals seem to be of an unproven concern of conflict between buses and pedestrians who, until now have co-existed in this shared space scheme very well.”

“OBC consider the proposals for the scheme are absurd, as surely the sensible and rational approach would be to allow the Westgate Centre to open and assess how the “as is” situation develops in terms of bus and pedestrian conflict. We contend that the sensible approach were Queen Street to be closed to buses that the compulsory purchase of the land required for the bus turning circle be done so a sensible highway arrangement can come forward.”

*Queen Street has historically worked well in safety terms, although the presence of motor traffic during the day clearly has an impact on air quality and the pedestrian environment.*

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*However, the key point is that future pedestrian flows are hard to predict, but are expected to be significantly higher than now. Shared use by buses of such a busy street is an unknown – we have been unable to find an example anywhere in the world which is directly comparable. The county council's approach acknowledges the need for further evidence before a decision is made on Queen Street's future arrangements, and officers consider that there is far more to be learned by testing an arrangement with Queen Street closed, as this will provide valuable data and operating experience of a closure, as well as allowing the effects of Westgate on Queen Street and the city centre more broadly to be monitored before final decisions are made.*

“The adopted transport policy and the proposals appear to be in conflict. There are clear areas of work which still need to be undertaken more fully which would inform satisfactory measures to prohibit buses from Queen Street as set out in the proposals referenced above”;

*The adopted transport policy includes proposals to close Queen Street to buses. It is accepted that further measures may be required as part of a permanent solution; the purpose of the experimental proposal put forward is to provide the opportunity to gather data and real-world experience which can inform future decisions about Queen Street, including whether a closure is required or not.*

“We object to any scheme which does not include a suitable bus turning facility at Worcester Street/New Road – this is essential and the scheme cannot be implemented piecemeal”

*The proposed scheme is experimental and although it does not include the Worcester Street turning facility, this has not been ruled out. Decisions about the next steps for turning buses will depend on whether a closure is progressed at all, and the outcomes of the experimental closure.*

“The proposals lead to buses using roads they do not need to, in a way that is operationally inefficient and reducing frequencies and service levels to accommodate these proposals”;

*It is acknowledged that the proposals are not as efficient operationally as the Worcester Street turning facility, or indeed running buses through Queen Street. However, even the Worcester Street solution results in some additional mileage for buses, so this cannot be avoided altogether if Queen Street is closed.*

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*We appreciate the proposals lead to additional operating costs, but these have to be offset against the benefits of removing buses from Queen Street and the additional passenger growth that will arise from the redevelopment of the Westgate centre and other city centre developments. New bus routes resulting from the Queen Street closure will be serving city centre streets, creating new options for passengers to board and alight and new interchange possibilities.*

“The proposals subject to this consultation illustrate how current demand could be met, but fail to demonstrate the evidence behind how the proposals can accommodate future growth needs which clearly it needs to do. To reconfigure the city centre layout without taking account of the need to accommodate future growth requirements would seem short-sighted”.

*Compared to the situation before the Westgate works started, there will be a net gain of 15 new bus stops in the city centre. The proposals also create new layover spaces and will reduce bus journey times through key city centre junctions. Blockage in St Aldate’s will be reduced through extended restrictions on loading, stopping and parking. All of these improvements – but particularly the very large increase in the number of bus stops – will provide capacity for future growth.*

“The proposals will lead to increased walking time for people accessing the city centre from the proposed bus stop locations will make the city centre less attractive. The new proposals exacerbate this by further increasing the walking distance and time for bus passengers from Carfax to beyond 350m which is unacceptable for many bus users, most importantly the elderly and disabled who rely on our services as a major means of travel”;

*A detailed assessment of the impacts on walking distances between bus stop locations and key city centre destinations has been carried out which concluded that average walking distances are actually very slightly lower when comparing the proposed “Queen Street closed” situation with the pre-Westgate “Queen Street open” situation. This is because the proposals include 15 additional bus stops within the city centre, and the extension of some bus routes allows passengers to reach a greater number of destinations.*

“The proposals are premature in that the reasoning seem to be of an unproven concern of conflict between buses and pedestrians who, until now have co-existed in this shared space scheme very well. Figures recently presented by Oxford City Council demonstrate that the expected number of additional people using Queen Street will merely return to 1990s levels when buses and pedestrians were able to more than adequately co-exist”;

*The expanded Westgate represents an increase of 50% in the total retail area of the city centre. Over the next decade, developments across the West End will deliver new homes and jobs, and Oxford station will be expanded significantly. Queen Street is the major pedestrian link between the traditional city centre and the West End – including the Westgate centre. It is impossible to accurately predict the impact of growth on pedestrian flows in Queen Street, but Westgate alone is likely to increase pedestrian flows there substantially. The current proposal is experimental, and pedestrian flows in Queen Street will clearly be a factor in deciding whether or not to make the closure permanent.*

“The turning circle at Worcester Street has not been included within this proposal as the landowner is unwilling to allow it to be used as part of this scheme. No attempt has been made to bring the parties together who could deliver a solution at this location has been made by the highway authority”.

*As stated above, the Worcester Street turning facility has not been ruled out. Decisions about the next steps for turning buses will depend on whether a closure is progressed at all, and the outcomes of the experimental closure.*

### **Stagecoach submissions and officer responses (in italics)**

“Stagecoach formally object to the proposal for an experimental traffic regulation order to prohibit buses from Queen Street.

Whilst supportive of measures to improve bus stop arrangements and passenger facilities Stagecoach have concerns about the proposed closure of Queen Street to buses. For that to happen, they consider there is a number of pre-requisites as set out below;

- The proposed turning arrangements are not acceptable. It is essential that any measures implemented enable the journey time for terminal loop to be completed in no more than 5 minutes including at peak times,

*This will be monitored during the experimental period and adjustments to signal timings made as necessary to minimise bus journey times on this circuit. The proposals at Worcester St/Park End St and Worcester St/George St are also expected to reduce journey times on this loop compared to the current arrangements, as well as providing better provision for pedestrians and cyclists.*

- There must be an adequate number of layover spaces for buses in the city centre. The number proposed represent the absolute minimum required,

*Noted – Oxford Bus Company has suggested an additional layover space which will also be explored (see comments above).*

- Cycles should not be permitted to use the bus link between Castle Street and Speedwell Street via Norfolk Street and Abbey Place on grounds of safety,

*This link is reserved for buses, cyclists and very limited delivery traffic. The link has been designed with bus stop laybys on both sides of the road, so all stopping buses will be able to pull off the main carriageway.*

*The area has been subject to a safety audit, including an audit which gave specific consideration to cyclist safety. Neither audit recommended any measures to restrict access for cyclists.*

*Cycle permeability and accessibility is an important part of the transport strategy for the city, and there would need to be a very strong justification – with all design options exhausted – before the county council would consider restricting access for cyclists here.*

*The county council, bus operators and Westgate Oxford Alliance have been discussing the design and operation of this area and those discussions are ongoing. Officers do not believe that the outcomes of these discussions have any bearing on decisions about the closure of Queen Street to buses.*

- Queen Street should be available for use by buses in emergency. There should be no physical obstacles in Queen Street to prevent this,

*Noted – Queen Street will still need to be accessible for large delivery vehicles so there is no reason why buses should be physically unable to use it.*

- OCC should commit to bus operators that a turning facility in the vicinity of the Worcester Street/Park End Street/New Road junction will be provided within 12 months of the opening of the Westgate Centre, using powers of compulsory purchase if necessary,
- OCC should work with the city council to secure land to improve bus turning and layover facilities in the Speedwell Street/Butterwyke Place area,



*The county council will continue to develop options for city centre bus routeing – including options for Queen Street – in partnership with Oxford City Council and bus operators and drawing on monitoring of the experimental closure when available.*

- Bus stop infrastructure should be introduced in time for the opening of the Westgate Centre in accordance with the arrangements agreed,

*The proposed new bus stops are planned to be in place by October, although bus shelters may need to follow due to manufacture and installation timescales and the need to prioritise elements of the work which disrupt traffic flow*

- All the above should remain under close review during the 6 months trial period.”

*Agreed – a monitoring plan will be produced.*

“Stagecoach are also concerned that there will be an increase in journey times for passengers, increased bus mileage, reduced reliability and punctuality and congestion at bus stops as a result. There will also be a negative impact on air quality.

Stagecoach feel that walking distances for many passengers to and from bus stops will be increased presenting problems for the elderly and those with impaired mobility.”

*Compared to the situation before the Westgate works started, there will be a net gain of 15 new bus stops in the city centre. The proposals also create new layover spaces and will reduce bus journey times through key city centre junctions. Blockage in St Aldate’s will be reduced through extended restrictions on loading, stopping and parking. All of these improvements – but particularly the very large increase in the number of bus stops – will provide capacity for future growth*

*A detailed assessment of the impacts on walking distances between bus stop locations and key city centre destinations has been carried out which concluded that average walking distances are actually very slightly lower when comparing the proposed “Queen Street closed” situation with the pre-Westgate “Queen Street open” situation. This is because the proposals include 15 additional bus stops within the city centre, and the extension of some bus routes allows passengers to reach a greater number of destinations.*

## Comments from all other respondents

Reference	RESPONDENT	SUMMARISED COMMENTS	OCC RESPONSE
1	Cllr Dick Wolff	<p>Objects to the following elements:</p> <ul style="list-style-type: none"> <li>▪ Not allowing cyclists to travel through Queen Street as part of the proposed trial</li> <li>▪ Proposed loading bay on High Street at its junction with Turl Street is dangerous for cyclists when entering and exiting Turl Street due to vehicles loading</li> <li>▪ Cycle lanes on Park End Street and Hythe Bridge Street are being regularly broken by the introduction of more bus stops. Cycle lanes should be shown as continuous around the bus stop cage</li> <li>▪ Proposed taxi turning arrangements on Cornmarket due to it being busy with pedestrians at all times.</li> </ul> <p>Supports the proposals at George St/Worcester St junction in particular the introduction of traffic islands which will help protect cyclists. However, would like to see a large waiting area provided for cyclists particularly for peak periods.</p>	<p>Cyclists will be permitted 1800 – 1000, as now. Changes to cycle access not ruled out, but experimental closure needs to be monitored first.</p> <p>Mitigation will be considered as part of detailed design</p> <p>Will consider as part of detailed design</p> <p>Only space for taxi rank is Queen Street (as now) or Cornmarket. Cornmarket slightly wider and expected to be less busy than Queen Street and will only be in operation between 1800 and 1000, 7 days a week</p> <p>Noted, will consider as part of detailed design</p>

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		Concerned re. the proposed revisions to loading etc on St Aldates particularly regarding events at the Town Hall. Recommended discussions be held with the Town Hall Events Manager.	Meeting held, on site, with Events manager on 12 June 2017. Alternatives considered. City council has not objected.
2	Written Response, (Unknown)	<p>Supports the proposed changes to the George St/Worcester Street junction. Although it may not solve all the current issues it could make a significant improvement.</p> <p>Objection – due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ Strongly objects to the proposal for taxis on Cornmarket</li> </ul> <p>Suggested alternative;</p> <ul style="list-style-type: none"> <li>• Consider provision of a taxi rank to the eastern end of New Road.</li> </ul>	<p>Noted</p> <p>Only space for taxi rank is Queen Street (as now) or Cornmarket. Cornmarket slightly wider and expected to be less busy than Queen Street and will only be in operation between 1800 and 1000, 7 days a week</p> <p>Taxi rank needed in close proximity to Carfax.</p>
3	Written Response, (Christchurch resident)	<p>Neither objected or supported but offered the following comment;</p> <ul style="list-style-type: none"> <li>• Would like to see the bus gate at Thames Street/St Aldates open to all traffic so that St Aldates residents and businesses do not get delayed and add to pollution levels etc.</li> </ul>	Noted; not part of this consultation.
4	Written Response, (Unknown)	Objection – due to the following reasons:	

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		<ul style="list-style-type: none"> <li>▪ Queen Street should remain open to buses due to the potential knock on effect on services, delays and pollution to other streets.</li> </ul>	Noted. Current proposal is for an experimental closure only. No decision will be made on permanent closure until after 6 month monitoring and consultation period.
5	Written Response, (Unknown)	Supports the proposal for additional pedestrian crossings but strongly objects to all the road markings etc that come with them thus spoiling the Oxford historic street scene.	Seek to minimise additional markings as part of detailed design
6	Written Response, (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> <li>▪ Pedestrianisation of Queen Street however the 'no cycling' must be rigorously enforced</li> <li>▪ Changes to the George St/Worcester St junction which will help with current congestion issues</li> <li>▪ Additional bus stop on Park End Street o/s Las Iguanas</li> </ul> <p>What traffic modelling has been undertaken and does it take into account the future increases in traffic following the Westgate opening.</p> <p>Recommends some proposals are trialled beforehand to avoid potential unnecessary expenditure.</p>	<p>Response noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Area wide traffic modelling was undertaken for Frideswide Square scheme and the data used includes predicted increase in flows due to the Westgate re-development. New changes are relatively minor in traffic modelling terms and some have been trialled</p> <p>A trial of the proposed junction arrangement at New Road/Worcester</p>

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			Street etc was undertaken over 2 days (June 27 <sup>th</sup> /28 <sup>th</sup> ) and video monitored. Speedwell Street junction signal removal was trialled in 2009. Worcester St/Hythe Bridge St junction changes will be made with bolt-down kerbs
7	Thames Valley Police	<ul style="list-style-type: none"> <li>▪ No objection to the proposed permanent TRO amendments.</li> </ul> <p>Commented on the experimental TRO as follows;</p> <ul style="list-style-type: none"> <li>• What measures are proposed to be employed to prevent vehicular access on Queen Street and TVP should not be burdened with enforcement</li> <li>• Taxis turning and waiting on Cornmarket could compromise pedestrian safety.</li> </ul>	<p>Noted</p> <p>Noted – to be considered as part of detailed design</p> <p>Only space for taxi rank is Queen Street (as now) or Cornmarket. Cornmarket slightly wider and expected to be less busy than Queen Street and will only be in operation between 1800 and 1000, 7 days a week</p>
8	Written Response, (St John St residents assoc)	<p>Supports the proposed changes to the George Street / Worcester Street junction but has the following comments;</p> <ul style="list-style-type: none"> <li>• Potential for more congestion on Hythe Bridge</li> </ul>	

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		Street due to all traffic having to go in that direction and the new bus stop. In addition there is no mention of adjustments to the signal timings to assist with minimising congestion.	Noted; signal timings will be reviewed as part of detailed design
9	Written Response, (Patient Voice)	<p>Supports the removal of buses from Queen Street. If cyclists are to remain in Queen Street they must be made to dismount as they are a danger to pedestrians with walking difficulties etc.</p> <p>Queried the bus stops on New Road as none are shown on the consultation documents.</p>	<p>Noted.</p> <p>The existing number of bus stops on New Road will remain. Allocation of services to stops is yet to be confirmed.</p>
10	Written Response, (Oxfordshire Cycling Network)	<p>Support several aspects of the proposal but overall it does not achieve the gains that should be possible, or at least tested. Oxford desperately needs a coherent and safe cycling route from East to West, and this does not help towards that.</p> <p>The following comments were made;</p> <ul style="list-style-type: none"> <li>• It is not clear how the proposals contribute to the overall vision of the Oxford Transport Strategy of Super and Premium Cycle routes along Queen Street and George Street.</li> <li>• There is little that supports a modal shift to cycling in the proposals</li> </ul>	<p>Noted. These proposals make some significant improvements but it is recognised that further improvements are needed to achieve OTS aims for this area. Further funding will be needed for this and major changes will need to be planned and delivered in conjunction with development of the Hythe Bridge Street/Park End Street area – in particular the “Island Site” and Worcester Street car park.</p>

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		<ul style="list-style-type: none"> <li>• We wish to see an experiment of 24 hour cycling along Queen Street at some stage in the experimental 18 month closure to buses</li> <li>• If people cannot cycle along Queen Street then an alternative, safe and coherent east-west route for cycling must be planned</li> <li>• The proposal for restriction on traffic flow at Hythe Bridge Street - George Street junction is an improvement on the current dangerous tear drop, and Cyclox suggests some ways to make it better for cyclists crossing from east to west</li> <li>• We welcome the removal of traffic lights at the St Aldates/ Speedwell St and at Park End Street/ Worcester Street/ New Road. These will improve continuity and safety.</li> <li>• We suggest some improvements at the Butterwyke Place turning into Thames Street</li> </ul>	<p>Changes to cycle access not ruled out, but experimental closure needs to be monitored first.</p> <p>See above</p> <p>Noted, design suggestions will be considered as part of detailed design</p> <p>Noted</p> <p>Noted – will consider as part of detailed design. Changes to cycle access through Butterwyke Place will be considered once additional pressures on Butterwyke Place have been monitored</p>
11	Written Response, (Sunningwell)	<p>Objects to the pedestrianisation of Queen Street – due to the following reasons;</p> <ul style="list-style-type: none"> <li>• A comprehensive and efficient network for Oxford’s bus services involving alternative routes needs to be retained</li> </ul> <p>Therefore urges the Council to continue to allow some bus movements through Queen Street until suitable</p>	<p>Noted. Current proposal is for an experimental closure only. No decision will be made on permanent closure until after 6 month monitoring and consultation period.</p>

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		alternative routes are available	
12	Written Response, (Oxford Pedestrian Assoc)	<p>Would like to be able to welcome the pedestrianisation of Queen St but cannot do so when the knock-on effects on St Aldates (itself a potentially beautiful historic street but blighted by traffic congestion and air pollution) are so detrimental. They will further comment on Queen St pedestrianisation and the knock-on effects of this during the 6-month experimental closure.</p> <p>Do not support the proposed use of so much of Cornmarket as a long turning place for taxis, even limited to outside the hours of 10am-6pm, on the grounds that this is not a suitable use of a pedestrian-friendly street and also raise air pollution in this area.</p> <p>Welcome the proposals to install zebra crossings at the bottom of St Aldates, across Speedwell St, and on Park End St.</p> <p>Object to the proposals for George St/Worcester St</p>	<p>Noted. Current proposal is for an experimental closure only. No decision will be made on permanent closure until after 6 month monitoring and consultation period.</p> <p>Taxi rank needed close to Carfax. Only space for taxi rank is Queen Street (as now) or Cornmarket. Cornmarket slightly wider and expected to be less busy than Queen Street and will only be in operation between 1800 and 1000, 7 days a week</p> <p>Noted</p> <p>Proposals will significantly reduce</p>



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		<p>junction as this will delay the passage of pedestrians and cyclists. Would like to see zebra crossings employed here.</p> <p>Placing a bus stop on Hythe Bridge St going west will increase congestion and pollution on this already very highly congested and polluted route so this is not supported.</p>	<p>pedestrian waiting times compared to current arrangement</p> <p>There is sufficient space for traffic to pass a bus here so no impact on congestion is expected</p>
13	Written Response, (City Sightseeing)	<p>Neither objected or supported however offered comments on the allocation of services to stops.</p> <ul style="list-style-type: none"> <li>• Retain D4 on New Road, new stop at S3 (Westgate access) but objected to being moved further down St Aldates. They would be happy to retain G3 but strongly requested an additional stop at the top of St Aldates in the vicinity of Carfax as well as continuing to use T4 on High Street.</li> </ul>	<p>Noted – will be considered as part of final bus stop allocations</p>
14	Written Response, (University of Oxford)	<p>Objection – due to the following reasons;</p> <ul style="list-style-type: none"> <li>• Several periods when Queen Street has been closed which would seem enough time to have realised that it is not a sensible idea. These proposals would make little practical difference to that.</li> <li>• The changes proposed include many quite major ones that would be unnecessary if it were</li> </ul>	<p>Noted. Current proposal is for an experimental closure only. No decision will be made on permanent closure until after 6 month monitoring and consultation period.</p> <p>This is not the case. All of the permanent changes proposed have</p>

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		accepted that it would be easier, safer and of better value to the people of Oxfordshire if Queen Street remained open for buses only in an Easterly direction.	significant benefits for pedestrians, cyclists and bus movements whether Queen Street is closed or open to buses.
15	Written Response, (Cllr Sajjad Malik)	Neither supported or objected but offered the following comment; <ul style="list-style-type: none"> <li>• Additional taxi rank outside the Covered Market nearer to Carfax is required.</li> </ul>	The proposals seek to maintain provision broadly similar to existing taxi facilities in the Carfax area. Space is not available for additional rank space or extended operating hours.
16	Written Response (Unknown)	Objects to the removal of signal controlled crossings at the Speedwell Street / St Aldates junction and replacement with zebra crossings. This change will endanger school children who need to cross the roads in that area to catch buses etc.	Noted – no evidence that zebra crossings are less safe than signal controlled crossings. We will consider changes to address this concern as part of detailed design
17	Written Response, (Oxford Civic Society)	Raised the following concerns; <ul style="list-style-type: none"> <li>• The proposed changes to bus, loading and taxi bays on High Street do not afford any consideration to cyclists and pedestrians.</li> <li>• The 'clearway' on St Aldates will impact on events, including weddings at the town hall plus lead to difficulties for VRU's getting to Christ Church and other key areas.</li> <li>• Cyclists encounter problems negotiating all the bus stops and there is also a problem with air pollution.</li> </ul>	Noted. Banning of loading, stopping and waiting in High Street between 1200 and 2000 will benefit cyclists.  Discussions have been held with the Town Hall and alternatives discussed. City council has not objected.  Noted

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		<ul style="list-style-type: none"> <li>• George St/Worcester St etc junction requires a lot more thought. How will drivers enter/exit the Worcester Street car park? What are the implications on safety of cyclists?</li> <li>• Additional bus stops on Park End Street and Hythe Bridge Street will add more congestion on those roads.</li> </ul>	<p>Worcester St car park access via Park End Street. Safety audits will be completed. Design improves matters for cyclists but we are happy to discuss changes as part of detailed design.</p> <p>There is sufficient space for traffic to pass buses here so no impact on congestion is expected</p>
18	Written Response, (University of Oxford)	Objects to the proposal for Speedwell Street/St Aldates junction on safety grounds as it is a route for pedestrians of primary school age to their place of education.	Noted – no evidence that zebra crossings are less safe than signal controlled crossings. We will consider changes to address this concern as part of detailed design
19	Written Response, (Oxford)	<p>Objected to the proposed new taxi rank position on High Street.</p> <p>Considers moving the taxi rank down High Street as suggested is too far for customers to walk, needs to be maintained closer to Lloyds Bank.</p>	<p>Noted</p> <p>The proposals seek to maintain provision broadly similar to existing taxi facilities in the Carfax area. Space is not available for additional rank space or extended operating hours.</p>
20	Written Response, (Abingdon)	<p>Neither supported or objected but offered the following comment;</p> <p>Expressed concerns that the X3 bus service may no</p>	Bus routes and allocations are a

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		longer serve Oxford Station as it previously did. This would encourage more car journeys to the station.	matter for bus operators. Closure proposed is experimental and final bus routes are likely to change following monitoring and bus operators' experience.
21	Written Response, (Oxford)	Objects to the proposal for Speedwell Street/St Aldates junction on safety grounds as it is a route for pedestrians of primary school age to their place of education.	Noted – no evidence that zebra crossings are less safe than signal controlled crossings. We will consider changes to address this concern as part of detailed design
22	Written Response, (Oxford)	Objects to the proposal for Speedwell Street/St Aldates junction on safety grounds as it is a route for pedestrians of primary school age to their place of education.	Noted – no evidence that zebra crossings are less safe than signal controlled crossings. We will consider changes to address this concern as part of detailed design
23	Written Response, (Oxford)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>• Proposals for Hythe Bridge Street will increase congestion in that area.</li> <li>• The experimental prohibition of buses from Queen Street. Buses should continue to use Queen Street with the number of buses on St Aldates reduced as a result.</li> <li>• Taxi rank on Cornmarket. No justification is</li> </ul>	<p>There is sufficient space for traffic to pass buses here so no impact on congestion is expected</p> <p>Noted. Current proposal is for an experimental closure only. No decision will be made on permanent closure until after 6 month monitoring and consultation period.</p> <p>Taxi rank needed close to Carfax.</p>

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		<p>provided to this proposal and there could be safety implications if implemented.</p> <p>Supports the proposal to prohibit loading, stopping, waiting on St Aldates and High Street for extended hours however further consideration is needed into the location of bus stops where the roads are not wide enough to accommodate two way traffic thus relieving congestion.</p>	<p>Only space for taxi rank is Queen Street (as now) or Cornmarket. Cornmarket slightly wider and expected to be less busy than Queen Street and will only be in operation between 1800 and 1000, 7 days a week</p> <p>Noted, will consider as part of detailed design and monitor during experimental period</p>
24	Written Response, (OXTRAG)	<p>Neither supported or objected but offered the following comments;</p> <p>Consider that Queen St should be kept open to buses, resulting in most of the proposals being unnecessary, most people would not have to walk excessive distances when changing buses in the centre of Oxford, and St Aldates would not be overloaded with bus stops.</p> <p>Various comments were offered to the individual proposals for further consideration during the next phase of design.</p>	<p>Noted. Current proposal is for an experimental closure only. No decision will be made on permanent closure until after 6 month monitoring and consultation period. Walking distances have been assessed and will on average reduce slightly due to introduction of 15 additional bus stops in the city centre.</p> <p>Noted, will consider as part of detailed design and monitor during experimental period</p>

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25	Written Response, (Oxford)	Objects to the proposal for Speedwell Street/St Aldates junction on safety grounds as it is a route for pedestrians of primary school age to their place of education.	Noted – no evidence that zebra crossings are less safe than signal controlled crossings. We will consider changes to address this concern as part of detailed design
26	Written Response, (Oxford City Council)	<p>Fully support the experimental closure of Queen Street as it is an identified aim within the Oxford Core Strategy 2026.</p> <p>However, they have concerns over;</p> <ul style="list-style-type: none"> <li>• Proposed amendments to loading arrangements, particularly the impact on traders at the Covered Market and the need for additional enforcement for the proposed ‘clearway’ measure to be effective.</li> <li>• Care is required in relocating the taxi facility to Cornmarket in particular that the Turl Street / Market Street loop is not used for access.</li> <li>• Further assessment of the proposals impact on air quality is undertaken with suitable mitigation measures adopted.</li> </ul>	<p>Noted – space is very limited here and the proposals provide as much loading as possible given the constraints and other demands on the space</p> <p>Noted – measures to prevent use of this loop to be considered.</p> <p>Permanent measures should reduce congestion and queuing so impact on air quality is expected to be positive.</p> <p>Desktop assessment of final bus stop allocation could be undertaken when known, but given that the proposed closure of Queen Street is experimental, monitoring of real-world effects will be possible and this is likely to be more useful.</p>
27	Written Response,	Objects to the proposal for Speedwell Street/St Aldates	Noted – no evidence that zebra

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	(Oxford)	junction on safety grounds as it is a route for pedestrians of primary school age to their place of education.	crossings are less safe than signal controlled crossings. We will consider changes to address this concern as part of detailed design
28	Written Response, (Grove)	<p>Objects to the experimental order prohibiting buses and taxis from Queen Street;</p> <ul style="list-style-type: none"> <li>• It would make the street less safe for pedestrians due to the potential increased speeds of cyclists passing through.</li> <li>• It would increase congestion, bus journey times and air pollution on St Aldates and High Street,</li> <li>• Taxis and private hire vehicles should however be prohibited.</li> </ul>	Noted. Current proposal is for an experimental closure only. No decision will be made on permanent closure until after 6 month monitoring and consultation period.
29	Written Response, (Cllr Ed Turner)	Would strongly support any modification to the plans that could be achieved to bring back the direct service between Rose Hill, Iffley Road, and the railway station, as soon as possible.	Bus routes and allocations are a matter for bus operators. Closure proposed is experimental and final bus routes are likely to change following monitoring and bus operators' experience.
30	Written Response, (Hackney Carriage driver)	<p>Objected to the proposed new taxi rank position on High Street.</p> <p>Would like to see the taxi rank remain as currently on Queen Street or the proposed arrangement for Cornmarket. The proposed rank on High Street is too far away for passengers to walk to/use.</p>	Taxi rank needed close to Carfax. Only space for taxi rank is Queen Street (as now) or Cornmarket. Cornmarket slightly wider and expected to be less busy than Queen Street and will only be in operation between 1800 and 1000, 7 days a week
31	Written Response,	Offered the following comments;	Noted. These proposals make some

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	(Cycling UK)	<ul style="list-style-type: none"> <li>• The proposal for Hythe Bridge Street - Worcester Street junction is an improvement on the current junction, but in no way, helps towards a strategic east - west route across the city centre that fulfils LTP4 ambition. The County Council needs to address how it is to provide a safe and direct east - west route across the city centre to meet its LTP4 obligations.</li>   <li>• To meet LTP4 ambition, cycling must be allowed through Queen Street, 24/7.</li>   <li>• With more bus stops in St Aldate's, St Aldate's will become a more threatening cycling environment.</li> </ul> <p>Detailed suggestions were made with respect to the various proposals and how they could be improved during the next phase of design.</p>	<p>significant improvements but it is recognised that further improvements are needed to achieve OTS aims for this area. Further funding will be needed for this and major changes will need to be planned and delivered in conjunction with development of the Hythe Bridge Street/Park End Street area – in particular the “Island Site” and Worcester Street car park.</p> <p>Changes to cycle access in Queen Street are not ruled out, but experimental closure needs to be monitored first.</p> <p>Pressure on southbound side of St Aldate’s will reduce, northbound side will increase. Increased restrictions on loading will help reduce overall traffic levels and blockages/obstacles for cyclists</p> <p>Design suggestions will be considered as part of detailed design</p>
32	Written Response, (Alices Shop)	<p>Neither supported or objected but offered the following comments;</p> <p>Agrees that a pedestrian crossing on St Aldates is a good</p>	Noted



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		<p>facility but consideration must be given to loading facilities for the numerous businesses in that area.</p> <p>The closing of Queen Street means many more buses will use that area of lower St Aldates at the Speedwell Street Junction. This will increase traffic, congestion, noise and pollution in that area.</p>	<p>Noted. Current proposal is for an experimental closure only. No decision will be made on permanent closure until after 6 month monitoring and consultation period.</p>
33	Written Response, (Oxford)	<p>Objected to the proposed new taxi rank position on High Street.</p> <p>Would like to see a taxi rank at Carfax / Lloyds Bank during the day as well as the proposed evening hours.</p>	<p>The proposals seek to maintain provision broadly similar to existing taxi facilities in the Carfax area. Space is not available for additional rank space or extended operating hours.</p>
34	Written Response, (Street Trader)	<p>Objects to the proposed additional bus stops on St Aldates for the following reasons;</p> <ul style="list-style-type: none"> <li>• The pending loss of an established pitch will bring an end to this singularly alternative food outlet that's become a much loved feature to students and Oxford residents alike.</li> </ul> <p>Have requested a recommendation that an alternative central Oxford pitch be granted to them.</p>	<p>Noted – this will be discussed with the city council's licensing team</p>
35	Written Response, (Cyclox)	<p>Neither supported or objected but offered the following comments;</p> <ul style="list-style-type: none"> <li>• How do these proposals contribute to the overall vision of the Oxford Transport Strategy of Super and Premium cycle routes along Queen Street and</li> </ul>	<p>Noted. These proposals make some significant improvements but it is recognised that further improvements</p>

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		<p>George Street,</p> <ul style="list-style-type: none"> <li>• There is little to support a modal shift to the use of cycles,</li>   <li>• Wish to see an experiment of 24 hour cycling along Queen Street at some stage during the 18 month experimental order,</li>   <li>• If cycles cannot use Queen Street then an alternative, safe and coherent east – west route for cycling must be planned,</li>   <li>• Proposal at Hythe Bridge Street/Worcester Street/George Street junction is an improvement but further suggestions are made,</li>   <li>• Welcome the removal of the signal junction at St Aldates/Speedwell Street and Park End Street/New Road/Worcester Street junctions.</li>   <li>• Suggest some improvements at the Butterwyke Place turn into Thames Street.</li> </ul>	<p>are needed to achieve OTS aims for this area. Further funding will be needed for this and major changes will need to be planned and delivered in conjunction with development of the Hythe Bridge Street/Park End Street area – in particular the “Island Site” and Worcester Street car park.</p> <p>Changes to cycle access not ruled out, but experimental closure needs to be monitored first.</p> <p>See above</p> <p>Noted, design suggestions will be considered as part of detailed design</p> <p>Noted</p> <p>Noted – will consider as part of detailed design. Changes to cycle access through Butterwyke Place will</p>
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			be considered once additional pressures on Butterwyke Place have been monitored
36	Written Response, (Witney)	Objects to the proposal for Speedwell Street/St Aldates junction on safety grounds as it is a route for pedestrians of primary school age to their place of education.	Noted – no evidence that zebra crossings are less safe than signal controlled crossings. We will consider changes to address this concern as part of detailed design
37	Written Response, (Oxford)	Neither supported or objected but requested the introduction of a 24 hour taxi rank at Carfax.	The proposals seek to maintain provision broadly similar to existing taxi facilities in the Carfax area. Space is not available for additional rank space or extended operating hours.
38	Written Response, (Oxford Preservation Trust)	Neither supported or objected but offered the following comments; <ul style="list-style-type: none"> <li>• Remain concerned about the negative impacts on the historic streets such as St Aldates and High Street.</li> <li>• In particular bus stops should not impact on the frontage of the Covered Market or Christ Church.</li> <li>• Pleased to see that the turning facility at New Road/Park End Street/Worcester Street does not form part of these proposals.</li> </ul>	Noted. Current proposal is for an experimental closure only. No decision will be made on permanent closure until after 6 month monitoring and consultation period.
39	Written Response, (Oxford)	Objects to the proposal for Speedwell Street/St Aldates junction on safety grounds as it is a route for pedestrians of primary school age to their place of education and disabled users.	Noted – no evidence that zebra crossings are less safe than signal controlled crossings. We will consider changes to address this concern as part of detailed design

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40	Written Response, (COLTA)	<p>Neither supported or objected but offered the following comments;</p> <ul style="list-style-type: none"> <li>• Would at this stage only fully support the closure of Queen Street if they can get some assurances in particular on the provision of a rank on High Street opposite Lloyds Bank and the proposal of a new rank on New Road.</li> <li>• Concerned regarding the restriction proposed to not be able to turn right and head north from George Street onto Worcester Street and coming back down Worcester street and not able to turn left into George street.</li> </ul>	<p>The proposals seek to maintain provision broadly similar to existing taxi facilities in the Carfax area. Space is not available for additional rank space or extended operating hours.</p> <p>These movements were not possible for taxis before 2014, when the junction was changed as part of the Frideswide Square scheme. The objective of the new changes is to improve cycle and pedestrian safety and amenity, and to reduce delays overall where possible. To achieve this certain traffic movements have to be restricted.</p>
41	Written Response, (Oxford)	<p>Neither supported or objected but commented on the service allocations in particular the reinstatement of the No.3 bus route to serve Oxford station.</p>	<p>Bus routes and allocations are a matter for bus operators. Closure proposed is experimental and final bus routes are likely to change following monitoring and bus operators' experience.</p>
42	Written Response, (Oxford)	<p>Neither supported or objected but offered the following comments;</p> <ul style="list-style-type: none"> <li>• Without a suitable alternative route in place, the</li> </ul>	<p>Noted. Current proposal is for an</p>

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		<p>closure will have a detrimental effect on the provision of bus routes in Oxford City Centre resulting in more people having to change buses. Those that already change buses will have further to walk in order to do so.</p> <ul style="list-style-type: none"> <li>Concerned that, with Queen Street closed, buses will be displaced to the surrounding streets. This will increase congestion and pollution, and have a negative impact on the ambience of those streets.</li> </ul>	<p>experimental closure only. No decision will be made on permanent closure until after 6 month monitoring and consultation period.</p> <p>Walking distances have been assessed and will on average reduce slightly due to introduction of 15 additional bus stops in the city centre.</p> <p>Congestion and pollution will be monitored during the experimental period.</p>
43	Written Response, (Oxford)	Neither supported or objected but commented on the service allocations in particular the reinstatement of the No.3 bus route to serve Oxford station.	Bus routes and allocations are a matter for bus operators. Closure proposed is experimental and final bus routes are likely to change following monitoring and bus operators' experience.
44	Written Response, (Cllr Susanna Pressel)	<p>Objected to the proposal to move the taxi rank from Queen Street to Cornmarket.</p> <p>Offered the following comments;</p> <ul style="list-style-type: none"> <li>Pleased that some of the problems at the dangerous junction of Worcester St and George St</li> </ul>	<p>Taxi rank needed close to Carfax. Only space for taxi rank is Queen Street (as now) or Cornmarket. Cornmarket slightly wider and expected to be less busy than Queen Street and will only be in operation between 1800 and 1000, 7 days a week</p>

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		<p>are being addressed and it will hopefully also reduce the delays that the current layout is causing.</p> <ul style="list-style-type: none"> <li>• Would like to ensure that the road markings are designed to demarcate clear lanes for cyclists, where possible, and requested better enforcement of loading and waiting restrictions on St Aldates and High Street.</li> </ul>	<p>Noted</p> <p>Will review as part of detail design</p>
45	Written Response, (Oxford)	<p>Objected to the proposed new taxi rank position on High Street.</p> <p>Would like to see a taxi rank at Carfax / Lloyds Bank during the day as well as the proposed evening hours.</p>	<p>The proposals seek to maintain provision broadly similar to existing taxi facilities in the Carfax area. Space is not available for additional rank space or extended operating hours.</p>
46	Written Response, ( Hackney Carriage driver)	<p>Objected to the proposed new taxi rank position on High Street.</p> <p>Would like to see a taxi rank at Carfax / Lloyds Bank during the day as well as the proposed evening hours.</p>	<p>The proposals seek to maintain provision broadly similar to existing taxi facilities in the Carfax area. Space is not available for additional rank space or extended operating hours.</p>
47	Written Response, (Oxford)	<p>Objects to the proposal for Speedwell Street/St Aldates junction on safety grounds as it is a route for pedestrians of primary school age to their place of education and disabled users.</p>	<p>Noted – no evidence that zebra crossings are less safe than signal controlled crossings. We will consider changes to address this concern as part of detailed design</p>
48	Written Response, ( Hackney Carriage driver)	<p>Objected to the proposed new taxi rank position on High Street.</p>	<p>The proposals seek to maintain provision broadly similar to existing taxi facilities in the Carfax area.</p>

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		Would like to see a taxi rank at Carfax / Lloyds Bank during the day as well as the proposed evening hours.	Space is not available for additional rank space or extended operating hours.
49	Written Response, (Oxford)	Supported the proposal for George Street/Worcester Street/Hythe Bridge Street changes which resemble something like the previous layout as it may lead to improved traffic movements through the area.	Noted
50	Written Response, (Oxford High Street Association)	<p>Objects on the following grounds;</p> <ul style="list-style-type: none"> <li>• Impact on the historic streets and buildings due to increased numbers of buses and stops on the High Street in particular,</li> <li>• The loading bay at Turl Street will also have safety issues with respect to visibility for cyclists etc,</li> <li>• The proposals being put forward are going to be highly disruptive to the traffic flows in the city centre and could cause a higher level, not a lower level of pollution, with much traffic, including buses, being forced to take longer routes,</li> <li>• They do not take into account fully the damage that will be done to the safety of pedestrians in other streets, which are full of buses, commercial and other vehicles,</li> <li>• They ignore the needs of businesses outside of the Westgate Shopping Centre for decent access to their premises for deliveries and services,</li> </ul>	<p>Noted. Current proposal is for an experimental closure only. No decision will be made on permanent closure until after 6 month monitoring and consultation period.</p> <p>Mitigation to be considered as part of detailed design</p> <p>Congestion and pollution will be monitored during experimental period The permanent improvements will reduce congestion and pollution.</p> <p>This will be monitored during the experimental period. The permanent improvements will reduce congestion and pollution. One reason for closing Queen Street to buses is to encourage Westgate visitors to explore the rest of the city,</p>

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		<ul style="list-style-type: none"> <li>• They ignore the heritage of this city.</li> </ul>	<p>providing benefits to the whole city centre.</p> <p>The proposals seek to establish a better balance between access and servicing requirements and the need to tackle pollution and congestion in St Aldate's and High Street in particular.</p>
51	Written Response, (Hackney Carriage Driver)	<p>Objected to the proposed new taxi rank position on High Street.</p> <p>Would like to see a taxi rank at Carfax / Lloyds Bank.</p>	<p>The proposals seek to maintain provision broadly similar to existing taxi facilities in the Carfax area. Space is not available for additional rank space or extended operating hours.</p>
52	Written Response, (ROX)	<p>Objects on the following grounds;</p> <ul style="list-style-type: none"> <li>• Impact on the historic streets and buildings due to increased numbers of buses and stops on the High Street in particular,</li> <li>• The loading bay at Turl Street will also have safety issues with respect to visibility for cyclists etc,</li> <li>• The proposals being put forward are going to be highly disruptive to the traffic flows in the city centre and could cause a higher level, not a lower level of pollution, with much traffic, including buses,</li> </ul>	<p>Noted. Current proposal is for an experimental closure only. No decision will be made on permanent closure until after 6 month monitoring and consultation period.</p> <p>Mitigation to be considered as part of detailed design</p> <p>Congestion and pollution will be monitored during experimental period The permanent improvements will reduce congestion and pollution.</p>



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		<p>being forced to take longer routes,</p> <ul style="list-style-type: none"> <li>• They do not take into account fully the damage that will be done to the safety of pedestrians in other streets, which are full of buses, commercial and other vehicles,</li> <li>• They ignore the needs of businesses outside of the Westgate Shopping Centre for decent access to their premises for deliveries and services,</li> <li>• They ignore the heritage of this city.</li> </ul>	<p>This will be monitored during the experimental period. The permanent improvements will reduce congestion and pollution.</p> <p>One reason for closing Queen Street to buses is to encourage Westgate visitors to explore the rest of the city, providing benefits to the whole city centre.</p> <p>The proposals seek to establish a better balance between access and servicing requirements and the need to tackle pollution and congestion in St Aldate's and High Street in particular.</p>
53	Written Response, (Hackney carriage Driver)	<p>Objected to the proposed new taxi rank position on High Street and would like to retain the existing one by Turl Street.</p> <p>Supported the proposal for taxi rank on Cornmarket however would like to see hours extended to include for Sundays, minimum 4pm to 10am.</p>	<p>The proposals seek to maintain provision broadly similar to existing taxi facilities in the Carfax area. Space is not available for additional rank space or extended operating hours.</p>
54	Written Response, (Oxford)	<p>Neither supported or objected but commented on the service allocations in particular the reinstatement of the No.3 bus route to serve Oxford station.</p>	<p>Bus routes and allocations are a matter for bus operators. Closure proposed is experimental and final</p>

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			bus routes are likely to change following monitoring and bus operators' experience.
55	Written Response, (Oxford)	Neither objected or supported but would like more information into the service allocations with particular reference to stops on New Road for bus users who live in West Oxford.	Draft bus stop allocations are published on our website and will be updated if they change.
56	Written Response, (Oxford Pensioners)	<p>Objects to the experimental TRO and call for at least a single bus stop on Queen Street to remain and maintain east to west bus links.</p> <p>Would also like to see improved north to south bus links in order to minimise walking distances between stops for the elderly.</p>	<p>Current proposal is for an experimental closure only. No decision will be made on permanent closure until after 6 month monitoring and consultation period.</p> <p>Walking distances have been assessed and will on average reduce slightly due to introduction of 15 additional bus stops in the city centre.</p> <p>Bus routes and allocations are a matter for bus operators. Closure proposed is experimental and final bus routes are likely to change following monitoring and bus operators' experience.</p>
57	Written Response, (Oxford)	Neither objected or supported the proposals but offered detailed comments on service allocations.	Draft bus stop allocations are published on our website and will be updated if they change.

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58	Written Response, (Oxford)	Objected to the proposed experimental TRO stating that Queen Street is not ideal for the circulation of traffic in the city but it currently is the only option and ensures a throughway for public services to all parts of Oxford.	Current proposal is for an experimental closure only. No decision will be made on permanent closure until after 6 month monitoring and consultation period.
59	Written Response, (Liberal Democrats)	<p>Object to the permanent pedestrianisation of Queen Street which has less culturally significant architecture and heritage than St Aldates and The High Street.</p> <p>Object to the following;</p> <ul style="list-style-type: none"> <li>• High Street bus stops, loading bays impede on. visibility and access to the Covered market,</li>   <li>• Taxi rank on Cornmarket on safety grounds and consider that the existing taxi rank at the eastern end of Queen Street should be retained and/or that the new Westgate Centre should provide a taxi rank,</li>   <li>• Some of the proposals for change at the George Street/Worcester Street/Hythe Bridge Street</li> </ul>	<p>Current proposal is for an experimental closure only. No decision will be made on permanent closure until after 6 month monitoring and consultation period.</p> <p>The new bus stop proposed is in the location of the previous loading bay; it is unlikely to be occupied more than the loading bay was, so the impact on visibility should not be significant. Additional footfall to/from High Street bus stops should help Covered Market trade.</p> <p>Taxi rank needed close to Carfax. Only space for taxi rank is Queen Street (as now) or Cornmarket. Cornmarket slightly wider and expected to be less busy than Queen Street and will only be in operation between 1800 and 1000, 7 days a week</p> <p>Proposals will significantly reduce pedestrian waiting times compared to</p>

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		<p>junction as they do not sufficiently address the flow of pedestrians,</p> <ul style="list-style-type: none"> <li>• Removal of signalised junction at Speedwell Street/St Aldates as believe the retention of lights would provide additional safety measures for cyclists.</li> <li>• Additional bus stops on Park End Street and Hythe Bridge Street as they are not justified and will cause congestion.</li> </ul> <p>Offered detailed comments on parts of the proposals for consideration during next phase of design.</p>	<p>current arrangement</p> <p>Proposals will reduce bunching of buses and cyclists at the junction, helping to reduce dangers to cyclists</p> <p>There is sufficient space for traffic to pass buses here so no impact on congestion is expected.</p> <p>Noted, these will be considered.</p>
60	Online Consultation (Abingdon)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>• Proposed experimental order for Queen Street to prohibit Buses and taxis.</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>▪ Proposed changes to loading bay provisions on High Street,</li> <li>▪ Proposed clearway provision on High Street and St Aldates,</li> <li>▪ Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction,</li> <li>▪ Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings),</li> <li>▪ Proposed changes at the St Aldates/Speedwell</li> </ul>	<p>Response noted and covered by other comments above.</p>

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		<p>Street junction (incl. zebra crossings),</p> <ul style="list-style-type: none"> <li>▪ Proposed provision of additional bus stops and layover on various streets.</li> </ul>	
61	Online Consultation (Headington)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>▪ Proposed changes to taxi provision on Cornmarket.</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>▪ Proposed changes to loading bay provisions on High Street,</li> <li>▪ Proposed clearway provision on High Street and St Aldates,</li> <li>▪ Proposed experimental order for Queen Street to prohibit Buses and taxis,</li> <li>▪ Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings),</li> <li>▪ Proposed provision of additional bus stops and layover on various streets.</li> </ul>	Response noted and covered by other comments above.
62	Online Consultation (Oxford)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>• Proposed experimental order for Queen Street to prohibit Buses and taxis as the impact of the new Westgate should be monitored first before considering such a measure.</li> <li>• Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction as they won't improve conditions for pedestrians and cyclists.</li> </ul>	Response noted and covered by other comments above.

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		<p>Supports the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes to loading bay provisions on High Street,</li> <li>• Proposed clearway provision on High Street and St Aldates,</li> <li>• Proposed changes to taxi provision on Cornmarket,</li> <li>• Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings),</li> <li>• Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings),</li> </ul>	
63	Online Consultation (Littlemore)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes to loading bay provisions on High Street as the one adjacent to Turl Street will impede on visibility and safety of cyclists,</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>• Proposed clearway provision on High Street and St Aldates,</li> <li>• Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction but would like to see a larger refuge due to no.s at peak times,</li> <li>• Proposed experimental order for Queen Street to prohibit Buses and taxis,</li> <li>• Proposed changes at the New Road/Worcester</li> </ul>	Response noted and covered by other comments above.

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		<p>Street/Park End Street junction (incl. zebra crossings),</p> <ul style="list-style-type: none"> <li>• Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings),</li> <li>• Proposed provision of additional bus stops and layover on various streets.</li> </ul>	
64	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> <li>▪ Proposed changes to loading bay provisions on High Street,</li> <li>▪ Proposed clearway provision on High Street and St Aldates,</li> <li>▪ Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction,</li> <li>▪ Proposed experimental order for Queen Street to prohibit Buses and taxis,</li> <li>▪ Proposed changes to taxi provision on Cornmarket,</li> <li>▪ Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings),</li> <li>▪ Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings),</li> <li>▪ Proposed provision of additional bus stops and layover on various streets.</li> </ul>	Response noted and covered by other comments above.
65	Online Consultation (Unknown)	<p>Supports the following;</p> <ul style="list-style-type: none"> <li>▪ Proposed changes to loading bay provisions on High Street,</li> <li>▪ Proposed clearway provision on High Street and St</li> </ul>	Response noted and covered by other comments above.

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		<p>Aldates,</p> <ul style="list-style-type: none"> <li>▪ Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction,</li> <li>▪ Proposed experimental order for Queen Street to prohibit Buses and taxis,</li> <li>▪ Proposed changes to taxi provision on Cornmarket,</li> <li>▪ Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings),</li> <li>▪ Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings),</li> <li>▪ Proposed provision of additional bus stops and layover on various streets.</li> </ul> <p>Although no mention is made to improvements for cyclists</p>	
66	Online Consultation (Charlbury)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>• Proposed experimental order for Queen Street to prohibit Buses and taxis as no provision is made for cyclists. Extra bus traffic on St Aldates will lead to worse conditions for cyclists and Queen Street should be made more widely available to cyclists as an east to west link.</li> </ul>	Response noted and covered by other comments above.
67	Online Consultation (Abingdon)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes to loading bay provisions on High Street,</li> <li>• Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction,</li> <li>• Proposed experimental order for Queen Street to</li> </ul>	Response noted and covered by other comments above.



## ANNEX 2

		<p>prohibit Buses and taxis as walking distances between bus stops etc will be excessive particularly for pedestrians with mobility problems,</p> <ul style="list-style-type: none"> <li>• Proposed changes to taxi provision on Cornmarket,</li> <li>• Proposed provision of additional bus stops and layover on various streets.</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>• Proposed clearway provision on High Street and St Aldates.</li> </ul>	
68	Online Consultation (Unknown)	<p>Objects to the following;</p> <p>Proposed experimental order for Queen Street to prohibit Buses and taxis as it is likely to increase traffic congestion on the surrounding streets. Would like to see further restrictions on cycling down Queen Street however.</p>	Response noted and covered by other comments above.
69	Online Consultation (Bus Users Oxford member)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>• Proposed experimental order for Queen Street to prohibit Buses and taxis as Queen St is vital in accommodating turning movements for buses from the east, and even more so from the South. Does not believe measures outlined elsewhere in the proposals go far enough in providing satisfactory turning facilities,</li> <li>• Proposed provision of additional bus stops and layover on various streets as Hythe Bridge Street is severely congested most times of the day.</li> </ul>	Response noted and covered by other comments above.

## ANNEX 2

		<p>Supports the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes to loading bay provisions on High Street,</li> <li>• Proposed clearway provision on High Street and St Aldates.</li> <li>• Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction,</li> <li>• Proposed changes to taxi provision on Cornmarket,</li> <li>• Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings),</li> <li>• Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings).</li> </ul>	
70	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> <li>• Proposed clearway provision on High Street and St Aldates.</li> <li>• Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction,</li> <li>• Proposed experimental order for Queen Street to prohibit Buses and taxis,</li> <li>• Proposed changes to taxi provision on Cornmarket,</li> <li>• Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings),</li> <li>• Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings),</li> </ul>	Response noted and covered by other comments above.

## ANNEX 2

		<ul style="list-style-type: none"> <li>Proposed provision of additional bus stops and layover on various streets.</li> </ul>	
71	Online Consultation (Oxford)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>Proposed changes to loading bay provisions on High Street,</li> <li>Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction,</li> <li>Proposed experimental order for Queen Street to prohibit Buses and taxis as walking distances between bus stops etc will be excessive particularly for pedestrians with mobility problems,</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>Proposed changes to taxi provision on Cornmarket,</li> <li>Proposed provision of additional bus stops and layover on various streets.</li> </ul>	Response noted and covered by other comments above.
72	Online Consultation (Unknown)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction,</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>Proposed changes to loading bay provisions on High Street,</li> <li>Proposed clearway provision on High Street and St Aldates,</li> </ul>	Response noted and covered by other comments above.

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		<ul style="list-style-type: none"> <li>• Proposed experimental order for Queen Street to prohibit Buses and taxis,</li> <li>• Proposed changes to taxi provision on Cornmarket,</li> <li>• Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings),</li> <li>• Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings),</li> <li>• Proposed provision of additional bus stops and layover on various streets.</li> </ul>	
73	Online Consultation (Headington)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>▪ Proposed changes to loading bay provisions on High Street,</li> <li>▪ Proposed clearway provision on High Street and St Aldates,</li> <li>▪ Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction,</li> <li>▪ Proposed experimental order for Queen Street to prohibit Buses and taxis,</li> <li>▪ Proposed changes to taxi provision on Cornmarket,</li> <li>▪ Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings),</li> <li>▪ Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings).</li> </ul> <p>Opposed to any further restriction to traffic in the city centre and should be restoring bus and taxi routes to</p>	Response noted and covered by other comments above.

## ANNEX 2

		improve access to Cornmarket and St Giles. Bus stops are needed as close to Carfax as possible.	
74	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> <li>▪ Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction,</li> <li>▪ Proposed experimental order for Queen Street to prohibit Buses and taxis,</li> <li>▪ Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings),</li> </ul>	Response noted and covered by other comments above.
75	Online Consultation (Oxford)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes to taxi provision on Cornmarket,</li> <li>• Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings).</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes to loading bay provisions on High Street,</li> <li>• Proposed clearway provision on High Street and St Aldates,</li> <li>• Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction.</li> </ul>	Response noted and covered by other comments above.
76	Online Consultation (Banbury)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction,</li> <li>• Proposed changes to taxi provision on Cornmarket.</li> </ul>	Response noted and covered by other comments above.

## ANNEX 2

		<p>Supports the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes to loading bay provisions on High Street,</li> <li>• Proposed clearway provision on High Street and St Aldates although better enforcement is required,</li> <li>• Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings),</li> <li>• Proposed provision of additional bus stops and layover on various streets.</li> </ul>	
77	Online Consultation (Stonesfield)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes to taxi provision on Cornmarket.</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes to loading bay provisions on High Street,</li> <li>• Proposed clearway provision on High Street and St Aldates,</li> <li>• Proposed experimental order for Queen Street to prohibit Buses and taxis,</li> <li>• Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction,</li> <li>• Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings),</li> <li>• Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings),</li> </ul>	Response noted and covered by other comments above.

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		<ul style="list-style-type: none"> <li>Proposed provision of additional bus stops and layover on various streets.</li> </ul>	
78	Online Consultation (Oxford)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction,</li> <li>Proposed experimental order for Queen Street to prohibit Buses and taxis and elderly and disabled bus users will be forced to walk further to stops,</li> <li>Proposed changes to taxi provision on Cornmarket as this goes against the principles of pedestrianised streets,</li> <li>Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings),</li> <li>Proposed provision of additional bus stops and layover on various streets.</li> </ul>	Response noted and covered by other comments above.
79	Online Consultation (Oxford)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>Proposed clearway provision on High Street and St Aldates as this needs to include buses as well as they cause unsafe conditions for cyclists,</li> <li>Proposed experimental order for Queen Street to prohibit Buses and taxis as this add more congestion to the already congested St Aldates,</li> <li>Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings),</li> <li>Proposed provision of additional bus stops and layover on various streets.</li> </ul>	<p>It is not considered feasible to remove all bus stops from this area, given lack of suitable alternatives</p> <p>Response noted and covered by other comments above.</p>

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80	Online Consultation (Abingdon)	<p>Supports the following;</p> <p>Proposed experimental order for Queen Street to prohibit Buses and taxis.</p> <p>Expressed concerns that the X3 bus service no longer serves Oxford Station as it previously did.</p>	Response noted and covered by other comments above.
81	Online Consultation (Abingdon)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction,</li> <li>• Proposed experimental order for Queen Street to prohibit Buses and taxis,</li> <li>• Proposed changes to taxi provision on Cornmarket,</li> <li>• Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings).</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>• Proposed clearway provision on High Street and St Aldates.</li> </ul>	Response noted and covered by other comments above.
82	Online Consultation (Garsington)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>• Proposed experimental order for Queen Street to prohibit Buses and taxis,</li> <li>• Proposed provision of additional bus stops and layover on various streets.</li> </ul>	Response noted and covered by other comments above.



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83	Online Consultation (Headington)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings). Suggests a right turn for buses should be considered plus is concerned that the Speedwell Street crossing is too close to the junction and may be a danger to the many school children who cross the road at this point,</li> <li>• Proposed provision of additional bus stops and layover on various streets.</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>• Proposed clearway provision on High Street and St Aldates although better enforcement is required,</li> <li>• Proposed experimental order for Queen Street to prohibit Buses and taxis,</li> <li>• Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings).</li> </ul> <p>Also raised general concerns re. bus routeing and bus stop allocations.</p>	Response noted and covered by other comments above.
84	Online Consultation (Oxford)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes to taxi provision on Cornmarket.</li> </ul> <p>Supports the following;</p>	Response noted and covered by other comments above.

## ANNEX 2

		<ul style="list-style-type: none"> <li>• Proposed changes to loading bay provisions on High Street,</li> <li>• Proposed clearway provision on High Street and St Aldates,</li> <li>• Proposed experimental order for Queen Street to prohibit Buses and taxis as believes that no vehicle access whatsoever should be allowed in this area during the times that shops are open for business in the Queens Street and Westgate,</li> <li>• Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction,</li> <li>• Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings),</li> <li>• Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings),</li> <li>• Proposed provision of additional bus stops and layover on various streets.</li> </ul>	
85	Online Consultation (Oxford)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>▪ Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction,</li> <li>▪ Proposed experimental order for Queen Street to prohibit Buses and taxis and elderly and disabled bus users will be forced to walk further to stops,</li> <li>▪ Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings),</li> <li>▪ Proposed provision of additional bus stops and layover on various streets as would make those</li> </ul>	Response noted and covered by other comments above.

		streets too crowded and too polluted.	
86	Online Consultation (Westgate Alliance)	<p>Supports the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes to loading bay provisions on High Street,</li> <li>• Proposed clearway provision on High Street and St Aldates,</li> <li>• Proposed experimental order for Queen Street to prohibit Buses and taxis as believes that no vehicle access whatsoever should be allowed in this area during the times that shops are open for business in the Queens Street and Westgate,</li> <li>• Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction,</li> <li>• Proposed changes to taxi provision on Cornmarket.</li> <li>• Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings),</li> <li>• Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings),</li> <li>• Proposed provision of additional bus stops and layover on various streets.</li> </ul> <p>Westgate Alliance has worked with City, County Councils since early 2010 in order to ensure the new Westgate fully integrates with the rest of Oxford. The design of the centre has been deliberately developed so that the new centre is fully permeable to and from surrounding streets, with 24 hour linkages that restore the historic east west routes around the site.</p>	Response noted and covered by other comments above.

## ANNEX 2

		<p>New visitors will not be familiar with the bus route through Queen Street where expectations will be for a pedestrianised street. We could also see a change in demographics with more families with children visiting and Queen Street needs to adapt to these changes.</p>	
87	Online Consultation (Unknown)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>▪ Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction,</li> <li>▪ Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings),</li> </ul> <p>These proposals would reduce the rights of private cars, and the respondent needs a car for work (work car park is on New Road) and to get through this area at the start and end of the day - in various directions - to get the kids to/from school.</p>	Response noted and covered by other comments above.
88	Online Consultation (Oxford)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes to loading bay provisions on High Street as it will add to an already heavily and congested and polluted street,</li> <li>• Proposed experimental order for Queen Street to prohibit Buses and taxis on the grounds of pollution, congestion and convenience,</li> <li>• Proposed changes to taxi provision on Cornmarket as this will re-introduce traffic onto a pedestrianised street,</li> <li>• Proposed provision of additional bus stops and</li> </ul>	Response noted and covered by other comments above.

## ANNEX 2

		<p>layover on various streets.</p> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>• Proposed clearway provision on High Street and St Aldates although better enforcement is required,</li> <li>• Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction as additional, safe facilities for cyclists are needed,</li> <li>• Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings),</li> <li>• Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings).</li> </ul>	
89	Online Consultation (Oxford)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes to taxi provision on Cornmarket,</li> <li>• Proposed experimental order for Queen Street to prohibit Buses and taxis on the grounds of pollution, congestion and convenience.</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes to loading bay provisions on High Street,</li> <li>• Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings).</li> </ul>	Response noted and covered by other comments above.
90	Online Consultation (Oxford)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes at the George Street/Worcester</li> </ul>	

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		<p>Street/Hythe Bridge Street junction,</p> <ul style="list-style-type: none"> <li>Proposed changes to taxi provision on Cornmarket.</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>Proposed clearway provision on High Street and St Aldates,</li> <li>Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings),</li> <li>Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings).</li> <li>Proposed provision of additional bus stops and layover on various streets.</li> </ul>	
91	Online Consultation (Oxford)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction,</li> <li>Proposed experimental order for Queen Street to prohibit Buses and taxis. Considers it would be best to have a review after 6 months of shared use post Westgate opening,</li> <li>Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings),</li> <li>Proposed provision of additional bus stops and layover on various streets.</li> </ul> <p>Supports the following;</p>	<p>Keeping Queen Street open to buses on an experimental basis was considered but considered to be a less appropriate option due to concerns about pedestrian volumes and safety in Queen Street</p> <p>Other points noted and covered by other comments above.</p>

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		<ul style="list-style-type: none"> <li>Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings).</li> </ul>	
92	Online Consultation (Savills on Behalf of Christchurch College)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>Proposed experimental order for Queen Street to prohibit Buses and taxis. However, the proposal would be supported if traffic flow is reduced or improved north and south bound on St Aldates,</li> <li>Proposed changes to taxi provision on Cornmarket due to safety concerns.</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings).</li> </ul>	<p>Response noted and covered by other comments above.</p> <p>Proposed clearway restrictions should improve flow in St Aldate's but we will monitor this</p>
93	Online Consultation (Eynsham)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>Proposed experimental order for Queen Street to prohibit Buses and taxis. Considers it would be best to have a review after 6 months of shared use post Westgate opening,</li> <li>Proposed changes to taxi provision on Cornmarket due to safety concerns.</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction as something is needed to help with congestion,</li> <li>Proposed changes at the New Road/Worcester</li> </ul>	<p>Response noted and covered by other comments above.</p>

## ANNEX 2

		Street/Park End Street junction (incl. zebra crossings).	
94	Online Consultation (Oxford)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction as something is needed to help with congestion,</li> <li>• Proposed changes to taxi provision on Cornmarket due to safety concerns.</li> <li>• Proposed provision of additional bus stops and layover on various streets. Hythe Bridge Street and Park End Street should be a one way system.</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>• Proposed clearway provision on High Street and St Aldates,</li> <li>• Proposed experimental order for Queen Street to prohibit Buses and taxis,</li> </ul>	<p>Response noted and covered by other comments above.</p> <p>One-way system has been considered in the past but ruled out for various reasons.</p>
95	Online Consultation (Oxford)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction as something is needed to help with congestion at an existing bottleneck.</li> </ul>	<p>Response noted and covered by other comments above.</p>
96	Online Consultation (Oxford)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes to taxi provision on Cornmarket on pedestrian safety grounds,</li> <li>• Proposed changes at the St Aldates/Speedwell</li> </ul>	<p>Response noted and covered by other comments above.</p>



## ANNEX 2

		<p>Street junction (incl. zebra crossings).</p> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction,</li> <li>• Proposed experimental order for Queen Street to prohibit Buses and taxis,</li> <li>• Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings).</li> </ul>	
97	Online Consultation (Hinksey Hill)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction,</li> <li>• Proposed experimental order for Queen Street to prohibit Buses and taxis. Abingdon buses will no longer serve the station,</li> <li>• Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings),</li> <li>• Proposed provision of additional bus stops and layover on various streets as thinks the city needs fewer bus stops not more.</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes to taxi provision on Cornmarket.</li> </ul>	Response noted and covered by other comments above.
98	Online Consultation	<p>Objects to the following;</p>	Response noted and covered by other comments above.

## ANNEX 2

	(Unknown)	<ul style="list-style-type: none"> <li>• Proposed experimental order for Queen Street to prohibit Buses and taxis. Abingdon buses will no longer serve the station,</li> <li>• Proposed changes to taxi provision on Cornmarket.</li> <li>• Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings) as pedestrians prefer signal crossings over zebras.</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes to loading bay provisions on High Street</li> <li>• Proposed clearway provision on High Street and St Aldates but suggests longer hours,</li> <li>• Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction but suggests the Hythe Bridge Street crossing should be retained,</li> <li>• Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings),</li> <li>• Proposed provision of additional bus stops and layover on various streets.</li> </ul>	
99	Online Consultation (Cutteslowe)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction as would like to see it remain in the current layout. Works better now for buses and pedestrians,</li> <li>• Proposed experimental order for Queen Street to</li> </ul>	Response noted and covered by other comments above.

## ANNEX 2

		<p>prohibit Buses and taxis. As a disabled user distances between stops would make visits to the city centre difficult,</p> <ul style="list-style-type: none"> <li>• Proposed changes to taxi provision on Cornmarket on safety grounds,</li> <li>• Proposed provision of additional bus stops and layover on various streets as thinks the city needs fewer bus stops not more.</li> </ul>	
100	Online Consultation (Oxford)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes to loading bay provisions on High Street as the proposal by Turl Street will be dangerous for cyclists,</li> <li>• Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction as it is very dangerous for cyclists,</li> <li>• Proposed experimental order for Queen Street to prohibit Buses and taxis as bus buses need the east to west link,</li> <li>• Proposed changes to taxi provision on Cornmarket as will be unsafe for pedestrians and cyclists.</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings),</li> </ul>	Response noted and covered by other comments above.
101	Online Consultation (Long Hanborough)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes at the George Street/Worcester</li> </ul>	

## ANNEX 2

		<p>Street/Hythe Bridge Street junction as the latest layout has improved traffic movements,</p> <ul style="list-style-type: none"> <li>• Proposed changes to taxi provision on Cornmarket.</li> <li>• Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings),</li> <li>• Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings).</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes to loading bay provisions on High Street but needs better enforcement,</li> <li>• Proposed clearway provision on High Street and St Aldates but needs better enforcement,</li> <li>• Proposed experimental order for Queen Street to prohibit Buses and taxis as it seems to have been working during the construction of the Westgate,</li> <li>• Proposed provision of additional bus stops and layover on various streets.</li> </ul>	
102	Online Consultation (Oxford)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction,</li> <li>• Proposed changes to taxi provision on Cornmarket,</li> <li>• Proposed provision of additional bus stops and layover on various streets.</li> </ul> <p>Supports the following;</p>	Response noted and covered by other comments above.

## ANNEX 2

		<ul style="list-style-type: none"> <li>Proposed experimental order for Queen Street to prohibit Buses and taxis.</li> </ul>	
103	Online Consultation (Grove)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction in particular the removal of the crossing for Hythe Bridge Street,</li> <li>Proposed changes to taxi provision on Cornmarket. This should be on High Street or George Street.</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>Proposed clearway provision on High Street and St Aldates as may help improve air quality,</li> <li>Proposed experimental order for Queen Street to prohibit Buses and taxis as will contribute to improved air quality in the area,</li> <li>Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings),</li> <li>Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings),</li> <li>Proposed provision of additional bus stops and layover on various streets.</li> </ul>	<p>Response noted and covered by other comments above.</p> <p>Removal of crossing of Hythe Bridge Street is necessary to facilitate new junction arrangements; there is a crossing slightly further west, close to Fisher Row.</p>
104	Online Consultation (Oxford)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>Proposed changes to loading bay provisions on High Street as bus stop outside Covered Market is</li> </ul>	<p>Response noted and covered by other comments above.</p> <p>Proximity of High St bus stop to</p>

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		<p>too close to junction,</p> <ul style="list-style-type: none"> <li>Proposed experimental order for Queen Street to prohibit Buses and taxis as would cause congestion and pollution elsewhere,</li> <li>Proposed changes to taxi provision on Cornmarket.</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>Proposed clearway provision on High Street and St Aldates,</li> <li>Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction,</li> <li>Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings),</li> <li>Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings),</li> </ul>	<p>junction will be considered in detailed design and safety audit</p>
105	<p>Online Consultation (Headington (CycloX))</p>	<p>Objects to the proposals as it is not clear how they contribute to the Oxford Transport Strategy or the Super and Premium Cycle Routes for Queen Street and George Street.</p> <p>There is little to support a modal shift to cycling and would like to see an experiment of 24 hour cycling along Queen Street. If not, a suitable alternative must be planned.</p> <p>Offered detailed comments on individual elements of the proposals and other areas.</p>	<p>Response noted and covered by other comments above.</p>

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106	Online Consultation (Oxford)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction as looks to be unsafe for cyclists,</li> <li>• Proposed experimental order for Queen Street to prohibit Buses and taxis as there is a need for an east to west link. This will result in more congestion on other streets and unsafe conditions for cyclists,</li> <li>• Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings),</li> <li>• Proposed changes to taxi provision on Cornmarket.</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>• Proposed clearway provision on High Street and St Aldates,</li> <li>• Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings),</li> <li>• Proposed provision of additional bus stops and layover on various streets.</li> </ul>	Response noted and covered by other comments above.
107	Online Consultation (Oxford City Council Licensing Officer)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>• Proposed clearway provision on High Street and St Aldates due to its impact on an established street trader. Suggested various options for consideration,</li> <li>• Proposed provision of additional bus stops and layover on various streets.</li> </ul>	Response noted and covered by other comments above.

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108	Online Consultation (Oxford)	<p>Supports the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes to loading bay provisions on High Street,</li> <li>• Proposed clearway provision on High Street and St Aldates,</li> <li>• Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction,</li> <li>• Proposed experimental order for Queen Street to prohibit Buses and taxis. Abingdon buses will no longer serve the station,</li> <li>• Proposed changes to taxi provision on Cornmarket.</li> <li>• Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings) as pedestrians prefer signal crossings over zebras.</li> <li>• Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings),</li> <li>• Proposed provision of additional bus stops and layover on various streets.</li> </ul>	Response noted and covered by other comments above.
109	Online Consultation (Abingdon)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>• Proposed experimental order for Queen Street to prohibit Buses and taxis as it would increase congestion on adjacent streets and increase walking distances between stops. No direct route from Abingdon to rail station.</li> </ul> <p>Supports the following;</p>	Response noted and covered by other comments above.



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		<ul style="list-style-type: none"> <li>• Proposed clearway provision on High Street and St Aldates,</li> <li>• Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction if it results in less congestion,</li> <li>• Proposed changes to taxi provision on Cornmarket,</li> <li>• Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings),</li> <li>• Proposed provision of additional bus stops and layover on various streets.</li> </ul>	
110	Online Consultation (Headington)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction if it results in less congestion,</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>• Proposed clearway provision on High Street and St Aldates,</li> <li>• Proposed experimental order for Queen Street to prohibit Buses and taxis as considers that there are too many buses in the city centre during off peak times,</li> <li>• Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings),</li> <li>• Proposed provision of additional bus stops and</li> </ul>	Response noted and covered by other comments above.

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		layover on various streets.	
111	Online Consultation (Abingdon)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes to loading bay provisions on High Street,</li> <li>• Proposed experimental order for Queen Street to prohibit Buses and taxis as there will no longer be a direct route from Abingdon to the rail station,</li> <li>• Proposed changes to taxi provision on Cornmarket,</li> <li>• Proposed changes to taxi provision on Cornmarket.</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction,</li> <li>• Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings),</li> <li>• Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings).</li> </ul>	Response noted and covered by other comments above.
112	Online Consultation (Headington)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>• Proposed clearway provision on High Street and St Aldates,</li> <li>• Proposed provision of additional bus stops and layover on various streets.</li> </ul> <p>Supports the following;</p>	Response noted and covered by other comments above.

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		<ul style="list-style-type: none"> <li>Proposed changes to loading bay provisions on High Street.</li> </ul>	
113	Online Consultation (Oxford)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction,</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>Proposed changes to loading bay provisions on High Street,</li> <li>Proposed clearway provision on High Street and St Aldates,</li> <li>Proposed experimental order for Queen Street to prohibit Buses and taxis,</li> <li>Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings). This junction should also be used as the turning place for buses,</li> <li>Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings),</li> <li>Proposed provision of additional bus stops and layover on various streets.</li> </ul>	Response noted and covered by other comments above.
114	Online Consultation (Oxford)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>Proposed experimental order for Queen Street to prohibit Buses and taxis as it will add to congestion on St Aldates,</li> <li>Proposed changes to taxi provision on</li> </ul>	Response noted and covered by other comments above.

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		<p>Cornmarket,</p> <ul style="list-style-type: none"> <li>• Proposed provision of additional bus stops and layover on various streets as those streets are already overcrowded and are unlikely to cope with increased numbers of buses and pedestrians.</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes to loading bay provisions on High Street,</li> <li>• Proposed clearway provision on High Street and St Aldates,</li> <li>• Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction,</li> <li>• Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings).</li> </ul>	
115	Online Consultation (Unknown)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>• Proposed experimental order for Queen Street to prohibit Buses and taxis as it will add to congestion on other streets worsening conditions for pedestrians and cyclists,</li> <li>• Proposed changes to taxi provision on Cornmarket as will be unsafe for cyclists,</li> <li>• Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings) with respect to cyclists safety,</li> <li>• Proposed provision of additional bus stops and</li> </ul>	Response noted and covered by other comments above.

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		layover on various streets.	
116	Online Consultation (Summertown)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>Proposed experimental order for Queen Street to prohibit Buses and taxis as concerned about the knock on effect on St Aldates particularly on safety of pedestrians.</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings),</li> <li>Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings).</li> </ul>	Response noted and covered by other comments above.
117	Online Consultation (Marston)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>Proposed experimental order for Queen Street to prohibit Buses and taxis due to impact on bus services from Marston area,</li> <li>Proposed changes to taxi provision on Cornmarket as will be unsafe for cyclists as impacts on safety of pedestrians,</li> <li>Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings) as considers these roads are too busy for zebra crossings and will be a danger to pedestrians,</li> <li>Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings) as these</li> </ul>	Response noted and covered by other comments above.

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		roads are too busy for zebra crossings and will be a danger to pedestrians.	
118	Online Consultation (Oxford)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction particularly the removal of the crossing on Hythe Bridge Street,</li> <li>Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings) particularly the removal of signalised crossings.</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>Proposed changes to loading bay provisions on High Street,</li> <li>Proposed clearway provision on High Street and St Aldates,</li> </ul>	Response noted and covered by other comments above.
119	Online Consultation (Pembroke College Home Bursar)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>Proposed experimental order for Queen Street to prohibit Buses and taxis as concerned re. increased congestion and safety of cyclists and pedestrians,</li> <li>Proposed provision of additional bus stops and layover on various streets.</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>Proposed changes to loading bay provisions on High Street,</li> <li>Proposed clearway provision on High Street and St</li> </ul>	Response noted and covered by other comments above.

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		<p>Aldates,</p> <ul style="list-style-type: none"> <li>Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction,</li> <li>Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings),</li> <li>Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings).</li> </ul>	
120	Online Consultation (Headington)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>Proposed changes to loading bay provisions on High Street particularly the bay adjacent to Turl Street which will impede on visibility and safety of cyclists,</li> <li>Proposed provision of additional bus stops and layover on various streets.</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>Proposed experimental order for Queen Street to prohibit Buses and taxis.</li> </ul>	Response noted and covered by other comments above.
121	Online Consultation (Oxford)	Objects to the proposal for Speedwell Street/St Aldates junction on safety grounds as it is a route for pedestrians of primary school age to their place of education.	Response noted and covered by other comments above.
122	Online Consultation (Unknown)	Objects to the proposal for Speedwell Street/St Aldates junction on safety grounds as it is a route for pedestrians considers that signal controlled crossings are safer than zebra crossings.	Response noted and covered by other comments above.

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123	Online Consultation (Oxford)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>• Proposed experimental order for Queen Street to prohibit Buses and taxis as will increase congestion and pollution on surrounding streets,</li> <li>• Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings) as it will impact on the safety of pedestrians and cyclists.</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>• Proposed clearway provision on High Street and St Aldates,</li> <li>• Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction.</li> </ul>	Response noted and covered by other comments above.
124	Online Consultation (Oxford)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings) as it will impact on the safety of cyclists due to increased potential conflicts with buses.</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>• Proposed clearway provision on High Street and St Aldates.</li> </ul>	Response noted and covered by other comments above.
125	Online Consultation	Objects to the following;	Response noted and covered by other comments above.



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	(Unknown)	<ul style="list-style-type: none"> <li>Proposed experimental order for Queen Street to prohibit Buses and taxis,</li> <li>Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings) as it will impact on the safety of pedestrians.</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>Proposed provision of additional bus stops and layover on various streets.</li> </ul>	
126	Online Consultation (Oxford)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>Proposed changes to loading bay provisions on High Street,</li> <li>Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings) on safety grounds as it is a route for pedestrians of primary school age to their place of education..</li> </ul>	Response noted and covered by other comments above.
127	Online Consultation (Unknown)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings) on safety grounds as it is a route for pedestrians of primary school age to their place of education.</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>Proposed changes to loading bay provisions on High Street,</li> <li>Proposed changes at the George Street/Worcester</li> </ul>	Response noted and covered by other comments above.

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		<p>Street/Hythe Bridge Street junction.</p> <ul style="list-style-type: none"> <li>Proposed experimental order for Queen Street to prohibit Buses and taxis.</li> </ul>	
128	Online Consultation (Oxford)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings) on safety grounds as it is a route for pedestrians of primary school age to their place of education.</li> </ul>	Response noted and covered by other comments above.
129	Online Consultation (Benson)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>Proposed experimental order for Queen Street to prohibit Buses and taxis as will increase congestion and pollution on surrounding streets.</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>Proposed clearway provision on High Street and St Aldates,</li> <li>Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction.</li> <li>Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings).</li> </ul>	Response noted and covered by other comments above.
130	Online Consultation (Unknown)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction,</li> <li>Proposed changes to taxi provision on Cornmarket.</li> </ul>	Response noted and covered by other comments above.

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		<p>Supports the following;</p> <ul style="list-style-type: none"> <li>Proposed clearway provision on High Street and St Aldates.</li> </ul>	
131	Online Consultation (Botley)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>Proposed changes to taxi provision on Cornmarket as will be unsafe for pedestrians,</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>Proposed clearway provision on High Street and St Aldates,</li> <li>Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction as will improve safety for cyclists,</li> <li>Proposed experimental order for Queen Street to prohibit Buses and taxis as long as east to west cycling is permitted,</li> <li>Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings),</li> <li>Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings).</li> </ul>	Response noted and covered by other comments above.
132	Online Consultation (Unknown)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>Proposed changes to loading bay provisions on High Street due to the increased congestion and pollution that will result,</li> </ul>	Response noted and covered by other comments above.

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		<ul style="list-style-type: none"> <li>• Proposed clearway provision on High Street and St Aldates due to the increase congestion and pollution that will result,</li> <li>• Proposed changes to taxi provision on Cornmarket as this should remain closed to traffic,</li> <li>• Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings) as considers zebra crossings as more dangerous than signals,</li> <li>• Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings).</li> <li>• Proposed provision of additional bus stops and layover on various streets as this will increase air pollution.</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction,</li> <li>• Proposed experimental order for Queen Street to prohibit Buses and taxis.</li> </ul>	
133	Online Consultation (Oxford)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings) as it will impact on the safety of pedestrians particularly those of school age.</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>• Proposed experimental order for Queen Street to</li> </ul>	Response noted and covered by other comments above.

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		prohibit Buses and taxis.	
134	Online Consultation (Abingdon)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>Proposed experimental order for Queen Street to prohibit Buses and taxis,</li> <li>Proposed changes to taxi provision on Cornmarket,</li> <li>Proposed provision of additional bus stops and layover on various streets.</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>Proposed changes to loading bay provisions on High Street,</li> <li>Proposed clearway provision on High Street and St Aldates,</li> <li>Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction,</li> <li>Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings),</li> <li>Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings).</li> </ul>	Response noted and covered by other comments above.
135	Online Consultation (Witney)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings) as it will impact on the safety of pedestrians particularly those of school age.</li> </ul>	Response noted and covered by other comments above.

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136	Online Consultation (Oxford)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes to loading bay provisions on High Street as will add to pollution and spoil a beautiful street,</li> <li>• Proposed experimental order for Queen Street to prohibit Buses and taxis,</li> <li>• Proposed provision of additional bus stops and layover on various streets as will increase congestion and pollution.</li> </ul>	<p>Response noted and covered by other comments above.</p> <p>Loading overall will be reduced</p>
137	Online Consultation (Littlemore)	<p>Objects to the following;</p> <ul style="list-style-type: none"> <li>• Proposed changes to taxi provision on Cornmarket,</li> <li>• Proposed provision of additional bus stops and layover on various streets.</li> </ul> <p>Supports the following;</p> <ul style="list-style-type: none"> <li>• Proposed clearway provision on High Street and St Aldates,</li> <li>• Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings). It is an improvement on the current arrangement. Suggested further improvements to assist cyclists,</li> <li>• Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings).</li> </ul> <p>24 hour cycling through Queen Street should also be trialled at some point during the 18 month experimental</p>	<p>Response noted and covered by other comments above.</p>

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		period.	
138	Online Consultation (Headington)	<p>Objects to the following;</p> <ul style="list-style-type: none"><li>• Proposed experimental order for Queen Street to prohibit Buses and taxis due to increased walking distances for passengers between stops,</li><li>• Proposed provision of additional bus stops and layover on various streets.</li></ul> <p>Supports the following;</p> <ul style="list-style-type: none"><li>• Proposed changes to loading bay provisions on High Street,</li><li>• Proposed clearway provision on High Street and St Aldates,</li><li>• Proposed changes at the George Street/Worcester Street/Hythe Bridge Street junction,</li><li>• Proposed changes at the New Road/Worcester Street/Park End Street junction (incl. zebra crossings),</li><li>• Proposed changes at the St Aldates/Speedwell Street junction (incl. zebra crossings).</li></ul>	Response noted and covered by other comments above.